

AREA A - BALLOON SQUARE (DEVELOPMENT ZONE J, EIA AREA 1)

This area comprises Development Zone J in its entirety. This area is bounded to the north by the Basingstoke Canal, built in 1794, and the Basingstoke Canal Conservation Area. This Heritage Area is largely outside the Aldershot Military Town Conservation Area with the exception of the long, eastern strip of land between the security fence of Browning Barracks and Queen's Avenue. This strip of land contains the footpath and verge to Queen's Avenue together with the Grade II Listed Cammell Memorial, which creates a visual focal point.

In the northwest corner of the area, there were originally various boat houses associated with Aldershot Wharf. The remainder of the site is strongly connected to the history of the Royal Engineers and the early development of military aviation.

Prior to the establishment of Browning Barracks in the 1960s, the area formed part of the Royal Engineers, Gibraltar Barracks. In 1862 Captain F. Beaumont and Lieutenant George Glover, both of the Royal Engineers drew the attention of the War Office to the potential use of balloons for observation. The two officers had seen balloons being used by the Confederates in the American Civil War. This interest was heightened in 1863 when Henry Coxwell was commissioned to perform a series of ascents at Aldershot and Woolwich. The demonstration showed how captive balloons could be used for reconnaissance, signalling and the dropping of bombs on an enemy.



Balloon reconnaissance at the Royal Review, Aldershot, 1863, as reported in the press.

In 1878 the War Office employed Captain James Templer, an army reservist and experienced free balloonist, to build the Army's first balloon for service use. Templer built his first balloon, the Pioneer in the same year. In 1879 a small unit of Royal Engineers established the first permanent ballooning establishment – the Balloon Equipment Store at Woolwich, and by the end of the year the unit had five balloons in service.

In 1880 Military balloon training was initiated at Aldershot by Captain Templer and Captain H. Elsdale and in 1880 and 1882, the Balloon Section participated in the Aldershot manoeuvres; it was considered very successful. The School and the Store moved to Chatham, Kent and in 1888 a 'School of Ballooning'

was established as a training and test centre for British Army experiments with balloons and airships.

1891 saw the creation of the Royal Engineer's Balloon Section, the first operational aircraft unit in the British Army. Then, in 1892, the Stanhope Lines at Aldershot became the site of both the factory and Balloon Section, now permanent units of the Royal Engineers. Initially, the section was located in huts adjacent to the Basingstoke Canal.



Cody depicted later in the twentieth century at Aldershot.

In 1897 the School was put under the control of Colonel J. L. B. Templer and officially renamed 'The Balloon Factory'. In 1899 the Factory increased production to supply balloons for use in the Boer War and began experiments with 'dirigible balloons' (airships) in 1902. Over a period of several years the famous showman Samuel Cody developed a deep interest in kite flying and his success in the theatre provided the finance to progress this interest. His experiments ultimately led to the development of a sophisticated system of man lifting kites for use in observation. Tests were run in 1904 and Cody was given the post of Kite Instructor to the Royal Engineers' Balloon School at Aldershot. In 1904 space began to run short at Aldershot, and the establishment was moved to Farnborough, where it became the Royal Aircraft Factory in 1911. However, the Gibraltar barracks remained in use by the Royal Engineers until their demolition in 1964.



Aerial view of the Gibraltar Barracks, the site of the Balloon School, whilst under demolition.

In 1895, work began on the construction of Gibraltar Barracks to house the Balloon Establishment, in the northwest section of the area, below the canal. The barracks were named after the Royal Engineers famous role in the siege of Gibraltar in 1704 and subsequently during the American Independence War in 1779-1783. A cricket ground was located to the northwest of the main barrack buildings.



Tractors outside the Balloon Factory in Gibraltar Barracks, Aldershot.



Observation balloon testing being carried out at Aldershot.



Browning Barracks as depicted c.1970, relatively soon after construction.



The barracks were named after Lieutenant-General Sir Frederick Browning (1896-1965).

The 1960s redevelopment masterplan designated the area as forming part of the working zone of the garrison. The original barrack buildings in the area were demolished to make way for Browning Barracks, constructed in 1964 – the buildings were selected for a Civic Trust Award in 1968. The new buildings were named after Lieutenant-General Sir Frederick (Boy) Browning (1896-1965), the first appointed Commander of Paratroops and Airborne Troops.

The Barracks operated as the depot for the Parachute Regiment and Airborne Forces until 1993. Historically therefore, the area is closely linked to the history of aerial warfare through involvement in the development of military aviation and the links to the parachute regiment.

This area also contains two Grade II listed memorials, firstly, that to the Balloon School, recording the foundation of the school near the site. Secondly, a Portland Stone obelisk was erected alongside Queen's Avenue, in 1911 in memory of Lieutenant Reginald Archibald Cammell. The locally listed Canal Bridge is also an important link to the North Camp.

Although this area is largely outside the Conservation Area it has an important visual impact on the appearance of the Conservation Areas and in particular the adjacent Grade II Listed churches of St George and St Michael Church and St Andrews Church.

Browning Barracks' role of providing technical support to the Parachute Regiment, has resulted in the construction of large industrial buildings and large areas of tarmac paving on the east side of the area, which detracts from the Conservation Area. However, the effect of this

has been softened by pockets of trees located on the site and along Queen's Avenue.



Left: Building 1G, a typical example of the 1960s buildings within this area.

SIGNIFICANCE OF INDIVIDUAL BUILDINGS & MONUMENTS

DESCRIPTION

The buildings within this area today were first constructed in 1964 on a gridded layout to serve as a depot for the Parachute and Airborne Forces. The new buildings were constructed using the G80 concrete industrialised building system and finished with light grey mosaic tiles. The height of the buildings varies from single storey to four storeys and are all flat roofed. These form buildings groups 1 and 2. Subsequent buildings abandoned the use of the concrete modular system and were flat roofed, finished either with grey engineering bricks or cedar boarding. This was possibly because the modular system proved less practical to build more specialised individual buildings. During the 1980s, three workshop buildings were constructed using fair face blockwork with contrasting bands of dark coloured facing bricks.

All buildings in this area are located outside the Conservation Area and are standard examples of the barrack type built in Aldershot in the 1960s. Other buildings are modern industrial workshops of no historic or architectural value.

CONDITION

Until recently many of the building were occupied, but a lack of recent use and maintenance has allowed them to quickly deteriorate. They are now in poor condition. The experimental form of construction has also meant that many buildings are coming to the end of their useful life.

AREA SIGNIFICANCE

	SIGNIFICANCE		
	National	Regional	Local
<b>Historic and Personal Associations</b>			
The area provides a link to the development of airborne warfare and use of airborne troops under the 'Balloon Factory'	C	C	C
The area demonstrates the concern to improve soldiers living and working conditions in the 1960s.	C	C	C
The area covers the site of the former Gibraltar Barracks, named after the siege of Gibraltar of 1704, in which the Royal Engineers played a major role.	C	C	B
The 1960s barracks were named after Lt General Frederick 'Boy' Browning, first appointed Commander of Paratroops and airborne troops in 1941.	C	B	B
The area is associated with Colonel Samuel Cody, who was given the post of Kite Instructor at the Balloon Factory in 1904. The area is also associated with Colonel J. L. B Templer, who was in command of the Balloon Factory.	B	B	B

The area is associated with the Royal engineers who were originally based on the site, and the Parachute Regiment, established on the site in the 1960s.	C	C	C
<b>Context and Setting</b>			
The northern area of Gibraltar Barracks (Area A) became separated from the southern area, (in Area B), by the Alison's Road dual carriageway road built in the 1960s.	C	C	C
<b>Architectural/Artistic</b>			
The buildings are unremarkable examples of the 1960s concrete system of building known as the G80 system, developed by Building Design Partnership.	C	C	C
The buildings are typical examples of 1960s military architectural planning, influenced by the design of the New Towns and Universities.	C	C	C

INDIVIDUAL BUILDING SIGNIFICANCE

There are no individual buildings of any significance within this area.

