



NOTICE OF MEETING – VERSION 2

Meeting:	Cabinet
Date and Time:	Thursday 7 March 2024 7.00 pm
Place:	Council Chamber
Enquiries to:	Committee Services Committeeservices@hart.gov.uk
Members:	Neighbour (Leader), Radley (Deputy Leader), Bailey, Clarke, Cockarill, Collins, Oliver and Quarterman

Chief Executive

CIVIC OFFICES, HARLINGTON WAY
FLEET, HAMPSHIRE GU51 4AE

AGENDA

This Agenda and associated appendices are provided in electronic form only and are published on the Hart District Council website.

Please download all papers through the Modern.Gov app before the meeting.

- **At the start of the meeting, the Lead Officer will confirm the Fire Evacuation Procedure.**

- **The Chairman will announce that this meeting will be recorded and that anyone remaining at the meeting had provided their consent to any such recording.**

1 MINUTES OF THE PREVIOUS MEETING

5 - 11

The minutes of the meeting held on 1 February 2024 are attached for confirmation and signature as a current record.

2 APOLOGIES FOR ABSENCE

To receive any apologies for absence from Members*.

**Note: Members are asked to email Committee services in advance of the meeting as soon as they become aware they will be absent.*

3 DECLARATIONS OF INTEREST

To declare disclosable pecuniary, and any other interests*.

**Note: Members are asked to email Committee Services in advance of the meeting as soon as they become aware they may have an interest to declare.*

4 CHAIRMAN'S ANNOUNCEMENTS

5 PUBLIC PARTICIPATION (ITEMS PERTAINING TO THE AGENDA)

Anyone wishing to make a statement to the Committee should contact Committee Services at least two clear working days prior to the meeting. Further information can be found [online](#).

6 CRONDALL CONSERVATION AREA APPRAISAL

12 - 104

The purpose of this report is to adopt the Crondall Conservation Area Appraisal.

Recommendations

Cabinet is recommended to:

- approve the boundary changes to the Crondall Conservation Area,
- adopt the Crondall Conservation Area Appraisal attached at **Appendix 1** for planning and development management purposes,
- agree that the [Crondall Conservation Area Character Appraisal and Management Proposals](#) (December 2016) is no longer adopted by the Council,
- authorise the Executive Director - Place to undertake the administrative tasks associated with the boundary changes to the Crondall Conservation Area, outlined in paragraph 12,

and

- authorise the Executive Director – Place to make minor alterations and typographical corrections to the appraisal being published.

7 CROOKHAM VILLAGE CONSERVATION AREA APPRAISAL 105 - 189

The purpose of this report is to adopt the Crookham Village Conservation Area Appraisal.

Recommendation

1. Cabinet is recommended to:
 - adopt the Crookham Village Conservation Area Appraisal attached at **Appendix 1** for planning and development management purposes,
 - agree that the Crookham Village Conservation Area Character Proposal Statement (September 1992) is no longer adopted by the Council,
 - authorise the Executive Director – Place to make minor alterations and typographical corrections to the appraisal before it is published.

8 LOCAL ENFORCEMENT PLAN 190 - 215

To recommend the adoption of a Local Enforcement Plan following its consideration by the Overview & Scrutiny Committee.

Recommendation

Cabinet is recommended to:

- adopt the Local Enforcement Plan attached at Appendices 1, 2 and 3, and
- authorise the Executive Director – Place to make minor alterations and typographical corrections to the appraisal before it is published.

9 ADOPTION OF LCWIP 216 - 402

To adopt the Hart district Local Cycling & Walking Infrastructure Plan (LCWIP).

Recommendation

Cabinet is recommended to:

- adopt the Hart district Local Cycling & Walking Infrastructure Plan (LCWIP) attached at **Appendix 2**, and

- authorise the Executive Director – Place to make minor alterations, typographical and accessibility (formatting) related corrections to the document before it is published.

10 FUNDING OF A LOCAL DOMESTIC ABUSE SERVICE 403 - 405

To seek approval to use New Burden's funding to match fund a Hampshire County Council (HCC) grant to enable the Council to provide a dedicated outreach and advocacy service to survivors of domestic abuse.

Recommendation

It is recommended that Cabinet approves the use of the domestic abuse new burdens funding, totalling £36,606 to fund the proposed outreach and advocacy service.

11 CABINET WORK PROGRAMME 406 - 414

To consider and amend the Cabinet Work Programme.

Date of Publication: Wednesday 28 February 2024

CABINET

Date and Time: Thursday 1 February 2024 at 7.00 pm

Place: Council Chamber

Present:

Neighbour (Leader), Bailey, Clarke, Cockarill, Collins, Oliver and Quarterman

In attendance: Axam (virtual), Dorn, Forster and Smith

Officers:

Daryl Phillips, Chief Executive

Graeme Clark, Executive Director, Corporate Services & S151 Officer

Joanne Rayne, Finance & Property Manager

Nicola Jenkins, Community Partnerships & Projects Officer

Christine Tetlow, Planning Policy - Strategic & Corporate Projects Manager

Sharon Black, Committee and Member Services Manager

80 MINUTES OF THE PREVIOUS MEETING

The minutes of 4 January 2024 were confirmed and signed as a correct record.

Proposed by Cllr Neighbour; Seconded by Cllr Bailey. Agreed unanimously by those present at the January meeting.

81 APOLOGIES FOR ABSENCE

Apologies had been received from Cllr Radley.

82 DECLARATIONS OF INTEREST

Cllr Oliver declared a non-prejudicial interest in Agenda Item 9, UKSPF, as he was a member of Fleet Town and one of the bids was from the Town Council. However, he had not worked on the bid.

Cllr Bailey declared a personal interest in Agenda Item 9, UKSPF, as a close family member had been involved in writing one of the bids. He also declared a non-prejudicial interest as he was a member of Yateley Town Council although he had not been involved in the team working on the bid. Due to the personal interest, Cllr Bailey declared that he would leave the meeting at the end of agenda item 8. Cllr Bailey also wished it to be noted that he had previously declared an interest when discussions on UKSPF had taken place.

Cllr Cockarill declared a non-prejudicial interest in Agenda Item 9, UKSPF, as he was a member of Yateley Town Council, although he had not worked on the bid.

Cllr Quarterman declared a non-prejudicial interest in Agenda Item 9, UKSPF, as he was a Member of St Peter's Church which had submitted a bid for funding. Cllr Quarterman's wife had been part of the bid submission team, but he felt that this would not prejudice his decision.

Cllr Dorn declared a non-prejudicial interest in Agenda Item 9, UKSPF, as he sat on the District Executive for the Scout Groups, although they had no operational control of the individual scout groups.

It was queried whether those organisations that might benefit through either an individual or a member of their family should be declared as part of the declarations of interest process. It was confirmed by the Chief Executive that so long as the individual was not personally involved in the bid and had come to the meeting with an open mind, then that was acceptable. However, it was for the individual members to determine themselves.

83 CHAIRMAN'S ANNOUNCEMENTS

The Chairman had no announcements.

84 PUBLIC PARTICIPATION (ITEMS PERTAINING TO THE AGENDA)

There were no items of public participation.

85 Q3 FORECAST OUTTURN REPORT 2023-24

This report set out the 2023/24 budget outturn latest forecast.

Members heard:

- the headline figures were similar to those presented in Q2
- employee costs were now showing a surplus of £480k since the last forecast, primarily due to the pay settlement, pension payments and current vacancies
- service suppliers had shown some movement following Cabinet decisions made at the December meeting
- Planning income was showing an increase of £100k
- Interest rates on reserves continued to be over 5%

Members queried:

- Whether the movement updates were against the original budget
- Whether the figures were the most up to date available

Cabinet:

- i. Noted the projected outturn
- ii. Noted the capital overview
- iii. Noted the project overview
- iv. Noted the treasury management position

86 DRAFT BUDGET 2024/25

This report summarised the draft revenue and capital budget proposals, for a balanced budget for 2024/25 together with the revised medium term financial strategy for the following three years.

Members heard:

- That a reserves review had been completed during the summer 2023
- The review of the detailed budgets had been completed, and the S151 Officer gave his thanks to those involved in the exercise
- That effective monitoring was in place and quarterly reports were presented to both Overview and Scrutiny and Cabinet
- A mid year medium term strategy forecast had last been brought to Cabinet in the autumn of 2023
- There was a balanced budget for 2024/25 being presented together with a plan on how the Council was aiming to address the projected shortfall in future years
- The Government grant bundle had been increased slightly, although there was no certainty around future increases
- Variations from the current year's budget were set out in the appendices to the report, including some growth proposals in targeted high priority areas where there was increased demand
- Capital investment across the district had also been set out in the report appendices

Members queried:

- Whether potential lower interest rates in future would have a detrimental effect on future budgets.
- The Heathlands Court project was included in the capital programme being proposed. The S151 Officer confirmed that it was not and that funding would need to be agreed for this project once the options appraisals were received and approved by Cabinet.
- Whether the suggestion of Overview and Scrutiny that additional "health checks" on the budget be undertaken had been actioned. The S151 Officer advised that this suggestion would be taken up from Q1 2024/25, and that a discussion would be held to determine how additional monitoring would be undertaken until then.

Members noted:

- That several fixed-term investments had been secured which paid a higher rate of interest that was locked in for at least 2024/25
- That a funding bid for climate change had been submitted on a matched funding basis, and a decision should be heard soon.

It was agreed to move the recommendations in one block.

Proposed by: Cllr Neighbour; Seconded by: Cllr Bailey

Members debated:

- This was an encouraging budget, particularly as several other local authorities were finding it difficult to produce a balanced budget in the current economic situation.
- The proposals for growth items in some of the high-priority areas such as housing and community safety were very much welcomed

Thanks were given to the Portfolio Holder for Finance, the S151 Officer, and the finance team for all their work on producing a balanced budget for 2024/25.

Decision

Cabinet unanimously recommended to Council:

- a 2.99% increase in Hart District Council's Band D Council Tax Charge for 2024/25,
- changes to fees and charges for 2024/25 in line with the principles set out in this report, with full details being reported to the full Council,
- approval of the draft Revenue Budget for 2024/25 as summarised in paragraph 15 and Appendix 1, incorporating the baseline net service cost variations included at paragraph 17 and Appendix 1,
- approval of Capital Bids as detailed in Appendix 2,
- approval of the Medium-Term Financial Strategy as set out in Appendix 3,
- noting the emerging pressures and risks set out in the report and the S151 Officer's intention to undertake a mid-year review of detailed budgets
- approval of the continuation of the capital receipt flexibility strategy detailed in the report under the Direction issued by the Government early in 2022
- agreeing not to change the Council's existing Council Tax Support Scheme other than the required statutory uprating

87 TREASURY MANAGEMENT POLICY AND CAPITAL STRATEGY ANNUAL STATUTORY REVIEW

To present the draft Treasury Management Strategy Statement for 2024/25 which incorporates the Annual Investment Strategy, Minimum Revenue Provision (MRP) Policy and Prudential and Treasury Indicators.

Members were reminded that it was a legal obligation to set a Capital Strategy, which was also presented for review. This strategy provided the strategic framework for the treasury activity.

The 2024/25 draft documents did not suggest any major changes as compared to the approved ones for the current year.

Members noted:

- there had previously been significant changes to the policy statements to update ESG assessment and credential-checking requirements
- Policy and practice had been robust in year, with quarterly reports to Overview and Scrutiny on treasury

Members questioned:

- Whether requiring ESG for our investments had any impact on fund managers to move money into best details. It was confirmed that this was not the case as highly rated institutions on the whole had good ESGs.

Proposed by: Cllr Neighbour; Seconded by: Cllr Collins

Decision

Cabinet unanimously recommended that Council:

- i. approves the Treasury Management Strategy Statement 2024/25 and the revised Minimum Revenue Provision policy contained within it,
- ii. approves the Annual Investment Strategy for 2024/25 and;
- iii. approves the Capital Strategy 2024/25.

(Cllr Bailey left at 7.36pm)

88 UKSPF PROJECTS UPDATE

Cllr Forster declared a non-prejudicial interest as Hampshire County Councillor Cabinet Member with responsibility for Schools. Some of the projects on the list were from schools across the district.

Members were reminded that Hart District Council (HDC) had been granted £1million through the Government's UK Shared Prosperity Fund (UKSPF) to fund projects identified in HDC's Local Investment Plan (LIP).

This report provided details of the Community Hub and Young Persons projects to be delivered in 2024 and provided an update on the programme to date.

Members heard:

- UKSPF was part of the levelling up programme
- A major data mining exercise had been undertaken to help inform spending plans and the criteria for the two funding rounds
- There had been a good response and both funding rounds had been oversubscribed
- An Officer evaluation group had marked the bids against pre-determined criteria – all projects had to be completed by 31 March 2025
- In the light of questions raised at Overview and Scrutiny, the officer recommendations and the financial summary had been updated
- Stakeholder engagement and communications had been through a wide variety of methods

Members questioned:

- Whether any of the recommendations had been updated since they had been presented to Overview and Scrutiny. It was noted that both the paper and some of the recommendations had been updated
- Who had been the senior officer who had reviewed the process

- Whether there had been any weighting applied to the scoring criteria as suggested in the Cabinet Office guidance
- How was the reach of each bid analysed in the scoring process
- Was reach part of any of the scoring criteria in the bid process
- Whether any minority groups were involved in the bid at any point, and if any were likely to benefit
- Whether any consideration had been given to making sure that there was a fair geographical spread of funding being allocated

Members noted:

- That the applicants provided an answer as to how the reach was used and that if there was any clarity required from a bidding organisation then further information had been sought
- That reach formed part of the value-for-money criteria for all bids
- The main criteria in the scoring each had an equal rating
- Any funding not committed by the end of March 2025 would likely be clawed back by the Government
- That if an organisation was unable to deliver a scheme within the timescale then it would be possible to return to Cabinet with alternative projects to use the funding for
- That no financial assessment of any of the applying organisations had been undertaken
- Overview and Scrutiny would receive a half year review to monitor spending on these projects
- There was an anomaly in that two projects had scored the same, with one being accepted and one not
- Whilst there were some minor concerns regarding the criteria used, it would not be feasible to ask organisations to rewrite bids in line with revised criteria

The Chairman thanked everyone involved in both submitting the bids from the community and also the officers involved in the scoring process.

In light of the anomaly that had arisen, the Chairman wished to propose that funding for the Hook Access Project (Hook Village Hall Charitable Association) be added to the list of recommendations being put before the Cabinet. It was noted that there was a contingency in the UKSPF funds of £30K, although the project would cost £60K. It was proposed that the contingency be used and then alternative source of funding for the additional cost be found. The S151 Officer agreed with this proposal.

Both the recommendation and the amendment were proposed by Cllr Neighbour and seconded by Cllr Clarke. Both were agreed unanimously.

Decision

That Cabinet agrees:

- i. To approve the Community Hub and Young Persons Engagement applications recommended to be delivered in 2024
- ii. To approve the revised financial plan in **Appendix 1** which includes all changes since Cabinet last approved the plan in March 2023 and reflects the officer-recommended grant amounts in the report
- iii. To approve the revised Programme Plan in **Appendix 2**
- iv. To add the Hook Access Project (Hook Village Charitable Association) project to be funded in part from the UKSPF contingency funds

89 CABINET WORK PROGRAMME

The Cabinet Work Programme was considered, but no amendments were made.

The meeting closed at 8.24 pm

Cabinet

Meeting Date: 7 March 2024

Issue Title: Crondall conservation area appraisal

Report of: Executive Director – Planning Policy and Place

Cabinet Portfolio: Planning Policy & Place

Key Decision: No

Confidentiality: Non-Exempt

Purpose of Report

1. To adopt the Crondall Conservation Area Appraisal.

Recommendations

2. Cabinet is recommended to:
 - approve the boundary changes to the Crondall Conservation Area,
 - adopt the Crondall Conservation Area Appraisal attached at **Appendix 1** for planning and development management purposes,
 - agree that the [Crondall Conservation Area Character Appraisal and Management Proposals](#) (December 2016) is no longer adopted by the Council,
 - authorise the Executive Director - Place to undertake the administrative tasks associated with the boundary changes to the Crondall Conservation Area, outlined in paragraph 12, and
 - authorise the Executive Director – Place to make minor alterations and topographical corrections to the appraisal being published.

Background

3. The current [Crondall Conservation Area Character Appraisal and Management Proposals](#) was adopted in December 2016.
4. Crondall Parish Council, working with consultants, has undertaken a review of the current conservation area and updated the appraisal accordingly. Officers supported the Parish Council and have fed into the process throughout its preparation.
5. The Council has a duty to from time to time formulate and publish proposals for the preservation and enhancement of conservation areas. In addition, to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area ([sections 71 and 72 of the Planning \(Listed Buildings and Conservation Areas\) Act 1990](#)).

Main Issues

6. A conservation area appraisal aims to identify those features that contribute to the special architectural or historic interest of a conservation area and is a material consideration when determining planning applications within or affecting the conservation area.

7. This updated appraisal supports the implementation of historic environment policies in the [Hart Local Plan \(Strategy & Sites\) 2032](#), and the [Crandall Neighbourhood Plan](#).
8. As with the Odiham and North Warnborough Conservation Area Appraisal adopted in November 2022, the new Crandall Conservation Area Appraisal is designed to be more modern in its presentation than past examples, easier to read, and more helpful in the development management process. It has also been prepared to comply with website accessibility requirements and the District Council's corporate branding.
9. The draft appraisal recommends a series of amendments to enlarge the Crandall Conservation Area boundary. The justification for the increase includes the rationalisation and refinement of the existing conservation area boundary line, the inclusion of parcels of peripheral open land which play an important role as the setting for historic clusters of buildings in the conservation area and the rationalisation of the boundary to avoid situations where only one side of a street is designated.
10. The revised boundary will include:
 - i. Wooded land to the east of Nos. 1–9 (consec.) Pankridge Street,
 - ii. the field to the north of Redlands Lane,
 - iii. Four-Acre Field,
 - iv. Meadow Cottage and Byrons, Heath Lane,
 - v. houses on the east side of Pankridge Street: Four Acres, Kenlea, Orchard Cottage, The Bungalow and Bennells, also the row of houses to the south of these, namely Nympton Cottage to Oakleigh,
 - vi. houses on the west side of Pankridge Street between The Moorings to Field Cottage,
 - vii. nos. 1–4 (consec.) St Cross Road, Add Franlings, The Firs, Croft View, Farfield and Cedar Cottage, Croft Lane,
 - viii. nos. 1–2 and 21–22 Glebe Road, Add houses on the south-west side of Dippenhall Street from Green Hedges to Lavender Cottage, add Thyme Cottage and West Bank, St Cross Road.
11. Public consultation on the draft appraisal was undertaken in May 2023. This was led by Crandall Parish Council and was advertised on their website. Letters were also delivered to homeowners affected by the proposed boundary change. The consultation generated many helpful responses and numerous detailed changes were made in response to the comments received. A summary of the responses received, and how they have been addressed, is attached at **Appendix 2**.
12. If Cabinet agree that the Crandall Conservation Area boundary should be amended, officers must notify the Secretary of State and Historic England and are required to publicise the designation of the Crandall Conservation Area with a notice placed in the London Gazette and a local newspaper, in accordance with section 70 of the Planning (Listed Building and Conservation Areas) Act 1990. The Local Land Charges register will also be updated with the details of the new boundary.

Alternative Options Considered and Rejected

13. The initiative to prepare the appraisal was taken by Crondall Parish Council. The alternative to endorsing this appraisal is not to adopt it. This would leave the 2016 appraisal in place without bringing it up to date, increasing the risk that it loses accuracy and relevance over time and that less weight is attached to it in planning decisions.

Corporate Governance Considerations

Relevance to the Corporate Plan

14. The appraisal helps deliver the Corporate Plan objective to take “account of the different roles and character of places within Hart district and promoting the vitality of our towns and villages through implementing policies in the Hart Local Plan, and in Neighbourhood Plans”.

Service Plan

- Is the proposal identified in the Service Plan? No
- Is the proposal being funded from current budgets? Yes
- Have staffing resources already been identified and set aside for this proposal?
Yes

Legal and Constitutional Issues

15. Cabinet is the appropriate decision-making body for this decision, in line with the Terms of Reference within the Constitution.

Financial and Resource Implications

16. No financial or resource implications will arise from adopting this conservation area appraisal.

Risk Management

17. There are no significant risks to the Council in adopting this appraisal. Should the Council not adopt it, the 2016 appraisal will remain in place, the risk being that less weight might be attached to it as it gets older.

Equalities

18. There are no foreseeable impacts on groups with protected characteristics. The appraisal is an evidence base describing the current environment and attaching importance to different elements within it. It does contain some recommendations designed to maintain the character of the area, but it is not a policy or strategy document and no impacts on those with protected characters have been identified.
19. The document has been designed to be accessible, complying with WCAG 2:1 AA standards.

Climate Change Implications

20. There are no climate change implications arising from this report. The appraisal is an evidence base describing existing character. It does not change planning policy or permitted development rights within the conservation areas.

