

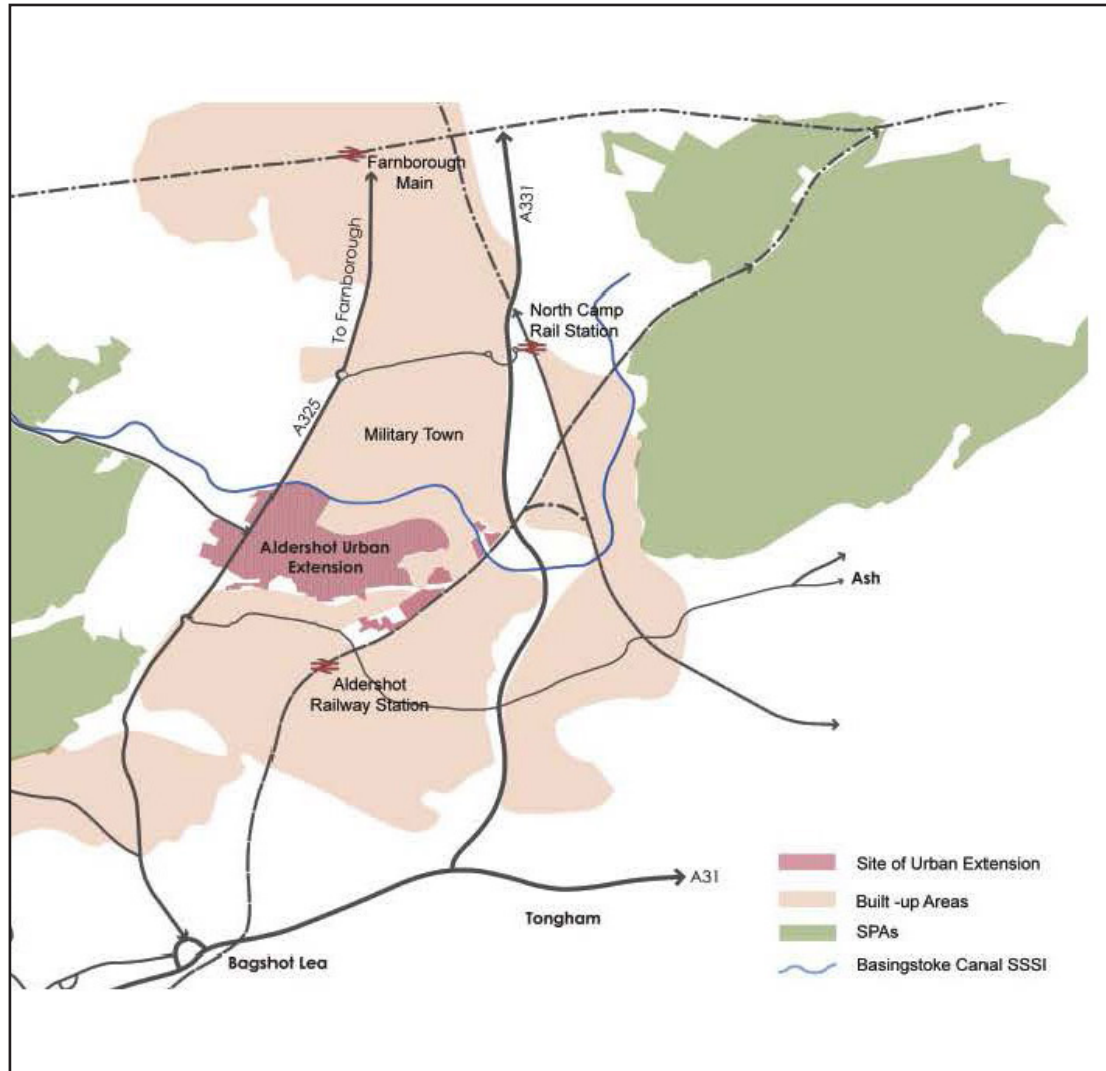
Chapter 3

Site and Context Analysis

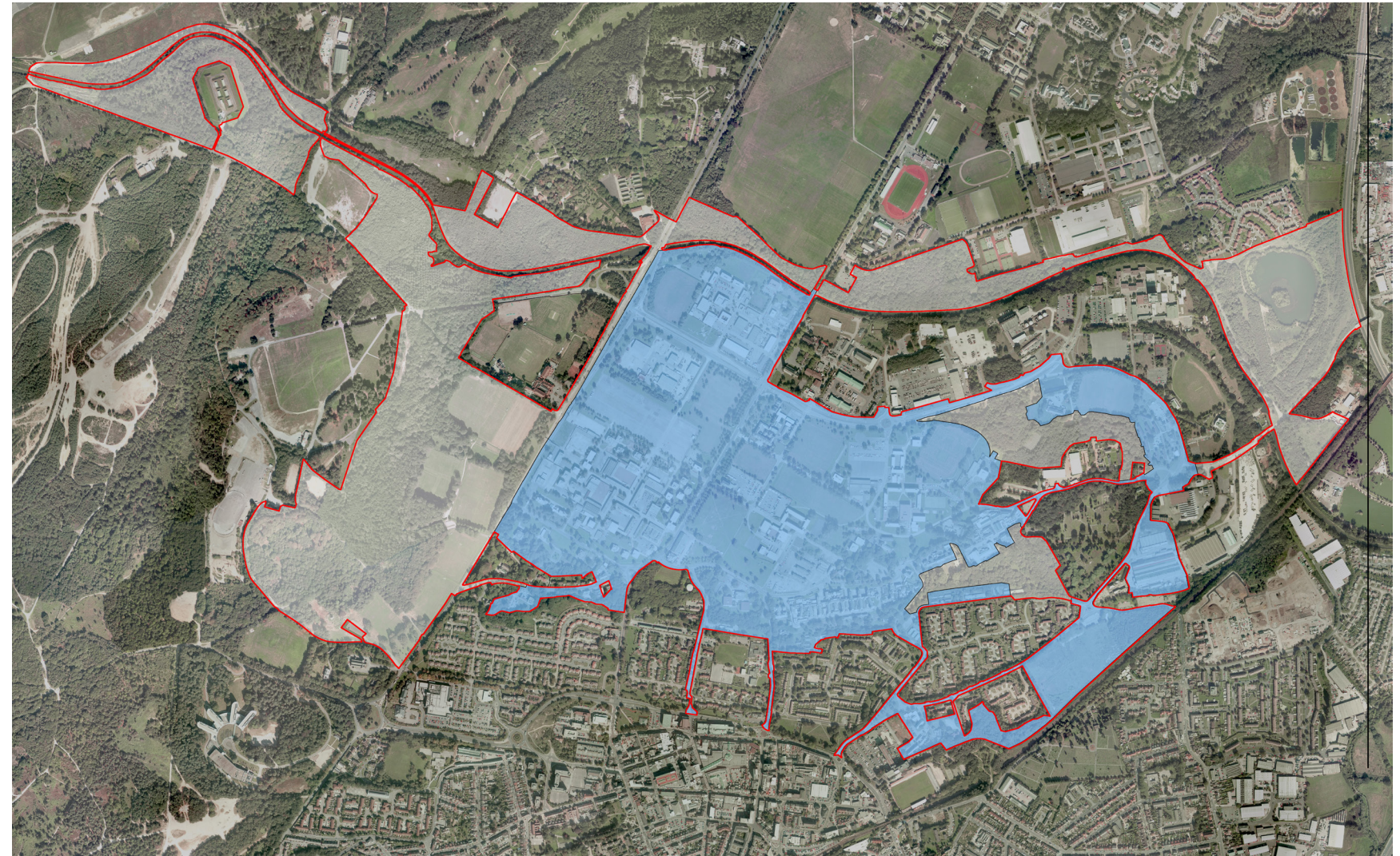
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3.1 Location

Aldershot is located in Hampshire, on heathland approximately 60 km (37 miles) southwest of London. The Application Site is between Aldershot Town Centre and Farnborough, and both towns are administered by Rushmoor Borough Council.



Wellesley's position in Rushmoor



Wellesley Site

- Overall Site Boundary
- Core Development Area

3.2 Historic Context of Aldershot

Prior to 1854, Aldershot was just a small agricultural village but during the Crimean War and after it rapidly grew into the first and largest military garrison in the British Empire, with its own schools, hospitals, power station, water supply and sewage works, food production, police and fire brigades, making Aldershot the complete military town.

The town has ancient origins - there are prehistoric earthworks in the area, including Caesar's Camp, an iron age defensive fortification to the west. Aldershot was part of King Alfred's private estate and was left to his nephew Ethelm in the 9th Century. In 975 Aldershot passed to the monks of Winchester and remained in their possession until the Dissolution. After two years it was transferred to the Dean and Chapter of Winchester Cathedral and remained in their hands until the nineteenth century.

