

1.4 PONDTAIL

LOCATION

The Pondtail area lies to the east of Fleet Town Centre and includes the main approaches to the town from the north east and south east, to the east of which a quiet residential area fills the space up to the settlement boundary. The mainline railway forms a boundary to the north, whilst the settlement boundary provides a limit to the east. The towpath of the Basingstoke Canal and the boundary of Pondtail Heath lie to the south. The western boundary is formed by a mixture of the boundaries of residential properties in the South Fleet Neighbourhood Area and mixed residential and commercial properties at the north end of King's Road.

HISTORICAL DEVELOPMENT

Fleet Road appears on the earliest maps of the area dating from the mid 18th century. The railway line was built in 1847, with a small station at the intersection of the railway and the road on the edge of Fleet Pond. The town developed around the station and along Fleet Road. The street grid set out in the 1870s extended over this area, although development was incremental. The Ordnance Survey map of 1912 shows a concentration of building in the north around Fleet Road, Dunmow Hill, Kent Road and Avondale Road, with small groups of houses elsewhere in the area. Infill development followed the same pattern during the Inter-War period. In the later 20th century larger groups of houses were built as cul-de-sac developments.

GENERAL DESCRIPTION

Fleet Road and King's Road are busy arterial traffic routes lined with a mixture of commercial and residential properties. Businesses occupy both modern buildings and historic late Victorian and Edwardian houses or shops and include retail premises, offices, several small vehicle repair workshops and residential care homes. Nevertheless the area lies outside the main commercial focus of the town centre. A commercial and industrial estate forms a group with the modern railway station in the north. A large residential area occupies the land to the east of the two main routes. The character of the townscape varies from long, straight road lines of late 19th century origin to shorter, sinuous late 20th century cul-de-sac style developments. A later 20th century development lies to the north of Fleet Road along a sinuous spinal road (Knoll Road) with smaller side streets, including several cul-de-sacs.

The scale of development is generally two storeys in the north with an increasing number of single storey bungalows in the south east. The office/industrial area in the north rises to three storeys and is matched by three storey apartment buildings on the north side of Fleet Road. The land falls gradually across the area from north-west to south east. Long views down King's Road are of particular importance to the character of the area. The belt of trees on the eastern edge provides an attractive backdrop to many views, whilst tree lines running along rear gardens provide green corridors through the urban area to the countryside to the east. Numerous mature trees make a positive contribution to the character of the area. Tall trees on the street frontages are particularly focused on Dunmow Hill, Chestnut Grove, Wellington Avenue and Wood Lane. Most houses are detached and form single family dwellings with a smaller number of semi-detached and very few terraced buildings.



Architectural detailing at Dunmow Hill



Trees on Wood Lane

DESCRIPTION OF THE PONDTAIL CHARACTER AREAS

THE PRINCIPAL CHARACTER AREAS ARE:

Area A: Late Victorian and Edwardian housing

- Focused on streets surrounding Dunmow Hill, forming an area of High Townscape Value
- Mixture of large and medium sized houses, mainly two storeys
- Common double fronted design, some with open porches carried over symmetrical bay windows
- More varied large houses on Dunmow Hill
- Red brick with Welsh slate or plain tile roofs, and some white painted render/roughcast and applied timber frame or tile hanging detail
- Arts and Crafts detailing on Dunmow Hill, with decorative ridge tiles and prominent chimneys
- High hedgerows to front gardens



Typical housing density: 12 units/hectare

Sensitivity to change: High

Area B: Mixed ribbon-development on King's Road

- Mixed period development with large and medium sized houses.
- Late Victorian and Edwardian houses and shops stand out as of particular interest
- Large properties in well treed grounds in the north
- One or two storeys
- Brick boundary walls and close clipped hedges
- Prominent location on arterial traffic route
- Small commercial hub at King's Road/Wood Lane junction



Typical housing density: 12 units/hectare

Sensitivity to change: Medium

Area C: Mixed residential development

- Residential streets of mixed date on late 19th century street grid, one or two storeys
- Mixture of large and medium sized houses
- A scatter of late Victorian and Edwardian houses stand out as of particular interest
- Some Inter-War houses also stand out as interesting
- Red brick and Welsh slate or plain tile roofs on older buildings
- Some use of white painted brick or roughcast on Inter-War buildings
- Detached houses and bungalows, with some double fronted Edwardian houses
- Decorative ridge tiles, prominent chimneys and applied timber framing
- Most plots run back at 90° from the road
- Formal building line generally observed with at least six metres set-back from rear of pavement providing large front gardens