Action

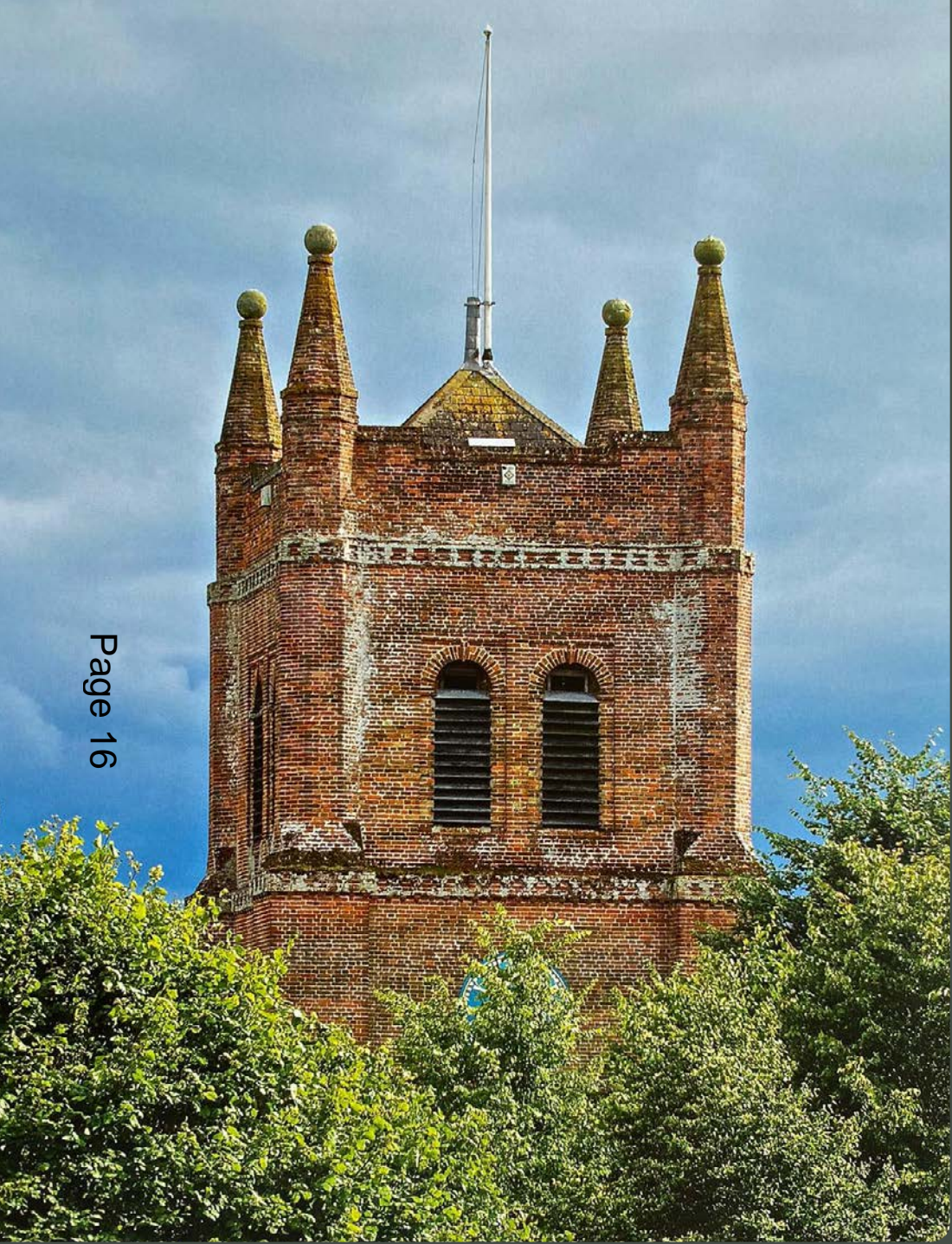
21. Subject to Cabinet adopting the conservation area appraisal at **Appendix 1** officers will undertake the administrative tasks outlined at paragraph 12 required because of the boundary changes to the conservation area.

22. The conservation area appraisal will be published on the Council's website alongside the other appraisals.

Appendices

Appendix 1 – Crondall Conservation Area Appraisal

Appendix 2 – Schedule of responses to the public consultation



Crondall Conservation Area Appraisal

December 2023

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Crondall hosts an extraordinary collection of historic buildings, many of which pre-date the eighteenth century. Brick and timber-framed cottages, farmhouses and larger village houses, presided over by a Norman church, populate a Saxon street plan and create a vernacular village idyll nestled in the rolling Hampshire countryside.

1.0 Introduction

1.1 Purpose

Conservation Area Appraisals help Hart District Council, Crondall Parish Council and the local communities to identify, conserve and enhance the special character of the distinctive historic environment. They do this by providing a clear framework against which future development proposals in the conservation area can be assessed, alongside the development plan and other material considerations.

This conservation area appraisal draws on the rich history and in-depth knowledge of local people within the parish to set out what is special about the conservation area; how the buildings, spaces and natural elements within them interact to demonstrate that character and how new development might better enhance that character.

In doing so, the appraisal supports Hart District Council's legal duty (under Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended) to prepare proposals for the preservation and enhancement of conservation areas and to consult the public about those proposals.





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2.0 Overview

2.1 Location and context

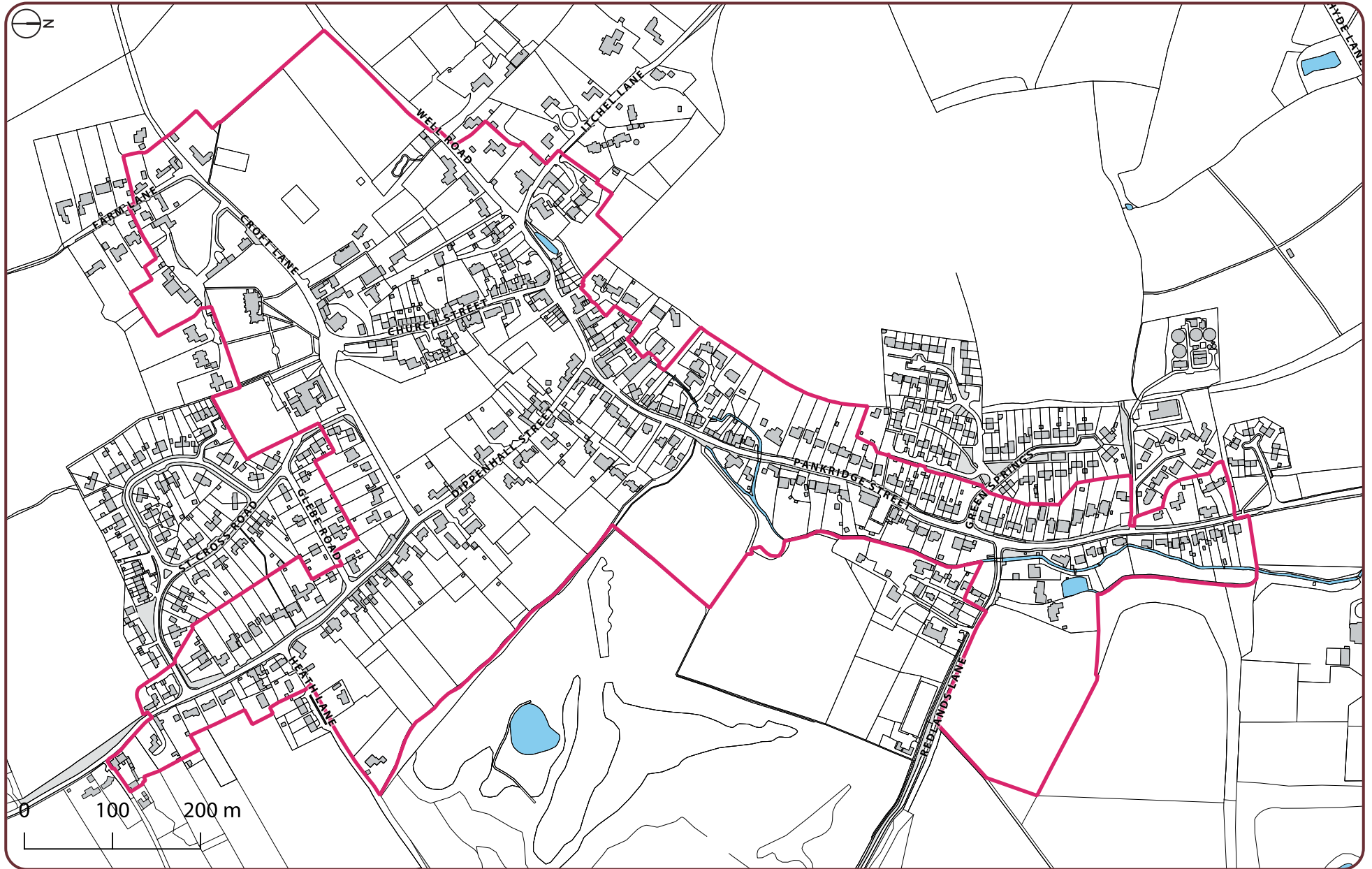
Crondall is a rural village, surrounded by agricultural fields and woodland, in the south of Hart district, north Hampshire. It is located less than a mile to the south of the A287 Farnham to Hook Road, about 3 and a half miles west of Farnham and five miles east of the larger village of Odiham. To the north of the A287 are the suburbs of Fleet. The conservation area encompasses the historic village centre around The Borough, as well as Pankridge Street to the north; Dippenhall Street to the south east; and Old Parsonage Meadow, Well Street, Croft Lane, Church Lane, All Saints Church and Hook Meadow to the south west. It excludes the twentieth-century housing on the west side of Pankridge Street and to the south west of Dippenhall Street. Crondall Conservation Area was designated by Hart District in 1977 and extended in 1988 and 2010.

2.2 Summary of special interest

Crondall is a well-preserved rural village in an attractive countryside setting. The original Saxon street plan survives, along with the Saxon layout of the church and manor house set slightly apart from the manor farm, around which the village developed. The streets are lined with listed buildings dating from the fifteenth to the nineteenth century. These range from modest vernacular cottages to more substantial Georgian houses and an array of fifteen-, sixteenth- and seventeenth-century timber-framed houses, including a number of former medieval hall houses. The Norman Church of All Saints is Grade I listed. A defining characteristic of the village is the presence of open green space in its heart: the churchyard, Hook Meadow and Old Parsonage Meadow. An abundance of mature trees in private gardens and public green spaces, and views out to the surrounding countryside from almost everywhere within the conservation area reinforce its rural character.

2.3 Conservation area boundary changes

The conservation area boundary has been rationalised/expanded since the 2016 Conservation Area Appraisal; Please see Appendix A for details of the boundary changes.



Crondall Conservation Area

3.0 Summary History

The following text is intended as a summary only. The reader is referred to [Appendix A](#) for a detailed account of the history of Crondall.

3.1 Early history

The rich soils around Crondall have been settled since the Iron Age (6th to 1st centuries BC). Crondall's naturally occurring springs and good farming land, sheltered topography and oak forests made it an excellent site for settlement by early people, Romano-British and later settlers.

By the sixth century AD, Crondall was an established Saxon settlement overseeing an entire administrative area or 'Hundred'. Crondall was part of an ancient royal estate with a collegiate minster (mother church). The village developed around the home farm (demesne) of the Lord of the Manor, probably where The Old Parsonage stands today.

Crondall's street plan and many footpaths survive from the Saxon period. The Borough was at its centre, with individual homesteads following the course of the stream along Pankridge Street and along Dippenhall Street. Church Street led from The Borough past the manor's home farm to the church and manor house. The Saxon church was on the same site as All Saints' Church and dated to at least the sixth century. The church was rebuilt in around 1170; although parts of the earlier Saxon church were incorporated. The tower was rebuilt in striking red brick in 1657.

3.2 Medieval period

The village changed little in form during the later medieval period, although the manor house would probably have been subject to continuous rebuilding. It was located behind the church and was accompanied by an enormous Tithe Barn. The home farm included the Glebe - a piece of land farmed to support a clergyman: in this case, the Lord of the Manor, which is known today as Old Parsonage Meadow. Lime Trees on Dippenhall Street is probably the only surviving building in the conservation area from this period of political and social upheaval following the Black Death and subsequent famines; this cruck-framed building is thought to date to around 1360–1400.

During the more settled period from c.1470 to c.1550, Crondall's fertile soils and rich harvests ushered in a period of wealth reflected in the prolific construction of timber-framed hall houses. There are no less than eighteen within the conservation area (see the map on p. 9). These houses were built with oak frames and panels filled with wattle and daub, with thatched or shingled roofs and unglazed windows.

3.3 Early modern period

Social changes, increasing wealth and the introduction of new materials in the mid-sixteenth century triggered another period of rebuilding, in which nearly every building in Crondall was altered. Open halls were floored over and new houses were built with two storeys throughout. Central hearths were replaced with smoke bays and, later, brick chimneys were inserted. The manor house was probably the first building in the village to be constructed entirely of brick in the early sixteenth century. However, by the end of the seventeenth century, brick and clay tiles would have been ubiquitous; exterior panels made from wattle and daub were replaced with bricks or covered with hung clay tiles, and thatched roofs were replaced with plain tiles.

3.4 Eighteenth century

During the Georgian period, vernacular buildings gave way to neo-classical-style buildings, which were more regular and symmetrical. Changes in farming practices resulted in greater prosperity during this period; as a result, several new imposing houses were built in Crondall and many older buildings re-fronted in the new fashion. These new buildings and frontages featured neo-classical details, such as sash windows, cornices and moulded doorcases. An early example of this style is The Court, which was rebuilt in c.1700, replacing the Tudor red-brick manor house.

3.5 Nineteenth century

The industrial revolution largely passed Crondall by. For the first time in its history, the village's agricultural wealth was not at the forefront of economic power and the village changed relatively little during the Victorian period, except for a few new cottages and villas. The railway reached nearby Winchfield in 1838 allowing slate to be brought to the village as a roofing material. Some older houses were given Victorian facelifts with larger sash windows, or were extended. Public amenities were developed during this period, including the construction of a Methodist chapel in The Borough; a new, larger village shop, rebuilt after a fire in 1899; and the present school, built near the church in 1878.

3.6 Twentieth and twenty-first centuries

Crondall changed considerably during the twentieth century. After the Second World War, about 64 new private houses were built on Farm Lane and Dippenhall Street, while the Council built 118 houses to the south-west of Dippenhall Street (Glebe Road, St Cross Road and Chaundler's Croft) and to the west of Pankridge Street (Greensprings). The new housing estates were open in form and set back from the road, in contrast to the tight-knit character of the historic village houses. In the later twentieth century, development comprised 33 private and 43 council houses, in addition to the new village hall and two sports pavilions. Development since the new millennium has been minimal, comprising mainly extensions and outbuildings. A development of 30 dwellings called Chilloway Close has recently been completed on former paddocks south of Redlands Lane (this is not shown on the maps in this document).



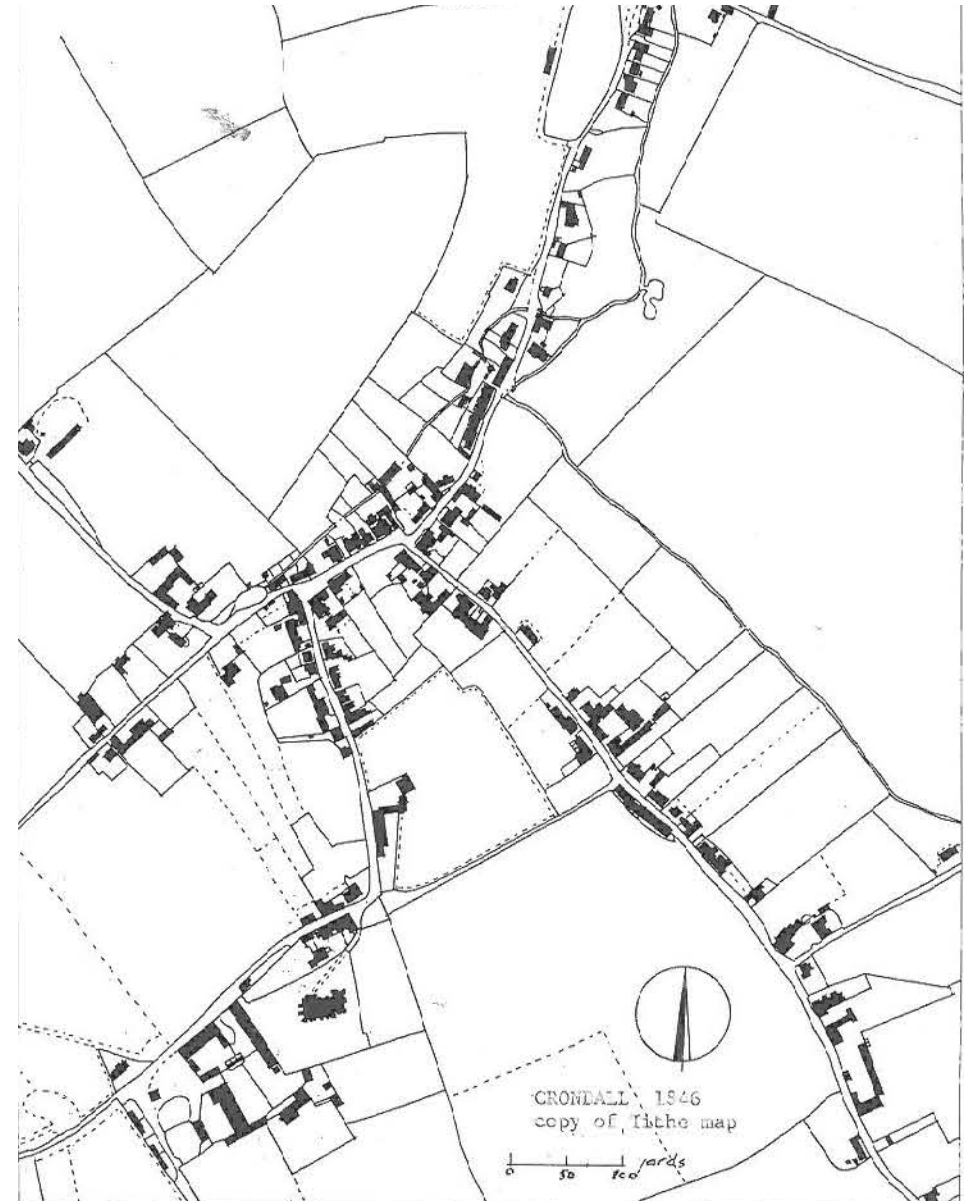
OS map of Crondall, 1894-96 (detail). National Library of Scotland

4.0 Character

The character of a conservation area is more than the style of any particular building type, character arises as a consequence of building types sharing a relationship with each other; how those buildings relate to characteristic street patterns; how spaces between those buildings are experienced; how open or well-treed spaces contribute to that area and the relationship with the surrounding landscape. This section seeks to define the character of Crondall Conservation Area in those terms but it should always be considered that the collective contribution of these elements is more than a sum of its parts.

4.1 Spatial and urban analysis

- Crondall's street plan—including The Borough, Church Street, Pankridge Street and Dippenhall Street—is basically unchanged since the Saxon period.
- Crondall's layout, with the core of the village set apart from the church and the site of the former manor house, is Saxon in origin.
- The open green spaces of Hook Meadow and Old Parsonage Meadow, which historically were parts of the fields that separated the church and the manor house from the medieval centre of the village, reinforce the rural character of the conservation area and maintains the Saxon plan form of the village.
- This distinctly open character of Croft Lane, in contrast with Church Street and The Borough, highlights the historic separation of the manor house and church from the centre of the village.