MONUMENTS

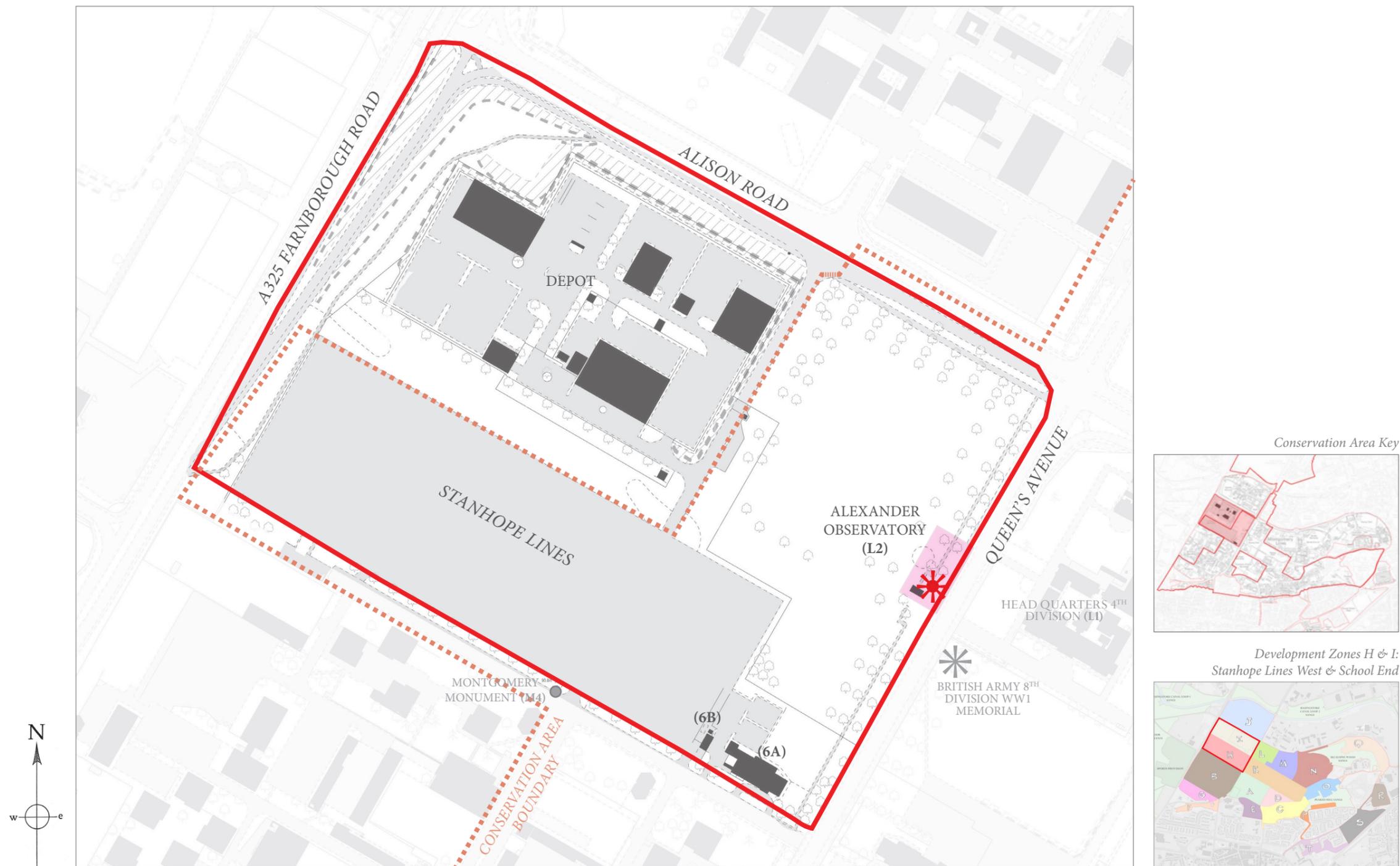
Name and Building No.	Description	SIGNIFICANCE		
		National	Regional	Local
Balloon Square Memorial (M1)	c.1964 - Commemorates the foundation of the Royal School of Ballooning. Cast iron plate mounted on a chamfered concrete base, finished with mosaic tiles. Has recently been stolen from site.  Grade II Listed	B	B	A
Cammell Memorial (M3)	Memorial to Lt Reginald Archibald Cammell (1886-1911) who died whilst flying an aeroplane in Hendon on 17th September 1911. Stone obelisk on a plinth next to Queen's Avenue, with inscribed bronze panel.  Grade II Listed	C	B	A
Canal Bridge	Iron Bridge crossing the Basingstoke Canal. Built c.1900 as a replacement for a pontoon Bridge originally built by the Royal Engineers in 1854.  Locally Listed	C	B	B

CONCLUSIONS

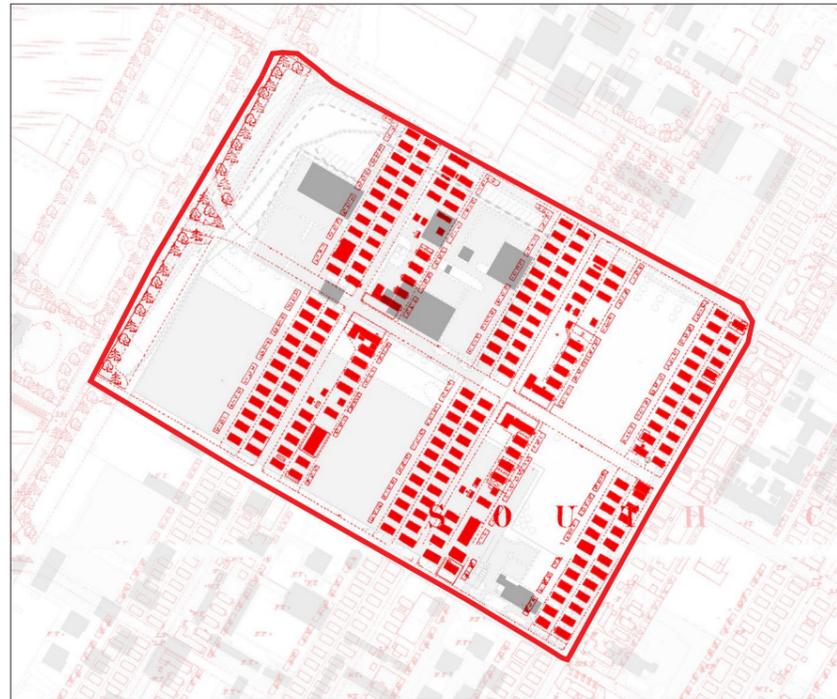
- There are no individual buildings of significance in this area that would need to be retained within the new development. All buildings are located outside of the Conservation Area and are unremarkable examples of the barrack type constructed in the 1960s at Aldershot.
- The Balloon Square Memorial is significant and will be replaced and maintained within the masterplan. It can be relocated somewhere within the same development zone.
- The Cammell Memorial is also significant and needs to be maintained within the masterplan, preferably in its current position.
- The significance of the area primarily lies in its historic connections and personal associations, namely with the Parachute Regiment and Royal Engineers, the formation of the Balloon Factory, and to Samuel Cody, Colonel J. L. B Templer and Lt Browning.
- The masterplan needs to maintain and enhance these connections by referring to historic associations in the names of new roads and buildings.
- Any new buildings need to respect the Basingstoke Canal and its respective Conservation Area along the northern edge of the area. The setting of the Locally Listed Canal Bridge should also be considered. Public access to the canal and the towpath should be a key consideration in any new development.
- Any new building within the section of the Conservation Area along Queen's Avenue should have close regard to protecting and enhancing the setting of the two listed churches of St Andrew and St. Michael and St. George, located directly opposite.

AREA B - GIBRALTAR BARRACKS (DEVELOPMENT ZONES H & I, EIA AREA 2)

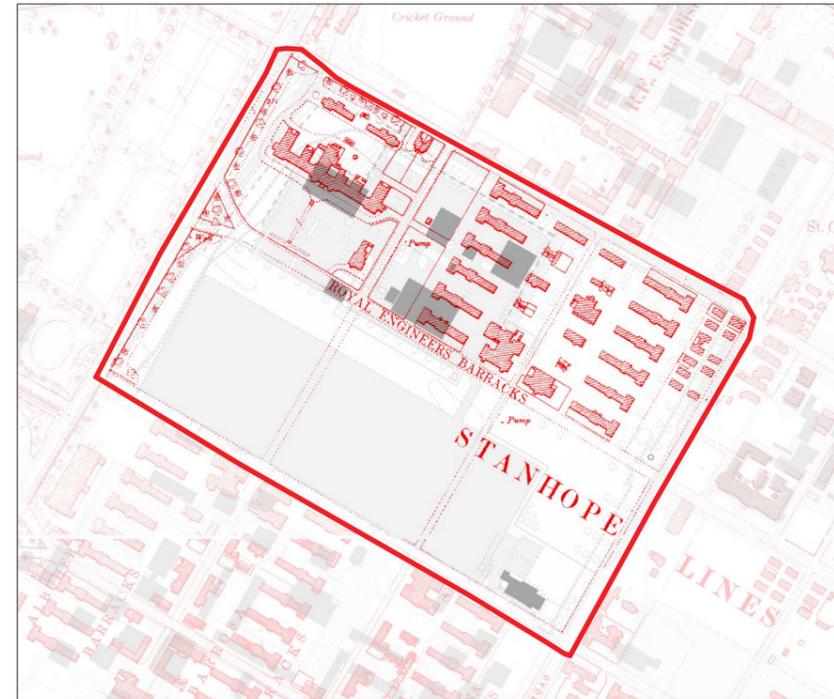
Modern Day Map - 2012



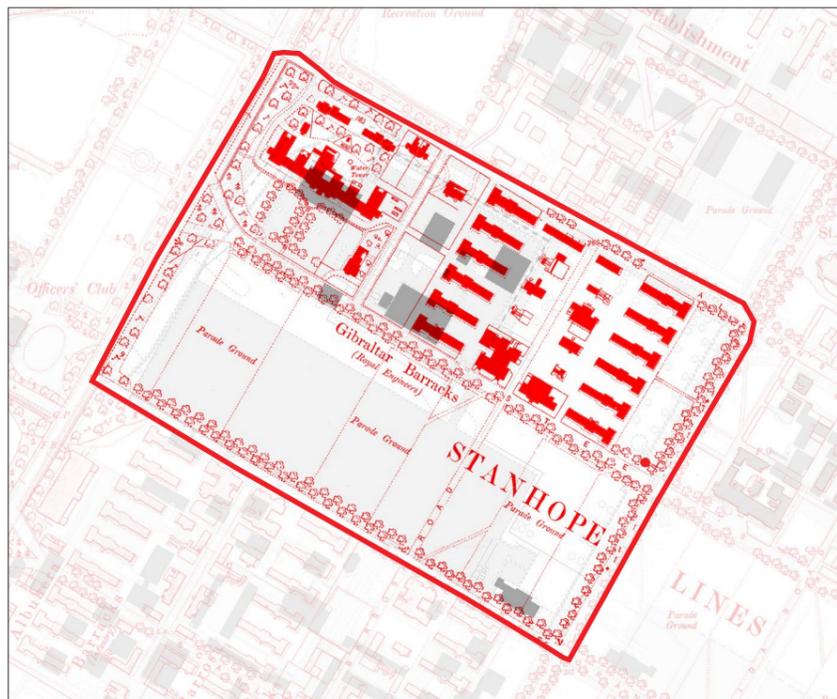
AREA B - GIBRALTAR BARRACKS (DEVELOPMENT ZONES H & I, EIA AREA 2)  
 Historic Map Progression