Typical housing density: 14 units/hectare

Sensitivity to change: Medium/High

Area D: Mixed development on Fleet Road

- A ribbon of development along an important road route
- Some late Victorian and Edwardian houses add architectural interest
- Two storeys
- Small area of large houses on large grounds at the north end of Fleet Road (similar to the adjoining North Fleet Conservation Area)



Typical housing density: 18 units/hectare (includes some business premises)

Sensitivity to change: Medium/Low

Area E: 1960s/1970s bungalows

- Mostly built as cul-de-sac developments
- One storey
- Large plots, generous front gardens, open to the pavement
- Consistent building line
- Consistent design and materials within individual developments

Typical housing density: 18 units/hectares

Sensitivity to change: Medium

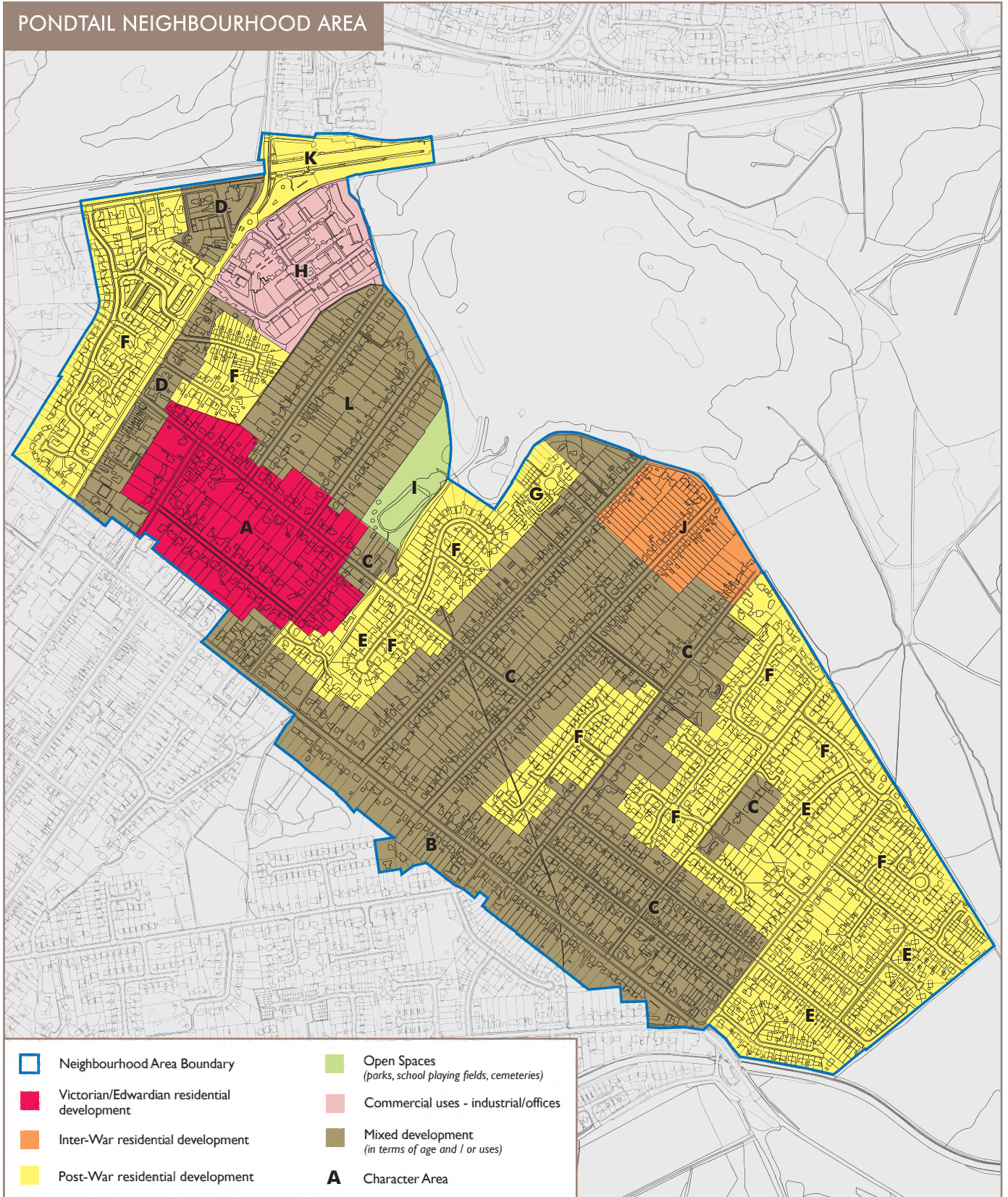
**Area F: 1970s/1980s two-storey detached housing**