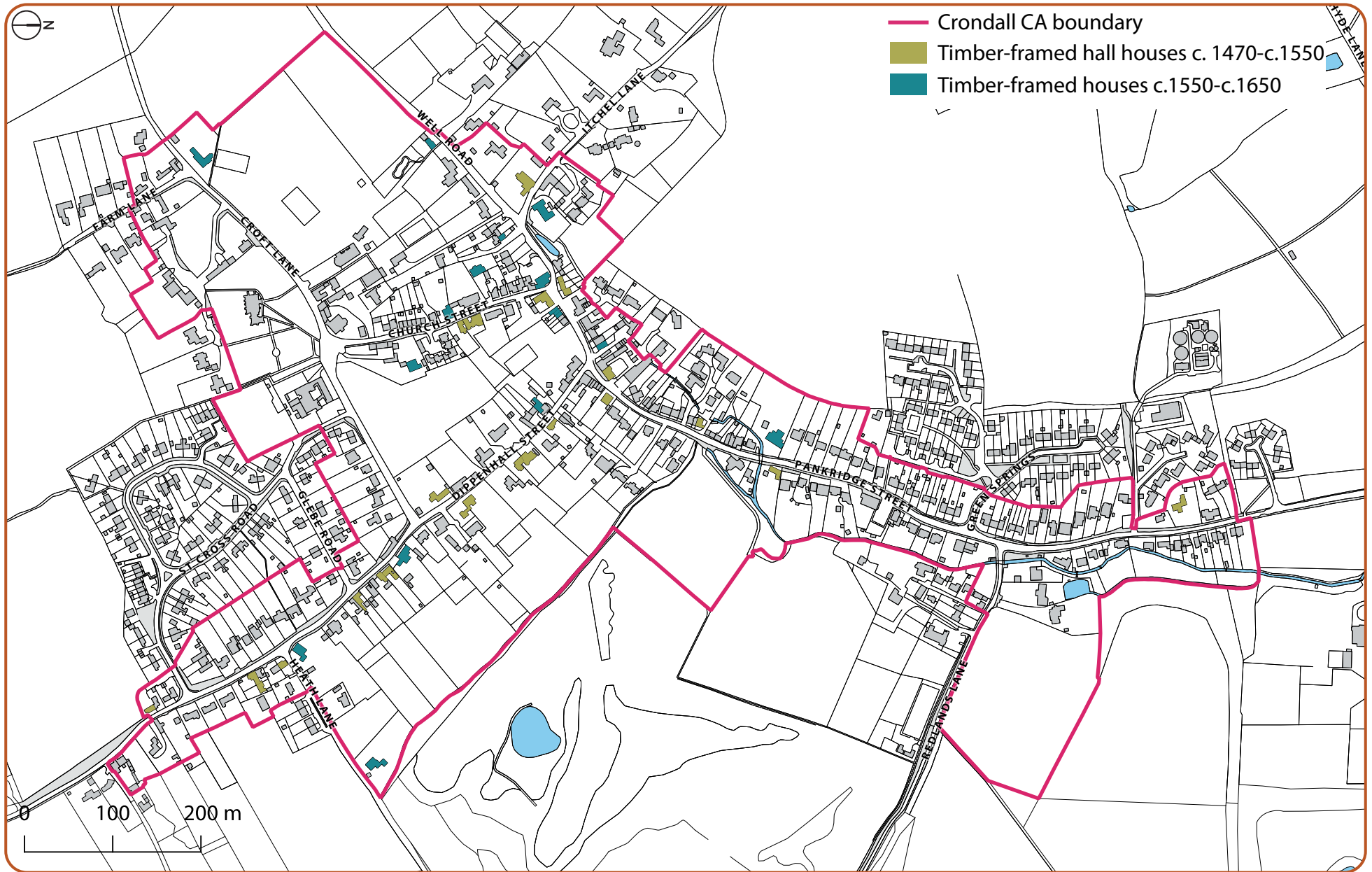


1846 tithe map showing the historic arrangement of streets

- The streets are narrow and winding, often without a pavement, particularly in the historic centre around The Borough.
- Most buildings are detached or semi-detached, and where there are terraces, they are often less than six houses long.
- Most houses have their own gardens, giving the settlement a loosely knit, rural character.
- Church Street; The Borough; the south end of Pankridge Street and the west end of Dippenhall Street form the historic centre of the village. This area is characterised by a dense development pattern. Here, buildings tend to be closer together, directly fronting the road or with small front gardens.
- Further out of the centre, along Pankridge Street; Well Road; Croft Lane and Dippenhall Street, the development pattern is more dispersed; houses are set further back from the road behind large front gardens and are spaced further apart, with a higher proportion of detached houses. Despite this, they are almost all visible from the road, contributing to the conservation area's 'village' character.



Buildings on the north-east side of Dippenhall Street, including Manor House in the foreground, built close to the road



Timber framed houses c.1470 - c.1650

4.2 Townscape details

Architectural interest

- Throughout the conservation area, most of the older (fifteenth- to seventeenth-century) buildings have vernacular layouts and architectural forms: irregular and asymmetrical, with small window apertures and a mixture of off-centre and gable-end chimney stacks. These reflect their histories of adoption by successive owners.
- There is a mixture of modest cottages and larger houses, built for residents of higher social status; they are all domestic in scale, at no more than two storeys in height. Many former farmhouses were divided into cottages for farm labourers after enclosure of the open fields in the seventeenth and eighteenth centuries.
- Crondall has an impressive collection of fifteenth- and sixteenth-century timber-framed former hall houses. These are often of similar proportions; the length of their bays was dictated by the optimal length of oak for their construction of 6-12ft (1.8 -3.7m), and they are all three to four bays long. Over the course of the sixteenth and seventeenth centuries, the double-height halls were floored over and chimney stacks inserted to replace wattle-and-daub smoke hoods or original open hearths.
- The conservation area includes a variety of roof forms: gabled, hipped; catslide, and double-pitched. Almost all roofs are steeply pitched, indicating their formerly thatched coverings, before the thatch was replaced with clay tiles in seventeenth century or later. Garret's Farm, The Close and Dovas Cottages



Garret's Farm, Pankridge Street

- have unusual and characterful roof arrangement, whereby a later (often seventeenth-century) extension to the front of the building features a series of smaller gables facing the road, perpendicular to the body of the main roof.
- There are many prominent brick chimney stacks, which contribute to the vernacular, domestic character of the conservation area. Some have attractive decorative brickwork, as at The Old Parsonage.

- The Plume of Feathers Public House has an exposed timber frame and brick nogging. Both the frontages to The Borough and Church Street have a first-floor jetty, supported by a diagonal down braces. This building has been an inn since at least 1639.
- The conservation area contains a single cruck-framed building (where the cross frame is made of pairs of curved oak, joined at the top to form a pointed arch) at Lime Trees. Similar cruck-framed buildings in the county have been dated to 1360–1400; this type of construction is relatively rare in Hampshire.
- Although the conservation area is almost entirely residential, some former agricultural buildings speak of the village's agrarian history, such as the barns at The Old Parsonage, the outbuildings at Chaundler's Farmhouse and Hannams Farm Barn (No. 5 Hannams Farm Close). These contribute to the rural character of the conservation area.
- The Old Parsonage was rebuilt in the late sixteenth to seventeenth century; however, parts of the ground floor of the house and the Church Street frontage of The Old Parsonage's barn are of flint and stone construction, similar to that of the church. This suggests that parts of these structures also date to the eleventh-century.



The Plume of Feathers PH, The Borough

- Grade I listed All Saints' Church is an eleventh-century rebuilding of an earlier Saxon church (dating to the sixth century or earlier), parts of which were incorporated into the new building and are visible today. The church displays a mixture of Norman/Romanesque architectural features, such as round arches with carved chevrons, and later Gothic details from the fourteenth century. Some windows are Victorian replacements. The impressive and unusual church tower was rebuilt in brick in 1657 and features four corner pinnacles. The tower is an important landmark feature in the townscape of the conservation area.
- The conservation area includes a number of Georgian houses and older buildings with Georgian frontages. These buildings are characterised by symmetrical elevations, classical proportions, large sash windows and neo-classical detailing, such as fanlights, moulded door surrounds and cornices. These buildings and frontages have a finer, more formal character than the older, vernacular buildings.
- There is a variety of timber-framed windows in the conservation area, including Georgian (six over six) sash windows; Victorian sash windows with fewer, larger panes of glass; and casement windows, either pre-1700 or Victorian. Almost all timber frames are painted white.



North elevation of All Saints' Church



The Old Vicarage, Church Lane

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- There are some Victorian cottages and short terraces, including Nos. 4–5 The Jollies on Pankridge Street and Church Hill Terrace on Church Street. These tend to be simple, unadorned, red-brick buildings with timber casement windows under flat or segmental brick arches. They make a modest contribution to the character of the conservation area.
 - There are two pairs of Victorian villas (Clynton Villas, Pankridge Street, and The Yews, Dippenhall Street) and one detached villa (The Platt, Dippenhall Street). These are distinctly Victorian in style, with bay windows containing large, four-paned sashes, polychrome brickwork and slate roofs (only available in Crondall after the railway reached Winchfield in 1838). These are not typical of the character of the conservation area, but do add to its character in that they demonstrate the chronological development of the village and the new materials and construction technology that came with it.
 - The primary school on Croft Lane was built in 1878; it is built in red brick and features multiple gables, several prominent chimney stacks and tall windows, typical of a late Victorian school building.
 - The village shop at the south end of Pankridge Street dates from 1899; it has a traditional wooden shopfront, which adds to the historic character of the conservation area.

Building materials

- Many buildings in the conservation area are timber-framed. Although the frames are sometimes concealed behind later fronts, they remain externally expressed in many others such as The Manor House on Dippenhall Street; The Plume of Feathers and The Brambles in The Borough.
- The predominant material that characterises the conservation area is red brick. The brick range in age and size—from two-inch Tudor bricks, gradually increasing in size through the centuries until the standardised, uniform bricks of the nineteenth century. Many buildings have a range of brick sizes and ages, as a result of their early origin and subsequent evolution over time.
- The wattle and daub that once filled the panels between the timber frames was generally replaced from the seventeenth century onwards with bricks (called 'nogging').
- Hung clay tiles are very common in Crondall, used from the seventeenth century onwards to cover up timber framing and wattle and daub either for aesthetic and weatherproofing reasons.
- Some wattle and daub survives behind later hung clay tiles, for example at Lime Trees, Dippenhall Street.
- Occasionally, burnt brick headers are used for decorative effect, for example at Chaundler's Farmhouse, Dippenhall Street (built with reclaimed two-inch Tudor bricks, supposedly from the old Manor House that was being rebuilt at the time) and Dumbledore, Pankridge Street.



The Brambles, Church Street

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- There are a few examples of painted brickwork and render, such as The Old House, Church Street. This is not typical of the conservation area, but adds to its variety and character.
 - Flint, sourced from the local chalk downland, is fairly common. It is used at ground-floor level at Chilloway Terrace, Pankridge Street, and used in combination with chalk and stone at the Old Parsonage and its barn with Church Street frontage.
 - The majority of buildings have handmade, clay plain tiles. This uniformity contributes to the character of the conservation area.
 - Some nineteenth century buildings have slate roofs, but these are uncommon. These roofs make a modest contribution to character, illustrating the increasing availability of non-local materials during the Victorian period, which had a small impact on the appearance of the village.

Boundary treatments

- The conservation area features a great variety of boundary treatments, either planted or made from brick, flint, chalk, stone or timber.
- Brick, flint and stone walls reflect the geology of the local area. These local materials contribute to the vernacular character of the conservation area.
- Planted boundaries comprise hedges of different varieties, both short and tall, trimmed and informal.
- In The Borough, houses either directly front the road or have small front gardens surrounded by low brick walls (with or without railings), which contribute to the enclosed residential and picturesque qualities of the conservation area.
- Towards the edges of the conservation area, more informal boundary treatments predominate, such as hedging and timber fencing. These help to underline the transition from the village context to the open countryside beyond.
- At the very edges of the village are some examples of simple post and rail timber fencing, such as at Nos. 1 and 2 Handcroft Cottages.
- It is common to see low brick walls backed by evergreen hedges, particularly on Dippenhall Street. These soften the edges of the brick walls and contribute to the rural and residential characteristics of the conservation area.
- Some brick walls make decorative use of burnt brick headers,



Brick boundary walls on Church Street

such as the boundary wall of the Plume of Feathers on Church Street and the brick boundary wall of The Cedars at the junction of The Borough and Dippenhall Street.

- On Pankridge Street, low timber palisade fencing, either painted or unpainted, is common. These are characterful and provide some unity to the front gardens in this part of the conservation area.



Low palisade fences and front gardens on Pankridge Street



Timber post-and-rail fencing at No. 1 Handcroft Cottage, Pankridge Street

Street furniture and public realm

- Some old, worn stone kerbs survive in Dippenhall Street.
- Street lighting is provided by modern, black-painted lamps in imitation historic style, often attached to timber telegraph poles. Although historically there was no street lighting in Crondall, these lamps contribute to the traditional character of the conservation area and are unobtrusive.
- There is a tall, black reproduction gas lantern on Pankridge Street, opposite Chilloway Terrace. This is unusual, given its rural context, and it apparently has no historic precedent in the village, but it blends into the traditional streetscape; it neither adds nor detracts from the character and appearance of the conservation area.
- Hook Meadow has simple timber seats that blend harmoniously with the traditional character of the conservation area.
- Simple timber signposts indicate public footpath routes and are in keeping with the rural character of the conservation area.
- Two black and white 'finger posts' can be found in the conservation area: one next to the Crondall Stores on Pankridge Street and one at the junction of Dippenhall Street with Health Lane. These are attractive and characterful and contribute to the character of the conservation area.
- An old-fashioned red-painted, cast-iron post box and telephone box can be found on Pankridge Street. These are in keeping with the traditional character of the conservation area.



Traditional street lamp attached to a telegraph pole in The Borough

4.3 Open space, parks and gardens, trees

Open space assessment

The character of Crondall Conservation Area is derived not just from the buildings in it, but also from open space inside and outside its boundaries. Open space contributes in three main ways:

- It allows views across the conservation area and forms the setting to its historic buildings;
- It defines the pattern of the historic settlement and its relationship to the landscape around;
- It has historic interest in its own right.

The extent of the contribution of individual parcels of open space depends on the way they are experienced. Those which are visible in views from the streets of the conservation area or from public footpaths tend to be the most important. For this reason, private gardens are excluded from this open space assessment; most of them are enclosed and of limited visibility. However, trees in private gardens are often visible from the surrounding area and their contribution is explored in more detail in Section 4.3 'Gardens, trees and water courses'.

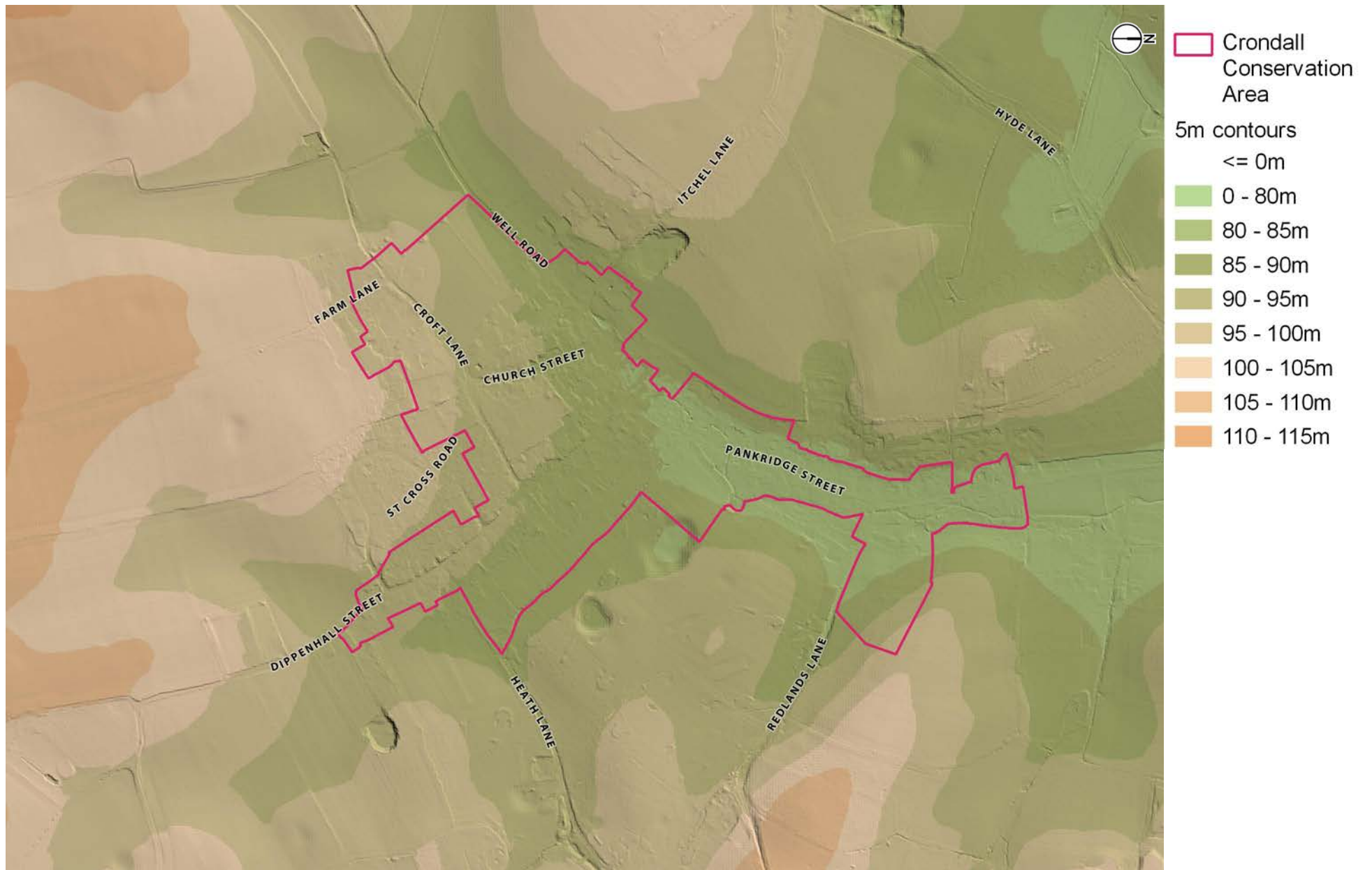
Open space is defined as common land, farmland, countryside and recreational spaces (including allotments, school grounds, churchyards and cemeteries). In addition, privately owned paddocks, orchards and meadows are included in this open space assessment; due to Crondall's rural character, this type of open space can be found within and around the conservation area and are, unlike the majority of private gardens, open in nature and therefore usually quite visible.

Only parcels of land lying outside the conservation area that are directly adjoining the conservation area or in close proximity to it have been included in this assessment. The exclusion of parcels of land further afield does not mean that they do not contribute to the character of the conservation area; due to the bowl-like topography of the area illustrated on page 20 (the name Crondall derives from the Saxon word crundall meaning ravine or depression), they may well play a positive role in views out of the conservation area or allow views into it. Any future developments involving these open spaces should take account of their contribution.

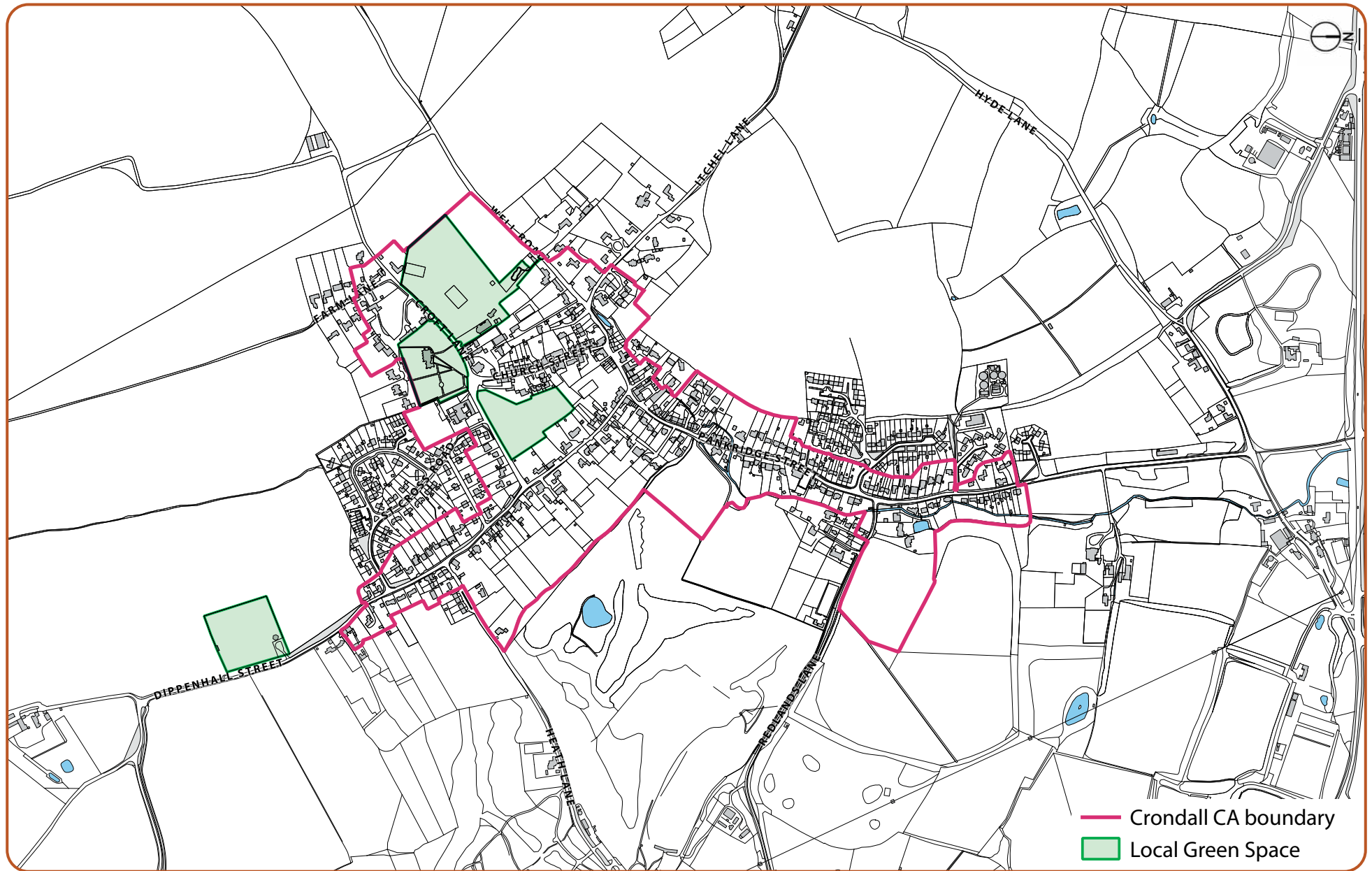
Individual parcels of land are assessed below and mapped on the map on page 22 according to the extent of their contribution to the character and appearance of the conservation area: strong, some or none/negligible.

