



Chapter 5

Illustrative Masterplan composition and rationale

- 5.1 Masterplan Structure
- 5.2 Character Areas and Key Character Areas
- 5.3 Land uses
- 5.4 Building heights and density
- 5.5 Landscape Strategy
- 5.6 Conservation and Heritage Strategy
- 5.7 Access and Movement Strategy
- 5.8 Heritage trails
- 5.9 Conclusion

5.1 Masterplan Structure

Following the analysis of the site and the stakeholder consultation described in the previous chapter, this chapter explains the build-up of the Illustrative Masterplan, by examining its constituent layers.

Wellesley is an extremely complex site, affected by an equally complex set of constraints and opportunities. The diagram opposite illustrates how the different aspects of the site analysis and development proposals can be understood as a set of superimposed layers which, when mapped on top of each other, create a coordinated whole.

The site itself and its topography form the base layers. Then the existing landscape infrastructure, composed of natural and 'artificial' landscape elements. Then the existing building stock on the site, each building of which has been duly analysed and assessed according to its impact on the immediate surroundings. The combination of the topography, the landscape infrastructure and the existing buildings together is what gives the site its extremely strong sense of place.

The Victorians knew how to capitalise on a sloping hilly site, as evidenced by the siting of Cambridge Military Hospital at the top of the ridge, ensuring its visibility from far and wide. The hospital is also a vantage point from which to see enjoy views of the site and beyond: the spire of the Garrison church on Queen's Avenue, Smith Dorrien House and the Maida Gymnasium, as well as views southwards over Aldershot Town Centre. Elsewhere within and around the site, the straight geometry of the grid planning sets up strong axial views, the most striking of which is along Queen's Avenue, but Alison's Road and Stanhope Lines are other examples.

Having established the primary structural elements of the existing site, the next layers illustrate how the planning of the new development is organised around them:

The four top layers represent the four disciplines most heavily involved with planning Wellesley: urban design, highways engineering, landscape architecture and heritage specialism.

Most parts of the Illustrative Masterplan required input from design team members at once, in a cyclical process of convening, separating to develop specialist details, then re-convening to synthesise outputs.

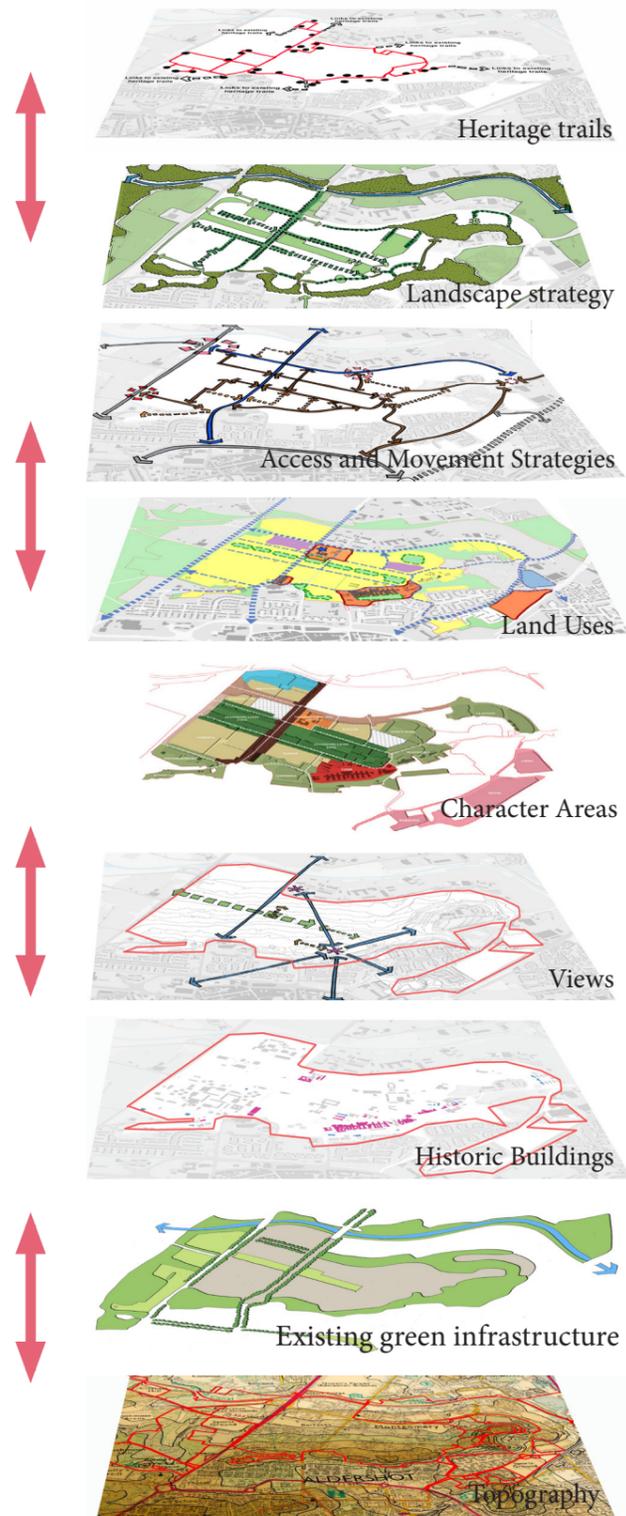
The resulting urban design structure of the whole development incorporates decisions about how best to integrate the development with Aldershot Town Centre, where to position community services and public transport routes and how to arrange the network of green spaces within the development.

The Access and Movement overlay is derived originally from the site's existing road infrastructure, but has been developed taking into account data from the Traffic Assessment as well as detailed site conditions and assumptions from preferred development scenarios for different parts of the site. Underlying this strategy is the principle of favouring and facilitating movement by 'green' modes, i.e walking, cycling and public transport.

The landscape strategy layer has incorporated analysis from the existing and surrounding situation and a process of iterative integration with the emerging Illustrative Masterplan.

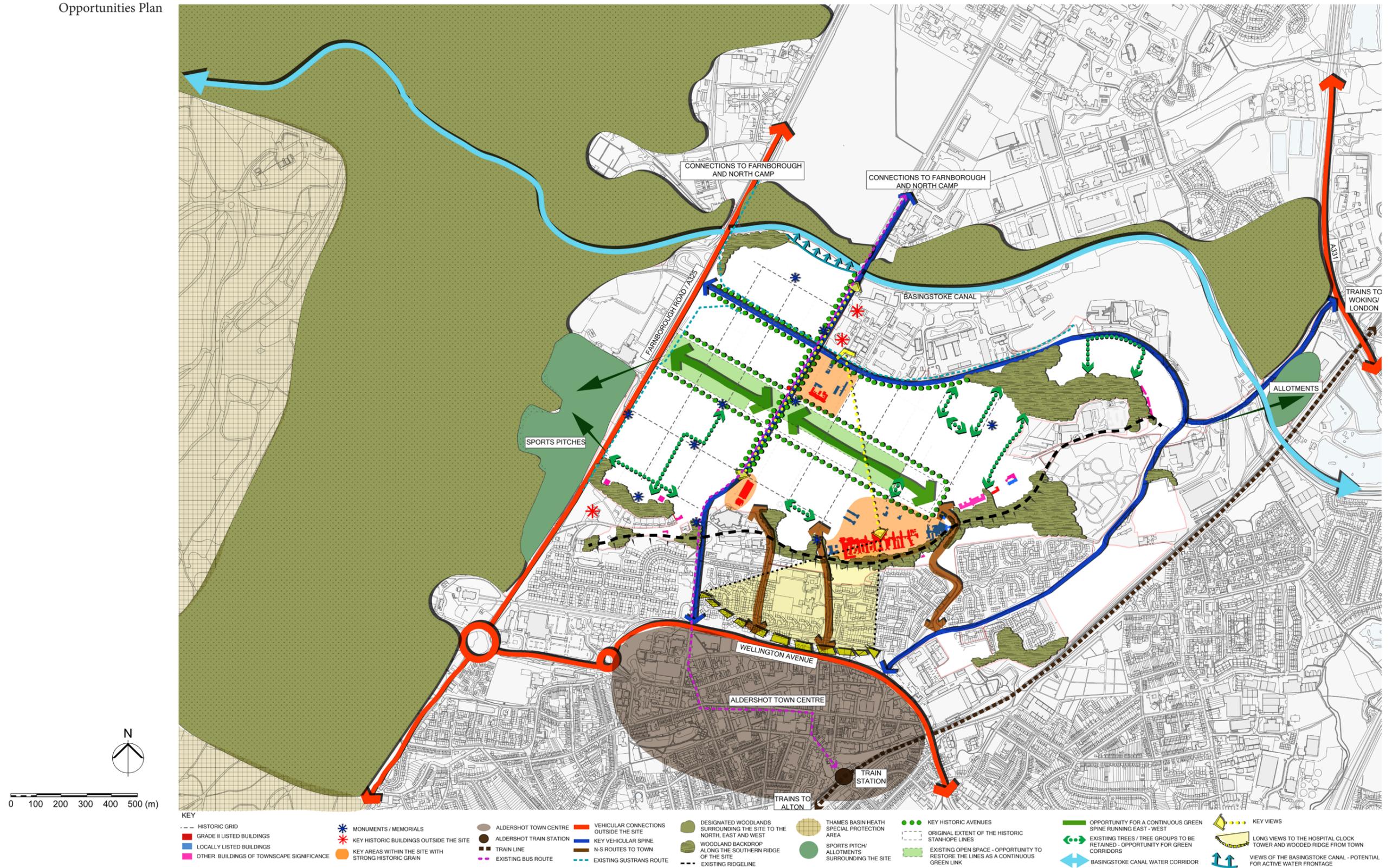
The theme of history and heritage has constantly influenced the work of all the disciplines. Obviously it has been important to collate data and documentation for the large quantity of historic assets present. With this site passing from a military purpose to a civilian one, the question is ever-present as to what role the retained or enhanced heritage buildings will have in the future, what character new buildings should have and how best to imbue Wellesley with a sense of its history, without being too dogmatic or heavy-handed. The objective, after all, is to create an ideal living and working environment for the future, rather than a military one or a museum.