- Mostly built as cul-de-sacs with some main street frontage developments
- Two storeys
- Developments of uniform design medium sized houses
- Front gardens open to the pavement
- Yellow and red brick with concrete tile roofs
- Hipped roofs, neo-Georgian doorcases, ground floor bay windows or inset feature panels of timber or tile hanging, decorative storm shutters
- Plots of regular width and relatively narrow, buildings closely spaced
- Buildings follow a common alignment with either a formal or stepped building line

Typical housing density: 26 units/hectares

Sensitivity to change: Medium





Area G: 1960s/1970s terraced housing

- Small groups of terraced properties set around cul-de-sacs.
- Two storeys
- Modular design with panels of tile hanging at first floor level
- Communal areas of green open space and mature trees form part of the overall scheme

Typical housing density: 26 units/hectares

Sensitivity to change: Low

**Area H: Industrial estate**

- Shed style industrial buildings and large office blocks set around hard standing grade and double storey car parks
- Office buildings of three storeys in red and yellow brick



Sensitivity to change: Medium

Area I: Publicly accessible woodland

- Small area of woodland on the edge of Fleet Pond accessed by a footpath from Avondale Road



Sensitivity to change: High

Area J: Inter-War two storey semi-detached houses

- A discrete area of semi-detached houses and other contemporary properties (probably extending into the early 1950s) with frontages on Kenilworth Road, Westover Road and Wood Lane
- Two storeys
- Red brick and painted render/roughcast with applied timber frame decoration to gables, clay Roman tile and plain tile roofs
- Boundary features include clipped privet hedges
- Buildings follow a staggered building line, reducing visibility of some properties
- Architectural details include semi-detached houses with hipped roofs, recessed front doors with semi-circular openings, and timber framed multi-pane casement windows
- Some buildings preserve numerous architectural details and stand out as of particular interest

Typical housing density: 23 units/hectares

Sensitivity to change: Medium



Area K: Fleet Railway Station

- Modern railway station with large areas of hard standing and single storey railway buildings of later 20th century construction

Sensitivity to change: Low

**Area L: Mixed period large houses in spacious plots**

- An area of High Townscape Value located on Wellington Avenue and Chestnut Grove.
- Large properties including a mixture of late Victorian, Edwardian and Inter-War houses with some later infill
- One or two storeys
- Mostly detached properties with some older semi-detached houses
- Buildings in smooth faced red brick and painted render or roughcast with plain clay tile or Welsh slate roofs including decorative ridge tiles
- Use of applied timber frame decoration
- Inter-War buildings in painted roughcast
- Some older double-fronted properties.
- A formal building line is observed with a deep set back
- The buildings are constructed with their long side to the road
- Long broad plots running back from the road
- Tree lines following the rear boundaries of plots have been identified as a wildlife corridor to the area of Fleet Pond to the north east



Typical housing density: 14 units/hectares

Sensitivity to change: High

DESIGN GUIDANCE FOR THE PONDTAIL NEIGHBOURHOOD AREA

Areas A and L

- This is an area of High Townscape Value
- Protect late Victorian and early 20th century buildings that make a positive contribution to the character and distinctiveness of the area from unsympathetic alterations
- Protect mature trees that make an important contribution to the character of the area
- Protect front boundary hedges
- The replacement of later 20th century buildings with more sensitively designed buildings might be acceptable
- The scale and materials of new buildings should be in keeping with those of neighbouring buildings, although the area provides a range of options due to the variety of materials represented
- New development should follow the established building line which is generally deep set back from the road