Four of the open spaces in the Crondall area have been separately designated as Local Green Space in the Crondall Parish Neighbourhood Plan (2017). These are as follows:

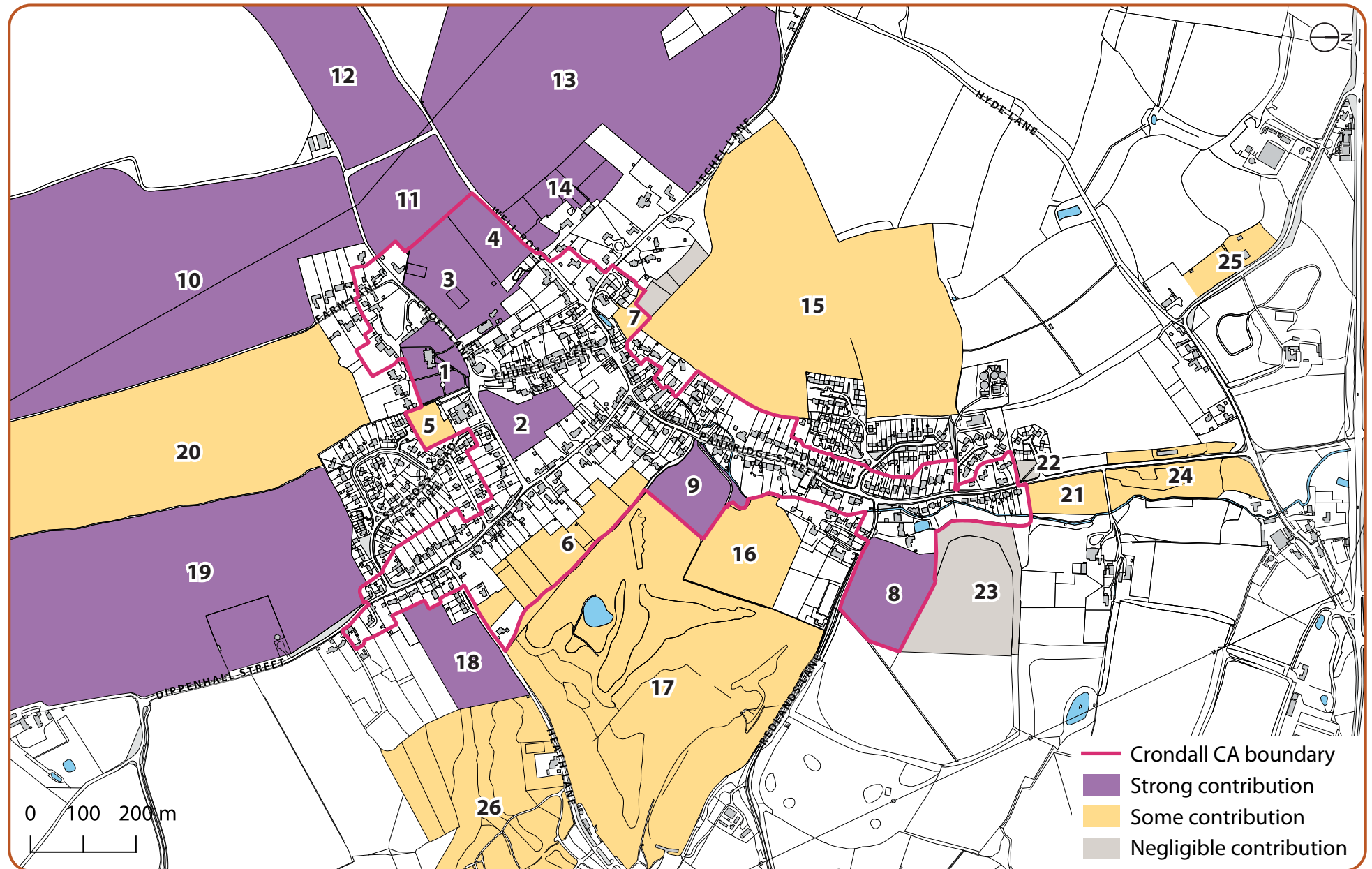
- Hook Meadow (parcel 3 in this assessment);
- Old Parsonage Meadow (parcel 2);
- Farnham Road Recreation Ground (part of parcel 19); and
- The Church graveyard (parcel 1).



Topography map of the Crondall Area showing its bowl-like form



Crondall Local Green Space



Crondall open space assessment

Open space within the conservation area

1 Churchyard of All Saints Church: strong

The churchyard, where local residents through the centuries have been laid to rest, forms the historic setting of Grade I listed All Saints Church, which has Saxon origins. Until 1873 there were several buildings in the northern part of the churchyard, close to the entrance: the vicarage, Church House and the Castle Inn. These were demolished when the churchyard was extended.

The church and its churchyard have been the historic, spiritual and communal heart of the village for over a thousand years; the churchyard is therefore of outstanding historic interest. It contains many mature trees, including an avenue of lime trees. From the churchyard, there are attractive views over Hook Meadow and out to the surrounding downland that rises away from the village to the west. For these reasons, the churchyard makes a strong contribution to the character of the conservation area.

The churchyard is identified as a Local Green Space in the Crondall Parish Neighbourhood Plan for its community value, its historic significance, and its prominent location.

To view this area on a map, see [Crondall open space assessment on page 22](#).



All Saints' Churchyard viewed from the north-east

2 *Old Parsonage Meadow: strong*

The medieval manor house and its home farm were the focus of medieval Crondall. The home farm, with its noisy and odorous activities, was set apart from the manor house—today it is known as the Old Parsonage. Old Parsonage Meadow was part of the home farm, and the village developed around it, with the farm as the focal point. From the nineteenth century, it became known as the Glebe (land forming part of the benefice of the church) and in 1846 the home farm became known as Parsonage Homestead. However, there is no evidence that it was occupied by clergymen; it was in fact let to tenant farmers.

The meadow provides a large area of natural green space in the centre of the conservation area, enhancing its rural character. Although it is privately owned, it is clearly visible through its entrance on Croft Lane and from the junction of Croft Lane and Church Street; here, the intervisibility of the churchyard and the meadow contributes to the opening-up of the urban grain around this junction, which is an important part of the character of the conservation area. More importantly, the meadow, farmed since the formation of the village, is the last surviving fragment of the ancient farmland within the historic core of the village, around which the village developed. It is therefore of considerable local historic interest and makes a significant contribution to the historic character of the conservation area.

Old Parsonage Meadow is identified as a Local Green Space in the Crondall Parish Neighbourhood Plan for its community value, its historic significance, its contribution to the rural character of the heart of the village, and its wildlife.

To view this area on a map, see [Crondall open space assessment on page 22](#).



Old Parsonage Meadow, viewed from the entrance to The Old Parsonage on Church Street

3 *Hook Meadow: strong*

Hook Meadow is a public recreation ground near the southern boundary of the conservation area. It provides sports and recreational facilities, including a children's playground, that are popular with the local community. It was first made available for public use in 1948, at which point the row of Lombardy poplar trees were planted along its north-western edge. Since then, it has been central to the village's community, with the village hall built on its northern periphery in the 1970s.

The open green space of Hook Meadow connects the village with the surrounding countryside, both physically and by virtue of the impressive views that it provides over the agricultural downland that rises to the north and west. In this way it makes a strong contribution to the rural character of the conservation area.

Hook Meadow is identified as a Local Green Space in the Crondall Parish Neighbourhood Plan for its community value, its important views, and the landmark poplar trees.

To view this area on a map, see [Crondall open space assessment on page 22](#).



Hook Meadow, looking eastwards towards the church

4 *Field between Well Road and Hook Meadow: strong*

This small field was originally part of Hook Meadow, and was separated from it in 1948 when the rest of the meadow was donated to the village. It is in agricultural use and has a footpath along its north-western edge. This field provides attractive views in nearly every direction, both out to the surrounding countryside (to the south-west, north-west and north) and inward to Hook Meadow, beyond the row of poplar trees. This highly visible open space physically, and visually (through outward views), integrates the surrounding countryside with the conservation area, making a strong contribution to its rural character.

5 *School playing field: some*

This small playing field was added to the school's grounds in the 1960s, when the area on the south-west side of Dippenhall Street was developed with modern housing. Before this, the farmland between the church and Dippenhall Street was known as the Croft, which historically belonged to Manor Court Farm (the former manor house; now known as the Court).

The playing field is visible through its entrance on Glebe Road; its open green space and the mature trees that line its boundary contribute to the character and appearance of the conservation area.

6 *Paddocks to the north-east of Dippenhall Street: some*

These paddocks belong to some of the houses on the north-east side of Dippenhall Street. They separate the houses from Oak Park Golf Course to the north-east, from which they can be glimpsed through the line of trees that encloses them. The easternmost paddock can be viewed from an entrance on Health Lane, providing an attractive, verdant view into the conservation area that reinforces its rural character. The open space of these paddocks helps to define the linear settlement form of historic Crondall, with a narrow ribbon of development following Dippenhall Street out of the village. Therefore, these paddocks make a positive contribution to the conservation area.

7 *Paddocks belonging to Hannam House, to the north-east of Itchell Lane: some and negligible*

These paddocks are hidden behind Hannam House, but can be glimpsed from Well Road. The southern-most paddock, closest to Well Road and The Borough, provides a rural setting for the listed buildings in this area and helps to define the boundary of the historic settlement; it therefore makes a positive contribution to the special character of the conservation area. The paddocks further north-west, however, are less visible and (being further from the historic part of the village) are less important in defining the historic settlement pattern. These make a negligible contribution to the character of the conservation area.

To view these areas on a map, see [Crondall open space assessment on page 22](#).

Open space outside the conservation area

8 *Field to the north of Redlands Lane: strong*

This open grassy field, which rises up to the north and east, is highly visible from Redlands Lane. From the edge of the conservation area, next to Redlands Cottage, there are impressive and highly attractive views into the field, which contains a cluster of mature trees in its centre, and across it to the field beyond it. From the footpath along its eastern edge, there are also views into the conservation area, which show the historic buildings of Pankridge Street nestled at the bottom of the slope of the fields to the west of the village. These views make a strong contribution to the character and appearance of the conservation area.

To view this area on a map, see [Crandall open space assessment on page 22](#).



Field to the north of Redlands Lane, viewed from Redlands Lane (View K; see section 6)

9 *Four-Acre Field: strong*

This field is an open grassy field to the east of Pankridge Street, opposite Chillway Terrace. It has a public footpath along its southern boundary, and is bounded to the east by Oak Park Golf Course and to the north by another field, containing Ashley Head spring. It has a wide entrance from Pankridge Street, from which there are wide and (thanks to the rising topography) long views across the field to the slopes of the golf course and the field containing Ashley Head spring. These views help the impressive surrounding landscape to penetrate into the heart of the village, reinforcing its rural character. This open space also signifies the loosening of the urban grain as one travels outwards from the historic centre of the village. For these reasons, Four-Acre Field makes a strong contribution to the character and appearance of the conservation area.

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To view this area on a map, see [Crandall open space assessment on page 22](#).



Four-Acre Field, viewed from its entrance on Pankridge Street

10 *Field to the south of Croft Lane: strong*

This field is in agricultural use. It is bounded to the north by Croft Road, to the west by the public footpath that skirts around Penn Croft Winery, and to the east by another footpath, that leads south from the end of Farm Lane. The field plays an important role in views out of the conservation area from Croft Lane and Well Road, reinforcing the rural character of the conservation area. It also allows views into the conservation area from the footpath along its western edge. Due to the bowl-like topography of the area, it also plays a role in even longer views towards the conservation area from higher ground further afield: for example, from the footpath that exits Lee Wood about half a kilometre to the south-west.

11 *Field to the north-east of Croft Lane: strong*

This field is bounded by Croft Lane to the south and west, by Well Road to the north, with Hook Meadow to the east. It is in agricultural use and has a footpath crossing its centre, from Hook Meadow to the junction of Croft Lane and Well Road. This field slopes downwards towards Well Road, enabling impressive views over the countryside to the west of the village, which rises up from Well Road. As part of the immediate rural setting of the conservation area, it also plays an important role in views west from Hook Meadow, which contribute to the rural character of the conservation area.

To view these areas on a map, see [Crandall open space assessment on page 22](#).



Public footpath leading east to Hook Meadow, through the field to the north-east of Croft Lane

12 Field to the west of Croft Lane: strong

This field is in agricultural use and is bounded by Croft Lane to the east, Well Road to the north, and by a public footpath to the south, which leads westwards from Penn Croft Winery. This field plays an important role in views out of the conservation area from Hook Meadow, Well Road and Croft Lane, which underline the rural character of the village and its setting.

13 Fields to the north-west of Well Road: strong

These fields are in agricultural use and are separated by a public footpath. They are enclosed to the south-east by Well Road, by Itchell Lane to the north-east, and by Hyde Lane to the west. They enable attractive, long views of the village from Hyde Lane, in which the village can be seen nestled in the natural bowl formed by the surrounding landscape, with wooded slopes rising up behind it to the north, and the tower of All Saints Church framed by trees. Additionally, these fields play an important role in views out of the village to the surrounding landscape from Croft Lane, Well Road and Hook Meadow—especially the larger of the two fields, which rises up to the north-west.

14 Paddocks belonging to Potter's Hill, to the west of Well Road: strong

Due to the westward slope of the land, these paddocks are highly visible from Well Road, Hook Meadow and the footpaths and other lanes in this part of the conservation area. Their open, green nature means they are visually harmonious with the surrounding countryside, and they have a rural character. They therefore make a positive contribution to the conservation area.

15 Field to the north-east of Itchell Lane: some

This field is in agricultural use and is situated behind the houses on the west side of Pankridge Street, bounded to the north by Hannam's Copse and another agricultural field, and to the south-west by Itchell Lane and the paddocks belonging to Hannam's House. This field allows attractive views towards the conservation area from the field entrance on Itchell Lane—from here, the linear form of Pankridge Street can be seen against the background of the wooded slopes that rise up beyond it. However, the field is less visible from within the conservation area itself.

To view these areas on a map, see [Crandall open space assessment on page 22](#).

16 *Field containing Ashley Head spring: some*

This field of open grassland is located to the north-east of Four-Acre Field and to the east of the houses on the east side of Pankridge Street. It is largely obscured from the conservation area but it makes some contribution because it can be seen in views north-east from Pankridge Street at the entrance to Four-Acre Field, which contributes to the rural character of the conservation area. Furthermore, it allows views into the conservation area from the footpath that runs along its eastern edge— here, the historic buildings along Pankridge Street can be seen with the chalk downland rising up in the background.

17 *Oak Park Golf Course (to the west of Heath Lane): some*

The golf course is located to the west of the conservation area, enclosed to the north-east by Redlands Lane and crossed by Heath Lane. The part of the golf course to the west of Heath Lane is visible in long views out of the conservation area from the entrance of Four-Acre Field on Pankridge Street; in these views, its primary contribution is its abundance of mature trees, which communicate the sylvan character of the landscape to the north and east of the village. There are also views into the village from the golf course itself, although these are limited due to the plentiful trees.

18 *Field south of Heath Lane: strong*

This open, grassy field is visible from Heath Lane, especially at the field entrance opposite Doules Mead, and is glimpsed between the buildings of Dippenhall Street. Its perimeter is lined by trees

and a hedgerow. This field forms part of the rural setting of the conservation area which, by virtue of its visibility from Dippenhall Street and Heath Lane, contributes to its character.

19 *Field to the west of Dippenhall Street: strong*

This field is in agricultural use and is bounded to the north by the modern housing of Chaundlers Croft and St Cross Road, to the east by Dippenhall Street and to the west by a public footpath. It is part of the rural setting of the conservation area and provides impressive, wide views to the south from Dippenhall Street, which contribute to the character of the conservation area.

The Farnham Road Recreation Ground within this parcel of land is designated as a Local Green Space in the Crondall Parish Neighbourhood Plan for its community value.

20 *Field east of the public footpath at the end of Farm Lane: some*

This field is in agricultural use and is situated to the east of the public footpath that leads off Farm Lane, to the south of the conservation area. This field, like its neighbours, contributes to the rural setting of the village. Although it is not visible from within the conservation area, it enables views towards the church from the public footpath that skirts its western perimeter, thereby helping to locate the village in its rural context.

To view these areas on a map, see [Crondall open space assessment on page 22](#).

21 Field to the north of No. 1 Pankridge Street: some

This field, to the north of No. 1 Pankridge Street and to the east of Pankridge Street itself, is open and grassy, but is mostly obscured from view from within the conservation area, due to the thick evergreen trees that border it. Despite this limited visibility, it makes some contribution to the arrival experience of entering the conservation area from the north.

22 Small parcel of land opposite No. 1 Pankridge Street: none/negligible

This small square parcel of land is crossed by a short footpath that leads from Pankridge Street to LeFroy's Field, a late twentieth-century housing development. It is wooded and enclosed by tall, informal hedgerows, which allow limited views into or out of the conservation area. Despite adding to the village's abundance of trees, this parcel of land has few truly mature specimens and has a large amount of scrub, which limits its contribution to the appearance of the conservation area.

23 Field to the north-east of the conservation area: none/negligible

This field is located to the north of the field that lies to the north of Redlands Lane. It is bordered to the west by a thick curve of trees which prevent any views into the field from Pankridge Street, or into the conservation area from the footpath that runs along its eastern perimeter. Due to this lack of intervisibility, this field makes a negligible contribution to the conservation area.

24 Fields east and west of Pankridge Street to the north of the conservation area and to the south of the crossroads with Hyde Lane: some

These fields afford some views on entry to the village and contribute to the village's country setting.

25 Two fields north of Erlands House on Hyde Lane: some

These fields afford some mid-range views from and to the village and contribute to village's country setting.

26 Escarpment south of Heath Lane (Oak Park Golf Club): some

This site affords some views across the village from the escarpment and allows the viewer to appreciate the village within its natural ravine.

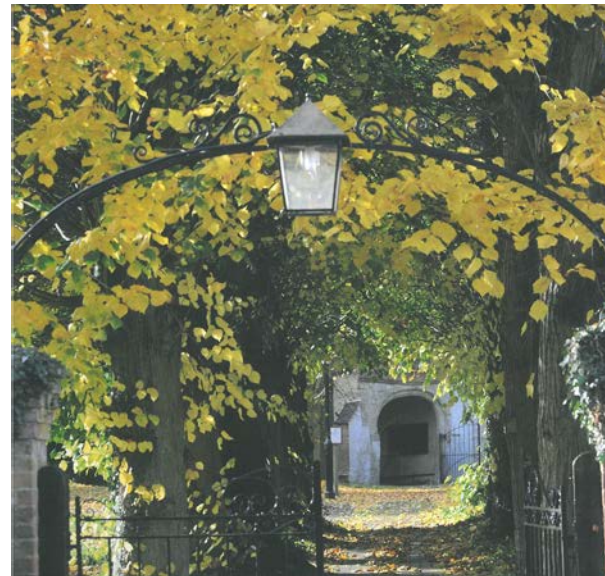
To view these areas on a map, see [Crandall open space assessment on page 22](#).

Gardens, trees and water courses

- Hook Meadow is surrounded by hedgerows, which feature mature trees, and along its north-west edge is a distinctive row of Lombardy poplar trees, which were planted in the late 1940s.
- Old Parsonage Meadow is notable for its abundance of mature trees, both within the meadow and along its boundary.
- The churchyard of All Saints Church also contains many mature trees, in the churchyard itself and around its periphery. There is an avenue of tall lime trees leading from the gateway onto Croft Lane to the church, which add an interesting axial element in the otherwise organic layout of the village.
- The village pond directly abuts Well Road, close to The Borough. This distinctive feature provides some informal open space in the densest part of the village and attracts wildlife to its centre, reinforcing its rural character.
- Private gardens also form an important part of the rural character of the conservation area. Almost every house has a garden; more substantial houses, such as The Court on Croft Lane and Briary House on Well Road, are set back from the road, and their large front gardens can be glimpsed from the road, reinforcing a sense of spaciousness within the conservation area.
- For the most part, rear private gardens have remained undeveloped. This means that the gardens feel relatively continuous with the surrounding countryside, thereby contributing to the rural character of the conservation area.



Village pond, Well Road



Lych Gate with the avenue of lime trees beyond, leading to the entrance of All Saints' Church

4.4 Views

Views make an important contribution to our ability to appreciate the character and appearance of the conservation area. A representative selection has been identified in the appraisal that encapsulate and express the special and unique character of the conservation area (and in some cases the contribution of its landscape setting). These views are a selection only and are not definitive.

Crandall lies at the bottom of a natural topographic 'bowl' between the valley of the River Hart to the north and the open chalk downland that surrounds the village to the east, south and west. The village itself is relatively flat. This topography allows long views out of the village to the surrounding countryside from almost anywhere within the village, enabling the conservation area to be understood in relation to its rural surroundings. Similarly, this topographical arrangement means that long views into the conservation area are possible from the surrounding countryside. In particular, the church can be seen rising above the village against a background of wooded hills or rolling farmland, from the extensive and well-used network of public footpaths and bridleways. These views help to connect Crandall to the surrounding rural landscape, without which its history and development cannot be fully appreciated. Within the village, the tightly knit, narrow, winding streets provide attractive views that add to the historic, pastoral character of the conservation area.

Three types of view have been identified. These are mapped on the interactive map and illustrated on the following pages. The selection is not exhaustive and other significant views might



View A- The Borough, facing its junction with Church Street and Well Road

be identified by the council when considering proposals for development or change.

