

## **APPENDIX 9 DETAILED ASSESSMENTS OF STRATEGIC LOCATIONS (ON PREVIOUSLY DEVELOPED LAND)**

- A7.1 The previously developed strategic locations proposed in the Core Strategy are as follows:
- 1) Fleet Town Centre;
  - 2) Guillemont Park.
- A7.2 Assessments of the various constraints and opportunities of these locations are provided in this appendix. An assessment of the landscape impacts is provided for Guillemont Park as this is an edge-of-settlement location, but has not been provided for Fleet town centre, as this is located entirely within the settlement of Fleet.

### **Fleet Town Centre Strategic Location**

- A7.3 Fleet town centre has some potential to provide urban spaces capable of facilitating recreation, an issue which should be addressed at the masterplanning stage.
- A7.4 Fleet town centre is not a particularly historic centre, with most development dating from the late nineteenth century onwards. A defining feature is the grid pattern of wide streets. There are a number of locally listed buildings in Fleet town centre. The North Fleet Conservation Area is located immediately to the north of the main through-route (Fleet Road) and includes a listed building – All Saint’s Church. Redevelopment proposals that reinforce this morphology and respect the late Victorian and Edwardian architecture of the centre could provide benefits to the historic environment.
- A7.5 There are no designated sites for nature conservation in Fleet town centre, but it is within 5km of the SPA, therefore residential development at this location would require mitigation. Brownfield sites can harbour protected species and other wildlife, so there is the potential for some effects on biodiversity.
- A7.6 The Renewable Energy and Low Carbon Study states that the town centre has significant potential for the installation of district heating systems, fed by combined heat and power, along with building integrated micro-generation alongside both existing and new development. Mixed-use development has the potential to provide a good anchor load with good potential for extension in other parts of the town.
- A7.7 Fleet town centre is not at a high risk of fluvial flooding, being in flood zone I. However, there is a medium to high likelihood of surface water flooding which mitigation might be required to address.

- A7.8 This location clearly has good access to services and facilities given the existing provision in the town centre.
- A7.9 This location would have primary access from Fleet Road, Crookham Road North, Reading Road South and Kings Road. The preliminary Transport Assessment<sup>1</sup> (TA) indicates that these 'links' would generally be below 80% capacity at 2026. However, the TA also identifies that the A3103 Fleet Road is already at 85% capacity and is forecasted to rise to 94% capacity by 2026. Remediation of these issues may be possible, and Fleet Town Access Plan (FTAP) outlines a number of potential future schemes which could help.
- A7.10 Fleet town centre has significant potential for regeneration, with a number of different sites with redevelopment opportunities. This includes new retail and other town centre uses, medium and high density housing, and new employment floor space.

### **Guillemont Park Strategic Location**

- A7.11 This location is a business park on the edge of Farnborough known as Guillemont Park. Although the settlement of Farnborough is mostly in the Borough of Rushmoor, this location lies over the border in Hart, and has been promoted for development (after the December 2010 SHLAA was published).
- A7.12 The site has some potential for recreational open space including SANG. There is one Site of Special Scientific Interest (SSSI) west of the A327 – Whitehouse Farm Meadow, and several Sites of Importance for Nature Conservation. North of the M3 are two SSSIs – Foxlease Meadow and Hawley Common. To the north of this is the Thames Basin Heaths Special Protection Area, which the location is within 5km of. The broad location has no high grade agricultural land.
- A7.13 According to the Renewable Energy and Low Carbon Study, the location has some capacity for potential biomass from forest management.
- A7.14 The location is not at a high risk of flooding, being in flood zone I. The potential likelihood of surface water flooding varies across the location (low, medium and high), and there is a medium likelihood of groundwater flooding. Mitigation may be necessary to address these issues.
- A7.15 This location was not assessed in the TA, therefore it is unclear how good the access to services and facilities is.
- A7.16 The strategic location could potentially have access from the A327 Minley Road (in Hart) and Minley Road/Sandy lane (in Rushmoor). The TA highlights that the access roads to the M3 junction 4a, notably to the south including the A3103 Fleet Road and A327 Ively Road towards Farnborough

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<sup>1</sup> HTP Consulting (2010) Preliminary Transport Assessment

Business Park are already very close to capacity. By 2026, both of these routes are forecasted in the TA to be over capacity. The A327 Minley Road to the north of the M3 junction 4a is not forecasted to be over capacity.

- A7.17 The Rushmoor LDF Transport Assessment highlights capacity issues at the M3 junction 4a and A327. Sandy Lane and Minley Road are not highlighted as having capacity issues.

### **Landscape Appraisal of Guillemont Park**

- A7.18 This location is the former MOD Guillemont Barracks site, now Guillemont Park, commercial offices with parking. This location sits towards the northern end of the District's eastern boundary forming an approximate 400m sided box that projects from the general boundary alignment of the District into the Borough of Rushmoor.
- A7.19 To the south and west of the site lies the loop road complex of junction 4a of the M3 motorway with associated infill areas of woodland planting. Apart from the elevation required to access the Sandy Lane bridge of the motorway, this location has relatively flat topography. Sandy Lane, which falls within the Borough of Rushmoor, loops around the south and east of this location. A relatively robust 15-20m wide strip and low bund, which can loosely be described as a soft landscaped buffer, provides effective screening from Sandy Lane.
- A7.20 Opposite this location, predominantly detached 1980s residential development extends down Sandy Lane towards the motorway on the south eastern side only. Between the M3 motorway and the rear of these properties is remnant woodland comprising large mature species of trees. In combination with the mature planting buffer of Guillemont Park and the treed backdrop beyond the detached houses, this section of Sandy Lane has rural characteristics, despite the relatively close urbanising presence of the M3 motorway to the south.
- A7.21 On the eastern corner the box shape of this location is interrupted by the grounds of Guillemont Junior School. The same buffer strip as described above extends around the boundary with the school and along the north eastern boundary, providing a reasonable sense of separation. Beyond the north eastern boundary is Pinewood Park, which, again, falls within the Borough of Rushmoor. Pinewood Park appears to be a development of the 1970s/80s era with relatively dense clusters of mostly terraced housing, interspersed with quite large expanses of public open space, comprising mostly of amenity grass and occasional belts of trees. Due to the 15-20m mature landscape buffer described above, there is little visual perception from Pinewood Park of what lies beyond.
- A7.22 The north western boundary abuts Hawley Common, which is essentially an MOD training area that, along with several public rights of way, also has general permissible public access. The landscape character here is pine plantation on heathland and the section of Hawley Common that abuts the

site is a SINC. More importantly though, beyond the SINC, approximately 275m from the nearest point of this location, is the Thames Basin Heaths SPA, which overlaps with the Castle Bottom to Yateley and Hawley Common SSSI.

- A7.23 Given that this location is a brownfield site, with direct access to major and minor road networks, close proximity to education facilities and comparable distances from the influences of the M3 motorway to the other more established local development in this area, this location appears to have potential for residential development. However, due to the close proximity to established development across the district boundary in the borough of Rushmoor, any development here will have little association with the communities in Hart, and nature conservation issues are clearly a major consideration.