Areas B and D

- Protect late Victorian and early 20th century buildings that make a positive contribution to the character and distinctiveness of the area
- The existing building line, which is set back from the road, should be protected
- Replacement may be acceptable although new buildings in this area should be of the highest quality of design due to the area's prominence
- Building heights of up to two and a half storeys would be acceptable
- Building alignments should maintain the strong relationship to the street frontage
- Front boundary hedges should be protected

Area C

- Generally areas of very mixed housing
- Replacement and amalgamation of plots may be acceptable
- New buildings should maintain the deep setbacks and strong relationship to the street frontage
- New buildings should be designed with consideration for the scale and detailing of surrounding buildings although some variation would be acceptable
- Late Victorian and early 20th century buildings that make a particularly strong contribution to local character and distinctiveness should be protected

- Mature trees that make a positive contribution to the area's character, particularly on street frontages, should be protected

Areas E, F and G

- These areas have relatively consistent architectural character and spatial form
- Replacement development would need to be of a consistent scale with surrounding buildings and carefully designed to avoid standing out in a negative way from surrounding buildings
- Development should respect the existing building frontage lines, spacing of buildings and conform to the prevailing alignment with the street

Area H

- There is some potential to intensify the amount of commercial development on the site
- New buildings would be expected to be of high architectural and sustainability standards

Area I

- Open space must be retained

Area J

- Inter-War building should be protected from unsympathetic alteration
- There may be some potential for redevelopment of other buildings although there are few opportunities to amalgamate plots
- New buildings would need to respect the building frontage line and should be of sympathetic scale and design to the Inter-War buildings, using materials and detailing that reference those of buildings in the immediate surroundings

Area K

- The railway station and car parking provide an important resource that should be protected
- The railway station buildings are of no particular architectural merit although the footbridge and platforms appear to be more historic and should be protected
- Proposals for development to provide additional car parking or station facilities should demonstrate that the setting of Fleet Pond and the gateway area to the west of the station have been protected

1.5 SOUTH FLEET NEIGHBOURHOOD AREA

LOCATION

This Neighbourhood Area lies between Fleet Town Centre and the Basingstoke Canal, which forms a southern boundary. Many of the buildings which face the canal lie within the Basingstoke Canal Conservation Area. A small brook forms a natural boundary to the north west, beyond which the Fleet Town Centre Neighbourhood Area is reached via roads and a small number of footpaths. The rear boundaries of the buildings on Kings Road form a north eastern boundary.

HISTORICAL DEVELOPMENT

Aldershot Road follows an alignment first recorded on the 1873 map. Subsequently a street grid was laid out across this area adding Albany Road and Regent Street. The 1897 map records scattered residential development along these streets, as well as several plant nurseries. By 1912 a small park had been created to the north of Albany Road. The gradual development of housing along the main road frontages continued throughout the early 20th century. During the late 20th century development was on a larger scale, using the bigger gardens plots and nurseries to create cul-de-sacs and short side streets of housing, as well as continuing the infilling development on the main routes.

GENERAL DESCRIPTION

South Fleet is an area of residential development with a mixture of single and two storey buildings, mostly detached. Two parallel east to west aligned roads (Albany Road and Aldershot Road) provide arterial routes through the area. Numerous cul-de-sacs branch off to either side. Along the main roads, front gardens are often defined by low brick walls or clipped hedges. Within cul-de-sacs gardens are more normally open to the pavement. The road routes provide ready pedestrian access from east to west. However, cul-de-sac developments either side of these routes provide few north to south pathways, resulting in poor permeability to the town centre. The east to west routes follow ruler straight alignments with long views. Mature trees provide an established feel and add vertical interest and rhythm to views along the main roads. Trees lining the canal also form a backdrop in a number of views.