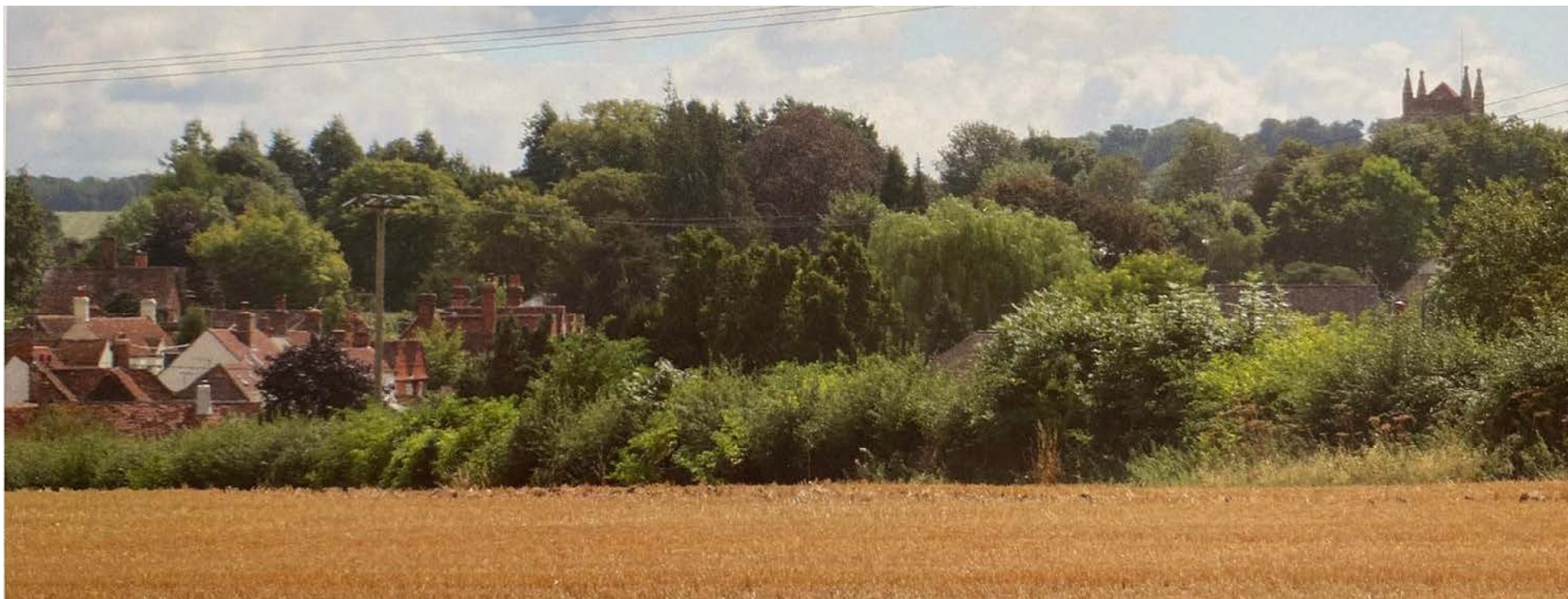
- **Townscape views** within the conservation area which give a sense of the spatial character and development, and architectural quality of the village. Trees can play an important part in these views. (Views A–I).
- **Contextual views** which look out to the landscape beyond the conservation area, and give an understanding of its topography and setting (Views J–R).

- **Setting views** from outside the conservation area, which enable its boundaries and rural setting to be understood and appreciated (Views S–T).

Some of these views are dynamic, in which moving along a street or path reveals a changing streetscape or landscape.

Particularly important townscape views include views into Old Parsonage Meadow from the entrance to the Old Parsonage and from the gated entrance on Croft lane (Views C and F), which contribute to an understanding of the historic development of the village around the manor’s home farm, and the dynamic view

through The Borough from the junction with Dippenhall Street to Church Street (View A), which is more architectural. Key examples of contextual views are the view from Hook Meadow over the rolling countryside to the west and south-west (View N) and the view from Pankridge Street into Four-Acre Field (View L). An important example of a setting view is the long view of the village from Itchell Lane, across the fields to the north of Pankridge Street (View T).



View T: view south-east towards Crondall from Itchell Lane



View N - south-west from Hook Meadow



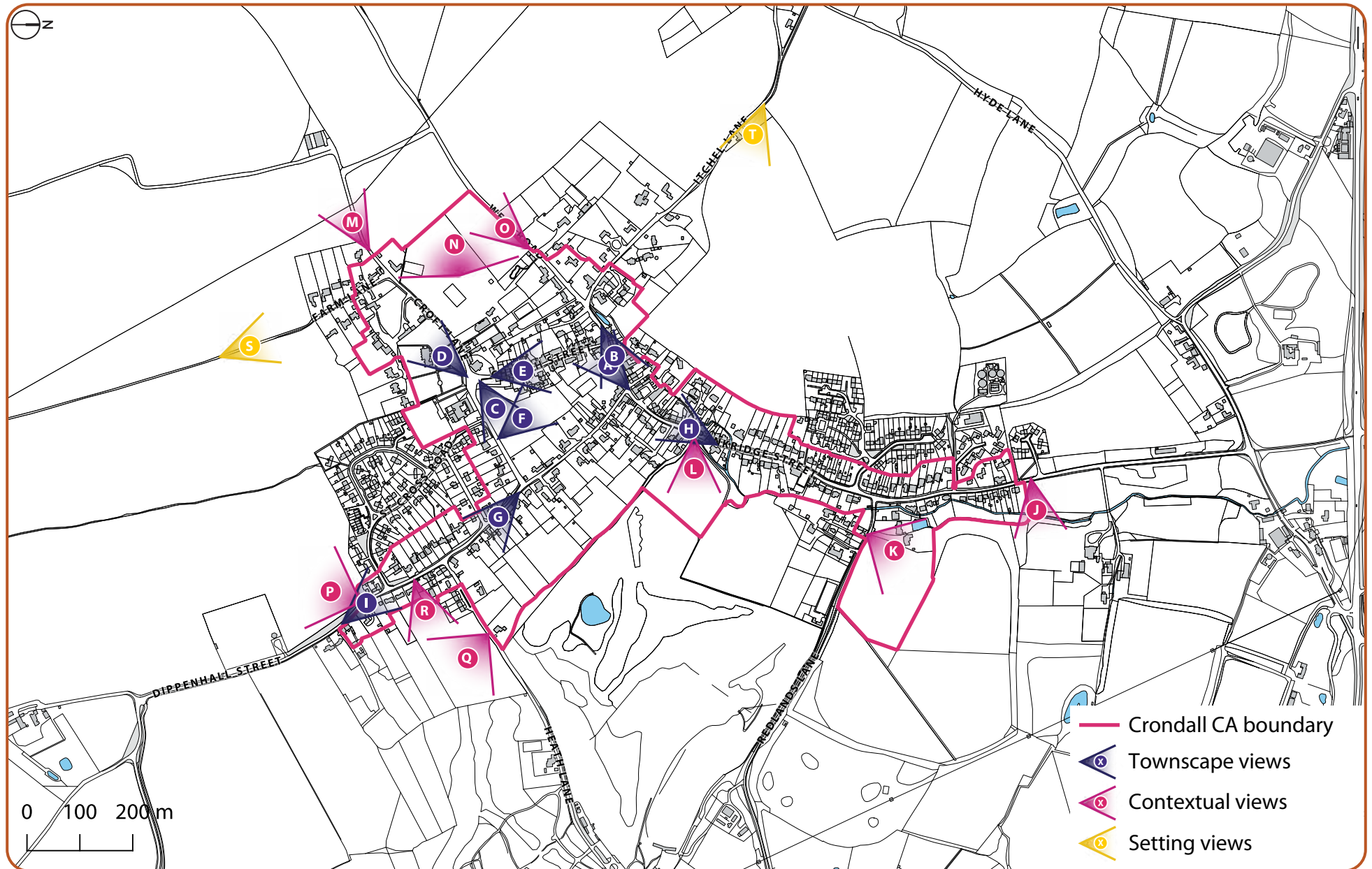
View L - Four-Acre Field, viewed from its entrance on Pankridge Street



View C - Old Parsonage Meadow from the entrance to The Old Parsonage



View F - Old Parsonage Meadow from the gated entrance on Croft Lane



Views

4.5 Character zones

Five zones of discernibly different character can be identified within the conservation area, based on their spatial character and architectural qualities, historical development and the contribution they make to the conservation area.

The features and individual characteristics of each zone that contribute to the character and appearance of the conservation area are summarised below. The boundaries of the Character Zones are mapped on [page 40](#).

Character zone 1: The Borough, Church Street, the south end of Pankridge Street and the west end of Dippenhall Street

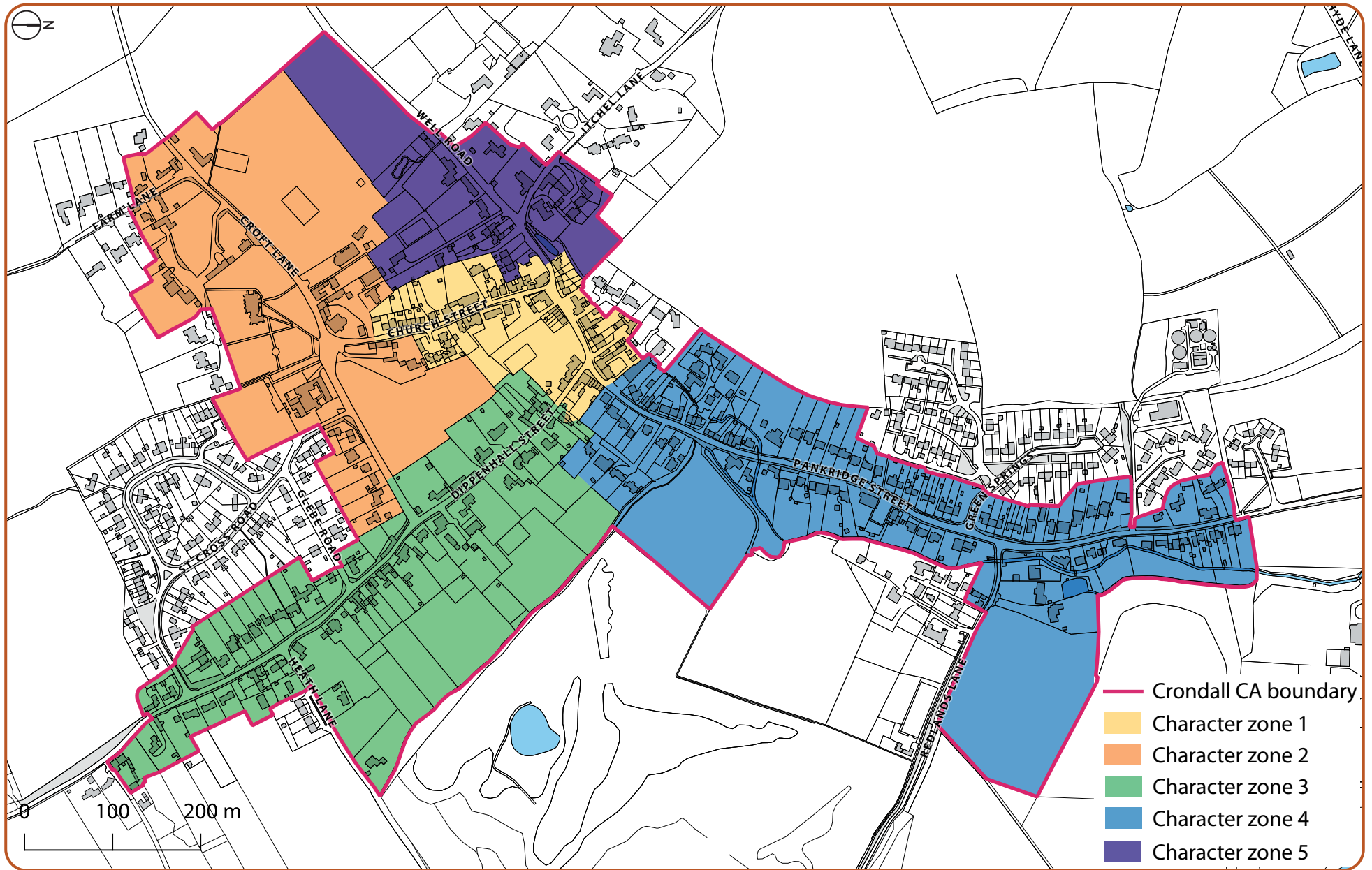
This area was the heart of the Saxon settlement, set between the stream to the north-west of The Borough and the Manor's home farm (the Old Parsonage). It remains the centre of the village; it is the most densely built-up part of the conservation area and contains the village shop and one of Crondall's two pubs.

- The street plan in this character zone dates from the Saxon period.
- Red brick and clay tiles predominate in this character zone, but white- or light-painted brick is also common.
- There is a mixture of cottages, small former farmhouses and larger houses ranging in age from the fifteenth to the nineteenth century.



Nos. 26-30 The Borough

- This character zone contains a high concentration of pre-1650 timber-framed buildings. There are seven timber-framed former hall houses, dating to c.1470–1550 and six timber-framed houses dating to c.1550–1650.
- The buildings in The Borough and at the ends of Pankridge Street and Dippenhall Street are tightly knit together and built close to the road, indicating that this area was this historic centre of the village.



Character zones

- Houses either directly front the road or have small front gardens surrounded by low brick walls (with or without railings). The small front gardens emphasise the rural nature of the settlement and contribute to the character of this area.
- The Cedars is less visible from The Borough because it is concealed by a tall brick wall backed by an even higher hedge. However, this boundary wall, because it fronts directly onto The Borough, contributes to the dense character of this area.

- The buildings on Church Street are more spread out, but are still built close to the road.
- There are no pavements in this character zone.
- There are important townscape views in this character zone, taking in tightly-knit groups of historic buildings.



Junction of Pankridge Street, The Borough and Dippenhall Street, viewed from Pankridge Street facing south-west



The Crondall Stores, Pankridge Street

Character zone 2: All Saints' Church, The Old Parsonage and Croft Lane

This character zone is based around the historic focal point of the Saxon settlement: the important triad of manor house, church and home farm. It contains the two key public open spaces in Crondall: Hook Meadow and the churchyard, as well as Crondall's only Grade I listed building, All Saints' Church.

- This character zone has a distinctly open character, resulting from the historic separation of the manor house and church from the centre of the village.
- All Saint's Church is a focal point in the conservation area: it is the oldest, tallest and most highly listed building in the village.
- The Saxon street layout focused around the church, former manor house (The Court) and former manor farm (The Old Parsonage) is intact. These buildings and their activities were the village's original basis.



The Old Parsonage

- Most of the buildings in this character zone (except those opposite the churchyard on Croft Lane) are set back from the road and from one another behind large front gardens, allowing the rural landscape to permeate the conservation area.
- The Court is set in large gardens and reached by a long driveway, denoting it as a residence of high status. In contrast, the more modest neighbouring cottages on Farm Lane are built closer to the road, reflecting their less 'exclusive' historic status.

- There are only two timber-framed buildings in this character area: The Old Parsonage and Pilgrim's Cottage, both dating from c.1550–c.1650.
- The group of eighteenth- and nineteenth-century buildings on the north side of Croft Lane, opposite the churchyard, are tightly-knit and built close to the road.
- The wide junction of Church Street and Croft Lane enables views from the churchyard into Old Parsonage Meadow.



Junction of Church Street and Croft Lane, viewed from beside Crondall Primary School, facing west



The Court, Croft Lane

-
- Thanks to the loose grain of this character area, there are many contextual views out to the surrounding countryside: for example, looking north and west from Croft Lane at the edge of the conservation area, and northwest from the churchyard across Hook Meadow to the countryside beyond.
 - The view into Old Parsonage Meadow from the lych gate entrance to the churchyard is important because it illustrates the historic grouping of the church, the manor house and the manor farm.
 - There are many mature trees in this character zone, along Croft Lane and around Old Parsonage Meadow, the churchyard and Hook Meadow.

Character zone 3: Dippenhall Street

This character zone encompasses Dippenhall Street, an historic route out of the village to the south-east. Most of the south-western side of the street is part of a twentieth-century housing estate.

- In general, this character zone has a looser grain than The Borough and Church Street, but not as loose as Croft Lane; buildings are usually detached and relatively spread out, but are still built close to the road.
- However, the grain is denser at its north-western end, nearer to the centre of the village, gradually becoming looser towards the

outskirts.

- There is a mixture of larger houses, such as Chaundler's Farm, and more modest cottages, ranging in age from the fifteenth to the nineteenth century.
- There is a considerable number of historic timber-framed houses along Dippenhall Street: nine former hall houses dating from c.1450–c.1550 and four later, two-storey houses, dating from c.1550–c.1650.
- The south-eastern end of Dippenhall Street provides an attractive entryway into the conservation area, with fifteenth-



Dippenhall Street entering the village from the south-east; Townsend Cottages are on the right



Dippenhall Street, with Manor House in the foreground, facing south-east

century Townsend Cottages and eighteenth-century Townsend House and Hilliers being the first buildings visible from the road, surrounded by mature trees and attractive countryside.

- Equally there are important contextual views out of the village from the southern end of Dippenhall Street.
- Boundary treatments become more informal towards the south-eastern end of the street, with hedging and timber fencing as opposed to brick, used further north; here boundaries tend to be low brick walls backed by evergreen hedges.
- The modern buildings to the south west make a positive contribution because of their in-keeping scale and materials, and they are set back behind a grassed bank and well-developed trees and hedges.
- Meadow Cottage is a modern red brick house of simple design, but its scale, materials, large garden and boundary treatments are in keeping with the character and appearance of the Dippenhall Street character area, which in this area has a loose grain with large gardens. 'Byrons' behind Meadow Cottage is set within a large garden which is also appropriate for the character area and forms a green backdrop to views from Dippenhall Street.

Character zone 4: Pankridge Street

This character zone comprises the Saxon northward route out of the village, or entry into it from the north.

- Pankridge Street follows the River Hart, which was a key factor in the historic settlement form of the village.
- There are many modern buildings within this character area: most of the western side of the Pankridge Street and a small number of houses on the eastern side of the road, to the south of Four-Acre Field. These plots make a positive contribution to the character and appearance of the conservation area by virtue of their plot sizes, the set backs, mass and heights of the buildings. They are open in grain, and most have large, well-developed front gardens; many have clay roofs and are built from brick, which are traditional materials in the conservation area.
- The houses on Pankridge Street are mostly modest cottages and farmhouses of a variety of ages, from the fifteenth to the nineteenth centuries.
- Timber-framed buildings are less common in this character zone than in The Borough or Dippenhall Street.
- Towards the south end of the street, houses tend to be set closer together or in terraces, and front directly onto the pavement, reflecting their proximity to the historic core of the settlement.
- Further out, the buildings are more generously spaced and set back from the road behind large front gardens.



Chilloway Cottage, Pankridge Street: a late fifteenth- to early sixteenth-century former hall house

- The predominant boundary treatment is timber palisade fencing, either painted or unpainted, which contributes to this character zone's picturesque, residential character. This type of boundary treatment is rarely found elsewhere in the conservation area, giving Pankridge Street a distinctiveness.
- Pankridge Street has many unlisted historic buildings that individually make a modest contribution to the character and appearance of the conservation area, but make a significant collective contribution.
- At the north end of Pankridge Street, the trees that line the River Hart can be seen behind the houses on the east side of the road, providing a picturesque, rural setting.

- There are many dynamic townscape views in both directions along Pankridge Street.
- The important view over Four-Acre Field brings the surrounding countryside into the village, as does the view north-east from Redlands Lane at the edge of the conservation area.
- The Pankridge Street character area includes three areas of open space to the east: The wooded land to the east of Nos. 1-9 Pankridge Street; the field to the north of Redlands Lane; and Four-Acre Field. These areas are all highly visible backdrops to the village and an important part of the open grain of the area, and its connection with the open countryside beyond.



View G - Pankridge Street facing south-west from the entrance of Four-Acre Field



View down Pankridge Street towards All Saint's Church

Character zone 5: Well Road and Itchell Lane

Well Road is a continuation of The Borough that leads south-west and out of the village. Itchell Lane, which meets Well Road by the village pond, historically connected Crondall to the Manor of Itchell to the north-west.

- This character zone is at the edge of the village and has a very rural character. This is reinforced by trees arching over the road from private gardens.
- It contains a mixture of small cottages, larger houses and converted agricultural buildings, such as Hannam's Farm Barn (No. 5 Hannams Farm Close).
- Hannam's Farm Barn has horizontal weather-boarding, lending this part of Itchell Lane an agricultural character.
- King's Head House is the only former hall house in this character zone, and the only building with exposed timber-framing is Hook Cottage.
- Houses are spread out and set back from the road, with large gardens.
- There is some modern infilling between the historic buildings, but this tends to be set well back from the road, behind large front gardens or tall hedges, or out of sight down long driveways. As such, they have a minimal impact on the character and appearance of the conservation area.
- The village pond adds to the rural character of this character zone and causes the townscape to open out as The Borough transitions into Well Road.



Hannam's Farm Barn, Itchell Lane

- Timber post-and-rail fencing and planted boundary treatments contribute to the rural character of this character zone. Brick walls are also common, but tend to be used in combination with hedging.
- There are attractive views over the surrounding countryside and towards Hook Meadow from Well Road and from the footpath that runs along the edge of the field between Well Road and Hook Meadow. These views are enhanced by the many mature trees along Well Road that lead the eye into the distance.