The next few pages will explain the principles underlying some of these constituent layers individually.



Layering of the Illustrative Masterplan

Opportunities Plan



5.2 Character Areas

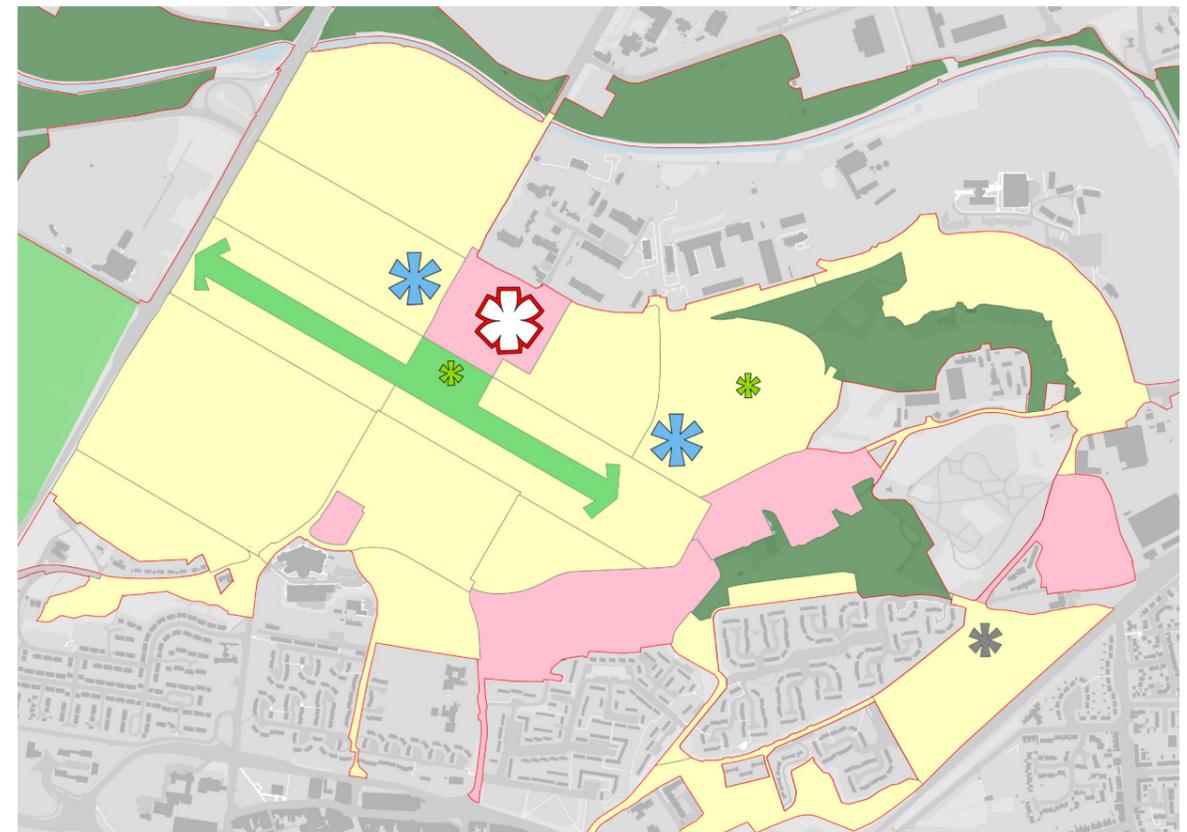
Wellesley already enjoys a rich character in terms of its layout, buildings, monuments/memorials, and natural as well as man-made landscape. In the existing situation these aspects create areas of the site which have distinct qualities and characteristics. In order to enhance these distinctive qualities, the plan has been divided into broad Character Areas, which in turn are subdivided into sub-areas with more detailed attributes. The full descriptions of Character Areas are set out in Chapter 6, and developed into more detailed Character Areas and Sub-Areas in the Design Codes (Document 1).



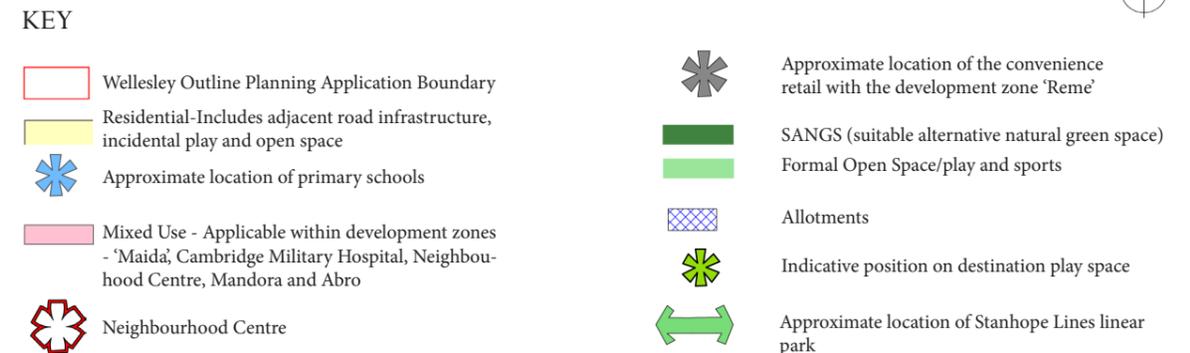
5.3 Land Uses

Wellesley will be a predominantly residential community. However, a range of other uses will complement the housing and ensure that day to day services are integral, reducing the need to travel, without competing with the Town Centre. As well as the community facilities, including two primary schools, small-scale retail and leisure facilities will provide one of the focal points for the new community. Small-scale office and other business space will contribute to the local economy and provide activity during the daytime.

Two new primary schools will be required within Wellesley. The site for the first school which will be a 3 form entry primary school (630 places) will be handed over to HCC and delivered with Phase 1. The second school on the eastern part of the site will be a 2 Form entry primary school (420 places). Delivery is under discussion with HCC. Both schools are well located to cater for the needs of new residents and have good access by public transport, on foot or by cycle. In addition to the primary school facilities, appropriate provision will be made for day care facilities in the proximity of the school sites.