View along Albany Road



Mixed housing and important trees on Aldershot Road

DESCRIPTION OF THE SOUTH FLEET CHARACTER AREAS

THE PRINCIPAL CHARACTER AREAS ARE:

Area A: Late Victorian and Edwardian Housing

- Attractive medium / large sized detached two storey houses
- Small contemporary bungalows with architectural details including ridge tiles, bay windows and original external joinery
- Double fronted houses facing the road
- Smooth faced red brick with natural slate roofs

Typical housing density: 7 units/hectare

Sensitivity to change: High



Area B: Mixed development

- Incremental development mostly along Albany Road and Aldershot Road.
- Scattered late Victorian and Edwardian red brick houses and bungalows add architectural and historic interest
- Plots relatively even sized, wide and running back from the road
- Buildings uniformly set back over six metres from the pavement

Typical housing density: 16 -25 units/hectare

Sensitivity to change: Medium



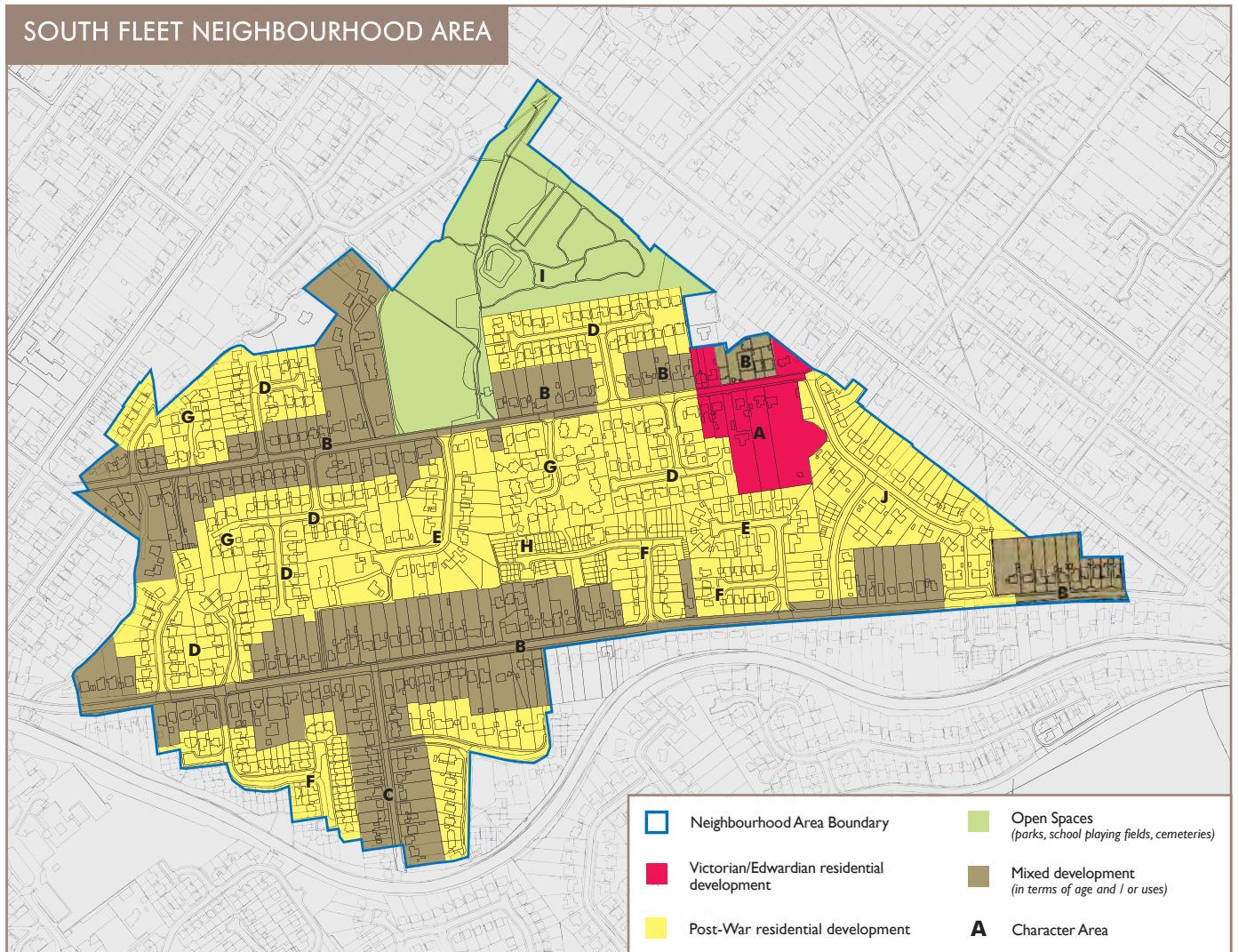
Area C: Regent Street Mixed development

- Mixed single and two storey housing
- A high proportion of late Victorian or Edwardian double fronted houses
- Smooth surfaced red brick, natural slate or plain clay tile roofs
- Vertical sliding sash windows, decorative ridge tiles and chimney stacks
- Attractive green garden boundaries
- Sympathetically designed Inter-War and later 20th century housing
- A small area of High Townscape Value

Typical housing density: 17 units/hectare

Sensitivity to change: High





Area D: 1970s and 1980s cul-de-sacs

- Detached housing, standardised style within individual cul-de-sacs
- One to two storeys (normally all buildings of one height in each cul-de-sac)
- Largely in yellow or buff brick
- Use of timber feature panels or Neo-Georgian doorcases within individual developments
- Surrounding gardens constrained but often as broad as deep, emphasising detached properties

Typical housing density: 19 units/hectare

Sensitivity to change: Medium



Area E: 1970s and 1980s bungalows

- Mostly one storey and one storey with attics
- Buildings in fairly large plots with broad frontages
- Building alignment variable including some at an off-set angle or 'echelon' with staggered frontages
- Materials relatively consistent including yellow brick and concrete roof tiles

Typical housing density: 11 - 20 units/hectare

Sensitivity to change: Low

**Area F: 1960s and 1970s semi-detached and terraced 'modular' housing**

- Densely developed low cost housing
- Two storeys
- Materials, include tile hanging with exposed brick party walls
- Very consistent formal building line