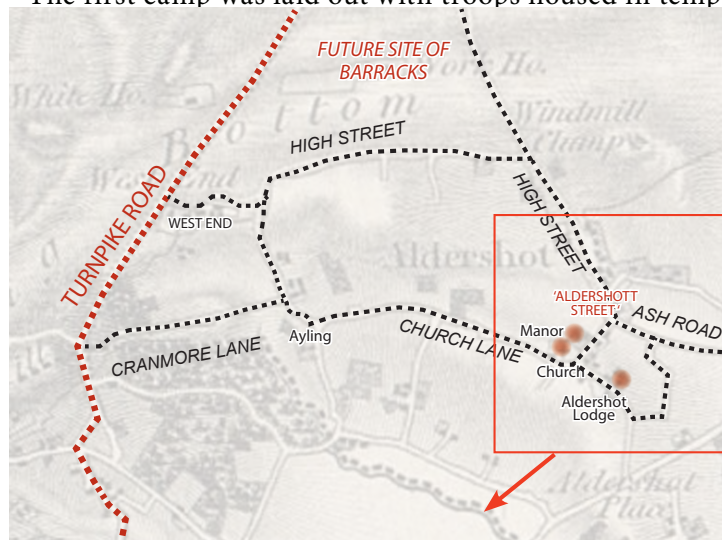
Originally the village green, known as 'Aldershot Street' was the main centre; today, this forms the triangle of grass around the junction of the High Street and Church Hill. The High Street itself was no more than a track leading from Ash, through Aldershot Street, and through to West End, leading towards the 'Hogs Back'. This route later became a turnpike road linking London and Portsmouth via Guildford and Farnham, now known as the Farnborough Road.

During the nineteenth century some large houses in park-like grounds were established in the area, notably the house, abbey and mausoleum built by Empress Eugenie (wife of Napoleon III) in Farnborough.

3.3 The Military Town

From 1854 a succession of army encampments began to be set up to the north of Aldershot, which also caused a rapid expansion of the town centre.

The first camp was laid out with troops housed in temporary huts while



The Historic Location of Old Aldershot, 1810

the main work of building the camp began. Men and materials poured into the area in order that the camp could be completed quickly. In 1856, a light railway was built running parallel to the High Street. The Aldershot camp was divided by the Basingstoke Canal into two portions, the North and South Camps, both consisting of ranges of wooden huts in parallel lines.

The growth of the army camps coincided with the growth of the railways. A branch line through Aldershot opened in 1870, with the actual station added later. When first built, the station stood in open fields.

The camp grew until in 1890 it was decided to replace the wooden huts with permanent brick structures, known as the 'Wellington,' 'Stanhope,' and 'Marlborough' lines. With brick built barracks under construction, the town rapidly developed, transforming into a burgeoning Victorian town full of public houses, inns and hotels, and a young population. Victoria Road underwent a particularly dramatic transformation, changing from a residential street to a busy commercial road. By the 1890s, Aldershot was a prosperous place, with a population of 25,000 and in 1894, a new Urban District Council was formed.

3.4 Current situation

From the beginning of the twentieth century Aldershot began to grow as a commuter settlement for people working in London. The population reached a peak in the 1950s and the following 50 years would prove to be an era of great change for the town. A substantial rebuilding of the barracks was carried out between 1961 and 1969 with new experimental building techniques, and increasingly, a separation of residential accommodation from the training barracks and service facilities.

Aldershot currently has a population of nearly 34,000, making up over a third of the population of the whole of Rushmoor Borough. There is an average of 2.6 persons per household in Rushmoor, slightly larger than the regional average of 2.5. However, the housing is much more densely packed. Reflecting the large average household size, the most prevalent specific household group in the borough is married couples with children, at 41%. Just over half of all households consist of single people. A significant proportion of these are pensioners, at 12%.

Nowadays, Aldershot Town Centre is in need of some rejuvenation, with high office vacancy rates and a poor retail offering. Farnborough, on the other hand, although originally a less significant settlement than Aldershot, has enjoyed some economic growth thanks to its provision of high-tech and aviation-related industries and better retail offer. Together, Aldershot and Farnborough form part of a larger urban chain on either side of the Blackwater Valley, stretching from Yateley and Sandhurst to Farnham.



Aldershot in 1854 as the Camp was just developing to the North. The rows of temporary huts can be seen to the north of the workhouse. The old Aldershot village remains relatively untouched in the south east.



Army Presence

The Army's consolidation to North Camp will mean a continued military presence for the foreseeable future. Aldershot will continue to be known as 'the Home of the British Army' and the army presence will heavily influence Aldershot life in terms of the population make-up, services and economy.

Education

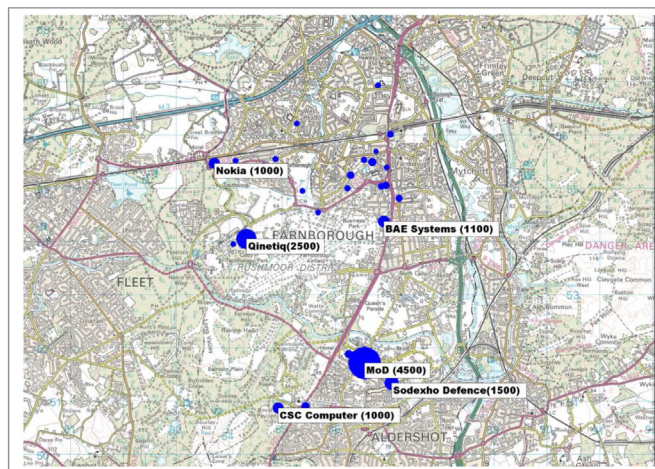
There are 3 infant schools, 5 junior schools and 1 secondary school in Aldershot.

Retail

Aldershot was the principal retail centre in the Blackwater Valley. However in the last few decades the main retail area has moved to the Wellington Centre and the Galleries. The new Westgate complex is due to open in 2013.

Sports and Leisure

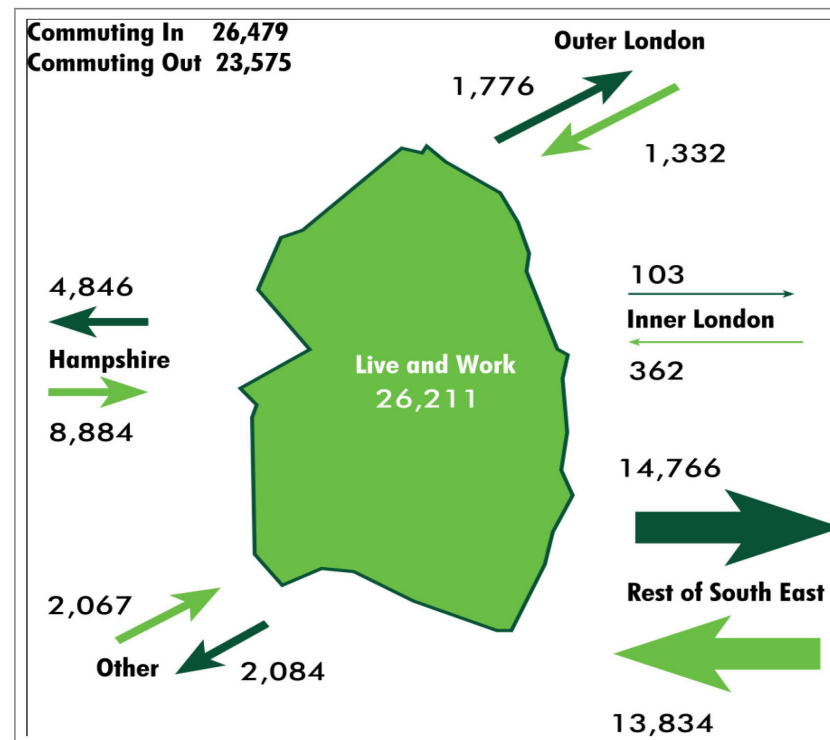
Aldershot has many sports facilities, such as Aldershot Tennis Centre, Aldershot Bowling, Aldershot Pools and Lido, Aldershot Garrison Sports Centre, Connaught Leisure Centre and Alpine Snow Sports (Dry Ski Centre).