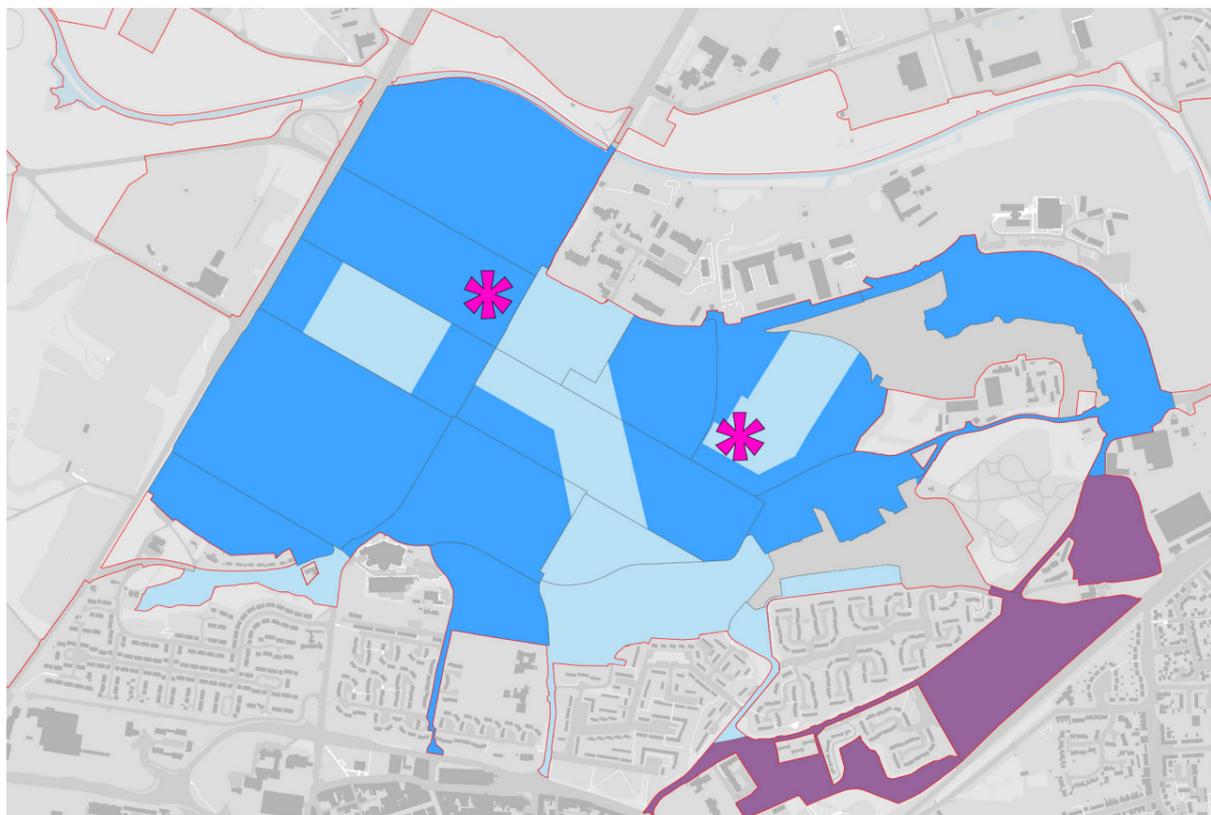
Building Heights Plan



5.4 Building Heights and Density

The strategy is to assess the highest heights acceptable in the EIA process without having an adverse impact on the visual character of the area. This strategy allows the flexibility for future architects to develop detailed design and elevations with this maximum height parameter. The resultant pattern safeguards a view corridor roughly from the Alison's Road / Queen's Avenue intersection to the CMH clock tower as well as a clear zone around Stanhope Lines.

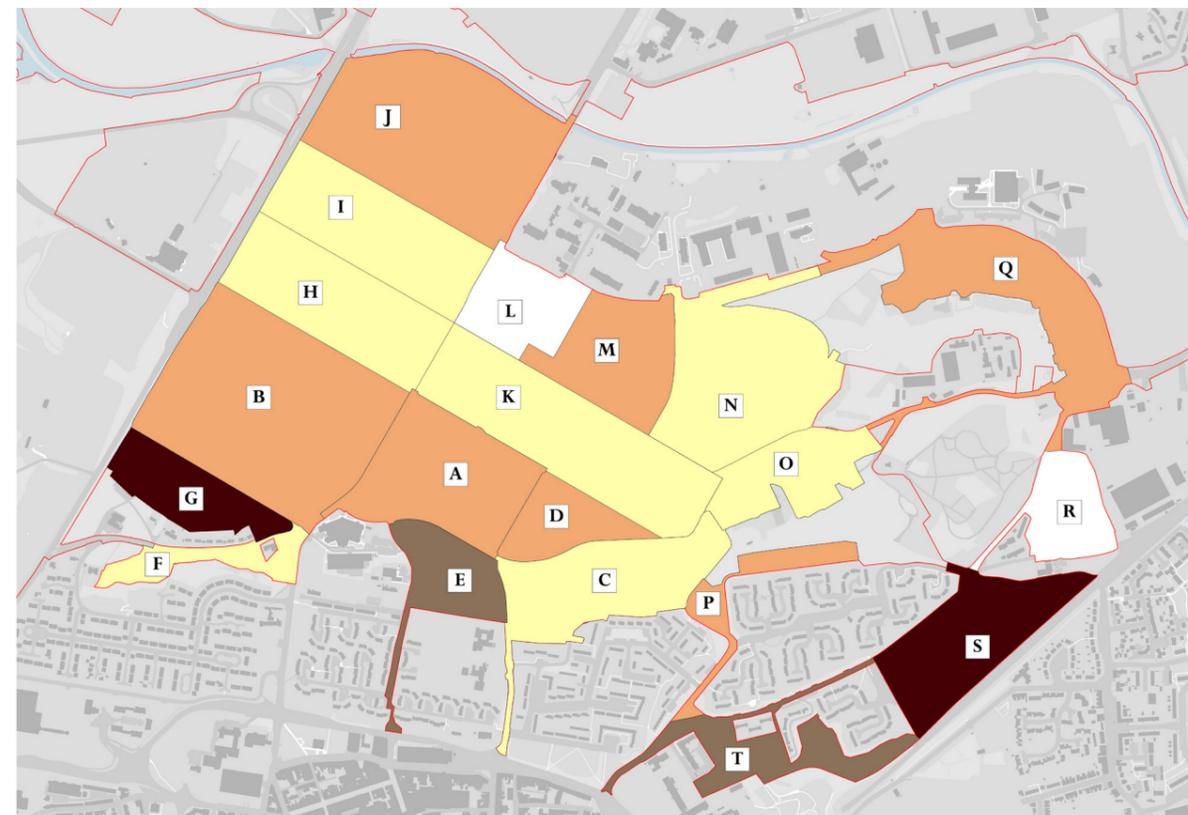
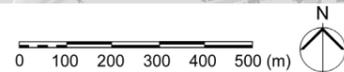
The Density Plan divides the site into three density ranges: Along the Stanhope Lines and in the western parts of the Core Development Area there will be low density areas appropriate to family-oriented residential development; along Alison's Road and on the upper slopes of the barracks site will be areas of medium density - a mix of family accommodation and flatted development; and the highest density areas (again a mix of family accommodation and flatted development) will be on the southern development zones and on the ridge either side of the Aldershot Health Centre.