Dovas Cottages, Well Road



View south-west, out of the village along Well Road

5.0 Heritage assets and opportunities for enhancement

5.1 Collective contribution

The buildings, structures and spaces of the conservation area collectively contribute to its character but some particular buildings and spaces are worth noting, either for their positive contribution, or conversely, because they do *not* contribute to the defined character of the conservation areas. Where such exemptions from character occur (see section 5.3), their existence should not be relied on as a precedent for any further changes of a similar type, where this would result in a detrimental impact to the identified character of the conservation areas. Such elements may have some merit in non-heritage terms; however, with respect to the character of the conservation area, they may provide opportunities for its enhancement.

5.2 Listed buildings and positive contributors

Limitations of mapping

The preparation of this appraisal has not included a survey of significant outbuildings in the conservation areas. Accordingly, outbuildings are left uncoloured on the maps but no inference as to the nature of the contribution made by any particular outbuilding should be made from the absence of colouring. Additionally, outbuildings may be curtilage listed through association with listed buildings.

Listed Buildings

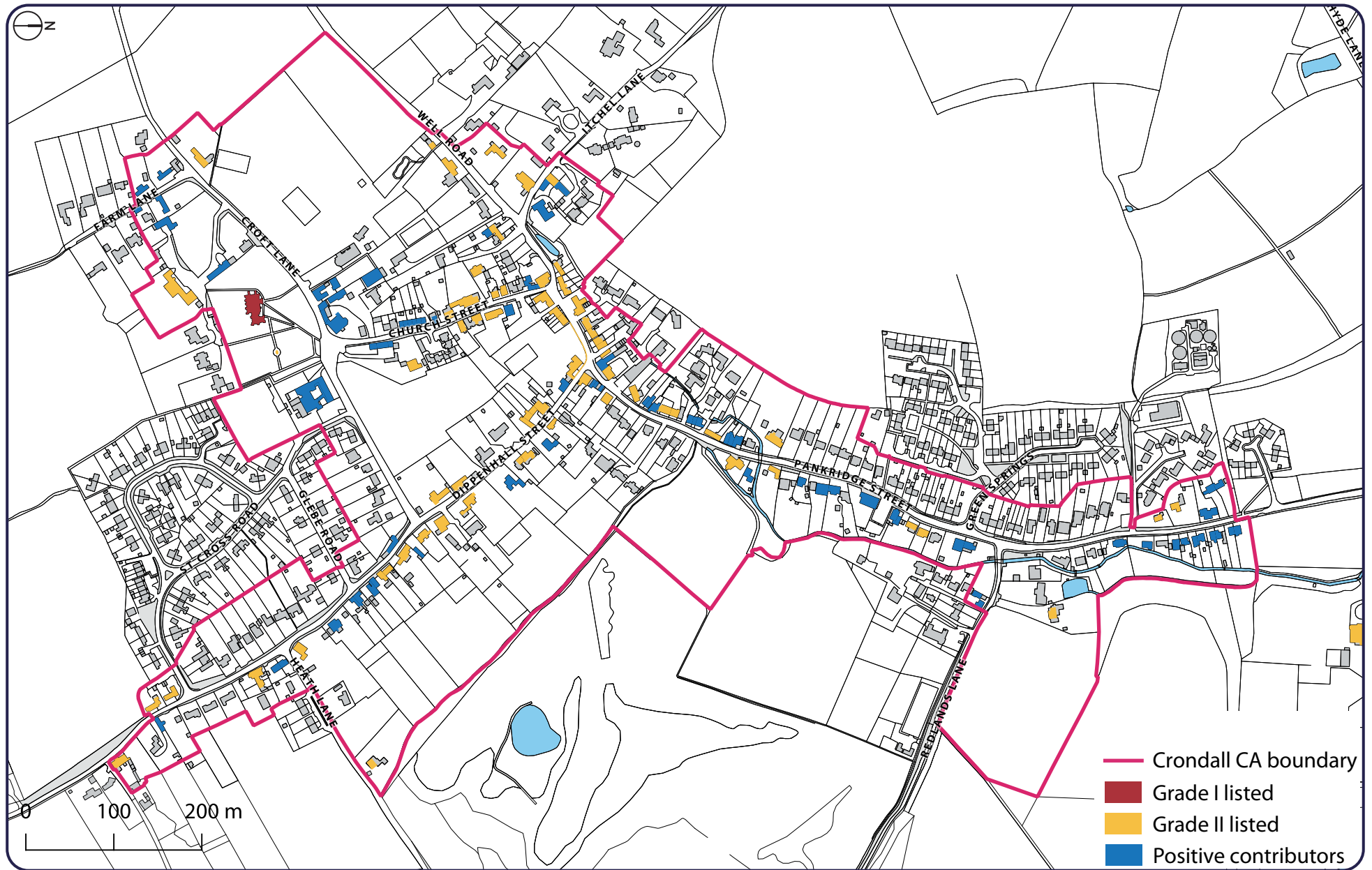
Crondall Conservation Area contains 80 nationally, statutorily listed buildings which are identified on the map on [page 52](#). There will always be a strong presumption in favour of the retention of these buildings and special regard to conserving their significance and setting will be expected in any development proposals.

It is possible to add evidence (from published research) to list entries through Historic England's 'Enrich the List' online facility. Enriching the list entries for Crondall's listed buildings in this way is encouraged and would aid both applicants and HDC in the proposal and assessment of changes to listed buildings.

Positive Contributors

Whilst not recognised within the NPPF, Historic England describe the existence of 'positive contributors': buildings which may or may not be historic, and which may have been significantly altered, but make a positive contribution to the appearance or defined character of the conservation area.

Positive contributors are identified on the map on [page 52](#).



Heritage Designations and positive contributors

5.3 Elements which do not contribute to character

The sites, buildings and structures mentioned below do not contribute to the character of the conservation area. This is not to say that they are not of merit in non-heritage terms, but simply that they are not part of the defined character of the conservation area. The purpose of identifying these elements is to define more clearly the character of the conservation area, to highlight opportunities for enhancement, and to indicate which elements should not be taken as precedents for the design of future developments.

Houses of modern construction

Some twentieth- and twenty-first century houses do not contribute to the character the conservation area, for various reasons, including scale, style, materials, proportions, fenestration and roof forms, relationship to plot and relationship to neighbouring buildings. These include:

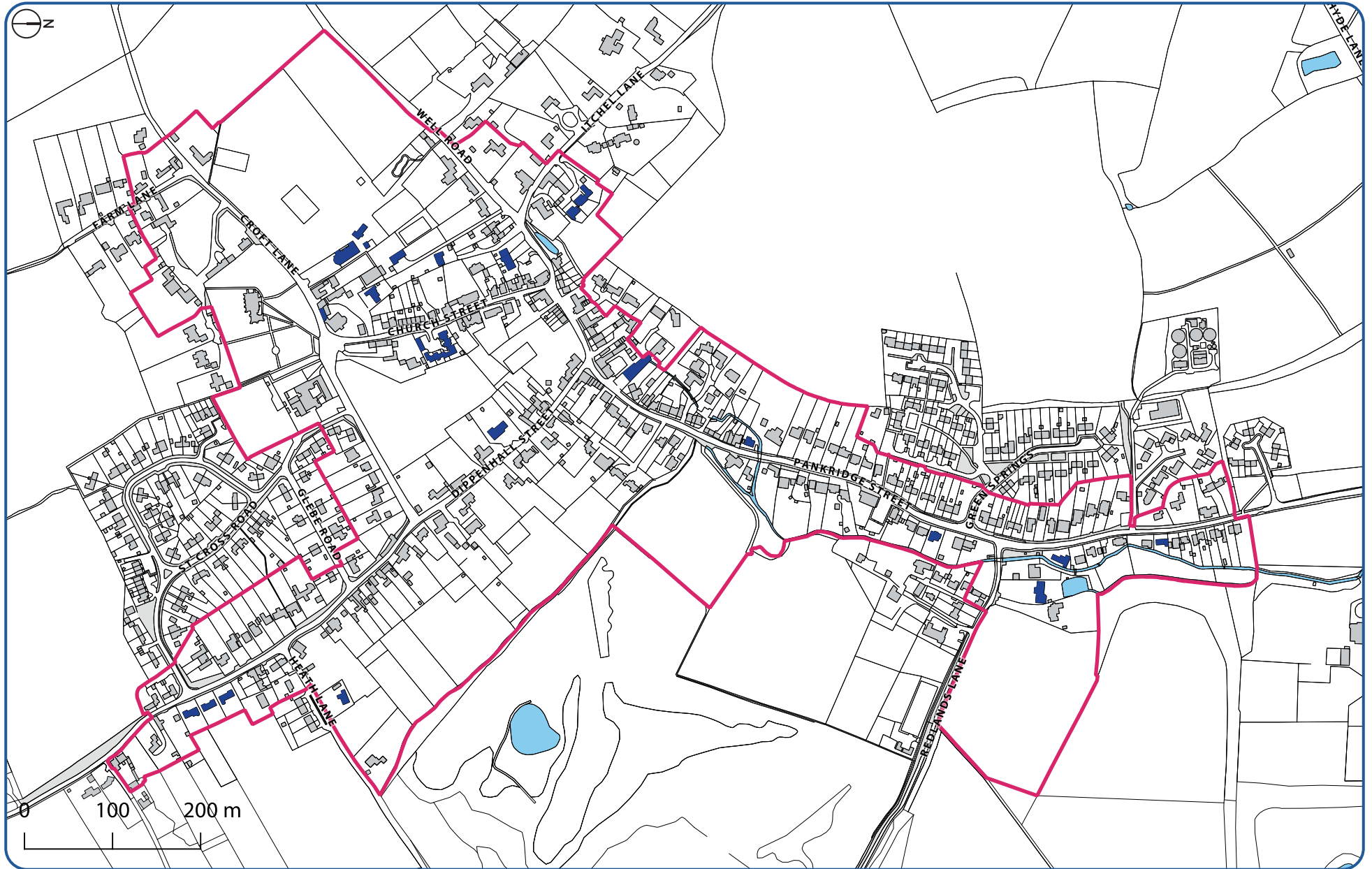
- Little Chilloway, Pankridge Street
- Police House, Pankridge Street
- Brookside, Pankridge Street
- 8a Pankridge Street
- Weaver's Pond, Redlands Lane
- Swallow Barn, Well Road
- Thistledown, Well Road
- Nos. 1–3 Bramble Bungalows, Well Road
- Nos. 1–3 Hannam's Farm Close, Itchell Lane

- Nos. 1–6 Orchard Court, Church Street
- Dower Garden, Church Street
- Norrey's, Heath Lane
- Beech House, Dippenhall Street
- Brodick House, Dippenhall Street
- Byrons Lodge, Dippenhall Street
- Rowanhurst, Dippenhall Street

Inappropriate boundary treatments

There are some examples of boundary treatments that do not contribute to the unique character of the conservation area, including:

- The tall, close-boarded timber fence outside Briary House on Well Road
- The modern, carved wooden railing No. 2 Dovas Cottages
- The tall light-coloured brick and timber wall/fence at Brookside, Pankridge Street
- The modern, low brick and tile wall outside Yew Tree Cottage
- The tall, close-boarded timber fence around the garden of Barley Pound House, at the corner of Croft Lane and Farm Lane



Elements that do not contribute to character

Crondall Village Hall

This late-twentieth century building is of a simple design with a cone-shaped roof over the porch. Though it is built from red brick, a material appropriate to the conservation area, its plain design makes no contribution to the conservation area's character and appearance.

Phantom Motor Cars garage on Pankridge Street

This twentieth-century garage building is a utilitarian structure, with an almost entirely glazed wall facing the tarmac forecourt. The flat roof of this single-story building is covered in corrugated metal which wraps around the top of the front elevation. This building and its forecourt do not contribute to the character of the conservation area.

Modern, flat-roofed extension and modern windows at the Baptist Chapel, The Borough

This Grade II listed building has undergone two extensions, both visible from the road. The first has a hipped slate-covered roof and flint-and-brick end elevation, and is in character with the character of the conservation area. The latest addition, however, is flat-roofed and has plastic-framed windows and a modern door with large glazing panels. This part of the building does not contribute to the character of the conservation area. The rest of the building has modern plastic-framed windows without glazing bars, which are also out of character with the rest of the conservation area.



Phantom Motor Cars garage, Pankridge Street

Inappropriate driveway paving treatments

There are some examples of inappropriate paving treatments on driveways including:

- Concrete sets and kerb at Potter's Hill Hatch, Well Road
- Stone-fragment paving at Popplwyte, Well Road
- Red concrete sets at Warey's, Well Road

These, in addition to tarmac and concrete driveways throughout the conservation area, do not contribute to the character or appearance of the conservation area

Overhead telephone wires

Overhead wires and telegraph poles are prolific throughout the conservation area. They are an unattractive addition that detracts from the rural character of the conservation area and obscures important views.



Telephone poles and overhead wires on Church Street

Poor-quality public realm on Pankridge Street

Often the tarmac pavement is patched, cracked, uneven and crumbling, which detracts from the appearance of the conservation area. There is an old, bent metal railing opposite the Hampshire Arms that also detracts from the appearance of Pankridge Street.

Lack of front boundaries for car parks and driveways

Both the car parks at the Baptist Chapel in The Borough and the Hampshire Arms on Pankridge Street lack any boundary treatment between them and the road, allowing the tarmac of the car parks bleed into the rest of the townscape, leading to an undefined public realm. In The Borough, the Church's car park amplifies an uncharacteristic break in the building line, whereas on Pankridge Street, the pub's car park introduces a large expanse of tarmac into an otherwise rural scene. In both cases the tarmac is patched, cracked and crumbling in places, which detracts from the appearance of the conservation area. Lack of front boundaries for residential properties, usually to facilitate car parking and driveways, also detracts from the character of the conservation area.

6.0 Management risks, opportunities and recommendations

The following analysis and recommendations have emerged from the assessment of Crondall Conservation Area in the preparation of this appraisal.

6.1 Key risks and opportunities

Key risks to the preservation of the character and appearance of the conservation areas include:

- inappropriate development within and outside the conservation area;
- inappropriate alterations to listed and unlisted buildings;
- the loss of the historic settlement form;
- buildings falling into disrepair;
- damage to buildings from road salt;
- high volume and high speed of traffic on Pankridge Street and Dippenhall Street at peak hours, including large vehicles;
- irresponsible on-street parking, due to lack of parking provision;
- flooding and maintenance of the village pond and the River Hart;
- loss of open space, both within and outside the conservation area, which contributes to its character and appearance.

Opportunities for the enhancement of the conservation areas include managing small cumulative developments to better respond to the identified character of the conservation areas as well as the potential sensitive redevelopment of sites that do not contribute to

the character of the conservation area where other heritage and amenity considerations are met.

6.2 Management recommendations

Recommendation 1

The Article 4 Directions for Crondall should be reviewed on a regular basis in terms of their scope and the extent of the areas covered. If or when Hart District Council decide to review the Article 4 directions for Crondall Conservation Area, this appraisal will assist in that review.

Reason

An 'Article 4 Direction' (so called as it is described in Section 4 (1) of The Town and Country Planning [General Permitted Development Order) 2015 updated 2020]) is a mechanism whereby changes that are usually possible without planning permission can be controlled. Implementing an Article 4 Direction does not prevent development but helps the local authority to better manage change within the Conservation Area.

Article 4 Directions do not seek to stymie development, rather to ensure that it is appropriate with regard to the character of the conservation areas. Having reviewed the identified character of the conservation area and noted the cumulative contribution of many buildings and spaces as seen from within the conservation areas and from views into and through them, it is recommended that the

Article 4 Directions covering Crondall be amended to better control development which may affect the character and appearance of the conservation area for the following reasons:

Front garden surfacing

As set out in this appraisal, an important part of the character of the conservation area is the way that many buildings are set back behind front gardens, enclosed by low boundary fences, railings or hedges, the greenery forming part of its rural character. Where gardens have been paved over and boundary treatments been removed, this has had an urbanising effect on the street-scene that is harmful to the rural character of the village. The removal of front boundary treatments is covered by the existing Article 4 Direction, but the Direction does not deal with the provision of hard surfaces, for example for car parking. In order to exercise control over such changes and protect the special interest and character of the conservation area, it is recommended that the following permitted development right be removed:

The provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such (Class F of Schedule 2, Part 1 of the GPDO)

If the permitted development rights remain, they could result in erosion of the green boundary between the surface of the street and the buildings. This could reduce the rural character of the conservation area, and cause harm to a key element of its special character.

Recommendation 2

The open space assessment in this appraisal should be used to assess the impact that any proposed development would have on the rural character of the conservation areas and their setting. This includes the impact on any views into or out of the conservation areas that contribute to their character.

Reason

To protect the open, rural character of the conservation areas. Views into and out of both conservation areas are an important part of their open, rural character; therefore, even if a proposed development would be at a distance from the conservation area boundaries, it could still harm their character through its impact on views that contribute to this character.

Recommendation 3

Trees make a valuable and important contribution to the special character of the Conservation Area. Any development within the Conservation Area must therefore seek to protect the future growth and longevity of any trees in the vicinity of a development site which contribute to the character and appearance of the Conservation Area.

When determining planning applications, or applications for works to trees, within the Conservation Area, those trees that make a positive contribution to the character and appearance of the Conservation Areas will be protected, unless there are strong reasons that outweigh their protection. This includes allowing for future growth.

Reason

Trees, both young and old, make an important contribution to the special character of both conservation areas. Young specimens are important as without them, older trees lost to disease or damage in the future would have no replacements. All trees within the conservation area should therefore be afforded high level of protection, and felling of trees should be exceptional.

Recommendation 4

The Parish Council should appoint a Flooding Prevention Lead Councillor (FPLC), who would liaise with local residents and the Crondall Flood Action Group in order to monitor and encourage the maintenance of the village pond and the upstream section of the River Hart that flows through the village. Through the FPLC, the Parish Council would ensure the regular maintenance of the watercourse with help from the Environment Agency, when it is available.

Reason

Maintenance of the pond and the river is essential in order to prevent further flooding in The Borough and Well Road, which may cause damage to property. Proper maintenance would also help the pond and the river to provide a suitable habitat for local flora and fauna, the presence of which contributes to the rural character of the conservation area.

Recommendation 5

The parish should work with Hampshire County Council to review the existing provision of traffic signage in and around the village with a view to reducing the volume of traffic coming through the village and discourage large vehicles. The council should also consider introducing traffic calming measures, such as a Speed Indication Device, on Pankridge Street, Dippenhall Street and the streets around the school, particularly Glebe Road to the rear of the school.

Reason

Road users frequently cut through Crondall to access Farnham, other local villages and the A287, causing a high volume of traffic, particularly at peak times. This causes bottlenecks at pinch points, such as the junction of The Borough, Dippenhall Street and Pankridge Street, which detract from pedestrians' experience of the conservation area and, where large vehicles are involved, has resulted in damage to historic buildings. Vehicles often travel too fast through the village, posing a risk to pedestrians, especially in places where there is no pavement.

Recommendation 6

The Parish and District Councils should carry out an assessment of parking in the village and consult with local residents to establish where parking is most needed and where it should be prevented. On completion of this assessment, a plan should be made in collaboration with Hampshire County Council to alter the on-street parking permissions in the village if necessary.

Reason

A lack of car parking provision in the village often leads to irresponsible parking on the side of the road or on pavements, which detracts from the appearance of the conservation area. This is particularly problematic on Croft Lane when activities or events take place at village facilities, such as the village hall, the Church Rooms, All Saint's Church and Crondall Primary School.

Recommendation 7

The removal or consolidation of unsightly overhead wires, or other communications technology, will be encouraged as enhancing the character and appearance of the conservation area(s). When undertaking works, service providers should be encouraged to remove redundant services and to install any new services below ground if possible.

Reason

Overhead wires and obsolete technology can detract from the character and appearance of the conservation areas and impede views into and out of them. Therefore, their removal would have a positive impact.

7.0 Glossary, methodology and further information

7.1 Glossary

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Non-designated heritage asset: A heritage asset which is not listed or scheduled.

7.2 Methodology

Designation and management of conservation areas

What are conservation areas?

Conservation areas are areas of 'special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' – in other words, they exist to protect the features and the characteristics that make a historic place unique and distinctive.

- They were introduced by the Civic Amenities Act 1967. They need to have a definite architectural quality or historic interest to merit designation.
- They are normally designated by the local planning authority, in this case Hart District Council.

Effects of conservation area designation

- The Council has a duty, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of the area.
- Designation introduces some extra planning controls and considerations, which exist to protect the historical and architectural elements which make the areas special places.
- To find out how conservation areas are managed and how living in or owning a business in a conservation area might affect you, see the Hart District Council's website.

Best practice

Two Historic England publications provided relevant and widely-recognised advice that informed the methodology employed to prepare the appraisal:

- *Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1* (Second edition), English Heritage (2019)
- *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3* (Second Edition) 2017

Process

The appraisal of the conservation area involved the following steps:

- A re-survey of the area and its boundaries;
- A review of the condition of the area since the last appraisal was undertaken to identify changes and trends;
- Identification of views which contribute to appreciation of the character of the conservation area;
- A description of the character of the area and the key elements that contribute to it;
- Where appropriate, the identification of character zones where differences in spatial patterns and townscape are notable that have derived from the way the area developed, its architecture, social make-up, historical associations and past and present uses;
- An assessment of the contribution made by open space within and around the conservation area
- Identification of heritage assets and detracting elements; and,
- Recommendations for future management of the conservation area.

Heritage assets

The appraisal identifies buildings, listed or unlisted, which contribute to the character and appearance of the conservation area, and those that do not.