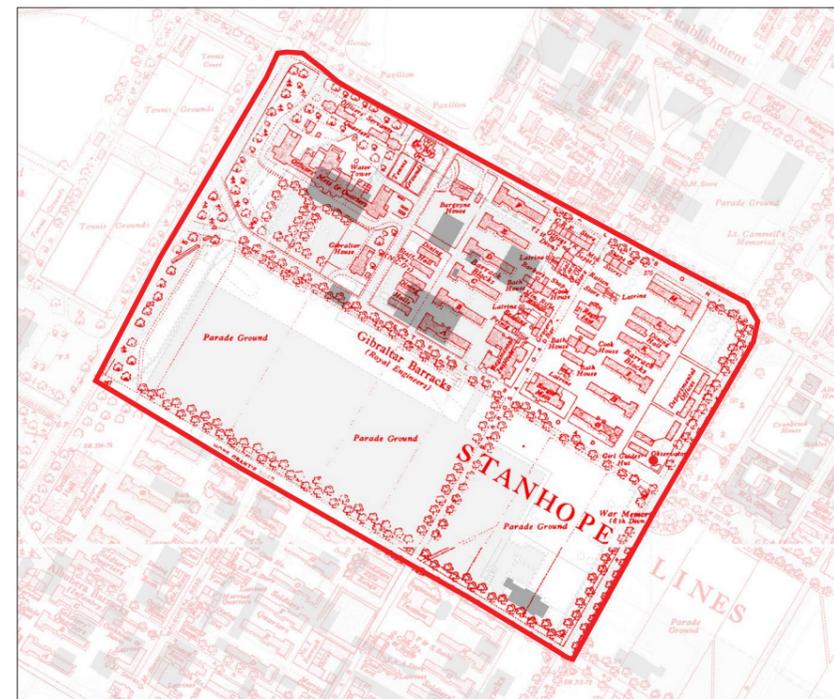
1872 Ordnance Survey Map Overlay



1879 Ordnance Survey Map Overlay



1911 Ordnance Survey Map Overlay



1931 Ordnance Survey Map Overlay

AREA B - GIBRALTAR BARRACKS (DEVELOPMENT ZONES H & I, EIA AREA 2)

Area B contains Development Zones H & I. Historically, the northern half of Area B contained the Gibraltar Barrack which housed the Royal Engineers, whilst the southern half consisted of the Stanhope Lines Parade Ground. This area of the site therefore has a history that is strongly connected to the Balloon Square area (see Area A). The area is bounded by Queen’s Avenue to the east, Alison Road dual carriageway to the north and the Farnborough Road dual carriageway to the west. The majority of the site falls within Conservation Area, with the exception of the north west quarter.

In 1890-92, Aldershot became the site of both the factory and Balloon Section of the Royal Engineers. 1891 saw the creation of the Royal Engineer’s Balloon Section, the first operational aircraft unit in the British Army. The School, Store and Section were moved to the Stanhope Lines at Aldershot in 1892 and a balloon section and depot were formed as permanent units of the Royal Engineers. The Barracks themselves were constructed from 1895 onwards as a permanent base for the Balloon Establishment and replaced the original hutted accommodation on the site (shown on the 1872 Ordnance Survey Map). The barracks were named after the Royal Engineers famous role in the siege of Gibraltar in 1704 and subsequently during the American Independence War in 1779-1783. In 1897 the School was put under the control of Colonel J. L. B. Templer and officially renamed ‘the Balloon Factory’. The barracks were arranged in a gridded layout to the east, with a larger officers mess and quarters adjacent to the Farnborough Road to the west. The Barracks were located immediately adjacent to a substantial section of the Stanhope lines on the south side of the site.



LEFT: View along Steele’s Road with the Royal Engineer’s Barracks to the right, and the Stanhope Lines to the left.

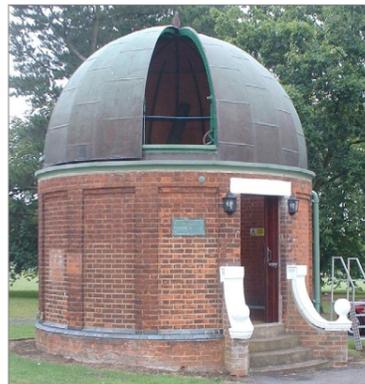
In 1904 space began to run short at Aldershot, and the establishment was moved to Farnborough, where it became the Royal Aircraft Factory in 1911. However, the Gibraltar barracks remained in use by the Royal Engineers until their demolition in 1964.

This area also contains a key statutory listed building; the Grade II Listed Alexander Observatory along Queen’s Avenue. The telescope and observatory building were a gift from aviation pioneer Patrick Young Alexander (1867–1943) to the British Army in 1906, and were designed and built by Sir Howard

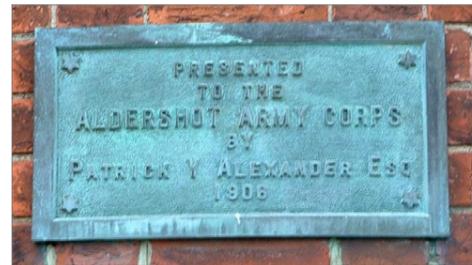
Grubb of Dublin, makers of the largest and best known optical telescopes in the world at that time.

Alexander devoted his life in designing, building and studying flying machines and his life ambition was to be the first man to fly a heavier than air machine. Alexander was also heavily involved in ballooning and between 1891 to 1900, had made several balloon ascents. The telescope was originally erected at Alexander’s home, where he conducted experiments in the manufacture of sonde balloons and meteorological instruments. The telescope may have been used in tracking balloons to determine wind direction for his equipment, but Alexander was also a fellow member of the Royal Astronomical Society until 1921 and it may also have been used for observation. In 1902 Alexander offered the telescope to the city of Bath, with all expenses paid to build an observatory, but Bath refused on the grounds of the cost of upkeep. Sometime between 1903-1904 Alexander moved to Mychett, Surrey, where he was involved with the Army Balloon section. The telescope was erected and housed at his house, which he shared for a period with S.F. Cody. In 1905 Alexander wrote to the War office offering the telescope with the same conditions made to Bath; this time, the offer was accepted and a site was chosen at Aldershot in 1906.

In December 1906 the Observatory was officially opened. The ceremony was attended by Patrick Alexander, guests from Aldershot civic council and several high-ranking army officers. The observatory can be seen in the 1911 Ordnance Survey map of the barracks. The army permitted the telescope to be used by interested amateurs and since the end of the Second World War, this use has continued on an ad-hoc basis. Work began on restoration in the late 1990s and in May 2000, the Observatory was opened to the public for the first time ever. The observatory is currently used by the Farnham Astronomical Society and on certain occasions is opened to the public. Originally, the road layout was such that observatory was prominently located on the corner of Queen’s Avenue and Steele’s Road, overlooking the Stanhope Lines Parade Ground.



Modern view of the listed observatory and the metal plaque by the doorcase commemorating its construction on the site.



Gibraltar barracks remained in use by the Royal Engineers until their demolition in 1964. As part of the 1960s redevelopment masterplan, this area was designated as being part of the working zone of the garrison, and was part of Browning Barracks. The original barracks were entirely demolished and redeveloped. The Parachute Regiment and Airborne Forces moved to the site in 1968 and the original buildings were replaced by steel framed military workshops/technical buildings. The depot housed the ‘Red Devils’ free fall parachute display team. This section of the barracks became separated from the northern section of Browning Barracks, (in Area B), by the Alison’s Road dual carriageway road that was also built in the 1960s. A large proportion of the area was also landscaped, possibly to the design of Brenda Colvin (1897-1981) the pioneering garden designer who had become involved in the redevelopment of the military town in the 1960s.

Today, the north west quarter of the site (which is outside the Conservation Area) contains technical and workshop buildings constructed to support the parachute regiment and now used by Paratec; the Parachute Regiment and Airborne Forces depot was closed in 1993. These buildings are industrial in character, which although screened by mature trees, detract from the adjoining Conservation Area. The southern half of the site mainly consists of a large tarmac surfacing. This large area equates to the previous Stanhope Lines parade ground. Adjacent to Queen’s Avenue is a landscaped area containing trees and a 1960s officers mess (Building 6A). The north east quarter is a grassed area with substantial avenues of trees bordering Queen’s Avenue and Alison’s Road. A small unlisted monument (M4) commemorating Montgomery’s involvement in the redevelopment of the adjoining barracks (see Area C is located on the edge of the area adjacent to Hope Grant’s Road (see Area C for more details).



Aerial view of the area today, occupied by Paratec.

SIGNIFICANCE OF INDIVIDUAL BUILDINGS

DESCRIPTION

The buildings within this area today comprise large workshop and technical buildings, constructed for the Parachute and Airborne Forces in 1964. The buildings were constructed using portal frames with corrugated cladding or curtain walling. Smaller office and ancillary buildings were constructed in brown bricks with flat roofs. These are located outside the Conservation Area and are unremarkable industrial building types with no historic or architectural value. The 1960s buildings are coming to end of their useful life and have suffered from a lack of maintenance. They are now in a poor condition.

The only two structures within the Conservation Area boundary are 6B, a single storeyed garage block, and 6A, a modern brick accommodation block. Both are of no architectural or historic significance and detract from the Conservation Area.

A key building in this area is the Grade II Listed Alexander’s Observatory (Building L2).