Building Heights Plan

KEY

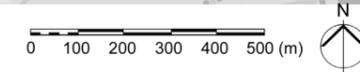
- Up to 3 storeys
- Up to 5 storeys
- Up to 7 storeys
- School sites: Minimum of 4M and Maximum 12M high



Density Plan

KEY

- A Development Zones
- Low density 25 < D <= 45 Dwellings per hectare
- Medium density 45 < D <= 55
- High density 55 < D <= 70
- Very High density 70 < D <= 80



5.5 Landscape Strategy

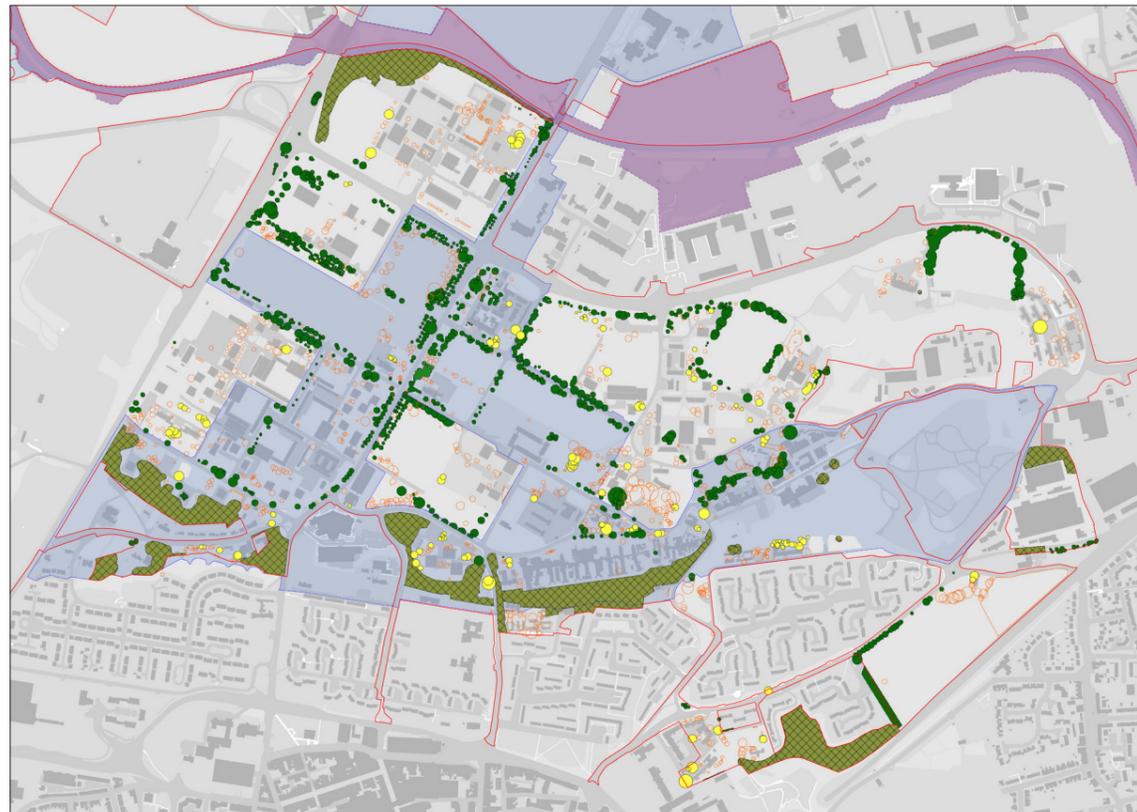
The Landscape Strategy takes its starting point from the qualities inherent in the different landscape character areas within the site. There are 4 basic characters:

1. Wooded ridge, an area of natural woodland and piecemeal development along the top of the escarpment
2. The Basingstoke Canal, which forms part of the northern boundary of the site (designated as a Site of Special Scientific Interest)
3. Military town, the sites of the barracks and parade grounds
4. SANGS

On the orthogonal grid with its historic tree lined avenues, in accordance with the principle stated in the SPD, the visually important trees within the public open space framework will be retained. Where avenues have become fragmented and lost over time, they will be reintroduced and reinforced through the careful choice of suitable species that add to the existing. Of particular interest is Queens Avenue, where the aim is to remove incidental trees that detract from the original Victorian avenue as well as additional planting to reinforce these lines.

A new landscape type will be introduced in the reinstated Stanhope Lines, a linear park that reflects the historic function of the site, i.e. the camps. The tree species will also reflect the geographic links of the army with an arboretum approach taken that utilises trees from zones that reflect the army history.

Along the southern ridge line of the site, a more varied mix would be utilized to enhance the existing informal groups of woodlands.



Analysis of existing trees

KEY

- Categorisation of existing trees
- Basingstoke Canal Conservation Area
- Existing Woodlands
- Military Town Conservation Area



Existing landscape framework of site

KEY

- Woodlands
- Canal
- Existing Avenues
- Open Space

Key entry and arrival points to the site, including arrival points to key historic buildings would need to be sensitively treated and the setting of these landmarks should be enhanced with high quality landscaping and planting.

The open spaces for the development belong to a number of open space types:

Amenity Open Space

Separated into two types: large scale formal open spaces (God's Acre, Stanhope Lines and Parade Park) that function as the main development spaces for use by all members of the community; and smaller scale areas associated with existing trees, to protect and provide character and maturity to the development.

Equipped play areas

A strategy to provide two 'destination spaces' provided by the development, at God's acre and in Parade Park has been agreed with RBC, with the detail of implementation, phasing and equipment type to be confirmed. The remainder of 'play space' will be provided by LLAP's (Local Landscaped Area for Play) within the development areas.

Sports and Playing Pitches

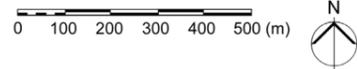
The total requirement for the development will be utilising 10 ha of existing sports pitches to the west of Farnborough Road.

A range of circular and well-connected pedestrian routes is proposed to encourage people to explore on-site amenity and recreational areas.

For details about the landscape materials and species, please refer to the Design Code Documents.



Historic Grain of the site



KEY

- Military Grid - historic pattern of development on site; notable in existing road structure - to be retained
- Existing woodlands-part of the Historic landscape structure
- Existing avenues-part of the Historic landscape structure
- Existing Stanhope Lines -part of the Historic landscape structure



Concept for Landscape Strategy



KEY

- Existing woodlands
- Proposed links between woodlands - native planting
- Basingstoke Canal water Corridor
- Existing avenues retained
- Proposed avenues to re-establish historic street grid and character
- Open space - formal planting

5.6 Historical Analysis and Heritage Strategy

The process of understanding the historic assets of the site has involved a 'sequential approach' to evaluate the impact of the interventions necessary to achieve viable and economically sustainable uses. This has been carried out taking into account the Aldershot Military Town Conservation Area Character Appraisal and the Conservation Management Plan.

There are 4 stages in this process (see diagram on the right): the first is analysis of the baseline data. Then the assets are assessed in terms of their historic significance. This allows the preparation of a Retention and Demolition Plan, showing a hypothetical application of the principles. Finally the information is fed into the Illustrative Masterplan, and particular Key Area studies focussed on the most important historic buildings.

The arrangement of Conservation Areas and the SANGS impose a level of complexity on the planning and design of the site, as well as on the approval processes necessary for delivery. Please refer to the Delivery Strategy.

The full findings of the historical research and analysis are contained in the Conservation Plan and Heritage Strategy. Identification of Significant assets has led to their incorporation into the Character Area descriptions set out in the Design Codes.