Employment cluster, Rushmoor
Source : RBC, ONS

	POPULATION, RESIDENTS	HOUSEHOLDS, NUMBER	AVERAGE HOUSEHOLD SIZE	POPULATION DENSITY, PEOPLE PER SQ KM
Rushmoor	92,000	36,232	2.6	2,359
South East	8,523,100	3,401,820	2.5	447
England and Wales	51,809,700	21,185,294	2.4	398

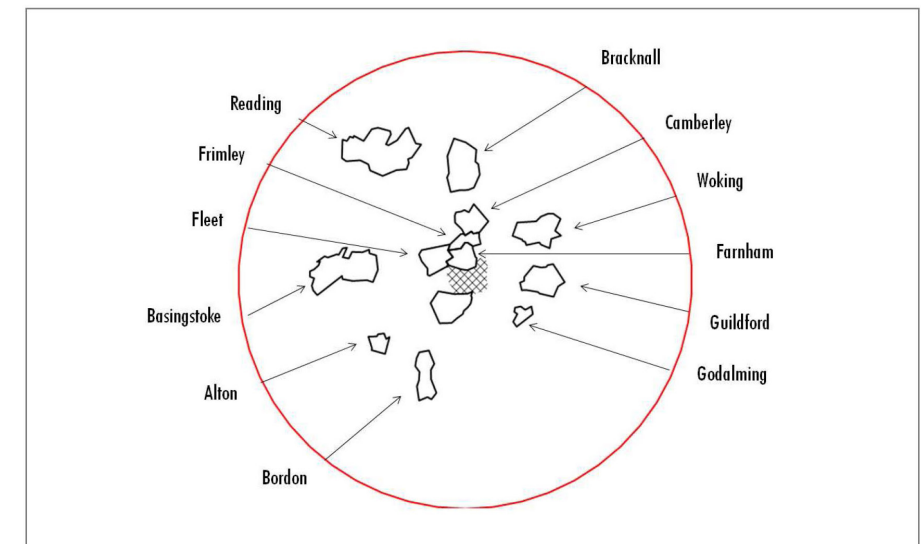
Demographic Overview of Aldershot, Source : ONS



Commuter profile of Rushmoor, Source : Census



Farnborough Airport, 1 mile from the Wellesley site



Urbanised areas with strong commuter relationship to Aldershot. Source : Census



3.5 Aldershot local architectural character

Many of Aldershot's historic buildings date from the late Victorian and Edwardian periods because of the town's development as a military town in the latter half of the 19th century.

Red brick (occasionally stock brick) and stucco were the dominant materials for walls. Stone is used sparingly and usually in conjunction with brick on public buildings to create a polychromatic or decorative effect.

Most windows are simple Victorian casements. However, the most distinguishing feature is the treatment of window surrounds. Even on some of the smaller terraces, there are decorative features such as a simple rusticated keystone, bracketed sills or a simple incised architrave. Bay windows are also a common feature, either at ground floor level or extending throughout the height of the building.

Doors tend to have some form of embellishment, even on the smaller houses and cottages. Most terraces houses have decorative brick lintels or a simple incised architrave with keystone. Some of the higher status houses and municipal buildings have elaborate classical door surrounds in brick, stone or terracotta.

Immediately to the north of the site are two Grade II Listed churches, notably St Michael and St George which is located on the northern side of the junction between Queens Avenue and Alisons Road. The scale of the building and in particular its tall spire, provide an important landmark which can be seen from many parts of the site and surrounding area.

Also to the north of the site are Travers and St.Omer barracks. The buildings at Travers barracks are concrete structures, which were built in the late 1960s.

The area to the west of the site has a more industrial character. South of Ordnance and Government Road there is a complex of buildings including the ABRO Industrial estate, a compound for Sodexo Defence and ESPA International.



Typical Victorian and Edwardian architecture in Aldershot



Key buildings outside the site

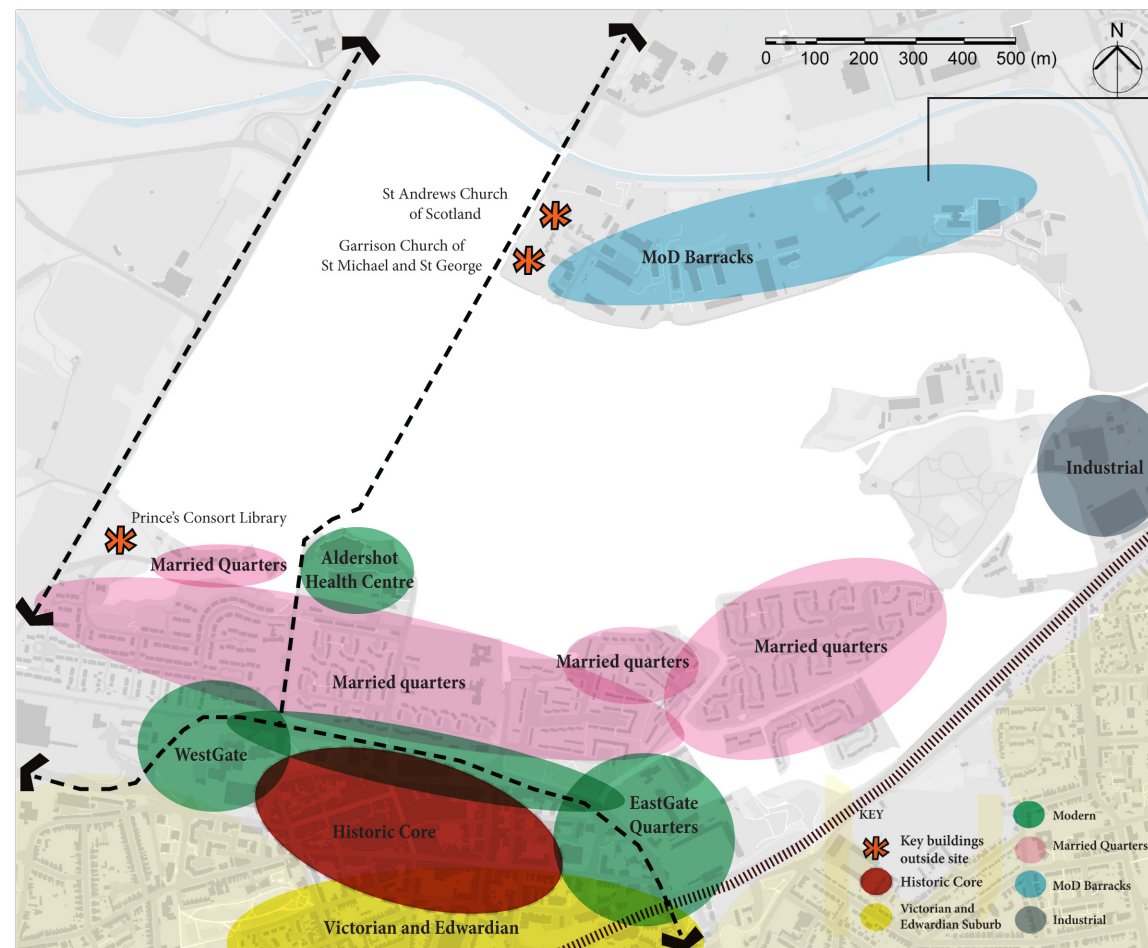


Married Quarters



Victorian and Edwardian Suburb

Urban Character of Aldershot



MoD Barracks



Industrial



Modern



Historic Core

3.6 Description of the Site

The site is separated from Aldershot Town Centre by a wooded ridgeline to the south and slopes gently down to Basingstoke Canal in the north.

The site area is 271 hectares (669.4 acres). This is comprised of 153 hectares (378 acres) of alienated land for development including sports fields and allotments and 109.2 hectares (270 acres) of Suitable Alternative Natural Green Space (SANGS). The site largely consists of vacant military barracks, MoD administrative buildings still in use and parcels of unused brownfield land.

To the north of the site is the retained military estate also known as North Camp. To the east of the site is a military cemetery which is a Grade II listed historic park and garden. To the south of the site and close to the town centre lies family housing for military staff. There are several playing pitches to the west of the A325/Farnborough Road.