AREA SIGNIFICANCE

	SIGNIFICANCE		
	National	Regional	Local
<b>Historic and Personal Associations</b>			
The area provides a link to the development of airborne troops and is associated with the Royal engineers who were originally based on the site. There is also a connection to the Parachute Regiment, established on the site in the 1960s.	C	C	C
The area covers the site of the former Gibraltar Barracks, named after the siege of Gibraltar of 1704, in which the Royal Engineers played a major role.	C	C	C
The area is associated with Samuel Cody, who was Kite instructor at the Balloon Factory, and to Colonel J. L. B Templer, who was in command of the Balloon Factory.	B	B	B
<b>Context and Setting</b>			
The area partially occupies a section of the historically important Stanhope Lines parade ground.	B	B	A
The area contains some open green space that was possibly landscaped by Brenda Colvin in the 1960s. Little of this setting remains.	C	C	C
This area became separated from the northern area, (Area A), by the Alison’s Road dual carriageway road built in the 1960s.	D	D	C
<b>Architectural/Artistic</b>			
The buildings are unremarkable examples of 1960s industrial architecture.	C	C	C

INDIVIDUAL BUILDING SIGNIFICANCE

Building L2 - Alexander’s Observatory (Grade II Listed)

DESCRIPTION	Condition	Value Index	Group Value
Purpose built observatory designed to house a telescope. Constructed at the instigation of Patrick Alexander, pioneer of balloons and aeronautics, who paid for its construction. Circular red brick building with rotating copper roof. The building also contains a bronze plaque commemorating the presentation of the building was presented to the Aldershot Army Corps in 1906.	B	A	A
<b>SIGNIFICANCE</b>			
	National	Regional	Local
<b>Historic and Personal Associations</b>			
The building represents the interest and development of astronomy in the early-twentieth century.	B	A	A
The telescope and observatory dome were designed and built in 1891 by Sir Howard Grubb of Dublin, the best known makers of optical telescopes in the world at that time.	B	A	A
The building and telescope was a gift from the aviation pioneer Patrick Young Alexander (1867–1943) to the British Army.	B	B	A
The building is maintained and used by a local astronomy group and is sometimes used to give public astronomic demonstrations.	B	A	A
<b>Context and Setting</b>			
A modern, flat roofed sub station is located to the south of the Observatory; this has no architectural merit and detracts from the setting.	C	C	C
<b>Architectural / Artistic</b>			
An example of an early-twentieth century, purpose built observatory with attractive detailing.	A	A	A
The building contains a good example of a late-nineteenth century telescope.	B	A	A

LISTED BUILDING CURTILAGE

The curtilage to the Grade II Listed Alexander Observatory extends east across a small area towards Queen’s Avenue. After the redevelopment of the barracks in the 1960s, the west section of Steele’s Road was removed so that the Observatory was no longer on a prominent corner. Its current location on Queen’s Avenue is denoted by a break in the avenue of trees. To the south, a flat-roofed sub station building was constructed in grey brick. This building is now inactive, has no architectural merit and detracts from the setting of the Observatory. Its removal would be of great benefit to the Listed Building.

The curtilage area is visually linked to, and compliments the curtilage surrounding Head Quarters 4<sup>th</sup> Division, located on the other side of Queen’s Avenue to the east (see Area E)



**KEY**

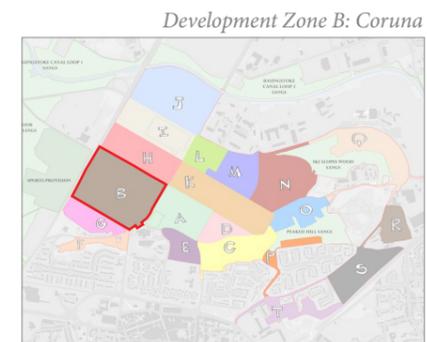
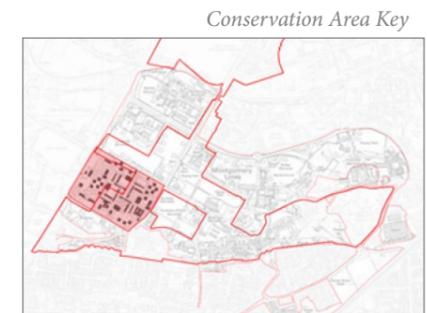
- LISTED BUILDING CURTILAGE
- BUILDINGS THAT ARE CURTILAGE LISTED
- LISTED BUILDINGS

CONCLUSIONS

- The Alexander Observatory is the only individual building of significance in this area that would need to be retained within the new development. The remainder of the buildings are modern industrial buildings with no architectural or historic value, and which are located outside the Conservation Area.
- As with Area A, the significance of the area lies in its historic connections to the development of modern aviation, and personal associations, particularly to the Parachute Regiment and Royal Engineers, the formation of the Balloon Factory, and to Samuel Cody and Colonel J. L. B Templer. The masterplan needs to maintain and enhance these connections by referring to historic associations in road and building names.
- Particular care needs to be taken in the design of the setting and of new buildings around the Grade II listed observatory.
- Any development must also take into account the presence of the Stanhope Lines within this area and seek to preserve the historic ‘memory’ of this element within Wellesley.
- Any new development within the Conservation Area must preserve the appearance of the Area. It must also consider the impact upon the Grade II listed Head Quarters 4<sup>th</sup> Division Buildings, and the Grade II listed 8<sup>th</sup> Division War Memorial, both located in located opposite in Area E.

AREA C - ALBUHERA, BAROSSA & CORUNNA BARRACKS (DEVELOPMENT ZONE B, EIA AREA 3)

Modern Day Map - 2012



AREA C - ALBUHERA, BAROSSA & CORUNNA BARRACKS (DEVELOPMENT ZONE B, EIA AREA 3)

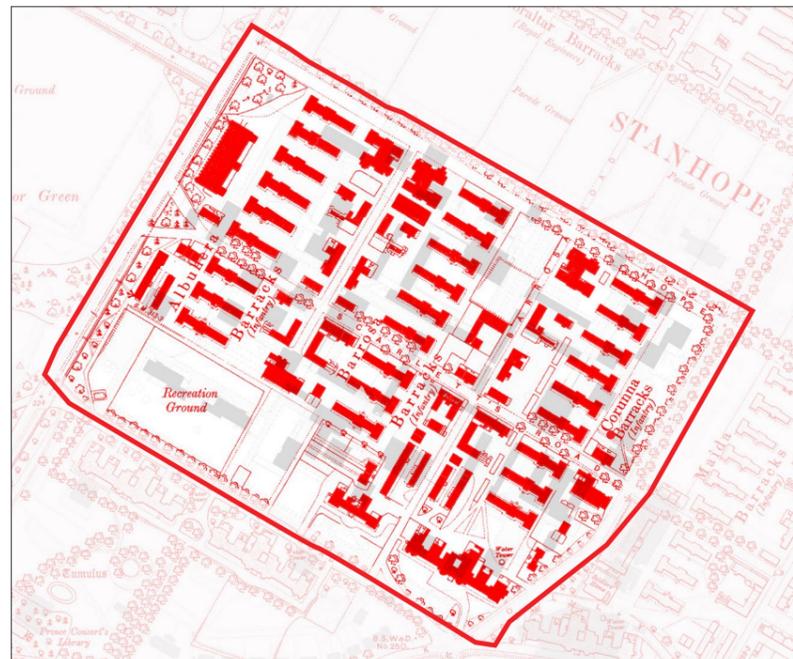
Historic Map Progression



1872 Ordnance Survey Map Overlay



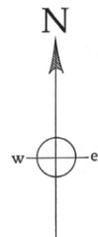
1879 Ordnance Survey Map Overlay



1911 Ordnance Survey Map Overlay



1931 Ordnance Survey Map Overlay



AREA C - ALBUHERA, BAROSSA & CORUNNA BARRACKS (DEVELOPMENT ZONE B, EIA AREA 3)

Area C contains development zone B in its entirety and is bounded by Hope Grant's Road to the north, the Farnborough Road to the west, Pennefather's Road to the south and Queen's Avenue to the east. Only the eastern side of the area is in the Conservation Area, which contains Rhine and Arnhem Barracks, but excludes Normandy and Bruneval Barracks.

Historically, the Area originally comprised three areas of brick built barracks, which replaced the original hutted accommodation that had been developed in the 1850s. The permanent barracks were all constructed in 1895 onwards, and were known as Barossa, Albuhera and Corunna barracks. Each barrack was independent, with its own living, working and parade facilities. Nearest the Farnborough Road to the west was Albuhera, named in commemoration of Wellington's victory during the Napoleonic Wars. Albuhera was a battle fought in the Peninsular War in Central Spain against France on the 16 May 1811.



View of Albuhera Barracks in the 1950s. Right: The Drill hall within Albuhera Barracks, during demolition



Left: Photograph of Barossa Barracks during their demolition in 1965. Right: An early view of Corunna Barracks with tents in the foreground.



The officer's mess building at Corunna Barracks, which overlooked Pennefather's Road.

The central Barracks, Barossa, was named in commemoration of Wellington's victory at the Battle of Barossa in Central Spain, on the 15 March 1811.



Aerial view of the new Arnhem, Bruneval, Normandy and Rhine Barracks, constructed in the 1960s on the site of Albuhera, Barossa and Corruna Barracks.

the officer's mess, located in of Corunna barracks and facing onto Pennefather's road; a photo of the buildings survives.



The four new barracks were collectively known as the 'Montgomery Lines' after Field Marshal the Viscount Montgomery of Alamein.

Finally, Corunna Barracks to the south east, was named in honour of The Battle of Corunna, one of Wellington's victories during the Peninsula War in Central Spain on 16th January 1809. All three barracks were designed to house a battalion of infantry. These barracks were designed to accommodate a battalion of infantry and were built to replace the old hutted encampment of South Camp, which dated from the mid 1850s. These can be seen on the first edition Ordnance Survey map showing the area in 1872. Of particular note was

The barracks were all demolished in the 1960s to make way for four new barracks as part of the comprehensive redevelopment of Aldershot town; Arnhem, Bruneval, Normandy and Rhine, arranged on a grid pattern to house the 16th Parachute Brigade. The barracks are named after four famous airborne actions; Arnhem, Holland (18-26 September 1944), Bruneval, near Le Havre (27-28 February 1942), Normandy Invasion (6 June 1944), and the Rhine Crossing (24 March 1945). This area was the first section of the barracks to be redeveloped using the G80 concrete building system. Each barrack was self contained, consisting of accommodation blocks, a dining room/kitchen, education buildings and store and workshop buildings.