Conservation Areas and SANGS

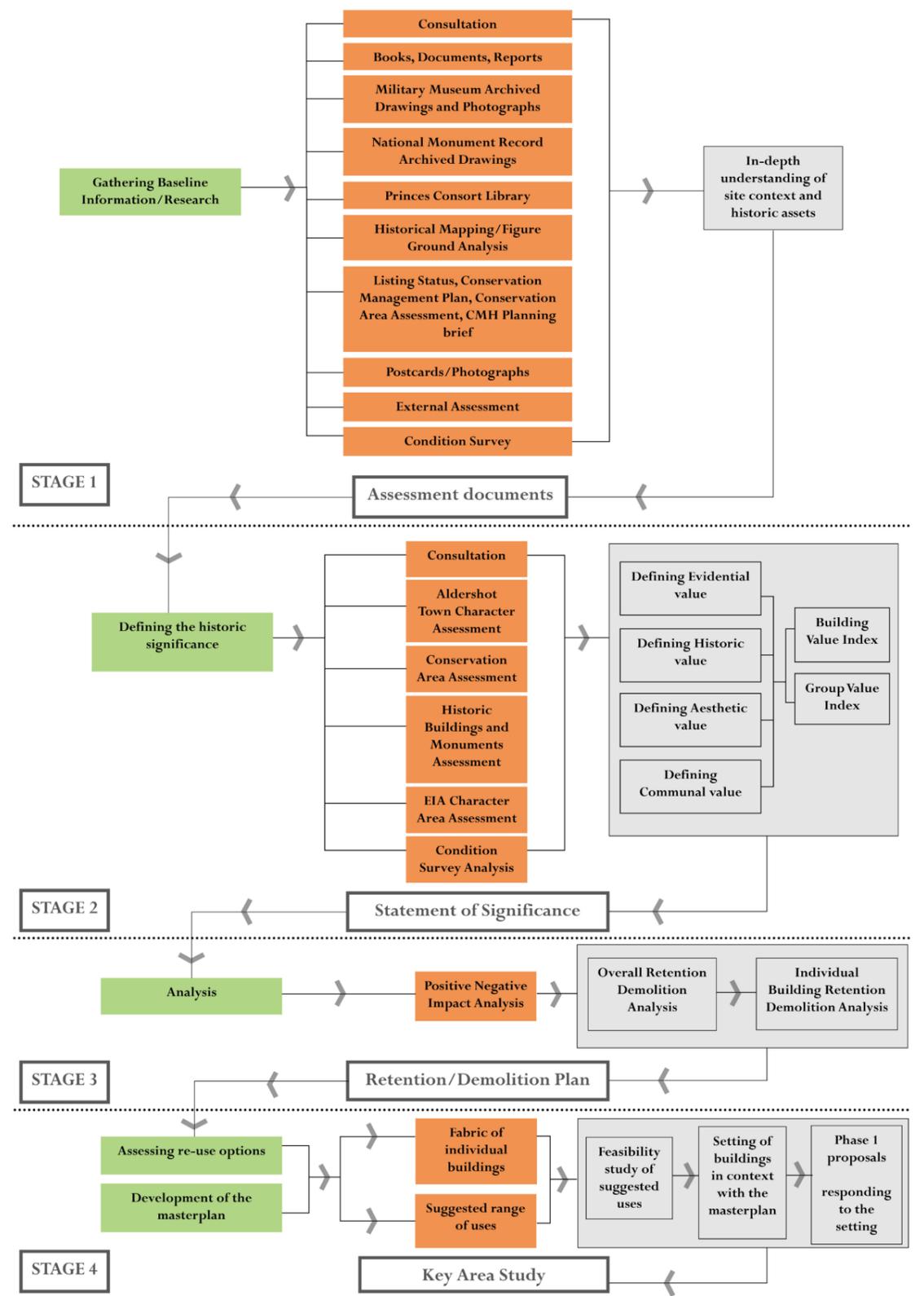
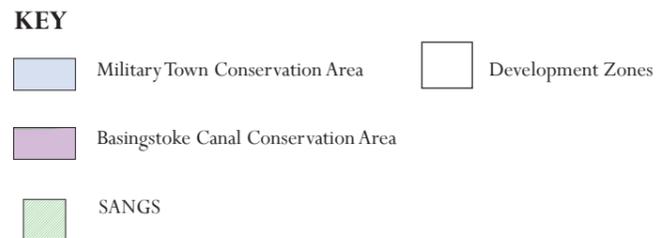
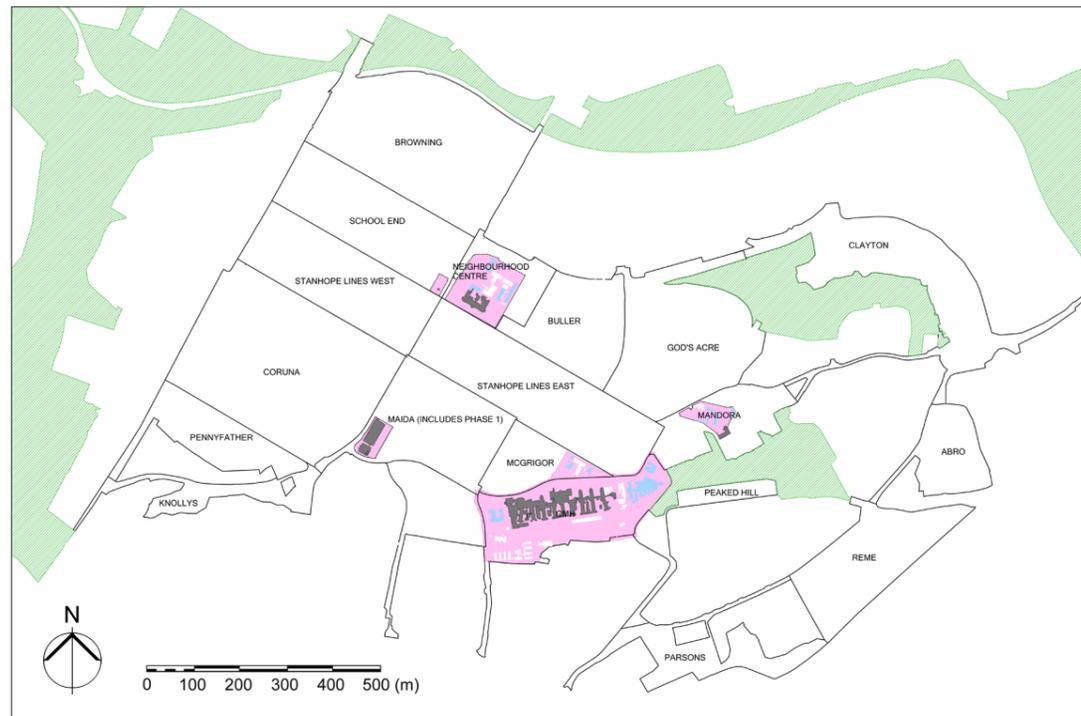


Diagram of the sequential approach to assessment of historic assets on site

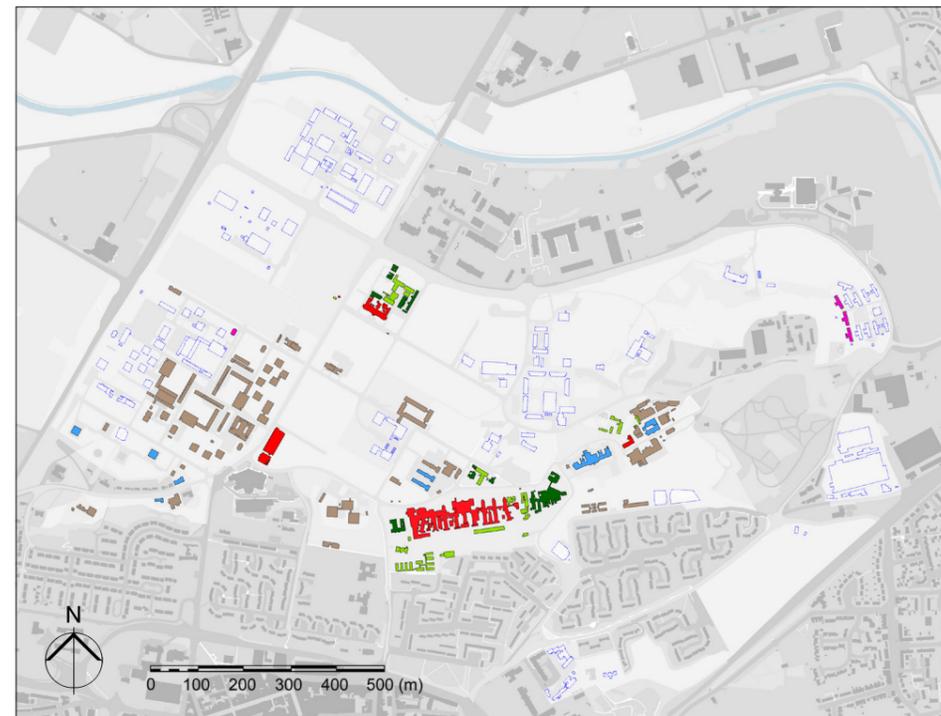
The Retention and Demolition Plan below categorises the existing buildings on site according to their statutory status. The Illustrative Masterplan sets out a hypothetical retention and demolition solution which will be tested by the approval process under each successive phase of delivery.