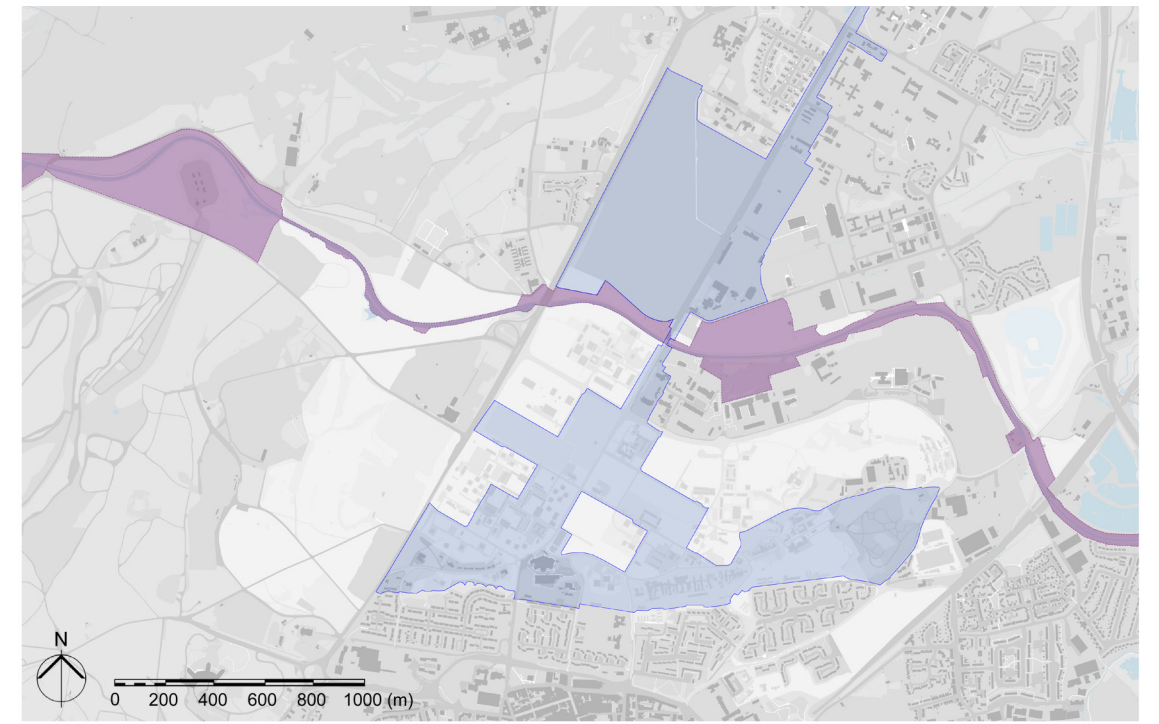
3.7 Conservation Areas and Listed Buildings

In recognition of the historical importance of the Military Town, and its landscape and townscape assets, large areas of the site lie within the Aldershot Military Town Conservation Area and Basingstoke Canal Conservation Area. There are several listed buildings within the site, the majority of which are located along Queen's Avenue and Alison's Road. The listed buildings include the 4th Div Headquarters, Observatory, Smith Dorrien House, Maida Gym, Fitzwygram House and the Cambridge Military Hospital.

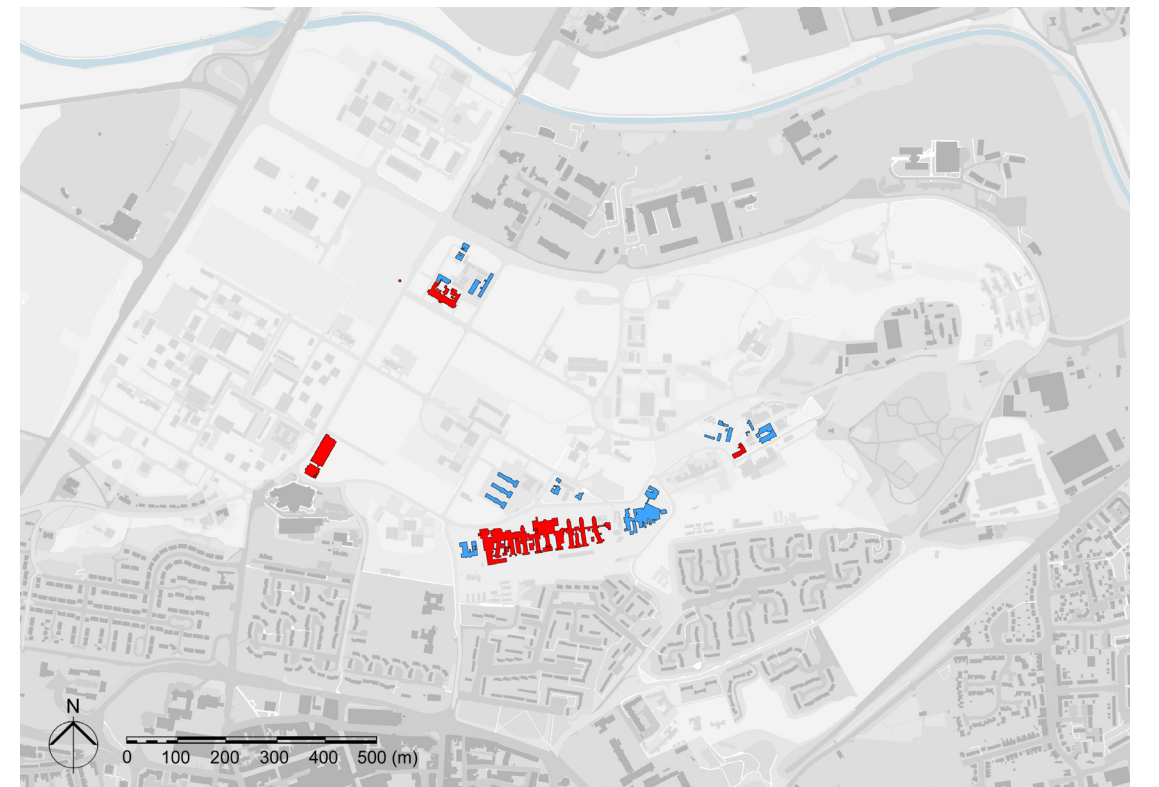
Other buildings which are locally listed in the RBC: Buildings of Local importance SPD adopted in 2012, are: Alison's House and Cranbrook House, The HQ Post Office, Stables and Police Barracks along Maida Road, Gunhill House, Water Tower, McGrigor Barracks, Cambridge House, St.Michael's House, Louise Margaret Hospital, Nurses Residence, Signalling School and the group of outbuildings to the north and north-west of Fitzwygram House.

Additionally there are many monuments and memorials around the site, some of which are in publicly accessible areas and others which are inside barracks. Grade 2 listed memorials and monuments include Balloon School Memorial, Cammell Memorial, 8th Div WWI Memorial, Beresford Memorial, Ramsden Garden Wall Memorial, 2nd Div WWI Memorial, RAMC South Africa Memorial, RASC Memorial Arch and Buller Barracks Pediment Sculpture. The IRA memorial on Pennefathers Road is locally listed.

For more information about the Listed buildings and other historic features of the site, refer to the Conservation Plan and Heritage Strategy document.



Conservation Areas Military Town Conservation Area Basingstoke Canal Conservation Area



Listed Buildings Nationally Listed Buildings Locally Listed Buildings

3.6 Architectural character of buildings within the site

Aldershot Military Town Conservation Area was designated in October 2003 and is described in Rushmoor Borough Council's, *Aldershot Military Town Conservation Character Area Appraisal*. The Conservation Area encompasses both North and South Camps. These two areas are separated by the Basingstoke Canal, but linked by Queens Avenue, a ceremonial, tree lined route, which joins the camps both visually and historically and acts as the main road link throughout the area.

The conservation area today is largely a mixture of original 1890s military buildings and the rebuilt, twentieth century barracks with their associated landscaping.



McGrigor Barracks



Louise Margaret Hospital



Water Tower



Stable



Mandora Officers Mess



Gunhill House



Mandora Officers Mess



Cambridge House

Typical character of Victorian buildings within the site

3.8 Planning Context

The planning background is discussed in detail in the Planning Statement.

The site specific policy within the *Core Strategy* is policy SP1. The policy provides specific policy requirements for the delivery of Wellesley. These are:

- a) Phased delivery of approximately 4,250 homes between 2014 and 2027;
- b) A target of 35% of homes to be sought as affordable housing;
- c) Phased delivery of social, physical and community infrastructure to include two new primary schools, pre-school facilities, community centre, health facilities, open space and recreational facilities, allotments and waste facilities;
- d) Measures to avoid and mitigate any impact of development upon the Thames Basin Heaths Special Protection Area including the provision of Suitable Alternative Natural Greenspace, and Strategic Access Management and Monitoring measures;
- e) Small scale local employment opportunities reflecting the guidance in the AUE Supplementary Planning Document;
- f) The provision of a local neighbourhood centre to include community uses and small scale local retail, service and food and drink facilities within a mix of small units within Use Classes A1, A2, A3, A4 and A5;
- g) Transport infrastructure improvements to include those set out in the relevant section of the Rushmoor Infrastructure Plan and any other requirements identified through a detailed Transport Assessment to accompany any planning application;
- h) High quality urban design reflecting the content of adopted local design guidance;
- i) Measures to support the regeneration of Aldershot Town Centre including the provision of good pedestrian, cycle and public transport links between the new development and the town centre;
- j) Measures to provide good pedestrian and cycle links to other destinations including North Camp (District Centre and Railway Station) and relevant secondary schools;
- k) Has regard to the character of the Aldershot Military Town and Basingstoke Canal Conservation Areas and provides for the retention and improvement of heritage assets including listed buildings and monuments, with priority to be given to the appropriate reuse of the Cambridge Military Hospital;

- l) Measures to demonstrate adaptation and mitigation to climate change including: efficient design and layout, the provision of on-site renewable energy, water efficiency measures, integration of Sustainable Drainage Systems, design and initiatives which encourage the use of non car modes for travel, including the use of Travel Plans, sustainable construction techniques and energy efficiency measures; and
- m) Has regard to the principles of the adopted AUE SPD.