- **Statutorily listed buildings** are buildings and structures that have, individually or as groups, been recognised as being of national importance for their special architectural and historic interest. The high number of nationally listed building plays an important part in the heritage significance of many of the district's conservation areas. Listed buildings are referred to as designated heritage assets.
- There are many **unlisted buildings, structures and spaces** that help to shape the character of an area. All such buildings and places are considered 'non-designated heritage assets' (see glossary). The Historic England advice note on conservation area designation, appraisal and management includes a set of criteria that can be used to identify these.
- Does it have significant historic associations with features such as the historic road layout, burgage plots, a town park or a landscape feature?
- Does it have historic associations with local people or past events?
- Does it reflect the traditional functional character or former use in the area?
- Does its use contribute to the character or appearance of the area?

Open space analysis

The analysis considered open space inside and immediately outside the conservation area. Seasonal variations, particularly leaf growth, may make a difference to the contribution of open space at different times of year.

Fieldwork was combined with an analysis of historic mapping and other secondary sources. From this, the following factors were taken into account in assessing the contribution of open space to the character and appearance of each Conservation Area:

1. the historical relationship and function of open space
2. its contribution to the form and structure of historical settlements
3. how open space is experienced and viewed from within the Conservation Area
4. how the pattern of historic settlements and their relationship to the wider landscape can be understood when looking in from outside.

The contribution of open spaces to the conservation area are shown on the maps. They are graded into three different categories: 'strong contribution', 'some contribution' and 'no / negligible contribution'.

7.3 Statement of community engagement

This document has been produced following consultation with Both Hart District Council and the local community of Crondall. A public consultation was held in May 2023, and this document includes comments and adjustments raised during that process.

7.4 Sources and further information

Legislation and policy

Planning (Listed Buildings and Conservation Areas) Act 1990
[Planning \(Listed Buildings and Conservation Areas\) Act 1990 \(legislation.gov.uk\)](#)

National Planning Policy Framework [National Planning Policy Framework \(publishing.service.gov.uk\)](#)

Local Plan: Available at the following link [Hart Local Plan \(hart.gov.uk\)](#)

An accessible version of the Local plan is also available at the following link: [Hart Local Plan plain text version \(hart.gov.uk\)](#)

Neighbourhood Plan: Available at the following link: [Crondall Neighbourhood Plan Referendum Version.pdf \(hart.gov.uk\)](#)

Guidance

Conservation Area Designation, Appraisal and Management; Historic England Advice Note 1 (Second edition), Historic England (2019)

Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (Second edition), Historic England (2017)

Reference

Crondall: Evolution of a Hampshire Village, ed. John Coleby and Mike Jefferies (2018)

Crondall Conservation Area Character Appraisal and Management Proposals, Hart District Council (2016)

National Heritage List for England, Historic England

Ordnance Survey mapping

‘Parishes: Crondall’, in *A History of the County of Hampshire: Volume 4*, ed. William Page (1911), pp. 5-14. British History Online <http://www.british-history.ac.uk/vch/hants/vol4/pp5-14> [accessed 14 April 2021].

Photography

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Appendix A: 2023 boundary review

This boundary review was a collaborative exercise between Alan Baxter and Crondall Parish Council. The recommended amendments included the addition of peripheral plots of land, the development of which could significantly impact the character and appearance of the conservation area. The aim was not to restrict development but to provide guidance and certainty to home owners about what is acceptable and why, while respecting the sensitivities of their rights to amend and adjust their private homes. Some recommendations related to the village's history and historic boundaries, others to its special character as identified in draft Conservation Area Appraisal (2022); some concern built structures, others open space.

The recommended amendments fell into three broad categories:

1 rationalisation and refinement of existing boundary line.

The previous conservation boundary line departed from plot boundary edges in several locations, and in some cases sliced across buildings or property. The accompanying map shows a revised boundary which follows property boundaries with greater fidelity, and avoids cutting across existing buildings or property. This more logical change will provide greater planning clarity to owners, applicants and the local authority.

2 inclusion of parcels of peripheral open land which play an important role as the setting for historic clusters of buildings in the conservation area.

3 rationalisation of the boundary to avoid situations where only one side of a street is designated. These changes aimed to provide appropriate protection to the historic character and appearance of the edges of the conservation area.

Each parcel of land was carefully considered, with the conclusion that development could significantly impact the special character of the conservation area.

A1 Proposed additions to protect the rural setting and character

In all three of the below examples, the parcels of land form part of the character of the conservation area itself, rather than an element of its setting. It was proposed to include these parcels of land in order to ensure that any use or activity within these spaces continues to contribute to the character of the conservation area.

- **Add wooded land to the east of Nos. 1–9 (consec.) Pankridge Street**

This small wooded area stands behind the positive contributors of Nos. 1-9 Pankridge Street, a row of Victorian cottages within the current conservation area boundary. The cottages are small and the trees are visible both above and between them, emphasising the fact that these buildings stand at the edge of the village with a rural landscape beyond, a key element of the character of the Pankridge Street character area. In this way the trees contribute positively to the character and appearance of the conservation area and their removal would potentially have a negative effect on this part of the conservation area. Therefore it was proposed to include this parcel of land.

- **Add field to the north of Redlands Lane**

The field north of Redlands Lane adjacent to the village is highly visible when arriving into and leaving the village to the east, as it slopes upwards to the north and has a low boundary hedge. The strong visibility of this field forms part of the character of the Pankridge Street character area, which becomes more open grained towards the north, with the landscape visible beyond. The open field and the narrow, wooded nature of Redlands Lane have an attractive rural character, and mark a clear boundary to the edge of the settlement and the beginning of the rural landscape beyond. They form an attractive gateway into the conservation area that emphasises its rural context, setting and history.

- **Add Four-Acre Field**

This field brings the rural character of the surrounding area right into the heart of the settlement, and has a direct relationship with the historic terrace of Chilloway Terrace and Lea Cottage which face it across the road. The field has historically been open land and is a key part of the open-grained character of the Pankridge Street character area and affords long views from the conservation area of the rising land to the east. It is identified as a strong contributor in the open space assessment

A2 Proposed additions to include both sides of roads

Although these buildings and plots do not all contribute positively to the defined character of the conservation area (though a large number do), their inclusion addresses the fact that their development could potentially impact the character and appearance of the conservation area. In many cases it is the scale of the extant buildings and the size of their open gardens which merit their inclusion.

The NPPF requires that the setting of conservation areas should be a material planning consideration in development with the specific aim of protecting and enhancing the character and appearance of those conservation areas. There is a slight anomaly in policy terms however that where development occurs just beyond the boundary of a conservation area it often does not come under the control of the planning system and the setting of a conservation area is not considered in the design, scale and appearance of any new development. Where the immediate setting of a conservation area does not potentially impact the historic and defining core of a conservation area, this is not normally an issue.

In Crondall, however, the previous conservation area boundary was unusually tightly drawn around the historic core, in many areas running in the centre of the road, excluding properties within the core of the village because they themselves are not historic. It is our view that development along these roads should take account of the historic location and the character of the village as failure to do so could detrimentally impact the character and appearance of the historic village.

This is not to say that development along these roads should not occur nor that the current houses should be preserved as existing, but rather to allow any new development to come under the control of the planning system so as to better and more consistently apply the requirements of the NPPF and to preserve and enhance the character of Crondall. This would, in our view, offer more certainty and consistency to those wishing to develop any of these sites. High quality new developments of the type of scale and design described in the comments above would be encouraged in the enlarged conservation area.

Where development would be less likely to affect the historic core of the village, the inclusion of these properties cannot be justified and we have not suggested a boundary change, regardless of the architectural merit of the individual properties.

- **Add Meadow Cottage and Byrons, Heath Lane**

Meadow Cottage is a modern red brick house of simple design, but its scale, materials, large garden and boundary treatments are in keeping with the character and appearance of the Dippenhall Street character area, which in this area has a loose grain with large gardens.

‘Byrons’ behind Meadow Cottage is set within a large garden which is also appropriate for the character area and forms a green backdrop to views from Dippenhall Street.

- **Add houses on the east side of Pankridge Street: Four Acres, Kenlea, Orchard Cottage, The Bungalow and Bennells, also the row of houses to the south of these, namely Nympton Cottage to Oakleigh**

These plots make a positive contribution to the character and appearance of the conservation area by virtue of their plot sizes, the front gardens, the set backs, mass and heights of the buildings, which are all in character with this character area. The design, appearance or history of the buildings was otherwise not identified as a reason for inclusion

- **Add houses on the west side of Pankridge Street between The Moorings to Field Cottage**

This collection of buildings is not historic but fits well with the character and appearance of the character area for the following reasons: they are modest in scale, open in grain, and most have large, well-developed front gardens; many have clay roofs and are built from brick, which are traditional materials in the conservation area.

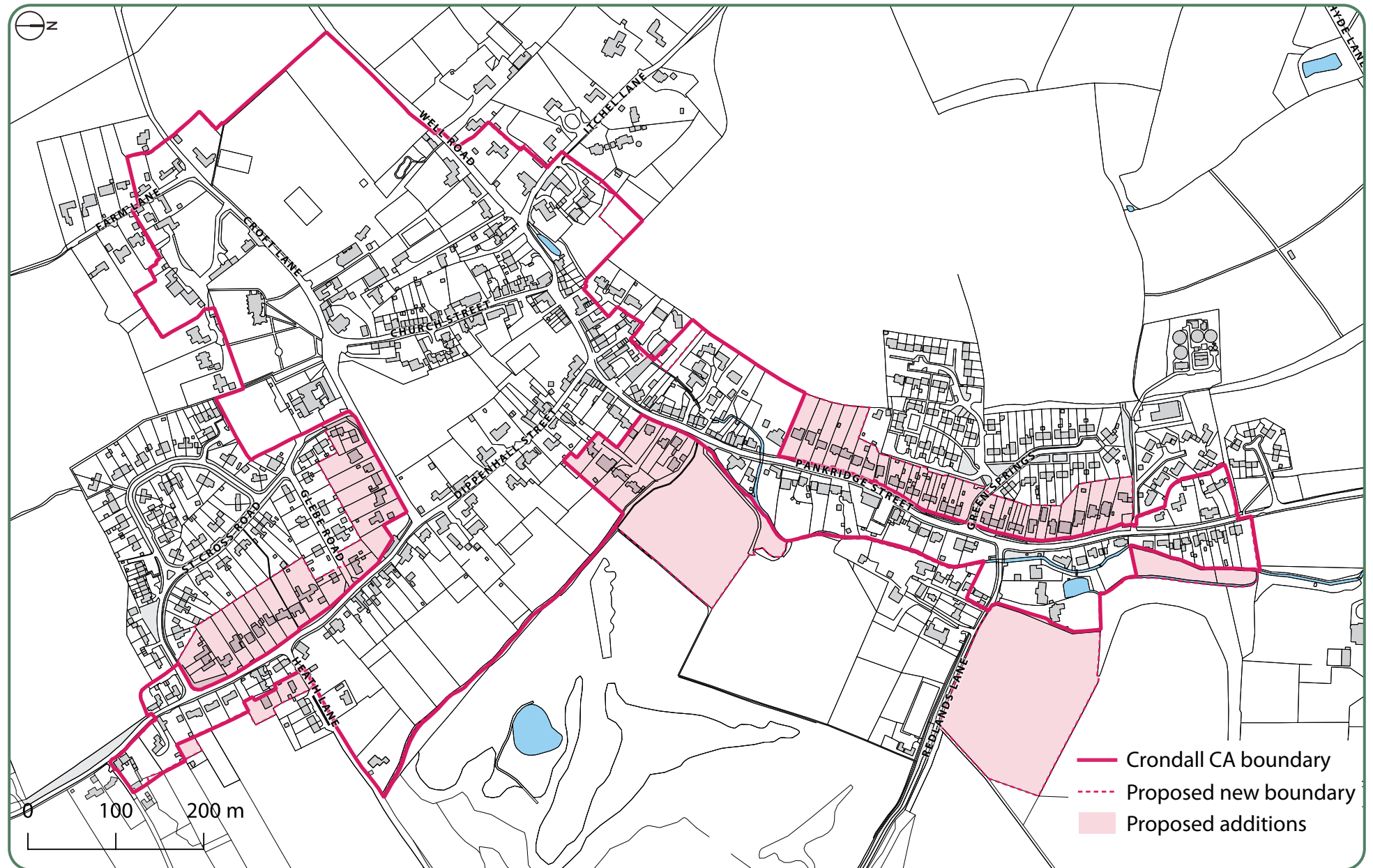
- **Add Nos. 1–4 (consec.) St Cross Road, Add Franlings, The Firs, Croft View, Farfield and Cedar Cottage, Croft Lane**

1-4 St Cross Road are low brick-built bungalows, whose scale and materials are in keeping with the character and appearance of the character area. A large unfenced lawn meets the street in front of them, which contributes positively to the open grain and green character of the Croft Lane character area.

Franlings to Cedar Cottage are detached houses of a variety of ages, which contribute positively to the character and appearance of the conservation area for the following reasons: they have substantial front gardens with large trees and well-developed boundary hedges, many are built of red brick and tile – traditional local materials, and they are of a scale in keeping with this character area, where the buildings are larger and more dispersed.

- **Add Nos. 1–2 and 21–22 Glebe Road, Add houses on the south-west side of Dippenhall Street from Green Hedges to Lavender Cottage, add Thyme Cottage and West Bank, St Cross Road**

This housing is of twentieth century origin, but makes a positive contribution to the character and appearance of the Dippenhall Street character area because: of the in-keeping scale and materials, and because they are set back behind a grassed bank and well-developed trees and hedges.



Boundary review

Appendix B: History of Crondall Conservation Area

Early history

The area around Crondall appears to have been settled since the Iron Age (6th to 1st centuries BC); in addition to numerous smaller archaeological finds, Caesar's Camp, an Iron-Age hill-fort, lies about three miles to the north-east of the village, and the Harroway, one of the oldest roads in Britain, forms the southern boundary of the parish. Just to the north of the Harroway, about a mile south of Crondall, are the archaeological remains of a Roman villa. Crondall's naturally occurring springs and good farming land, sheltered from strong winds by its position at the bottom of a topographical 'bowl', in addition to its substantial oak forest, made it an excellent site for settlement.

Saxon settlement

The first written record of Crondall dates to the sixth century, by which point it was an established settlement. It is referred to as a 'vill', meaning an ancient royal estate with a collegiate minster (or mother church) and a Hundred (a local administrative area). The estate was divided into the nine smaller manors of Crondall, Itchell (Ewshot), Dippenhall, Clare (Bradley), Eastbridge, Swanthorpe, Crookham, Cove and Farnborough. The village of Crondall developed around the home farm (demesne) of the Lord of the manor of Crondall.

Although almost no built evidence survives, Crondall's street plan and many footpaths indicate the form of the Saxon settlement. The Borough was at its centre, with settlement following the course of the stream along Pankridge Street. Church Street led from The Borough past the church and manor house and on to the

Harroway, whilst Itchell Lane led west to Itchell Mill and Dippenhall Street south-east to the manors of Dippenhall and Clare. The Saxon church was on the same site as All Saints' Church and dated to at least the sixth century. It is generally understood that All Saints' replaced the Saxon church in the Norman period; however, more recent research suggests that this was not a total rebuilding and that parts of the church, including a blocked opening in the south elevation, survive from the Saxon building.

The most famous relic of Saxon Crondall was the discovery in 1828 of one hundred gold coins dating to the seventh century, known as 'The Crondall Hoard'. Coins of this date are extremely rare; they are now housed at the Ashmolean Museum in Oxford.

Norman period

The Domesday Book (1086) records that 'Crundele' had sixty-five villeins (villagers), twenty-one borderers (cottagers) and eighteen serfs (bondmen), meaning that Crondall was a reasonably large village for the time.

The Norman rebuilding of the Saxon church began around 1170, a period in which many parish churches were built or rebuilt. Most of the present church dates to this period, although the tower was rebuilt in 1657. Over the centuries there have been few other structural changes, except the enlarging of windows in the fourteenth and fifteenth centuries, and replacement windows introduced in the nineteenth century.

Later medieval period

The village in the later medieval period (around the thirteenth to early fifteenth century) was not much different in form than in previous centuries. The medieval manor house, which was probably subject to continuous rebuilding throughout the medieval period, would have been a large building capable of accommodating large parties when Royals or the Priors of St Swithens (who held the manor) passed through the hundred or came to hunt. The manor house was located behind the church and was accompanied by an enormous Tithe Barn—reputedly the largest in Hampshire with three threshing floors—but the home farm, which the Lord of the manor farmed directly as opposed to being leased by tenants, was set apart from the manor house, on Church Street. (Today, having been much rebuilt, it is known as The Old Parsonage.) The home farm included the Glebe (a piece of land farmed to support a clergyman who, in this case, was the Lord of the manor), today known as Old Parsonage Meadow.

During this period, a small group of buildings developed between the home farm and the church, on the south side of Croft Lane, including a vicarage and an inn. A house for the Prior's Steward was built to the east of the Glebe (Old Parsonage Meadow), providing it with extra protection. This house was rebuilt in the fifteenth century and is now known as Greensleeves. Apart from the church and parts of The Old Parsonage and its barns, only one pre-fifteenth century building is thought to exist within the conservation area: Lime Trees. This cruck framed building is thought to date to around 1360–1400.

Tudor period (c.1470–1550)

After nearly a century of plagues and recession, the last quarter of the fifteenth century initiated an era of increased prosperity throughout the country. This triggered a prolific period of rebuilding, which in turn led to the standardisation of layout, construction and materials throughout the region. In Crondall, the majority (if not all) of houses built during this 'great rebuilding' survive; incredibly, there are eighteen timber-framed former hall houses in the conservation area (see the map on [page 9](#)). These houses were built with oak frames and panels filled with wattle and daub, with thatched or shingled roofs and glass-less windows with shutters to keep out the elements.

Elizabethan and Stewart period (c.1550–1714)

Social changes and the introduction of new materials in the mid sixteenth century triggered another period of rebuilding, in which nearly every building in Crondall was altered. Changing lifestyles meant that open halls for communal activity became less important than private quarters, comprising parlours and bed chambers. As a result, open halls were floored over and central hearths were removed to smoke bays at one end of the (now single-storey) hall, and new houses were built with two storeys throughout; about fourteen houses were built or rebuilt in Crondall between c.1550 and c.1650 (see map on [page 9](#)).

In the early sixteenth century, expensive clay bricks, clay tiles and glass started to be used by members of high society; the manor house was rebuilt by the new Lord of the Manor after the Dissolution of the Monasteries in 1539, entirely in red brick. However, as these materials became more available, they began to filter down the social ladder. Smoke bays, lined with wattle and daub, were replaced with brick chimneys at the first opportunity. Exterior panels made from wattle and daub were also replaced with bricks or covered with protective, hung clay tiles, and thatched roofs were replaced with clay peg tiles. The Civil War (1641–52) was followed by a period of prosperity in Crondall, fuelled by revenue from hops, and about forty new houses were built, almost entirely using bricks and tiles. During this period, the village began to assume the appearance that we recognise today.

Georgian period (c.1715–1837)

During the Georgian period, vernacular buildings gave way to more formally designed architecture. These buildings were more regular, symmetrical and formal and were influenced in style and detail by Roman and (later) Greek Classicism. Changes in farming practices resulted in greater prosperity during this period; as a result, several new imposing houses were built in Crondall and many older buildings re-fronted. These new buildings and frontages featured sash windows, cornices, string courses, gauged-brick arches over windows and moulded doorcases, composed within a regular grid of brickwork, although smaller cottages were more modest in their detailing. An early example of this style is the Court, which was rebuilt in c.1700, replacing the Tudor red-brick manor house. Other large Georgian houses can mostly be found on Church Street,

Dippenhall Street and Well Road; examples include The Old House and The Old Vicarage on Church Street, Thorns and Townsend on Dippenhall Street, and The Briary and Potters Hatch House on Well Road. Re-fronted buildings, from rambling farmhouses to terraced cottages, can be found throughout the conservation area.

In 1789, the Farnham and Odiham Turnpike Act saw the construction of the road, later known as Bowling Alley and Mill Lane, to the north of the village. The resulting increased traffic led to the establishment of new inns.

Victorian Period (c.1837–1901)

The village changed relatively little during the Victorian period and the industrial revolution largely passed by this rural backwater. New domestic buildings did appear, however, but they were limited in number: about twelve detached or semi-detached traditional cottages, including a group at the north end of Pankridge Street; a terrace of six cottages on Church Street; and five Victorian-style villas (two pairs of semi-detached and one detached), which featured newly fashionable bay windows. Some older houses were given Victorian facelifts with larger sash windows, or were extended.

Public amenities were developed during this period, including the construction of a Methodist chapel in The Borough, a new, larger village shop, rebuilt after a fire in 1899, and new schools. The buildings that today contain the Church Rooms on Croft Lane were originally farm buildings; they were converted into a school for boys in 1835, with the neighbouring hop kiln and store being donated shortly afterwards to make room for girls. After the Education Act in

1870, the present school was built near the church in 1878. Church Hill House, a Georgian building on Church Street, was enlarged in 1865 and in 1891 became a private school for boys.