Listed Buildings Curtilages

KEY

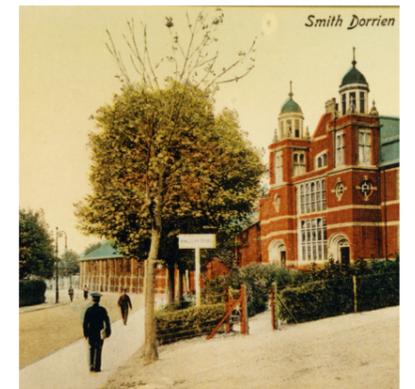
 Listed Buildings Curtilages



Retention and demolition strategy

KEY

-  CATEGORY 1 - Buildings to be demolished
-  CATEGORY 2 - Buildings in Aldershot Military Town Conservation Area to be demolished subject to Conservation Area Consent
-  CATEGORY 3 - Buildings in the Listed Building Curtilage to be demolished subject to Listed Building Consent
-  CATEGORY 4 - Demolition/Alteration in Conservation Area subject to Conservation Area Consent
-  CATEGORY 5 - Statutory Listed Buildings to be retained but may be subject to partial demolition - subject to Listed Building Consent
-  CATEGORY 6 - Partial demolition in Listed Building curtilage subject to Listed Building Consent
-  CATEGORY 7 - Buildings to be retained subject to detailed feasibility study



The site has a variety of heritage and landscape assets which can be capitalised in the future development

5.7 Access and Movement Strategy

The site is currently well connected and as such the proposed development will continue to utilise the existing highway network and, where necessary, provide additional connections via new junctions. Access to the site will be achievable from a number of locations surrounding the development. These include:

1. A325 Farnborough Road/Alison's Road
2. A325 Farnborough Road/Pennefathers Road
3. Queens Avenue
4. Queens Avenue/Hospital Hill
5. Ordnance Road
6. Government Road

- From the west, access will be from the existing Alison's Road/A325

Farnborough Road grade separated junction and via a new connection (Left In-Left Out) at A325 Farnborough Road/Pennefathers Road.

- Access to the north and south of the site will still be achieved via Queens Avenue, Hospital Hill and Ordnance Road corridors which provide local connections to Aldershot, North Camp and Farnborough.

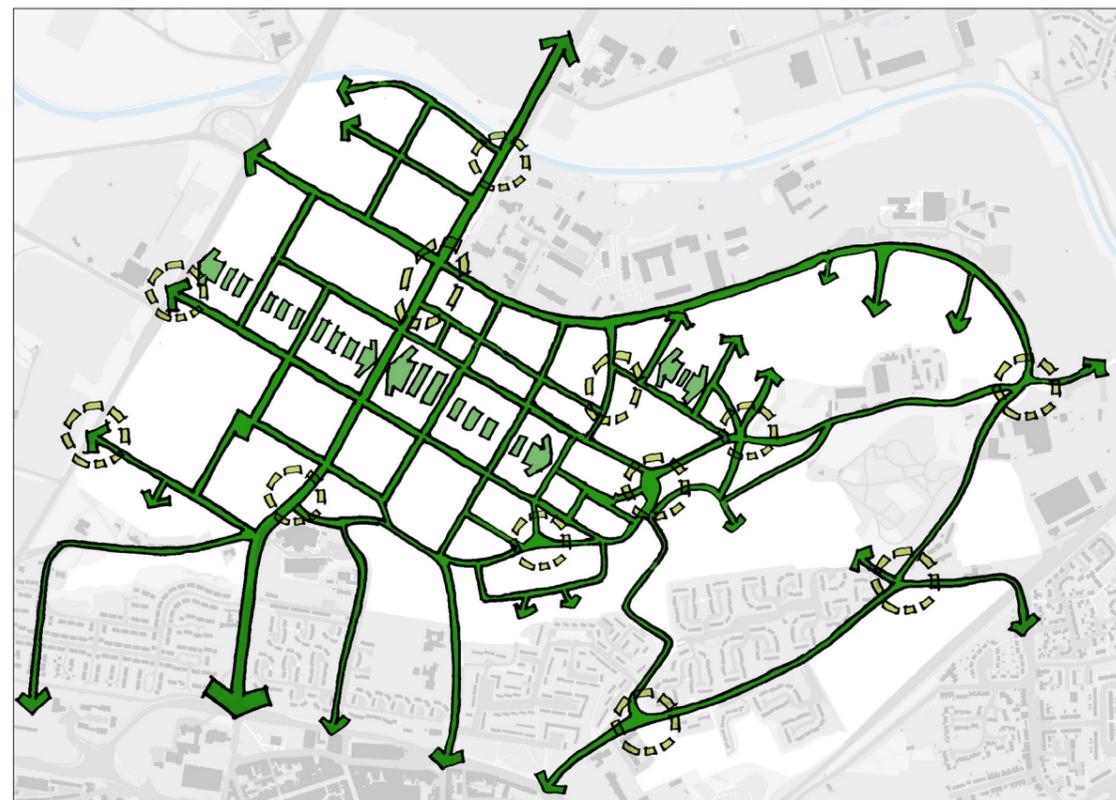
- Government Road will provide a connection to the east of the site and will improve links onto the A331 with the provision of a new northbound on-slip

The Illustrative Masterplan aims to establish a well-connected network of streets, footways and open spaces throughout Wellesley, as well as good external connectivity to surrounding highway networks

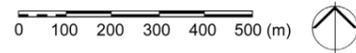
Most of the proposed street hierarchy follows the orthogonal grid pattern of the existing roads, which is an important element of the historic fabric of the site. New roads are designed to reinforce this orthogonal pattern. This allows the block layout to be legible and provide safe and clear routes for pedestrians and cyclists.

The highways and access design has been carried out in conjunction with the Landscape Strategy, in order to arrive at integrated solutions which reflect the different character areas required around the site.

Wellesley is intended to become a fully 'walkable neighbourhood' where residents will find it safe and convenient to make short trips not by car. A network of pedestrian paths and cycle routes aims to reduce the demand for travel by private car.