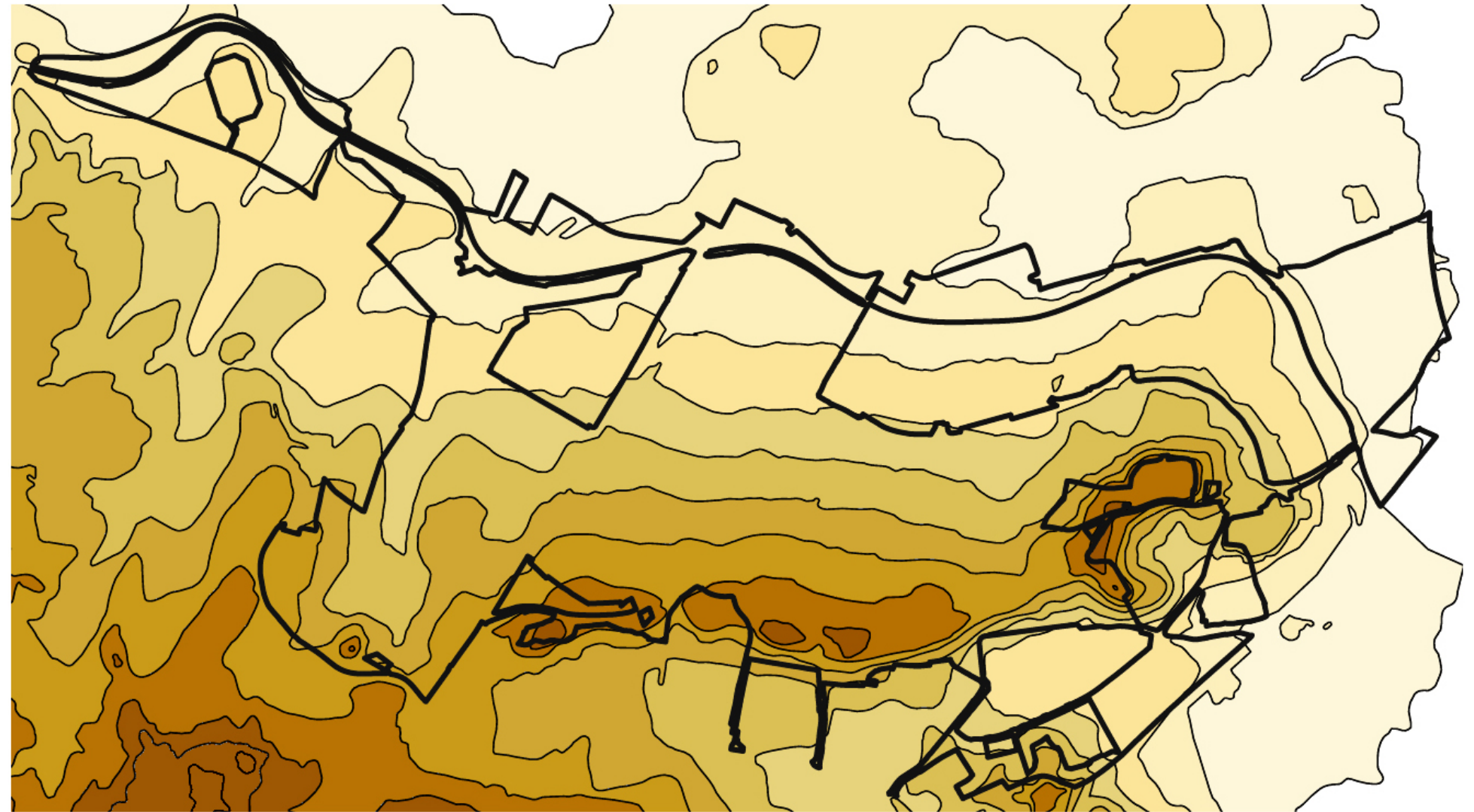
The Aldershot Urban Extension Supplementary Planning Document was adopted in March 2009 and was intended by the LPA to provide clear guidance about the delivery of the project. It was superseded by the later adopted *Core Strategy* and *Saved Local Plan Policies* which set out policies for the proposal. The SPD does not therefore form part of the statutory development plan. In general the principles of the AUE SPD require:

- a) The delivery of approximately 4,000 dwellings with a variety of different types and sizes of dwellings;
- b) Affordable housing at 35% provision;
- c) The creation of a local neighbourhood centre
- d) Provision of small scale employment units in appropriate locations;
- e) Provision of a on-site Household Waste Recycling Centre;
- f) Sustainability and energy efficiency measures including water efficiency;
- g) Sustainable Urban Drainage measures;
- h) To manage the demand for travel, particularly by private car and encourage sustainable transport options;
- i) The provision of a parking strategy in line with RBC's adopted parking standards;
- j) Provision of a network of high quality and easily accessible green and open space including allotments;
- k) Provision of Suitable Alternative Natural Green Space (SANG) in line with Natural England standards;
- l) To preserve and enhance monuments and listed buildings on-site including ensuring a long term beneficial use of the listed Cambridge Military Hospital, Maida Gym, Smith Dorrien and HQ 4th Division;
- m) To preserve and reuse the existing military grid system where possible;
- n) The creation of a heritage trail; and
- o) Protection and enhancement of the Basingstoke Canal.

3.9 Topography and views

The majority of the Site occupies land which forms the north-facing slope of an east-west running ridgeline. The land falls from the ridgeline towards the north and east, to reach the valley floor of the Blackwater at around 65-70m AOD. To the south of the Site, the landform forms a shallow valley before rising to form another localised ridgeline.

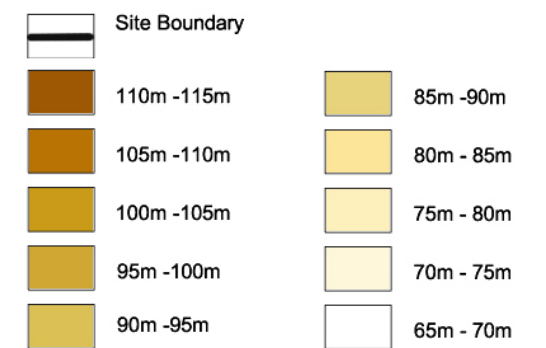
A number of representative photographic viewpoints were selected to illustrate the nature of existing views from within and adjacent to the Site, and wider views towards the Site.