Collectively, the barracks were renamed as the 'Montgomery Lines' after Field Marshal the Viscount Montgomery of Alamein, Colonel Commandant of the Parachute Regiment from 1944 to 1956, who officially opened them on 7 April 1965. A small unlisted monument (M4) commemorating Montgomery's involvement in the redevelopment of the barracks is located on the edge of the area adjacent to Hope Grant's Road. Although all the Victorian buildings have been demolished, the remaining Pennefather's Road and Hope Grant's Road give a clue to the gridded layout of the original barracks.

The new barracks which were built in the 1960s to accommodate the Parachute Regiment. The buildings were designed in concrete modular construction in a formal grid layout and set in a naturalistic landscape by the landscape architect Brenda Colvin. The layout was based around a north-south and east-west axes, which converge on the Grade II Listed Ramsden Wall Memorial. The four barracks radiate from the Ramsden Wall Memorial, each containing living quarters, mess rooms, offices, stores, head quarter building and muster area. The living areas each comprise a cluster group of six barrack blocks, three storeys high, set around areas of semi-formal paving, pedestrian in character, with trees and granite sets. However, since the Parachute Regiment left Montgomery Lines the buildings have begun to fall into disrepair and the landscape has become overgrown. Also within the group are four band practice buildings, in various states of repair.



The distinctively designed Band Practice Room (5B)



Above: The Ramsden Memorial Wall was created by Bill Mitchell to commemorate the rebuilding of the barracks.



Bottom: Relief sculptures by Mitchell were also featured on some of the new buildings within the barracks

The Ramsden Wall itself (M8) is a substantial piece of art designed by the artist Bill Mitchell in 1962 to commemorate the beginning of the rebuilding of Aldershot barracks. In order to save money on transportation costs the artist persuaded the contractor to turn the demolition area into a pre-cast concrete yard. Also in the area are the unlisted concrete geometric relief designs to the first floor walls of the north block of the Junior Ranks club and Education centre (Building 8A), a typical example of Bill Mitchell's work.

To the west of the area, alongside Farnborough Road is the Grade II listed stone Beresford Memorial (M5), a drinking fountain erected in memory of Captain Charles Claudius de la Poer Beresford (1879-1910). Beresford was killed in an attempt to stop a runaway horse near the memorial location, which was, at that time, opposite the Officers stables at Albuhera Barracks.

attempt to stop a runaway horse near the memorial location, which was, at that time, opposite the Officers stables at Albuhera Barracks.

SIGNIFICANCE OF INDIVIDUAL BUILDINGS

SUMMARY

The area now contains Building Groups 5, 6, 7 & 8. Group 5 is located entirely outside of the Conservation Area but all of Group 8 and some sections of Groups 6 & 7 are contained within the Conservation Area. The majority of the buildings are standard examples of the barrack type built in Aldershot in the 1960s and are not significant to the history or character of the area.

The Junior Ranks Club and Education Centre (Building 8A), whilst unremarkable in itself, does contain some concrete cladding panels designed by the artist Bill Mitchell (M14). The Band Practice Rooms (5B, 6C, 7K & 8L) dotted around the barracks are more unusual examples of the military structures built in the 1960s. Of the four band practice Rooms, only 6C and 8L are located within the Conservation Area.

Many of the buildings are coming to end of their useful life and have suffered from a lack of maintenance, leaving them in a poor condition. The overall image of the area is therefore one of decay and abandonment and new development would help improve the setting of the two listed memorials.

AREA SIGNIFICANCE

	SIGNIFICANCE		
	National	Regional	Local
<b>Historic and Personal Associations</b>			
The area covers the site of the former Albuhera, Barossa and Corunna Barracks, named after battles led by Wellington. The existing Arnhem, Bruneval, Normandy and Rhine barracks are all named after important airborne actions.	C	B	B
The area demonstrates the concern to improve soldiers living and working conditions in the 1960s.	C	C	C
The area is known as The Montgomery Lines, after Field Marshall Viscount Montgomery, Colonel Commandant of the Parachute Regiment from 1944 to 1956, who opened the barracks in 1965.	B	B	B
The area is associated with the 16th Parachute Regiment.	C	B	B
Hope Grant's Road is named after General Sir James Hope Grant GCB, GOC Aldershot 1870-75	C	B	B
Pennefather's Road is named after Lt General Sir John L Pennefather, GOC of Aldershot 1860-65	C	B	B
<b>Context and Setting</b>			
The area is laid out on a formal grid layout, and set in a naturalistic landscape, by Brenda Colvin. The landscape is now overgrown.	C	C	C
The area still contains remnants of the former grid layout of the Victorian Barracks, and site adjacent to the historically important Stanhope Lines parade ground.	C	B	A
<b>Architectural/Artistic</b>			
The buildings in the area are standard examples of the 1960s concrete system of building known as the G80 system.	C	C	C
The area is a standard example of 1960s military architectural planning.	C	C	C

INDIVIDUAL BUILDING SIGNIFICANCE

Buildings 5B, 6C, 7K & 8L - Band Practice Rooms

Description	Condition	Value Index	Group Value
Four purpose designed band practice rooms which served Arnhem and Rhine Barracks. The plan form of each consists of two linked hexagons, one containing the music practice area and the second containing offices, stores and a wc. Unlike most buildings in Montgomery Lines, the Practice Rooms used traditional masonry construction, and were finished in brown facing bricks with flat, felt covered roofs. Each has a precast concrete framed glazed lantern over the practice area. Over the years the buildings have been altered differently to suit the individual requirements of the barracks.	C	C	B
The buildings are robust but all are suffering from water ingress due defective roof covering and rainwater goods. External joinery generally in poor condition. Building 5B is currently encased in profiled steel sheeting and is in better condition, making it the most suitable for retention as an example of the building type.			
	<b>SIGNIFICANCE</b>		
	<b>National</b>	<b>Regional</b>	<b>Local</b>
<b>Historic and Personal Associations</b>			
The buildings represent the presence of the Military band within the modern British Armed Forces.	C	C	B
<b>Context and Setting</b>			
The buildings are set in unremarkable, open grassed areas, originally part of the landscape plan by Brenda Colvin.	C	C	C
<b>Architectural / Artistic</b>			
The buildings are examples of 1960s purpose designed, military band practice rooms.	C	C	C

Building 8A - Junior Ranks Club and Education Centre

(Contains Wall Sculptures by Bill Mitchell [M14])

Description	Condition	Value Index	Group Value
Purposed designed Club and Education Centre which served all four barracks at Montgomery Lines. Comprises ranges of single and double storey buildings formally arranged around two courtyards. The first floor walls to the north block are finished with precast concrete, low-relief wall murals by the Bill Mitchell (M14).	C	D	C
	<b>SIGNIFICANCE</b>		
	<b>National</b>	<b>Regional</b>	<b>Local</b>
<b>Historic and Personal Associations</b>			
No specific associations	D	D	D
<b>Context and Setting</b>			
The building does not have a noteworthy setting	D	D	D
<b>Architectural/Artistic</b>			
Important British artist Bill Mitchell was involved in the design of concrete cladding panels on the exterior.	C	C	C
A standard example of a 1960s purpose-designed military club and education building, constructed using the G80 concrete building system.	D	D	D