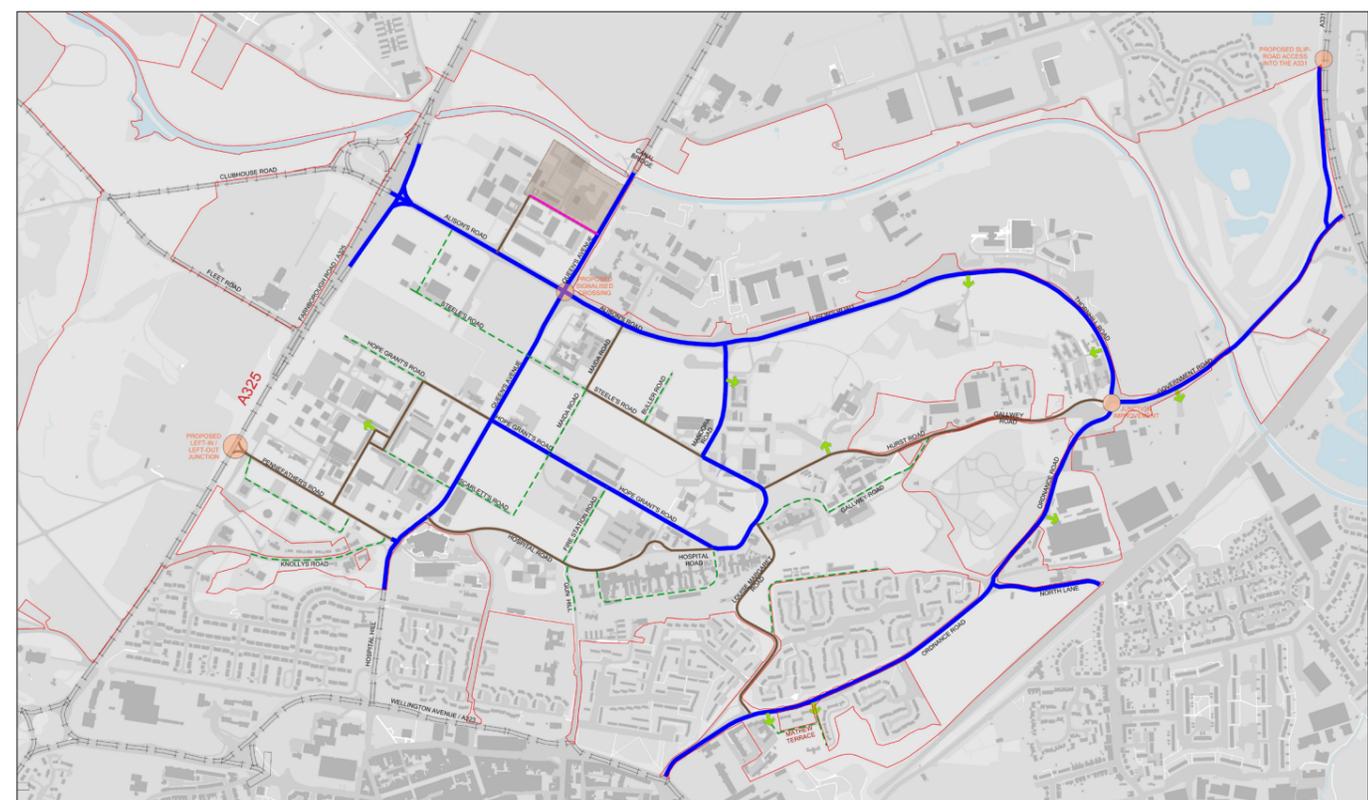


Pedestrian/Cycle network

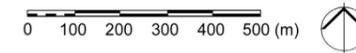


KEY

- Key pedestrian routes
- Pedestrian and Cycle flows across key open space
- Key Pedestrian nodes



Proposed Street Hierarchy



KEY

- Existing Roads to function as primary streets
- Existing Roads to function as secondary streets
- Existing Roads to function as secondary streets and subject to limitations of deviation
- Existing Roads to function as tertiary streets
- Proposed key vehicular links
- Existing access points to be retained

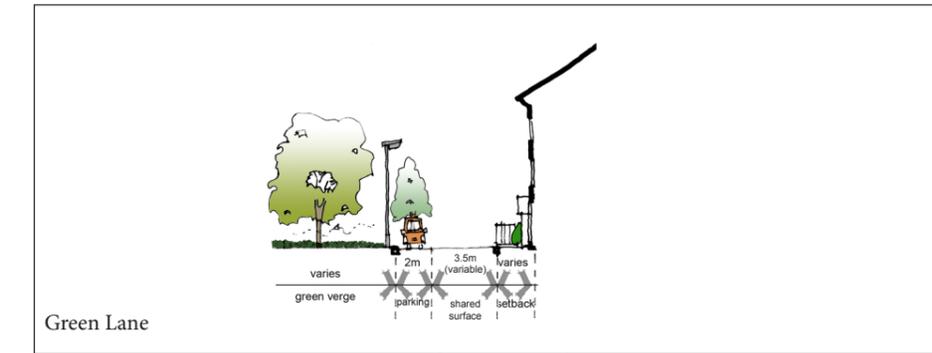
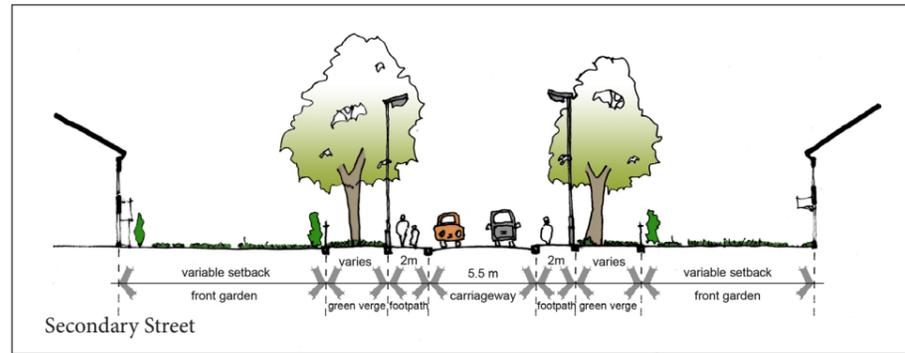
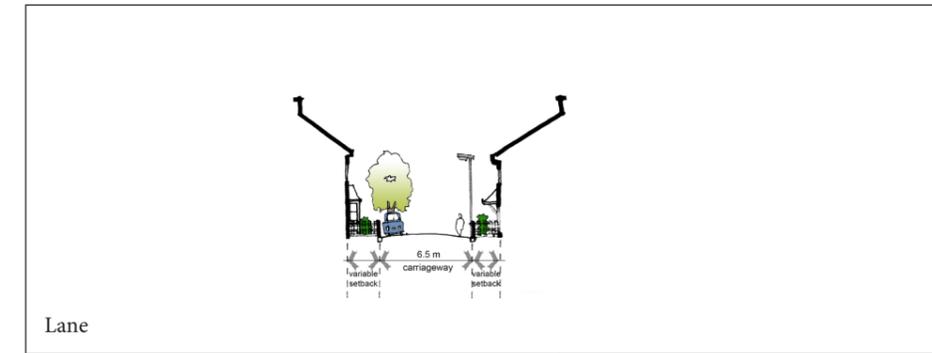
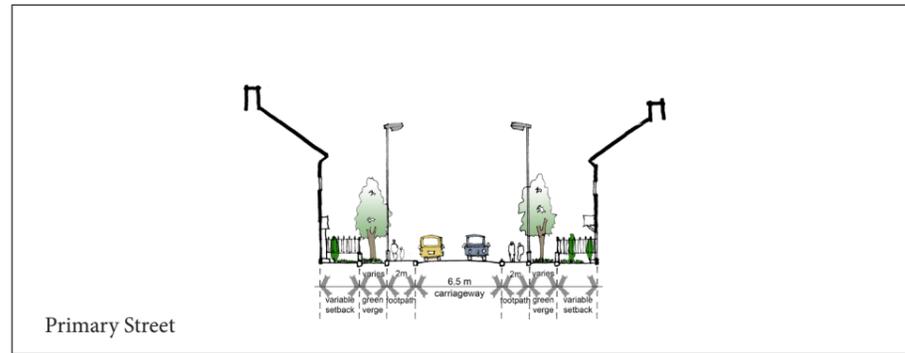
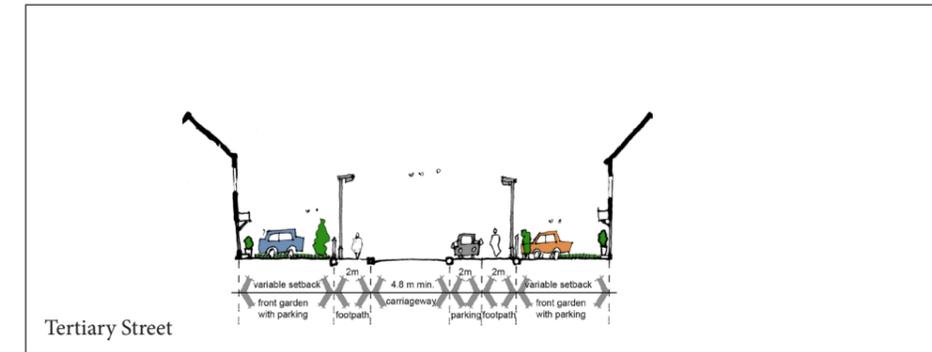
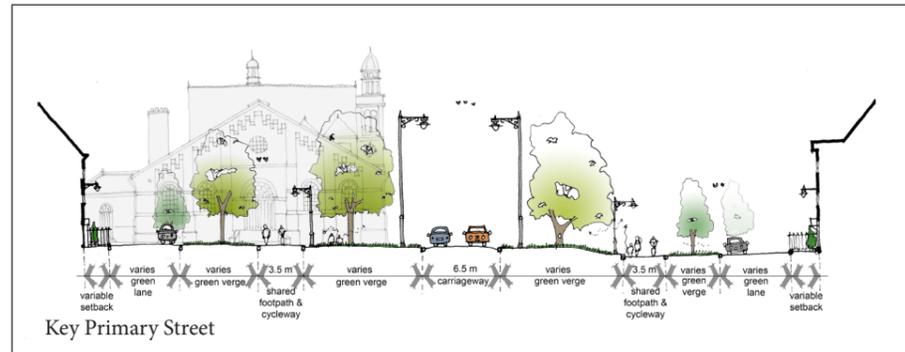
To help reduce the need to travel to a minimum, local facilities and services are located in the most accessible areas.