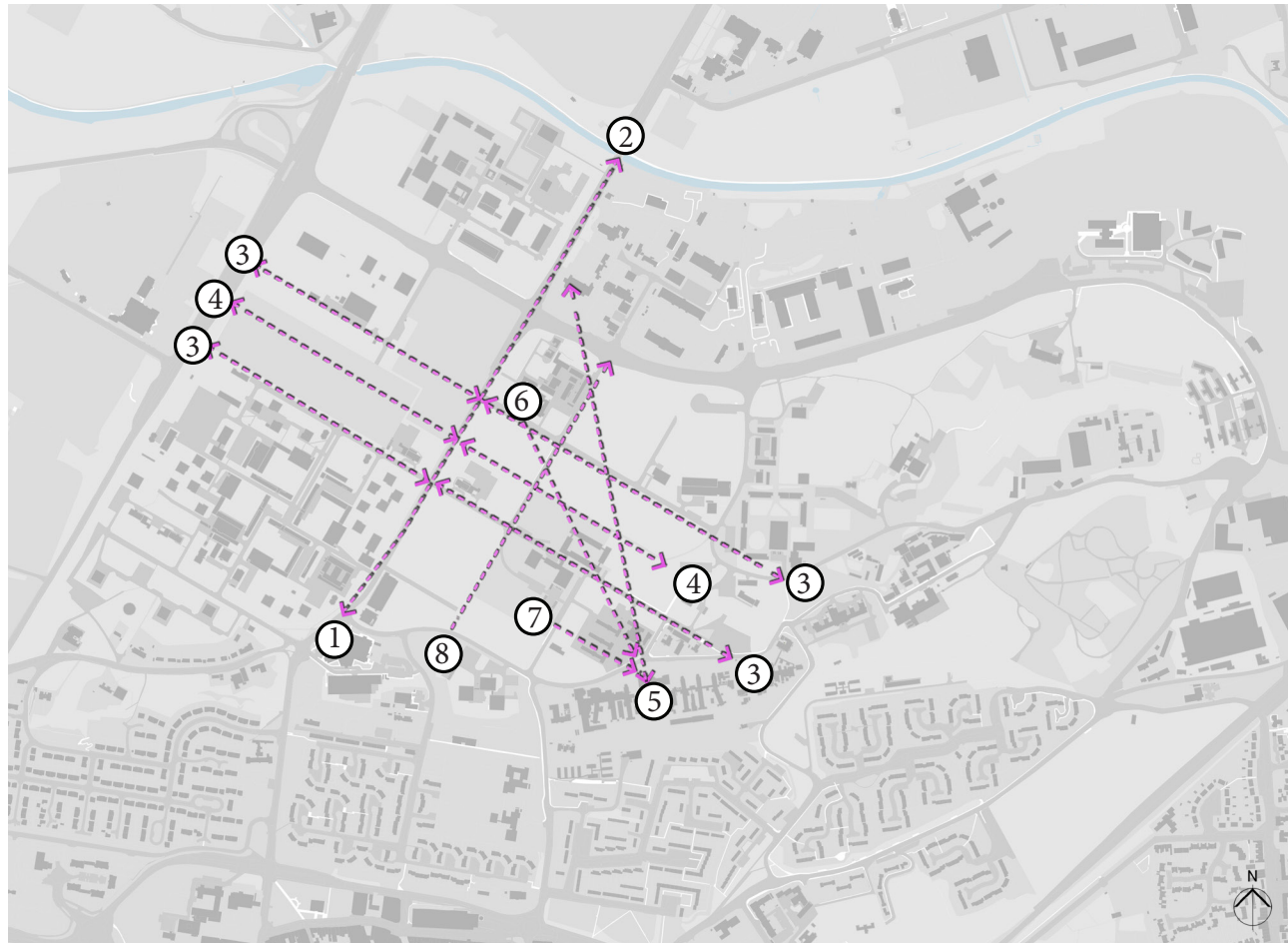
Existing topography of site



0 50 100 150 200 250 (m)



Key Views



Plan showing key views from within the site

0 100 200 300 400 500 (m)



View 1: Queen's Avenue looking north



View 2: Queen's Avenue looking south



View 3: View of the avenues; Hope Grant's Road looking east from Queen's Avenue



View 4: Stanhope Lines looking west from Queen's Avenue



View 5 : Looking north from Hospital Road; view of the church spire



View 7: View of CMH from between the McGrigor barrack blocks

3.10 Existing Site Landscape and Ecology

Wellesley benefits from a unique landscape setting, with a number of existing open spaces and significant tree cover. A wave of densely wooded areas is located along the southern ridge. The site also has an abundance of both native and ornamental trees, many of which line the avenues and streets. The existing landscape character of the site may be divided into 3 key elements:

1. Existing Water Corridor

The Basingstoke Canal is within the SSSI and forms the northern boundary of part of the Wellesley site.

2. Wooded Ridge

The Woodland Ridge forms the southern edge to the main part of the Wellesley site.

3. Existing Trees

Much of the existing character and landscape quality of the site comes from the existing trees, many of which formed part of a comprehensive planting scheme throughout the development of the Military Town. A site-wide tree survey has been conducted throughout the site.



Existing line of trees along Queen's Avenue



Basingstoke Canal (SSSI and Conservation Area)

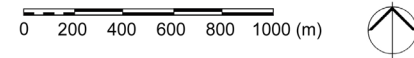


Existing woodlands on Alison's Road

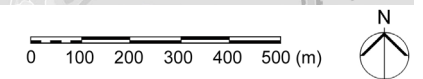


Existing Nature Conservation Areas in and around site

- KEY**
- SINC (SITE OF IMPORTANCE FOR NATURE CONSERVATION) WITH 10M BUFFER
 - BASINGSTOKE CANAL SSSI (SITE OF SPECIAL SCIENTIFIC INTEREST) WITH 20 M BUFFER
 - TBHSPA (THAMES BASIN HEATHS SPECIAL PROTECTION AREA)
- 1** NO. INDICATING NAME OF SANGS AS BELOW
- 1 RUSHMOOR BOTTOM
 - 2 WESTERN BASINGSTOKE CANAL LOOP 1
 - 3 WESTERN BASINGSTOKE CANAL LOOP 2
 - 4 CAMP FARM LAKE
 - 5 SKI SLOPE'S WOOD
 - 7 PEAKED HILL



Existing open space structure of the Core Development Area



3.11 Connectivity

The site is well served by public transport, including bus, road, rail and air links. London is less than an hour away by road or rail. There are five railway stations near the site:

- Aldershot railway station for London Waterloo, Alton, Guildford and Ascot.
- Farnborough Main railway station for London Waterloo, Basingstoke, Southampton, Bournemouth and Salisbury.
- Farnborough North railway station for Reading, Guildford and Shalford.
- North Camp railway station for Reading, Guildford, Reigate and London Gatwick Airport.
- Ash Vale railway station for Camberley, Ascot, Aldershot, Farnham and Alton

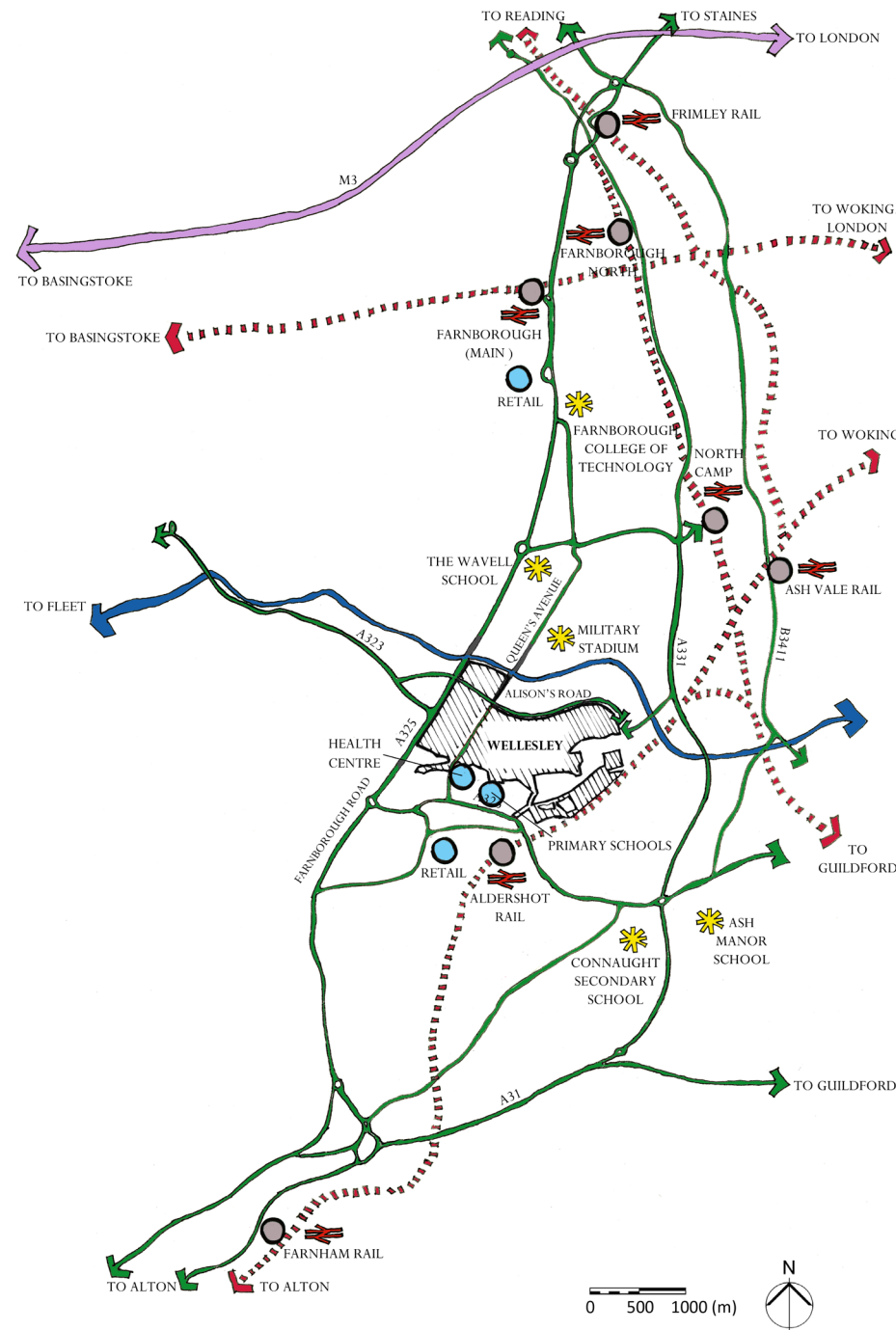
Aldershot has an extensive existing bus network which provides opportunity to travel to a range of destinations including Bordon, Camberley, Farnborough, Farnham, Guildford, Haslemere, Reading and Yately. There are also interchange opportunities for onward travel on the national rail network at Aldershot, North Camp and Farnborough Main Rail Stations with bus services serving these destinations.