MONUMENTS

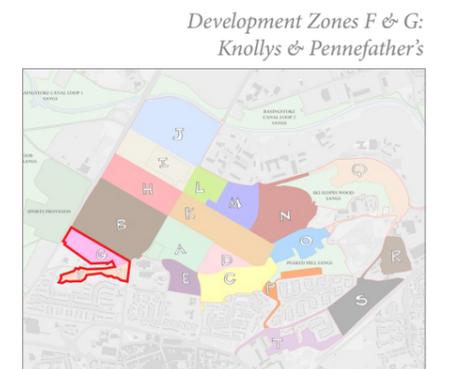
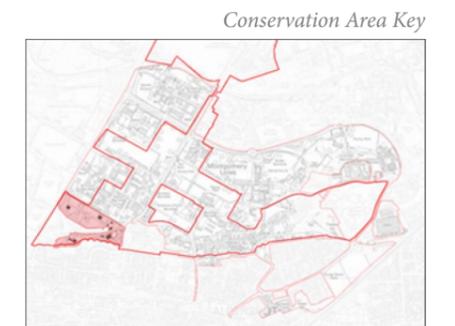
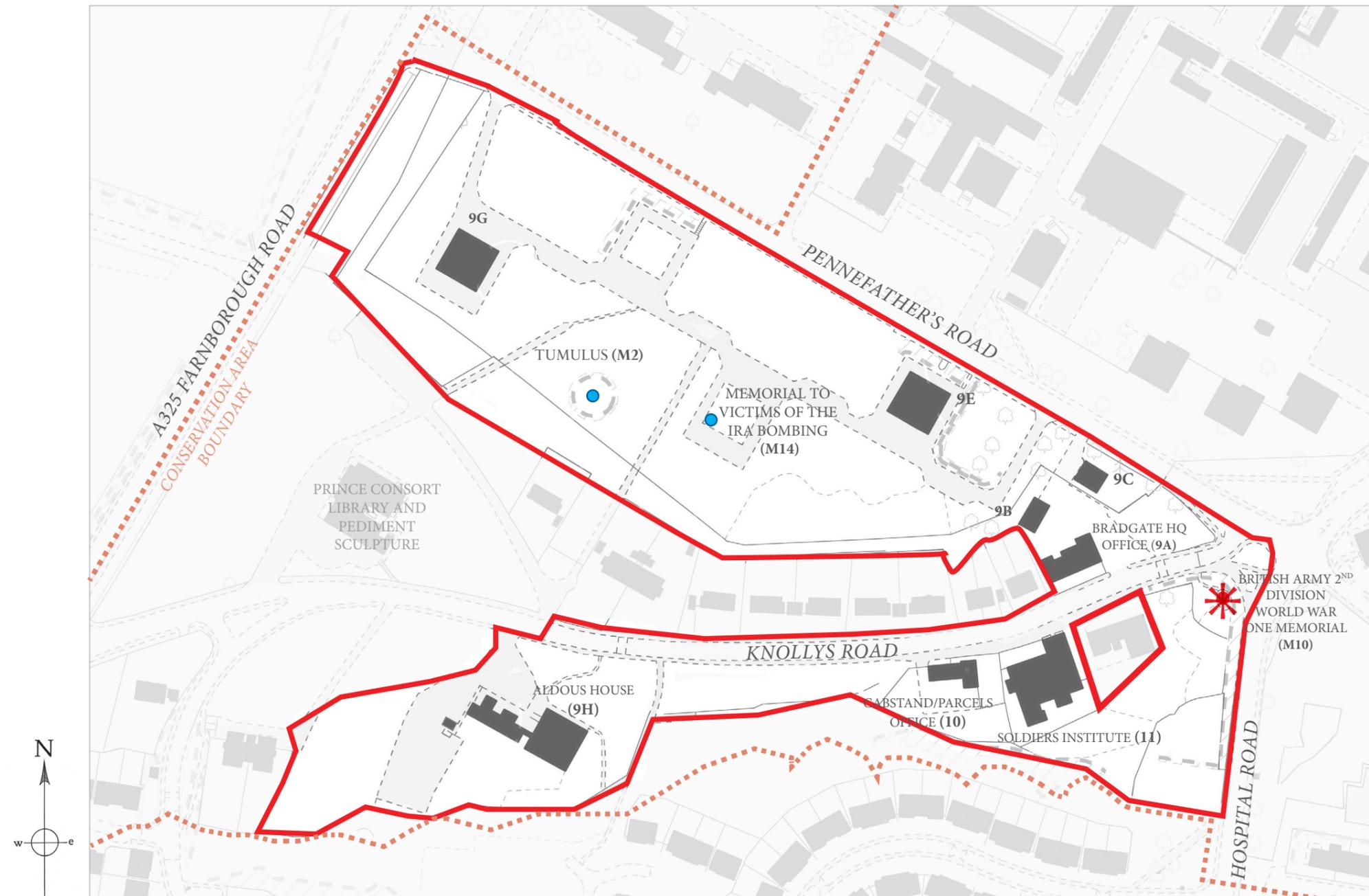
Name and Building No.	Description	SIGNIFICANCE		
		National	Regional	Local
Montgomery Memorial Stone (M4)	Unlisted concrete cube on a stepped granite base commemorating Field Marshall Viscount Montgomery, Colonel Commandant on the Parachute Regiment. The stone is the only memorial at Aldershot to be opened by the person it is commemorating.	C	C	B
Beresford Memorial (M5)	Memorial next to the Farnborough Road, commemorating Captain Charles Beresford RE, who was killed trying to stop a runaway horse. Grade II Listed.	C	B	A
Ramsden Wall Memorial (M8)	Wall sculpture designed by artist Bill Mitchell, made from the rubble of the former Victorian barracks that occupied the site. Commemorates the construction of Arnhem, Bruneval, Normandy and Rhine Barracks in 1962. Grade II Listed	B	B	A
Wall Sculpture (M14) - see also Building No.8A	Unlisted, low relief concrete murals to the first floor external walls of the Junior Ranks Club and Education Centre. Designed by Bill Mitchell in 1964.	D	C	B

CONCLUSIONS

- There are no major significant buildings in this area. One building that could be reused within new development is building 5B, the best preserved example of the four Band Practice Rooms. Others within the group could be retained if deemed desirable or viable.
- The remainder of the buildings are standard concrete barracks with no architectural or historic value. Over half of the remaining buildings are located outside the Conservation Area.
- The unlisted Bill Mitchell relief sculptures (M14) are not as significant as Mitchell's Ramsden Wall memorial (M8). However, if viable, it may be worthwhile reusing the relief sculptures within any new development. Care needs to be taken in the design of the landscape and new buildings around the Ramsden Wall Memorial - this could also be relocated within the area depending upon its structural integrity and stability.
- The key significance of the area lies in its historic connections to the three barracks formerly on the site and the four modern barracks, collectively known as the Montgomery Lines. As such, the unlisted Montgomery Memorial (M4) needs to be retained somewhere within the same area to make clear this history.
- Similarly, the historic 'memory' of the former Victorian grid layout should be maintained and enhanced in the masterplan. Special consideration should also be given to any new buildings alongside Hope Grant's Road, facing onto the historic Stanhope Lines.
- New development should also take into account any impact upon the grade II listed Smith Dorrien House and Maida Gymnasium, located in the adjoining Area E.

AREA D - AREA D - KNOLLYS & PENNEFATHER'S ROADS (DEVELOPMENT ZONES F & G, EIA AREA 4)

Modern Day Map - 2012



AREA D - AREA D - KNOLLYS & PENNEFATHER'S ROADS (DEVELOPMENT ZONES F & G, EIA AREA 4)

Historic Map Progression



1872 Ordnance Survey Map Overlay



1879 Ordnance Survey Map Overlay



1911 Ordnance Survey Map Overlay



1931 Ordnance Survey Map Overlay

AREA D - KNOLLYS & PENNEFATHER'S ROADS (DEVELOPMENT ZONES F & G, EIA AREA 4)

Area D contains Development Zones F & G and is characterised by a wooded hilltop area south of Pennefather's Road. This area encompasses two main sections, one south of Pennefather's Road and the other to the south of Knollys Road. It is a wooded hilltop area overlooking Aldershot Town. The entirety of the area is located within the Aldershot Military Town Conservation Area. The grade II listed Prince Consort Library and pediment sculpture are located outside Wellesley, a short distance to the west.



Above: View of the two remaining pavilions with the two vacant building footprints at the centre. The lower of the two is the site of the memorial to the victims of the IRA bombing in 1972.

The area contains part of what was originally Albuhera and Barossa infantry barracks but remains relatively undeveloped today. The original barracks included two long buildings known as 'Albuhera House' and 'Barossa House' located to the south of Pennefather's Road which were the Officers Messes to Albuhera, Barossa and Corunna infantry barracks. Dating from the 1890s, this area formed the southern part

of the Montgomery Lines. Prior to this time there was very little development in the entire area, with only one small building to the south of Pennefather's Road, and a small cluster of buildings based around Moore House to the south of Knollys Road.



One of the two remaining Officers Mess pavilions.

The Officer's mess buildings were demolished in the 1960s when the site was redeveloped as part Montgomery Lines. Four new officers mess buildings were constructed in the form of square 'pavilions', to the design of Grenfell Baines and Hargreaves in association with D Gibson. The buildings were built using the same G80 concrete system used elsewhere at Aldershot, but were built to a higher design standard, with greater care taken with the arrangement of the elevations and detailing.

The former 16th Parachute Brigade headquarters building was destroyed by an IRA bomb on 22 February 1972. Seven civilians were killed and they are commemorated today by a memorial on the site of the building, set within a formal landscaped area. The memorial is locally listed. A second mess building was subsequently demolished and today, two officers messes (9E and



The memorial to the victims of the IRA bombing in 1972, seen within its wider setting.

9G) remain on site. Originally, the ground floor in each mess contained an entrance area, offices, plant room, kitchen and garaging. The first floors were used contained a dining room, lounge, bar and most of the officer accommodation. The third floor was set back from the edge of the building and provided accommodation of one officer and the steward's family. On the south-west boundary of Wellesley is a Tumulus (M2), the remains of a bronze Age Barrow. The barrow was incorporated into the landscape scheme of tree planting to the north of the Prince consort library.

Knollys Road remained largely undeveloped until the 1898 when the cabstand/ parcels office and soldiers institute were constructed along the southern edge. The Soldier's Institute building was enlarged during the 1930s with an extension to the front and became known as the Civil Service Club. The Cab Stand was originally built as a two storey house with attached stables but by 1931 OS map, it was being used as a 'Dental centre' and 'stables'. In recent years it has been altered for use as an office.



During the interwar period, the northern side of Knollys road was developed with the construction of Bradgate House Headquarters and a supply depot building at the junction of Hospital Hill. Bradgate House served as the 1<sup>st</sup> Guards Headquarters and the 2<sup>nd</sup> Infantry Brigade Office. The building dates from the interwar period and was purpose designed to serve the 1<sup>st</sup> Guards and 2<sup>nd</sup> Infantry Brigades. It was designed in a typical interwar neo-classical style and features good quality brick and stonework details. The building is two storeys high and designed as a

Top left: The Cabstand/Parcels Office.

Centre: Bradgate House, which served as the 1<sup>st</sup> Guards Headquarters and the 2<sup>nd</sup> Infantry Brigade Office.

Bottom: The Civil Service Club, originally built as the 'Soldier's Institute'. This building was altered significantly in the 1930s.

series of large cellular offices linked by a corridor which is located at the rear of the building. The Headquarters is the final building at the east end of the road and can be seen from the junction with Queens Avenue and Hospital Hill, forming a building group with a series of other interwar neo-classical married quarters houses located on the north side of Knollys Road. These houses



View of Aldous house and the 1980s pavilion extension.

are situated in generous gardens behind trim hedges giving the area a distinctive 'Garden Suburb' favour, which is very different from other areas of Wellesley. Further along Knollys Road, Moore House was demolished and the land used for Allotments. The majority of the buildings along Knollys Road were designed in a typical neo classical style of the interwar period. At the

west end of Knollys Road is Aldous House, an interwar neo-classical office building on the site of the Former Moore house and the allotments. The building is currently used as police offices and was extended during the 1980s with a new 3 storey block.