Typical housing density: 29 units/hectare

Sensitivity to change: Medium

**Area G: 1990s and 2000s detached houses**

- Groups of large houses clustered around shared areas designed as informal cul-de-sacs
- 2 storeys
- 'Arts and Crafts' inspired designs with variation of design and materials within developments
- Building alignment mixed, some 'randomised' off-set angles
- Garages built as integral to houses
- Paving materials varied within cul-de-sacs creating distinct areas with small groups of buildings and 'shared surfaces'

Typical housing density: 19 units/hectare

Sensitivity to change: Low



Area H: 1990s and 2000 High density housing

- Blocks of back to back houses and flats built to relatively uniform design throughout developments
- Two storeys
- Consistent use of materials – e.g. red brick and concrete roof tiles
- Dedicated car parking areas designed into developments

Typical housing density: 36 units/hectare

Sensitivity to change: Medium

**Area I: Oakley Park**

- Public green open space
- Well maintained recreation grounds and children's playground
- Large area of semi-natural woodland with ponds
- Attractive open frontage to Albany Road
- Important to pedestrian links from Albany Road to King's Road and the Town Centre

Sensitivity to Change: High

**Area J: 1940s/50s Municipal housing**

- Semi-detached houses, some built as flats
- Two storeys
- Large strip plots running back from the road
- Staggered set back reduces the apparent density of development
- White and cream brick
- Half-hipped roofs
- Close clipped hedges to front garden boundaries

Typical housing density: 25 units/hectare

Sensitivity to change: Low



DESIGN GUIDANCE FOR THE SOUTH FLEET NEIGHBOURHOOD AREA

Areas A and C

- The loss of late Victorian and Edwardian houses in these areas should be resisted
- The amalgamation of plots may be acceptable however
- New development will need to respect the two storey height of buildings and conform to the formal building line and set back
- New development could also reference the design and materials including the colours, texture and detailing of the historic buildings in the area
- Front boundary hedges should be protected as an important element of the street scene

Area B

- The loss of late Victorian and Edwardian houses in these areas should be resisted;
- Amalgamation of plots may be acceptable, although new development will need to maintain the set back of the building line from the road frontage and the rhythm of plot widths
- New development should not be more than two storeys
- Mature trees should also be protected