Bus Service Gold Route 1, which runs along Queen’s Avenue, provides a service operating every 10 minutes between Aldershot, Farnborough, Frimley and Camberley. The service is branded as a “Gold” route and forms part of a Quality Bus Partnership between Stagecoach and Local Authorities. The route provides an important commuter function and offers excellent transport links with London via Aldershot and Farnborough Main Rail Stations. Farnborough Airport, just over a mile from the site, is used primarily for business travel.

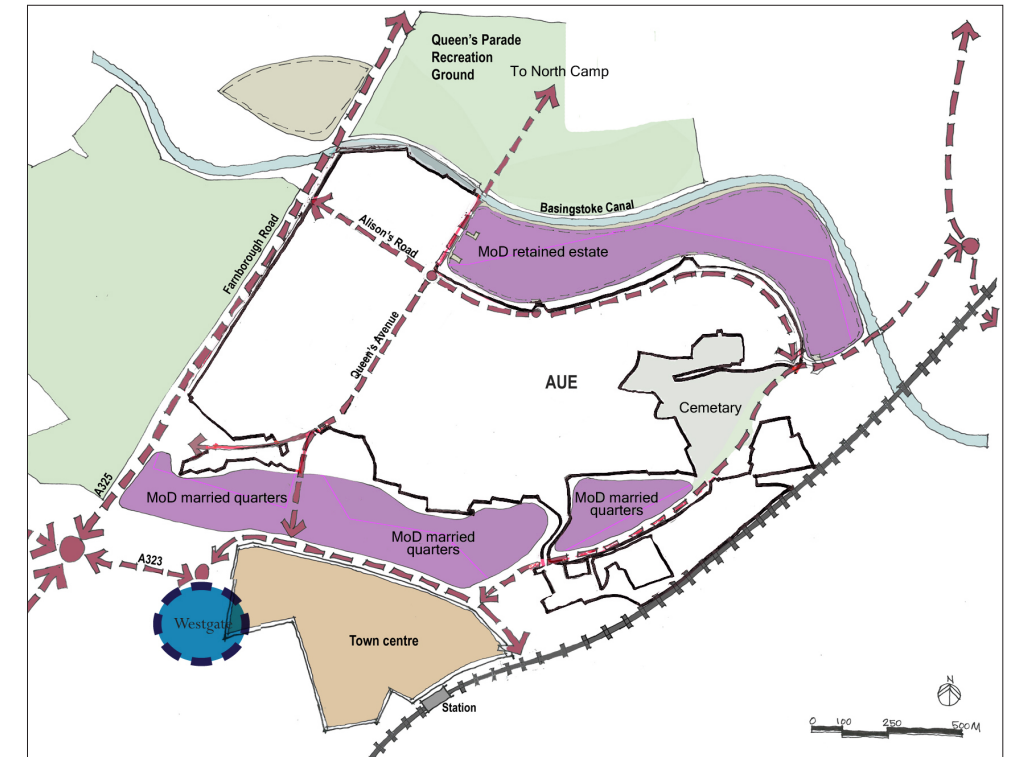
Existing Pedestrian and Cycle network

There is an excellent network of footways, shared-use paths and / or cycle lanes linking the site to attractors in the surrounding area, such as Aldershot and Farnborough town centres, Connaught and Wavell Schools and Lynchford Road. All existing routes have street lighting provided along their entirety.

Queens Avenue and Hospital Hill, Gun Hill and Middle Hill provide the main north to south routes through the existing site, linking Aldershot town centre to the south and The Wavell School and Lynchford Road to the north. Alison’s Road and Thornhill Road link Farnborough Road to the west with Government Road and Ordnance Road to the east.



Road and Rail Transport Links



Site context

3.12 Existing Utilities and Infrastructure

Surface Water

Currently the alienated land drains directly into the Basingstoke Canal, classified as an SSSI, with no form of attenuation or retention. The Basingstoke Canal Authority (BCA) has advised that there are only five consented and assented discharge points into the canal, one of which falls within the alienated land. BCA are aware of other outfalls that do not discharge directly into the canal.

The site is heavily developed with large areas of paving, roofs, roads and hardstandings, although there are also significant landscaped areas. The western part of the alienated land abuts the canal whilst the eastern part is separated from the canal by retained MoD land. Surface water runoff from the eastern part of the alienated land is currently conveyed through a sewer crossing the retained MoD land to the canal.

Waste Water

Camp Farm Sewage Treatment Works is the primary focus for the existing and future treatment for foul water derived from the area. Wastewater flows from the alienated land are currently conveyed through sewers that cross the retained MoD land. Consultation with Thames Water has revealed that the local public foul network and Ash Vale ST W is at capacity. The Ash Vale ST W is located over 2,500m north of the site and to the east of the A331 and beyond the railway line. The ST W is further from the site than Camp Farm ST W.

Potable Water

South East Water is the regional supplier of potable water covering the whole of the MoD area including Aldershot, North Camp and Farnborough. Upper Hale reservoir, owned and operated by South East Water, supplies bulk water to Bourley reservoir and is located approximately 1.4km south west of Bourley. A 400mm diameter main owned by South East Water connects Hale and Bourley reservoirs.

Electricity

Supplies to the site are provided by MUJ V as part of the Aspire contract. This privately owned electricity network is fed from the local distribution network which is operated by SS E Power Distribution via its primary substation at Laburnum Road. MUJ V 11kV cables extend to the MoD's Aldershot Military Power Station (AMPS). Further connections to SSE's network are made at AMPS via transformers and 33kV cables.

There are a number of 11kV circuits which extend across the retained estates and these will be rationalised to enable the site areas to be served independently. During the earlier rationalisation process it was recognised that the site would require additional electrical loads. Additional headroom is being provided by Aspire for the proposed regeneration of the alienated land up to 10MVA. From the information available at this stage there is sufficient capacity for the proposed scale of development. The site contains a number of substations that transform high to low voltage electricity. Numerous cable routes then convey LV to individual premises.

Gas

The principal supply route to the site is comprised of a medium pressure pipeline which traverses the site in a north/south direction. Lateral connections then radiate from this pipeline to pressure reducing points across the site. This infrastructure enters from the wider retained estates and connects externally to the Local Distribution Network Operator's infrastructure (Scotia Gas Networks).

Telecommunications

The site is currently served by British Telecom. This complex network of fibre and cables is distributed around the development and is fed through the wider retained estate.

The plan below shows the key utilities and infrastructure service lines across the site.