A prominent landmark is the British Army 2<sup>nd</sup> division World War One memorial sited at the junction with Hospital Hill and Knollys road and erected in memory of those in 2<sup>nd</sup> division who fell in the 1914-18 war. The Division was formed in 1809 by Sir Arthur Wellesley, later Duke of Wellington, for service in the Peninsular War. It was one of the first British formations to move to France in 1914, commanded by Major General CC Monroe, as part of the British Expeditionary Force Infantry Corps, and remained on the western front in the trenches for most of the war, taking part in several important battles.



Historic View looking along Hospital Hill, with the British Army 2<sup>nd</sup> division World War One memorial to the far right. This remains a prominent landmark today.

SIGNIFICANCE OF INDIVIDUAL BUILDINGS

DESCRIPTION

The entirety of this area is located within the Conservation Area. The Knollys Road area has gradually developed and includes examples of a variety of phases of military development starting from the 1860 to the 1980s. The most significant phase of development occurred in the interwar period.

AREA SIGNIFICANCE

	SIGNIFICANCE		
	National	Regional	Local
<b>Historic and Personal Associations</b>			
Part of the area covers the site of the former Albuhera, Barossa and Corunna Barracks, named after battles led by Wellington. The existing buildings relate to the modern Arnhem, Bruneval, Normandy and Rhine all named after important air borne actions.	C	C	C
Part of the area is located within The Montgomery Lines, named after Field Marshall Viscount Montgomery, Colonel Commandant of the Parachute Regiment, who opened the barracks in 1965.	B	B	B
Pennefather's Road is named after Lt General Sir John L Pennefather, GOC of Aldershot 1860-65	C	B	B
<b>Context and Setting</b>			
The area is particularly leafy and well wooded due to its relatively late development.	C	C	B
<b>Architectural/Artistic</b>			
The area contains examples of military buildings dating from a wide variety of ages	C	C	C

INDIVIDUAL BUILDINGS

**Buildings 9A, 9B & 9C – Bradgate Headquarters Office Building, Garage & Store**

DESCRIPTION	Condition	Value Index	Group Value
9A is a good quality, two-storey, classically proportioned interwar building with fine brickwork and a slated roof. Built as a Headquarter Office for the 1 <sup>st</sup> Guards and 2 <sup>nd</sup> Infantry Brigades. Currently unoccupied, but in reasonably good condition. 9B is a detached four-bay garage and 9C is a poor quality corrugated iron store.	B	C	B
<b>SIGNIFICANCE</b>			
	National	Regional	Local
<b>Historic and Personal Associations</b>			
The main building (9A) is associated with 1 <sup>st</sup> Guards and 2 <sup>nd</sup> Infantry Brigades.	C	C	C
<b>Context and Setting</b>			
Set within a largely tarmaced area but with a boundary of mature trees.	D	D	C

The final building at the east end of the road, forming a building group with a series of interwar married quarters houses on the north side of Knollys Road.	C	C	B
The building can be seen from the junction with Queens Avenue and Hospital Hill.	C	C	B
<b>Architectural / Artistic</b>			
9A is a good example of an interwar army headquarters building designed in a neo-classical style.	C	C	C
The garage (9B) and store building (9C) have no architectural or historic value.	D	D	D

**Buildings 9E & 9G – Officers Messes**

DESCRIPTION	Condition	Value Index	Group Value
Two virtually identical, purposed designed officers messes, built using the G80 concrete construction system in 1965. Both buildings are unoccupied, but are in reasonable condition. Both suffer from localised failure of the concrete facing and leaking from the flat roofs. All the external joinery is in poor condition. Building 9G has suffered from extensive internal vandalism.	C	C	C
<b>SIGNIFICANCE</b>			
	National	Regional	Local
<b>Historic and Personal Associations</b>			
The buildings have great significance for the families of those killed or injured in the nearby IRA bombing.	C	C	B
The messes also some association with the IRA bombing due to their close location and being of a similar design.	C	C	B
<b>Context and Setting</b>			
Set within open soft landscaping and with a backdrop of mature trees. Each mess is set on raised ground, the elevated position providing broad view across the site towards the hills to the north. The upper floors have particularly fine views. Mess 9E was sited to provide a focal point to a vista from Ramsden Wall Memorial. In front of the mess is the remains of a concrete landscape feature and formal tree planting, used to enhance the setting of the building and reinforce the vista.	C	C	B
<b>Architectural / Artistic</b>			
The buildings are slightly higher standard examples of the 1960s concrete G80 building system, and examples of purpose built modern officers messes.	C	C	C

**Building 9H – Aldous House**

DESCRIPTION	Condition	Value Index	Group Value
A two-storey office building from the interwar period, with later, post-war extensions to the west. Built in red brickwork with a pitched tiled roof to the original building.	B	D	D
During the 1980s a three storey office building was built to the east and connected to the original building by a two-storey link. Currently used as police offices.			
<b>SIGNIFICANCE</b>			
	National	Regional	Local

<b>Historic and Personal Associations</b>			
No specific associations.	D	D	D
<b>Context and Setting</b>			
Set within a relatively mature, landscaped area.	C	C	C
<b>Architectural / Artistic</b>			
A standard example of an interwar army office building with many later additions which detract from the character of the Conservation Area.	D	D	D

**Building 10 – Cab Stand and Parcels Office**

DESCRIPTION	Condition	Value Index	Group Value
Originally constructed in 1898 as a two storey house with attached stables. Converted during the interwar period to a Dental Centre with Stables. Now used as offices. Consists of a two-storey house to the east and attached stable to the west, both in red brick with a slated roof. In recent years the building has been extended and had inappropriate repairs which have diminished its historic value.	C	C	B
<b>SIGNIFICANCE</b>			
	National	Regional	Local
<b>Historic and Personal Associations</b>			
One of the earliest buildings constructed at the east end of Knollys Road but with later alterations. Provides a link to the 1890s phase of the garrisons development.	C	C	B
<b>Context and Setting</b>			
Set within an area of hardstanding but with a backdrop of mature trees.	C	C	B
<b>Architectural/Artistic</b>			
Example of a specialist military building type - derives much of its historic interest from this and its original function, rather than its architectural appearance. Otherwise, a plain looking building.	C	C	B

**Building 11 – Civil Service Club (Formerly Soldiers Institute)**

DESCRIPTION	Condition	Value Index	Group Value
A single-storey H-shaped building, originally constructed as a Soldier's Institute in the late-nineteenth century. However, the current 1930s building is a replacement or heavy remodelling. Render and brick elevation to the front, with brick and slate roof to the rear.	C	C	D
<b>SIGNIFICANCE</b>			
	National	Regional	Local
<b>Historic and Personal Associations</b>			
No known historic associations.	D	D	D
<b>Context and Setting</b>			
Set within an area of hardstanding but with a backdrop of mature trees.	C	C	B
<b>Architectural / Artistic</b>			
A poor quality example of a specialist military building type that has undergone substantial alterations.	D	D	C

MONUMENTS

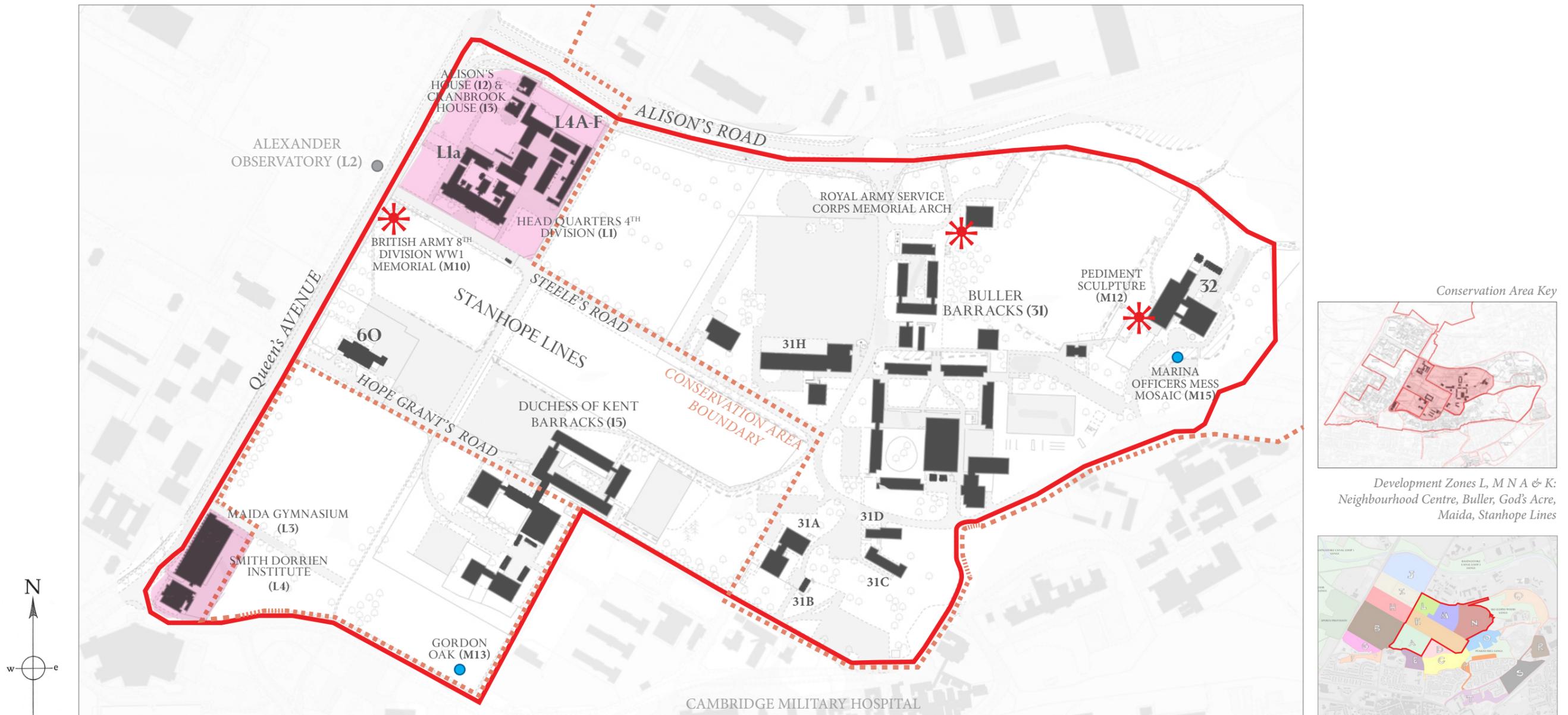
Name and Building No.	Description	SIGNIFICANCE		
		National	Regional	Local
IRA Bomb Victims Memorial (M6)	Stone Memorial on the site of the former Officers Mess. An IRA bomb destroyed the building and killed 7 civilians on 22nd February 1972. Formal garden indicates the outline of the original building. Locally Listed	B	B	A
2 <sup>nd</sup> Division World War One Memorial (M7)	Memorial to the officers and soldiers of 2 <sup>nd</sup> Division killed in the First World War. Limestone cross on hexagonal base and plinth. Surrounded by flint paving and bricks arranged in a six pointed star motif. Grade II Listed	C	B	A
Tumulus (M2)	The remains of a Bronze Age barrow, located to the south-west of Pennefather's Road. The top of the barrow was partially levelled in the late nineteenth century but it remains a distinct landscape feature.	C	C	B