Areas D, E, F and H

- Whilst some amalgamation of plots may be acceptable, new development within these areas of very uniform style housing will need to be carefully designed to complement the materials and detailing of surrounding buildings
- An increase in the height of buildings would probably not be acceptable in areas of single storey development, whilst there are few opportunities to increase density
- Extensions to buildings should maintain the character of detached buildings as well as roof profiles

Area G

- Extensions to properties will need to be in keeping with the character and style of the building and should maintain the separation between buildings

1.6 WEST FLEET NEIGHBOURHOOD AREA

LOCATION

West Fleet is a residential area which lies between the built-up town centre of Fleet (to the east) and the open green space which separates Fleet from the conservation area at Crookham Village. It abuts the North Fleet Conservation Area to the north east and the Basingstoke Canal Conservation Area to the south and south east.

HISTORICAL DEVELOPMENT

In 1912 this part of Fleet was totally woodland apart from the cricket ground which still remains close to The Oatsheaf Public House and Reading Road North. A few early 19th century cottages along the canal (now in the Basingstoke Canal Conservation Area) are the only buildings. There was some Inter-War residential development along Crookham Road, but most of the development took place from the 1950s onwards, with the construction of a number of different estates, of which the buildings facing The Lea would appear to be the earliest.

GENERAL DESCRIPTION

These estates have distinctive characteristics, and vary in quality, the best example being along Tavistock Road (Area B) where the many mature trees and wide grass verges make an important contribution to the streetscene. Three schools are located in the area as well as the Hart Leisure Centre. The principal open spaces are the Sports Ground in the middle of the area, an area of grass, trees and a pond just to the north of New Barn Close, and the cemetery off Cemetery Road. Attractive views over the open countryside to the west over fields and woodland are particularly important.

DESCRIPTION OF THE WEST FLEET CHARACTER AREAS

THE PRINCIPAL CHARACTER AREAS ARE:

Area A: Calthorpe School and Hart Leisure Centre

- 1960s - recent
- Large blocks with landscaped areas in between
- Building heights: two to three storeys

Sensitivity to change: Medium



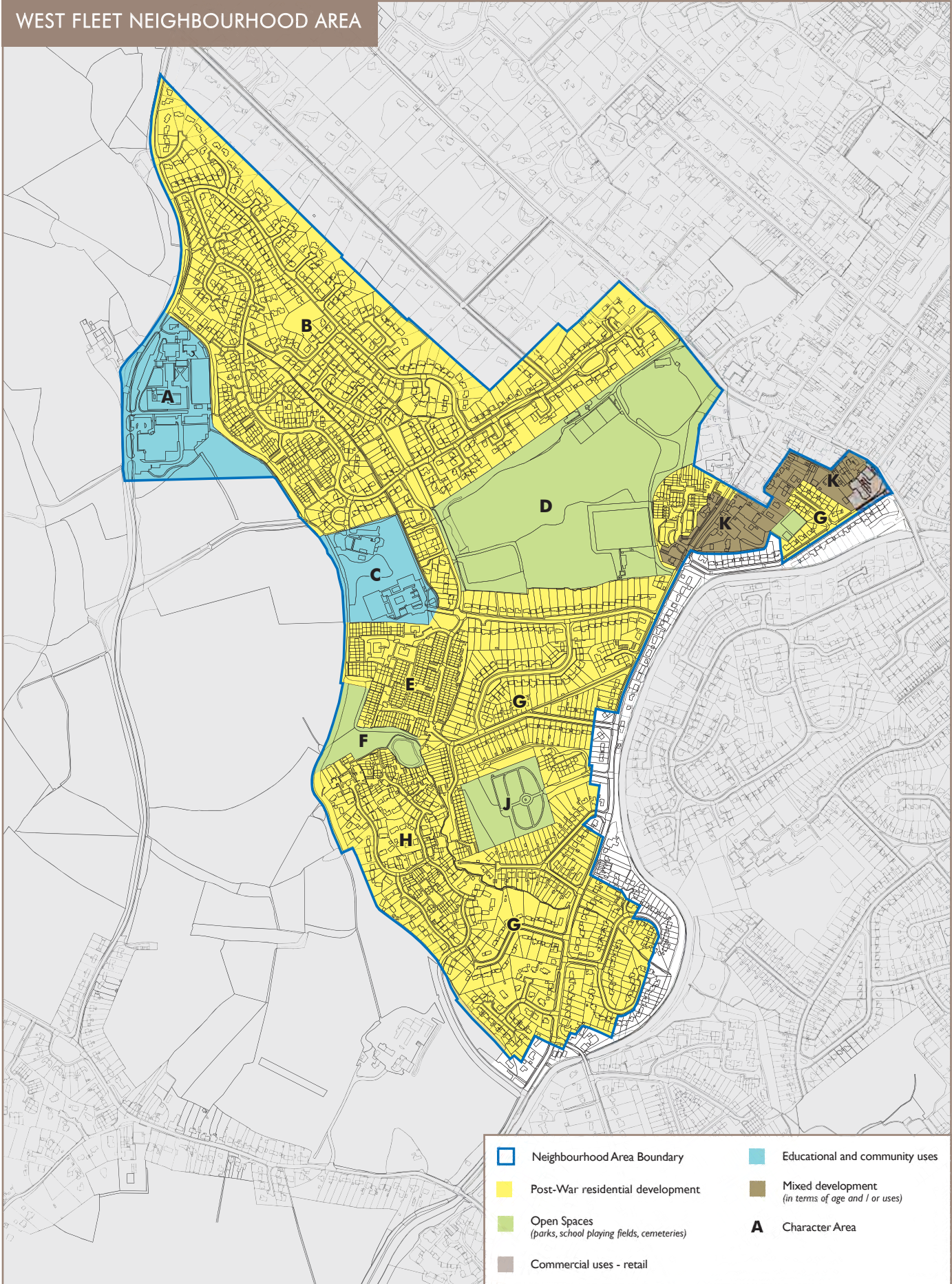
Area B: Cohesive and carefully designed housing estate of mid to late 1960s