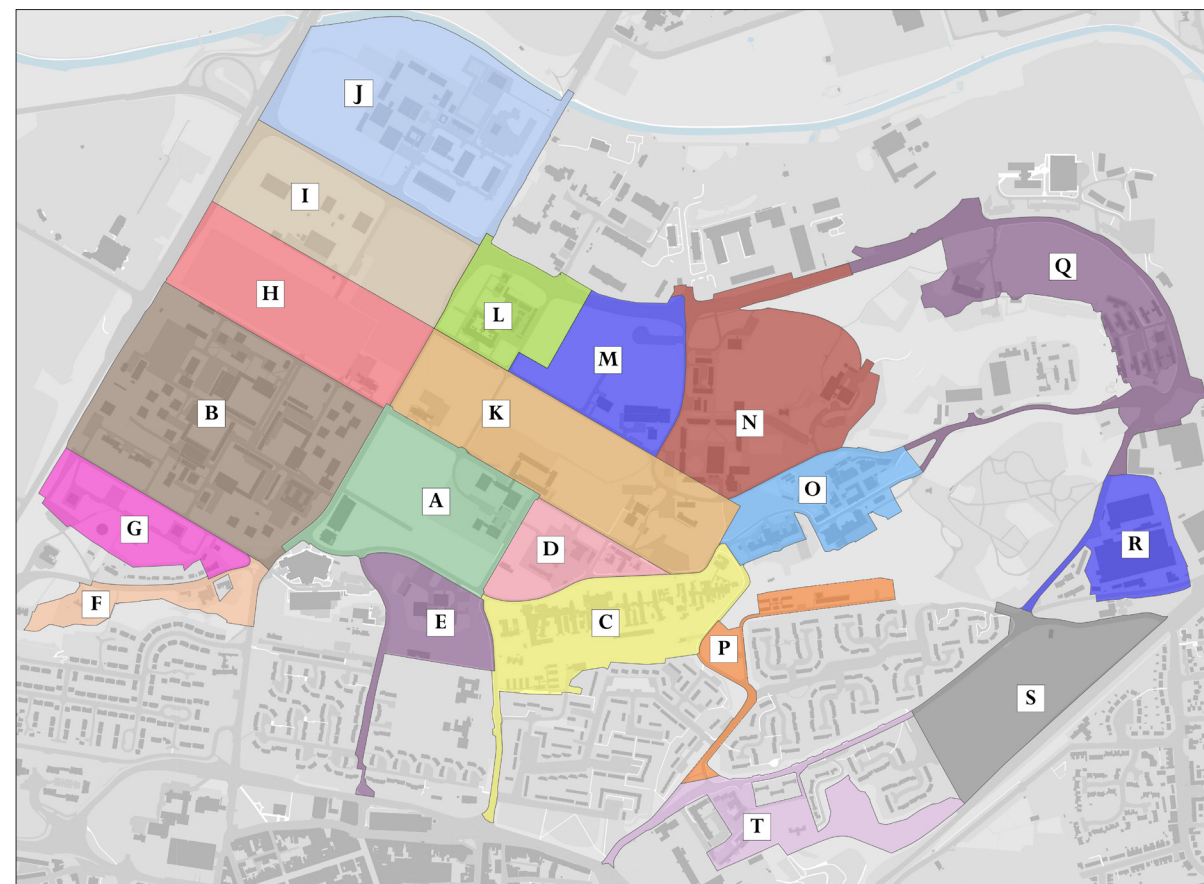
Contamination and Site Remediation

A series of ground investigation surveys have been conducted to assess the suitability of development on site. Based on the findings of these surveys, it has been concluded no significant remediation works are required on site. However on certain parcels like REME and ABRO, there might be a need for localised remediation for metals etc.

3.13 Development Zones

For the purposes of phasing and implementation the site is divided into Development Zones. The Development Zone Plan is part of the Hybrid Planning Application package as supporting material.

The Development Zones correspond largely to the various barracks, some of which are still in operation at the time of preparation of this document. They are also mostly defined by the existing road infrastructure, so make a convenient division of the site into discreet parcels for disposal, construction phasing and implementation.



Development Zone Plan

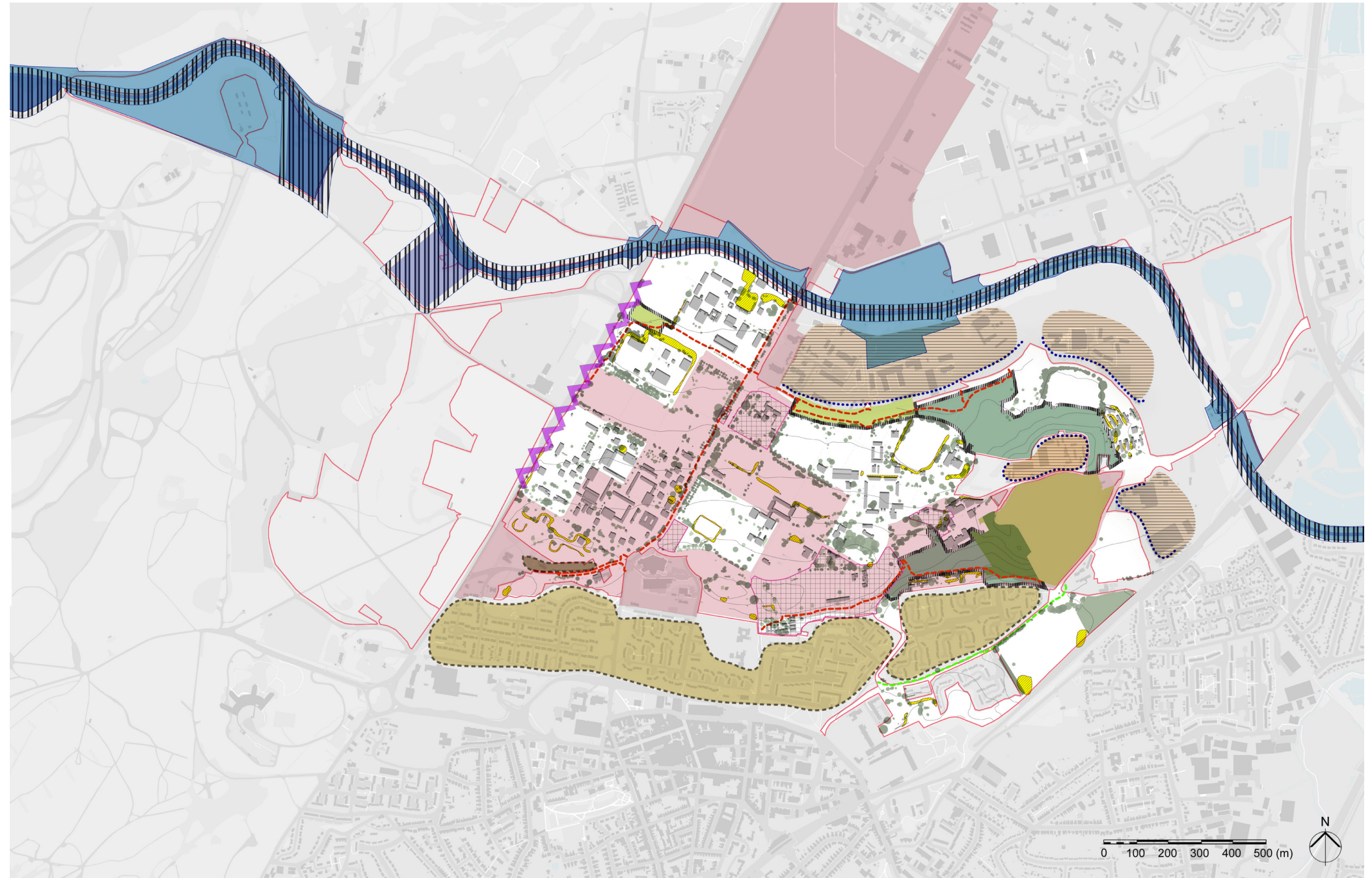
KEY			
A	MAIDA	D	MCGRIGOR
B	CORUNA	E	GUNHILL
C	CMH	F	KNOLLYS
G	PENNEFATHERS	H	STANHOPE LINES WEST
I	SCHOOL END	J	BROWNING
K	STANHOPE LINES EAST	L	NEIGHBOURHOOD CENTRE
M	BULLER	N	GOD'S ACRE
O	MANDORA	P	PEAKED HILL
Q	CLAYTON	R	ABRO
S	REME	T	PARSONS

3.14 Key recommendations and findings

The Wellesley site consists of the Core Development Area surrounded by an abundance of SANGS and green spaces suitable for recreation and amenity for future residents. The Core Development Area already enjoys a unique character thanks to its rich heritage of architectural, historic and landscape features, all of which will imbue Wellesley with its own unique identity and character in the future.

The most important constraints to any future development of the site are illustrated on the Constraints Plan. They are:

- Statutory protection of the site's most valuable assets, provided by national listing of many buildings as well as local listing of others, and further protection given by the two Conservation Areas. For a detailed assessment of the major assets refer to the Conservation Plan and Heritage Strategy
- A strong natural and man-made landscape structure consisting of SANGS, SINCs, woodlands, avenues of mature trees, open spaces formed by the former barracks parade grounds, playing fields, allotments and the Basingstoke Canal corridor. For detailed information about the site's most valuable green infrastructure assets, refer to the Green Infrastructure Strategy
- A land form which divides into two distinct types, namely the wooded ridge which separates the Core Development Area from Aldershot Town Centre and the gentle north-facing slope of the former barracks site
- The existing road and transport infrastructure. For more information refer to the Transport Assessment
- The existing land uses
- Utilities



Constraints Plan

KEY	ALDERSHOT MILITARY TOWN CONSERVATION AREA	BASINGSTOKE CANAL SSSI (Site of Special Scientific Interest)	SINC AND SANGS 10 M BUFFER ZONE	EXISTING TREES ON SITE	MoD LIVING QUARTERS TO THE SOUTH OF SITE	NOISE FROM THE A325
	BASINGSTOKE CANAL CONSERVATION AREA	BASINGSTOKE CANAL SSSI 15 M BUFFER ZONE	EXISTING CONTOURS (SHOWN AT 5 M INTERVALS)	MoD BARRACKS AND OFFICES	EXISTING HIGH VOLTAGE ELECTRIC CABLE	MAIN GAS LINE
	LISTED BUILDING CURTILAGE	SINC (Sites of Importance for Nature Conservation)	EXISTING BUNDS ON SITE	SENSITIVE EDGE - 50 M STAND-OFF DISTANCE TO NEW DEVELOPMENT		
	OTHER BUILDINGS ON SITE	SANGS (Suitable Alternative Natural Green Space)				