CONCLUSIONS

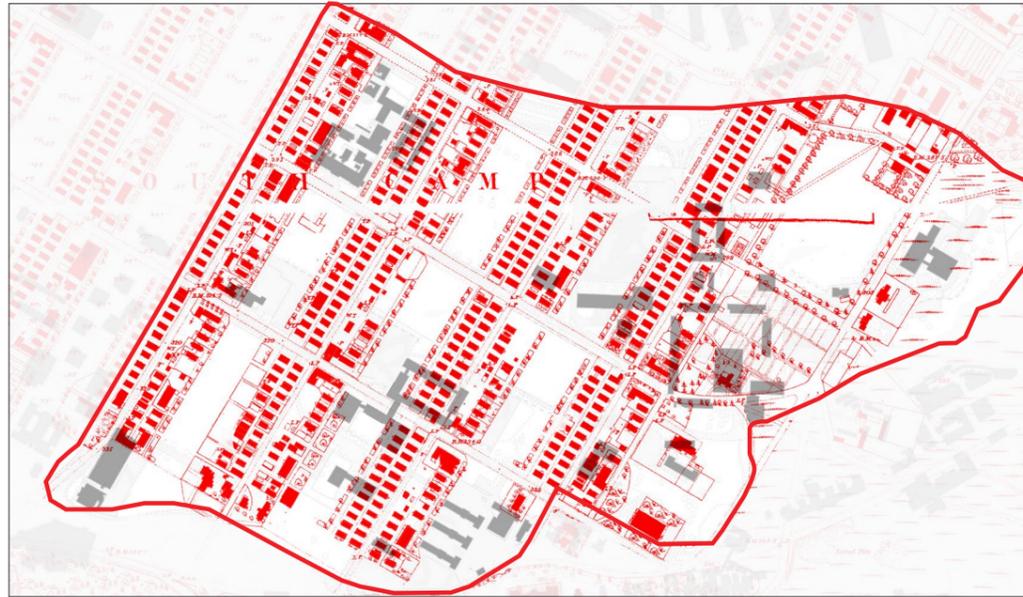
- Whilst there are no Listed Buildings within this area, there are some significant buildings. The Bradgate Headquarters Office Building (9A) is worth preservation within the area. To a lesser extent, one of the Officer's Messes (9G and 9E) could also be retained within the new development if viable, as an example of the building type. The Cabstand/Parcels Office (10) could also be retained if viable. The remainder of the buildings have little or no architectural or historic value.
- The locally listed IRA Bomb Victims Memorial (M6) is a particularly sensitive monument that should be retained in situ. It is important that any future development takes in account the setting of Memorial. Public access to this memorial is important and should be considered carefully in the masterplan.
- The Grade II listed 2<sup>nd</sup> Division World War One Memorial (M7) is located at an important junction between Hospital Hill and Knollys Road and should remain an important landmark. This Memorial is used annually on remembrance day and public access within the masterplan is therefore important.
- A key characteristic of this area is the leafy, mature landscape setting; this needs to be maintained within any new development.
- Consideration should also be given to the impact of development upon the grade II listed Prince's Consort library and Pediment sculpture, located just outside the Wellesley Boundary. Any new development needs to be particularly sensitive in scale in order to protect the character of these listed structures.

AREA E - CENTRAL AREA (DEVELOPMENT ZONES L, M N, K & A, EIA AREAS 3, 5, 6 & 11)

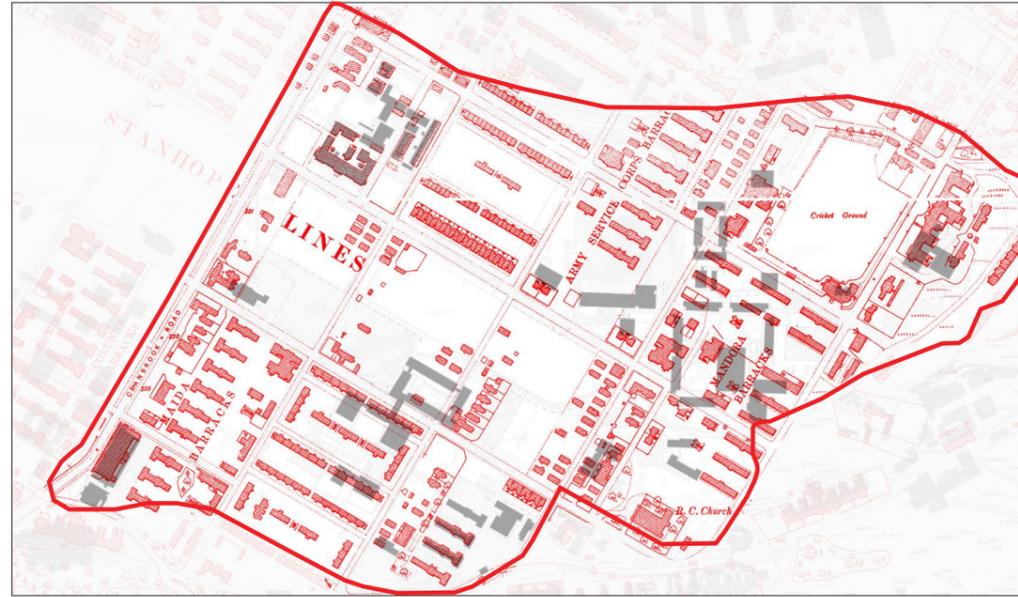
Modern Day Map - 2012



AREA E - CENTRAL AREA (DEVELOPMENT ZONES L, M N, K & A, EIA AREAS 3, 5, 6 & 11)  
*Historic Map Progression*



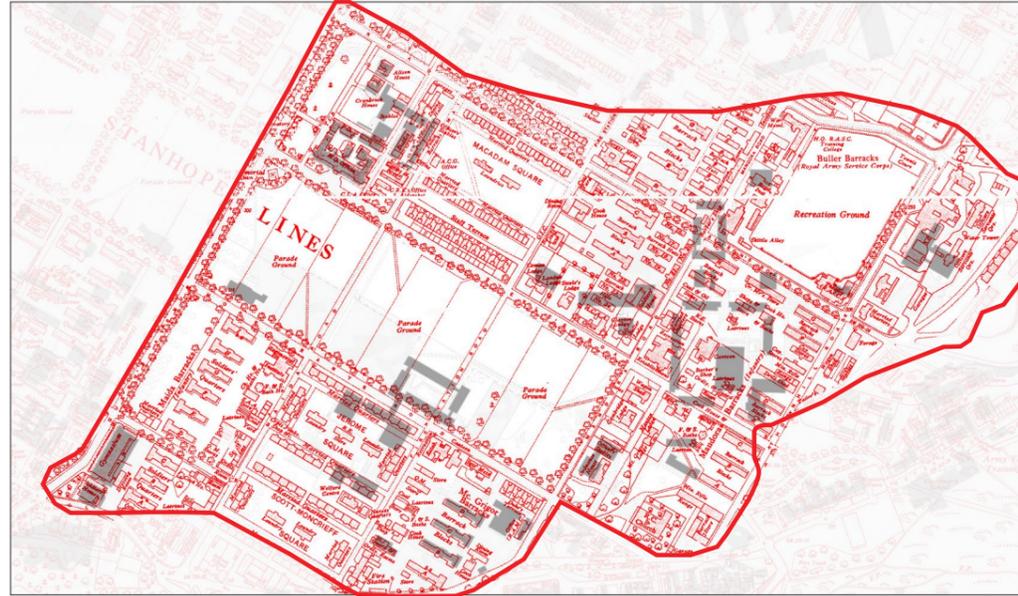
1872 Ordnance Survey Map Overlay



1879 Ordnance Survey Map Overlay



1911 Ordnance Survey Map Overlay



1931 Ordnance Survey Map Overlay