- Serpentine layout with short cul-de-sacs
- Abundant planting, wide grass verges, and mature trees has produced a high quality townscape
- Buildings are set back from the road in narrow plots with medium sized back gardens
- Principally two storey detached houses but some paired or in short terraces
- Yellow brick, tile hanging, with shallow pitched roofs covered with concrete tiles

Sensitivity to change: High



WEST FLEET NEIGHBOURHOOD AREA



Area C: Two junior schools of 1960s with later additions

- Buildings are mainly single storey with no distinguishing features



Sensitivity to change: Low

Area D: School playing fields and cricket pitch

- Surrounded by mature trees
- Provides a green 'lung' to the dense areas of housing around it
- Valuable local amenity area



Sensitivity to change: High

Area E: 1960s housing estate of one build

- Layout has preserved a large number of mature trees
- Terraces of two storey houses and some three storey flats
- Use of brick for the walls and concrete tiles for the roofs
- Evidence of a general lack of maintenance
- Poor quality garage blocks around back yards
- The small front gardens have been lost in places to car parking

Sensitivity to change: Low

**Area F: Grassed area with trees and pond**

Valuable amenity area which links to the adjoining countryside (see above)



Sensitivity to change: High

Area G: 1950s to 1970s housing estates

- Formal layout of the streets with some cul-de-sacs
- Single and two storey houses in narrow but quite spacious plots
- Survival of many mature trees



Sensitivity to change: Medium

Area H: 1980s or 1990s housing estate of cohesive design

- Mainly detached houses, two storeys high
- Narrow plots with front and back gardens



Sensitivity to change: Medium

Area J: 20th century cemetery with mature trees

Sensitivity to change: High

DESIGN GUIDANCE FOR THE WEST FLEET NEIGHBOURHOOD AREA

Areas A and C

- The redevelopment of the school site and of the leisure centre is unlikely, but if this does occur, should take into account the location close to the Settlement Boundary and the open farmland beyond

Area B

- Generally the existing buildings should be retained
- Extensions must be in keeping with existing buildings and should not come forward of the common building line
- The amalgamation of plots to allow redevelopment would possibly be detrimental to the area
- Existing heights must be preserved/copied

Areas D and F

- Open green space must be retained and the trees protected.

Area E

- Redevelopment would be acceptable subject to the usual constraints (uses, scale, materials and layout).

Areas G and H

- Any replacement buildings must be of a similar scale and height
- Limited opportunities to amalgamate plots
- Existing densities to be maintained