Local bus services have been designed so that the majority of the site falls within a 400m (five minute walk) walking distance isochrone to public transport facilities.

A bus interchange is proposed close to the junction of Queen's Avenue and Alison's Road.

Car parking for residential properties would be designed as per RBC's standards, including the disabled provision.

For detailed design approach for different street types please refer to the Design Code Documents



Illustrative Street Sections

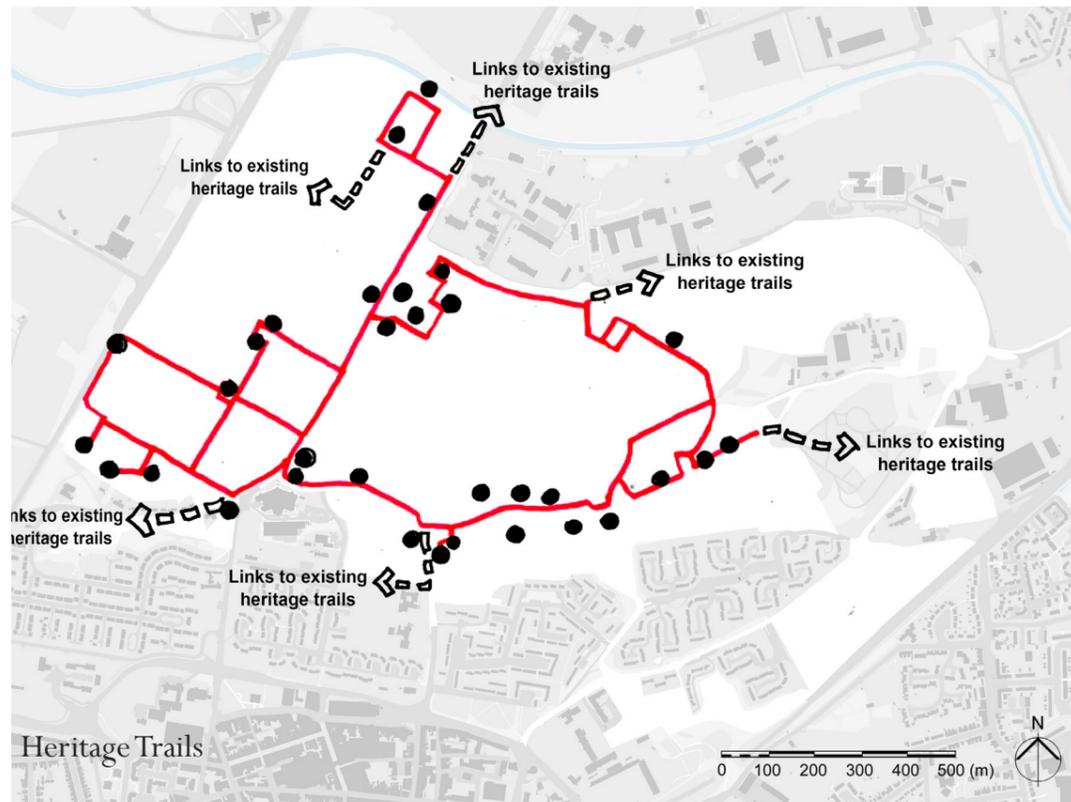
5.8 Heritage Trails

Much thought has been given to the theme the memory of the site's military past, not just through retention of buildings and landscape features, but also by designing the existing and proposed road and path network so as to be able to display historic artefacts in public areas. In some cases it will be possible to do this without moving them from their current positions, in others it may be desirable to move them.

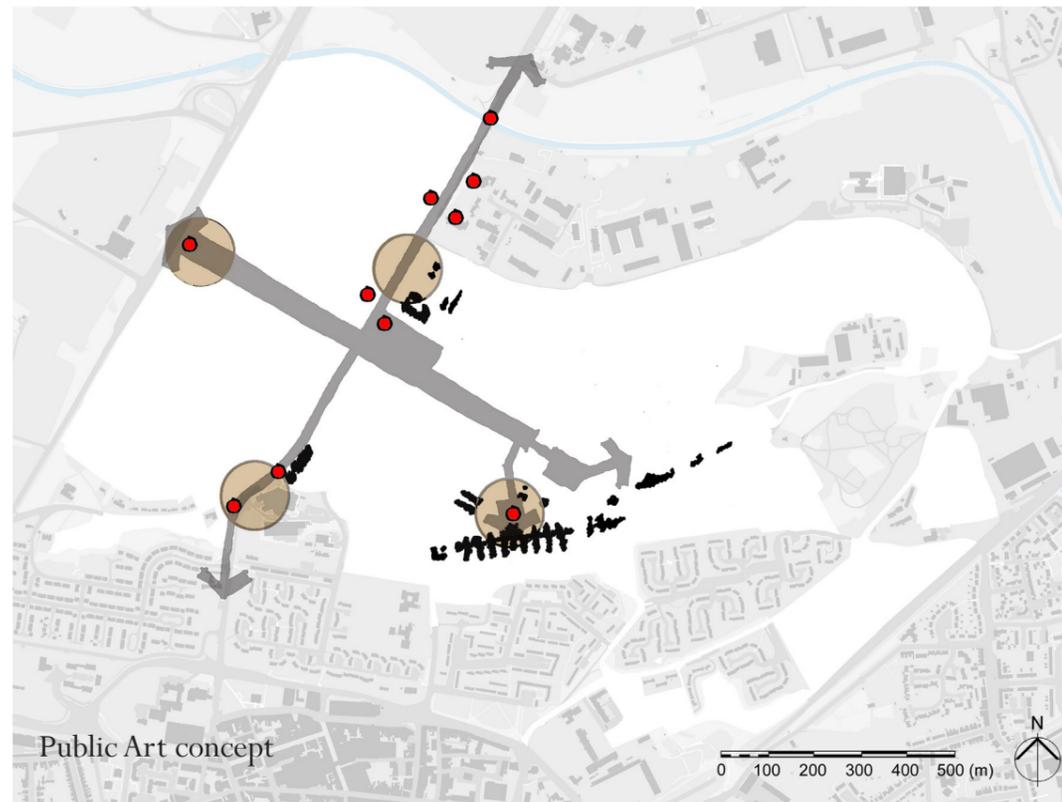
Other possibilities include the presentation of historic material on plaques, signs etc, or of commissioning artworks which fulfill a similar role.

5.9 Conclusion

- In addition to the manifest landscape qualities and historic assets of the Wellesley site, our analysis has shown that it is eminently suitable for a sustainable urban extension, being well-connected to transport links, to Aldershot Town Centre, Farnborough and the Basingstoke Canal and surrounded by an abundance of green amenity space
- The proposed Character Areas draw out the unique historical and landscape characteristics of various parts of the site. These are developed into a set of Design Codes which will guide and control the design of each successive implementation phase
- The Illustrative Masterplan shows a variety of different residential neighbourhoods supported and serviced by a range of non-residential uses, some of which will be housed in the retained historic buildings. The scope of uses proposed is intended to stimulate rather than compete with the Town Centre economy



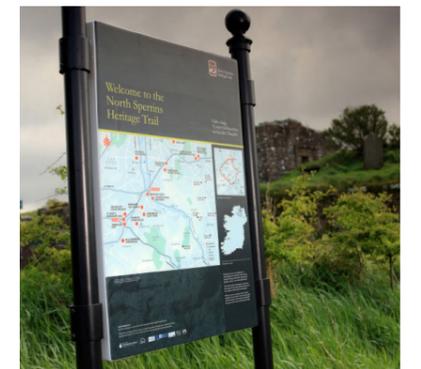
- KEY
- Heritage buildings, monuments and memorials
 - Walkable routes



- KEY
- Primary Urban Design Structure
 - Special Treatment zones
 - Key Historic buildings
 - Existing landmarks/potential public art features



8th Division Memorial



Heritage Trail interpretation board

Illustrative Masterplan