Not only construction, but demolition affected the appearance of the village in the Victorian period. At the beginning of the century The Court had become Manor Court Farm, with farm buildings built around it. However, in 1861 the great tithe barn was destroyed by arson and in 1878 the other farm buildings were demolished when the farm was broken up and sold off in lots. On the other side of the church, the group of medieval buildings on the south side of Croft Lane—The Vicarage, the Castle Inn and Church House—were demolished in 1873 in order to extend the churchyard. The avenue of lime trees (planted in 1799) stretching from the church porch to the north gateway of the church yard was extended to the new boundary, and the Castle Inn was replaced by a new inn with the same name on the other side of Croft Lane (the Castle was converted into a private house in the 1990s and the lime trees planted in 1799 felled in recent years).

Finally, the church was restored twice in the nineteenth century—in 1847 by Benjamin Ferrey, a prolific Victorian architect who also undertook the restoration of Wells Cathedral, and in 1871 by George Gilbert Scott (Sir George from 1872), the renowned architect of St Pancras Station and the Albert Memorial in London.

Twentieth and twenty-first century

During the twentieth century the village was gradually modernised with tarmacked roads, electricity, telecommunications, gas and water mains. After the Second World War about 64 new private houses were built on Farm lane and Dippenhall Street while the Council built 118 houses to the south-west of Dippenhall Street (Glebe Road, St Cross Road and Chaundler's Croft) and to the west of Pankridge Street (Greensprings). Mains drainage and street lighting was introduced throughout the village at the same time. The new housing estates were open in form and set back from the road, in contrast to the tight-knit character of the historic village houses. In the later twentieth century, development comprised 33 private and 43 council houses, in addition to the new village hall and two sports pavilions. Development since the new millennium has been minimal, comprising mainly extensions and outbuildings.

Appendix C: Policy

Section 69 1(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) ('The Act'), defines Conservation Area as:

areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. Once identified these areas should be designated as Conservation Areas and regularly reviewed.

Section 69 (2) of the Act, states:

it shall be the duty of a local planning authority from time to time to review the past exercise of functions under this section and to determine whether any parts or any further parts of their area should be designated as conservation areas.

This Conservation Appraisal Constitutes a review of the 2016 Crondall Conservation Area Character Appraisal and Management Proposals.

In addition the statutory test in Section 72 of the Act states:

that with respect to any buildings or land in a conservation area special attention should be paid to the desirability of preserving or enhancing the character or appearance of that area.

This appraisal and the accompanying management plan are in compliance with government guidance on the management of the historic environment through the National Planning Policy Framework (NPPF) (2021) Chapter 16 'Conserving and Enhancing the Historic Environment' Paragraphs 190 to 193. and Historic England's Historic Environment, Advice Note 1 (second edition) 'Conservation Appraisal, Designation and Management.'

The Hart Local Plan Policy NBE8 is currently the key policy relating to the historic environment for development control purposes.

With regards to the development plan, Policy NBE8 Historic Environment in the Hart Local Plan (Strategy and Sites) 2032 sets out an overarching policy approach towards planning applications that would affect heritage assets. The Local Plan also contains Policy NBE9 Design which includes a criterion relating to heritage assets and their settings. The Crondall Parish Neighbourhood Plan 2017 – 2032 contains separate policies for the Crondall Conservation Area.

Alan Baxter

Prepared by Gemma Fowlie
Reviewed by Alice Eggeling
Draft issued November 2022

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Crondall Conservation Area: Alan Baxter response to consultation comments

1.0 Introduction

This document sets out Alan Baxter’s response to the comments and queries raised during the Crondall Conservation Area consultation of summer 2023. Any actions from this response document will be incorporated into the Crondall Conservation Area Appraisal before final issue to Hart Council.

2.0 High-level telecoms and power; additional car parking; increase control of through traffic

2.1 Comment 1

Extended C Area seems sensible and protective. Supported. BUT for your consultants to suggest the removal of high level telecom and power seems bold. Also extremely expensive, but a great idea. Who pays, ditto additional carparking. Better to restrict cars altogether. Or manage strict control of cars entering village

2.2 Alan Baxter response:

The removal and replacement of all high-level services would be an extensive project and we do not suggest that this should be undertaken wholesale. It is our opinion that these overhead services detract from the character of the conservation area. We mention in our document that redundant services should be removed, but we shall clarify in our document that there should be a preference for buried services when new services are added, or when existing services are renewed or upgraded.

With regards to parking and traffic, Recommendation 5 sets out that signage should be improved to discourage HGVs and that Hampshire County Council should consider traffic calming measures. Recommendation 6 outlines the requirement for an assessment of village parking. For clarity, we will add to our document that following this assessment a plan should be made in collaboration with Hampshire County Council to alter the on-street parking permissions in the village if necessary.

Existing text:	Proposed amendment:
<p data-bbox="261 1485 869 1653">Recommendation 7 The removal or consolidation of unsightly overhead wires, or other communications technology, will be encouraged as enhancing the character and appearance of the conservation area(s).</p> <p data-bbox="261 1666 869 1809">Reason Overhead wires and obsolete technology can detract from the character and appearance of the conservation areas and impede views into and out of them. Therefore, their removal would have a positive impact.</p>	<p data-bbox="924 1462 1343 1671">The removal or consolidation of unsightly overhead wires, or other communications technology, will be encouraged as enhancing the character and appearance of the conservation area(s). When undertaking works, service providers should be encouraged to remove redundant services and to install any new services below ground if possible.</p>

Existing text:	Proposed amendment:
<p data-bbox="272 277 469 302">Recommendation 6</p> <p data-bbox="272 311 861 421">The Parish and District Councils should carry out an assessment of parking in the village and consult with local residents to establish where parking is most needed and where it should be prevented.</p> <p data-bbox="252 454 331 479">Reason</p> <p data-bbox="252 488 871 651">A lack of car parking provision in the village often leads to irresponsible parking on the side of the road or on pavements, which detracts from the appearance of the conservation area. This is particularly problematic on Croft Lane when activities or events take place at village facilities, such as the village hall, the Church Rooms, All Saint's Church and Crondall Primary School.</p>	<p data-bbox="922 248 1345 481">The Parish and District Councils should carry out an assessment of parking in the village and consult with local residents to establish where parking is most needed and where it should be prevented. On completion of this assessment, a plan should be made in collaboration with Hampshire County Council to alter the on-street parking permissions in the village if necessary.</p>

3.0 Justification and explanation of the conservation area extension and the inclusion of modern buildings

Several of the comments query the logic and reasons for the proposed extension to the conservation area, especially the inclusion of more modern buildings. These comments are grouped below.

3.1 Comment 2

I would like to object, in the strongest terms, to the proposed expansion of the Conservation Area in Crondall.

The current conservation area is more than sufficient to safeguard and protect the historic buildings within Crondall Parish and the general character that makes our village unique. I have a very strong suspicion that the aim of expanding the conservation area is entirely about preventing home owners from developing properties adjoining the current conservation area boundaries. I am of the view that developments that have taken place in such properties have actually enhanced our village. Indeed our family have developed our property over recent years, transforming a property of previously little architectural merit, to one that adds significant interest. Indeed upon completion of our works, we received notes through the door from neighbours commending the development and stating that it had improved their views and the street scene. I also believe that the demolition of a scrappy bungalow near the centre of the village and replacement with a new property along Pankridge street, has also enhanced Crondall.

I believe that the planning department have made some very poor decisions in recent years regarding homeowners within the current conservation area, wishing to make their properties more energy efficient. I know of homeowners wishing to replace draughty single pane glazing with quality bespoke, hand-built, wooden double glazing – in the same style as the original windows. Yet such proposals have been met with initial point-blank refusal of planning permission – only for these homeowners to be told to appeal and they would be granted permission. This tends to suggest to me that the planning department are out of touch with the challenges and realities facing us as a result of climate heating/climate emergency. I would certainly not welcome more stringent planning rules interfering with homeowner's desire to improve the energy efficiency of their homes. Indeed, this should be actively encouraged rather than impeded.

The vast majority of buildings that would be ensnared in the enlarged conservation area are of little architectural significance. According to the National Planning Policy Framework

“An unlisted building that makes a positive contribution to a conservation area is individually of lesser importance than a listed building” (para 201) “However, the justification for a building’s proposed demolition will still need to be proportionate to its relative significance and its contribution to the significance of the conservation area as a whole..”(para 196). As such, properties in the enlarged area would likely still be able to developed, but just with additional bureaucracy and cost – this is something that nobody would welcome. It’s questionable therefore what the enlarged area would actually achieve?

Finally, the proposed expansion of the conservation area looks incredibly arbitrary. Why expand to include Glebe road, Croft lane, Heath Lane, Pankridge Street, Dippenhall street where the majority of the additional houses are of little architectural significance? And yet not expand to include Farm lane, Itchel lane and the furthest out homes on Dippenhall street – where arguably more architecturally interesting properties are situated.

I am strongly against the proposed expansion of the Crondall Conservation Area. I think there are much more effective ways to enhance our village, for example sorting out the huge problem of parking near the centre of the village – perhaps by purchasing land and constructing an additional village carpark? Or ensuring grass verges are properly maintained by the council or highways agency as appropriate rather than been left in an unkempt state as is often the case. The role of the conservation area must be limited to protecting our genuinely historic buildings and the current conservation area does this more than adequately.

3.2 Comment 3

I realise I am past the deadline for this but had a few questions as Lavender Cottage would be included. What is the thinking behind all of Dippenhall Street on one side being included?

3.3 Comment 4

We note the proposed changes to the Conservation area and the inclusion of our property and wish to inform you that we are completely opposed to the proposed changes.

We are mystified as to why a 1960’s property should be included in the conservation area. The property is of no architectural or historic value. When we considered buying a property one of the considerations was that the property had no encumbrance such as a listing or being in an area that restricted use, other than the standard constraints. What you are now proposing is to add significant restrictions and costs.

When we purchased Four Acres the condition of both the property and adjoining field on the same curtilage was in sorry condition. We have spent considerable time and money improving the look and the view that your report now considers important was not the view we inherited on purchase. Not only have we improved the look of the Field but have made improvements to the right of way over the edge of the field for users of this right of way.

You are now proposing to penalise us for the amenity that we have provided for the Village. This is not the spirit of co-operation and reciprocal goodwill that we expected.

Furthermore, there are areas of the Village that have been excepted from this conservation creep, perhaps we are owed an explanation.

3.4 Alan Baxter response:

The NPPF requires that the setting of conservation areas should be a material planning consideration in development with the specific aim of protecting and enhancing the character and appearance of those conservation areas. There is a slight anomaly in policy terms however

that where development occurs just beyond the boundary of a conservation area it often does not come under the control of the planning system and the setting of a conservation area is not considered in the design, scale and appearance of any new development. Where the immediate setting of a conservation area does not potentially impact the historic and defining core of a conservation area, this is not normally an issue.

In Crondall, however, the conservation area boundary is unusually tightly drawn around the historic core, in many areas running in the centre of the road, excluding properties within the core of the village because they themselves are not historic. It is our view that development along these roads should take account of the historic location and the character of the village as failure to do so could detrimentally impact the character and appearance of the historic village.

This is not to say that development along these roads should not occur nor that the current houses should be preserved as existing, but rather to allow any new development to come under the control of the planning system so as to better and more consistently apply the requirements of the NPPF and to preserve and enhance the character of Crondall. This would, in our view, offer more certainty and consistency to those wishing to develop any of these sites. High quality new developments of the type of scale and design described in the comments above would be encouraged in the enlarged conservation area.

Where development would be less likely to affect the historic core of the village, the inclusion of these properties cannot be justified and we have not suggested a boundary change, regardless of the architectural merit of the individual properties.

We would be happy to incorporate the above into Section 6 of the revised final document, if further clarity is required.

The Local Planning Authority's ability to marry the needs of the Climate Emergency with historic environment legislation is beyond the reach of this study, however it is widely accepted that climate mitigation is significantly important, and should have an increasingly high weight in the planning balance.

We agree that the construction of a village car park may be a good solution to some of the village's on-street parking problems. This may be an outcome of the parking review we recommend in Recommendation 6.

4.0 Queries about Byrons, the adjacent parcel 18 and view

4.1 Comment 5

I'm writing regarding the proposed amendments to the Crondall conservation area. I live at Byrons, Dippenhall Street which is proposed to be included in the new boundary.

1) With the current proposed changes, I do not agree that Byrons should be included in the Conservation area. Neither the house nor garden can be seen from the road at present and the house is of no relevance to the character of the village having been built in 1988. The garden is no longer in a conservation view in the proposed changes.

However,

2) There was a conservation view from Dippenhall Street down the shared drive of Byrons Farmhouse across the field (parcel 18). With the proposed changes this key view has been lost and would be of detriment to the character of the village. At present there is a tree in line with the view, however it is diseased and will in due course need to be removed.

3) Parcel 18 is marked as only being of some contribution. This is a serious underestimation of its importance, being a key view across land from the village threshold up to the trees of

the golf course, Ewshot and is a natural horizon seen from the village. It's one of the few places one can see abundant trees throughout the seasons and is of significant natural beauty. It is most definitely a strong contribution and should be protected.

Added as an addendum later:

Further to my previous email regarding parcel 18, these are the views where the existing conservation view lies. It's proposed that this view is removed, to which I strongly object as it's of great importance. Since Allan Baxter did their review I have removed some branches from the tree that was obstructing the view (see below), and would undertake to remove more if required to do so in order to reestablish the view further.

If you wish to inspect the view from my property please don't hesitate to ask.

4.2 Alan Baxter response:

The proposed extension to the conservation area is designed to protect and enhance the setting of the historic core (see 1.3.4.) Although the building is indeed modern, Byrons was included less for the historic character of the buildings on the site and more for their appropriate scale, and for the positive contribution of its large gardens. These characteristics together form a suitable setting for the conservation area.

It is our opinion that Parcel 18 is correctly identified as of some importance, being set back quite far from the historic core beyond a private garden. However, if the Parish Council are in agreement that this is a highly significant element of the village setting we shall adjust this in the document.

In a similar vein, we agree that the view down the driveway of Byrons is a good view, and appreciate that since the work mentioned above it is now clearer to see, but are of the opinion that is not one of the key views of the village's setting. We defer to the opinion of the village however and shall restore this view to the document if the Parish Council agree with the comment above that it is important to the village as a whole.

Cabinet

Meeting Date: 7 March 2024

Issue Title: Crookham Village conservation area appraisal

Report of: Executive Director – Planning Policy and Place

Cabinet Portfolio: Planning Policy & Place

Key Decision: No

Confidentiality: Non-Exempt

Purpose of Report

1. To adopt the Crookham Village Conservation Area Appraisal.

Recommendation

2. Cabinet is recommended to:
 - adopt the Crookham Village Conservation Area Appraisal attached at **Appendix 1** for planning and development management purposes,
 - agree that the [Crookham Village Conservation Area Character Proposal Statement](#) (September 1992) is no longer adopted by the Council,
 - authorise the Executive Director – Place to make minor alterations and typographical corrections to the appraisal before it is published.

Background

3. The current [Crookham Village Conservation Area Character Proposals Statement](#) was adopted in September 1992.
4. Crookham Village Parish Council, working with consultants, has undertaken a review of the current conservation area and updated the appraisal accordingly. Officers supported the Parish Council and have fed into the process throughout its preparation.
5. The Council has a duty to from time to time formulate and publish proposals for the preservation and enhancement of conservation areas. In addition, to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (sections 71 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990).

Main Issues

6. A conservation area appraisal aims to identify those features that contribute to the special architectural or historic interest of a conservation area and is a material consideration when determining planning applications within or affecting the conservation area.
7. This updated appraisal supports the implementation of historic environment policies in the [Hart Local Plan \(Strategy & Sites\) 2032](#), and the [Crookham Village Neighbourhood Plan](#).
8. As with the Odiham and North Warnborough Conservation Area Appraisal adopted in November 2022, the new Crookham Village Conservation Area Appraisal is designed to be more modern in its presentation than past examples, easier to read, and more helpful in the development management

process. It has also been prepared to comply with website accessibility requirements and the District Council's corporate branding.

9. Public consultation on the draft appraisal was undertaken in June 2023. The Statement of Community Consultation is attached at **Appendix 2**. The consultation was led by Crookham Village Parish Council and was advertised on their website. Residents were kept informed of the progress of this project through regular updates in the Parish Newsletter delivered to all residents on a regular basis. A public meeting was held in June 2023.
10. The consultation generated many helpful responses and numerous detailed changes were made in response to the comments received. A summary of the responses received, and how they have been addressed, is attached at **Appendix 3**.

Alternative Options Considered and Rejected

11. The initiative to prepare the appraisal was taken by Crookham Village Parish Council. The alternative to adopting this appraisal is not to adopt it. This would leave the 1992 appraisal in place without bringing it up to date, increasing the risk that it loses accuracy and relevance over time and that less weight is attached to it in planning decisions.

Corporate Governance Considerations

Relevance to the Corporate Plan

12. The appraisal helps deliver the Corporate Plan objective to take "account of the different roles and character of places within Hart district and promoting the vitality of our towns and villages through implementing policies in the Hart Local Plan, and in Neighbourhood Plans".

Service Plan

- Is the proposal identified in the Service Plan? No
- Is the proposal being funded from current budgets? Yes
- Have staffing resources already been identified and set aside for this proposal?
Yes

Legal and Constitutional Issues

13. Cabinet is the appropriate decision-making body for this decision, in line with the Terms of Reference within the Constitution.

Financial and Resource Implications

14. No financial or resource implications will arise from adopting this conservation area appraisal.

Risk Management

15. There are no significant risks to the Council in adopting this appraisal. Should the Council not adopt it, the 1992 appraisal will remain in place, the risk being that less weight might be attached to it as it gets older.

Equalities

16. There are no foreseeable impacts on groups with protected characteristics. The appraisal is an evidence base describing the current environment and attaching importance to different elements within it. It does contain some recommendations designed to maintain the character of the area, but it is not a

policy or strategy document and no impacts on those with protected characteristics have been identified.

17. The document has been designed to be accessible, complying with WCAG 2:1 AA standards.

Climate Change Implications

18. There are no climate change implications arising from this report. The appraisal is an evidence base describing existing character. It does not change planning policy or permitted development rights within the conservation areas.

Action

19. Subject to Cabinet adopting the conservation area appraisal at **Appendix 1** it will be published on the Council's website alongside the other conservation area appraisals.

Appendices

Appendix 1 – Crookham Village Conservation Area Appraisal

Appendix 2 – Statement of Community Consultation

Appendix 3 - Schedule of responses to the public consultation



Crookham Village Conservation Area Appraisal 2024



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Crookham Village Conservation Area and Setting

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View looking south down Crookham Street towards Grove View and West View cottages. The white building beyond the row of cottages is the Mission Room which was demolished in 1972.

Photograph by courtesy of Fleet and Crookham Local History Group '2008/140'

1. Introduction and Maps

1.1 Purpose of the Appraisal

The designation and management of conservation areas is set out in national legislation in the Planning (Listed Buildings and Conservation Areas) Act 1990. Government planning policy concerning the historic environment under which conservation areas fall is explained in the National Planning Policy Framework, December 2023 (NPPF). Guidance to help understand how policy is implemented is contained in the National Planning Policy Guidance 2023 (NPPG) and both of these documents are available online. Further guidance on conservation areas can also be found on the Historic England Website (www.historicengland.org.uk/advice/find).

Conservation Area Appraisals help Hart District Council, Crookham Village Parish Council and the local community to identify, conserve and enhance the special character of the distinctive historic environment. They do this by providing a clear framework against which future development proposals in the Conservation Area can be assessed, alongside the development plan and other material considerations. A character appraisal defines the special interest of the Conservation Area that merits its designation and describes and evaluates the contribution made by the different features of its character and appearance. Its purpose is to support the effective management of the area to sustain its special character and appearance. The information within the appraisal should be used to inform development proposals to ensure the best chance of success at application.

The Crookham Village Conservation Area was first designated by Hart District Council in 1982. That designation was reviewed in 1992 and amendments were adopted by the Council in 1994. This appraisal supersedes the earlier Conservation Area Proposal Statement for Crookham prepared in 1992 as part of the review. The scope of the appraisal is the existing boundary of the Conservation Area.

This Conservation Area Appraisal of Crookham Village has been produced for Crookham Village Parish Council by Barker-Mills Conservation Consultants. The survey and desk top research were undertaken in March and April 2022 and included a visit and walkabout of the Conservation Area and its setting on 6 April 2022.

This document should be read in conjunction with the Crookham Village Parish Neighbourhood Plan 2016-2032, made in May 2021, which has provided useful supporting information and analysis.

Policies for the management of the historic environment and heritage assets, including conservation areas, are contained in the Hart Local Plan (Strategy and Sites) 2032. This appraisal identifies what is of special interest in Crookham Village and therefore what needs to be conserved and enhanced in order to comply with policies at both national and local level.

1. Introduction and Maps

In 1997 Hart Council decided to apply an Article 4 Direction to most of its conservation areas. This restored the need to obtain planning permission for certain alterations to unlisted dwelling houses.

The works which require permission are:

(a) The enlargement, improvement or other alteration of the frontage of a dwelling or building within the curtilage of a dwelling, including works affecting a frontage roof slope.

(b) The erection, construction, alteration or demolition of a porch on the frontage of a dwelling.

(c) The erection, alteration or removal of a gate, fence, wall or other means of enclosure to the frontage of a dwelling.

(d) The exterior painting of any part of the frontage of a dwelling or building within the curtilage of a dwelling.

(e) The erection, alteration or removal of a chimney on a dwelling or on a building within the curtilage of a dwelling.



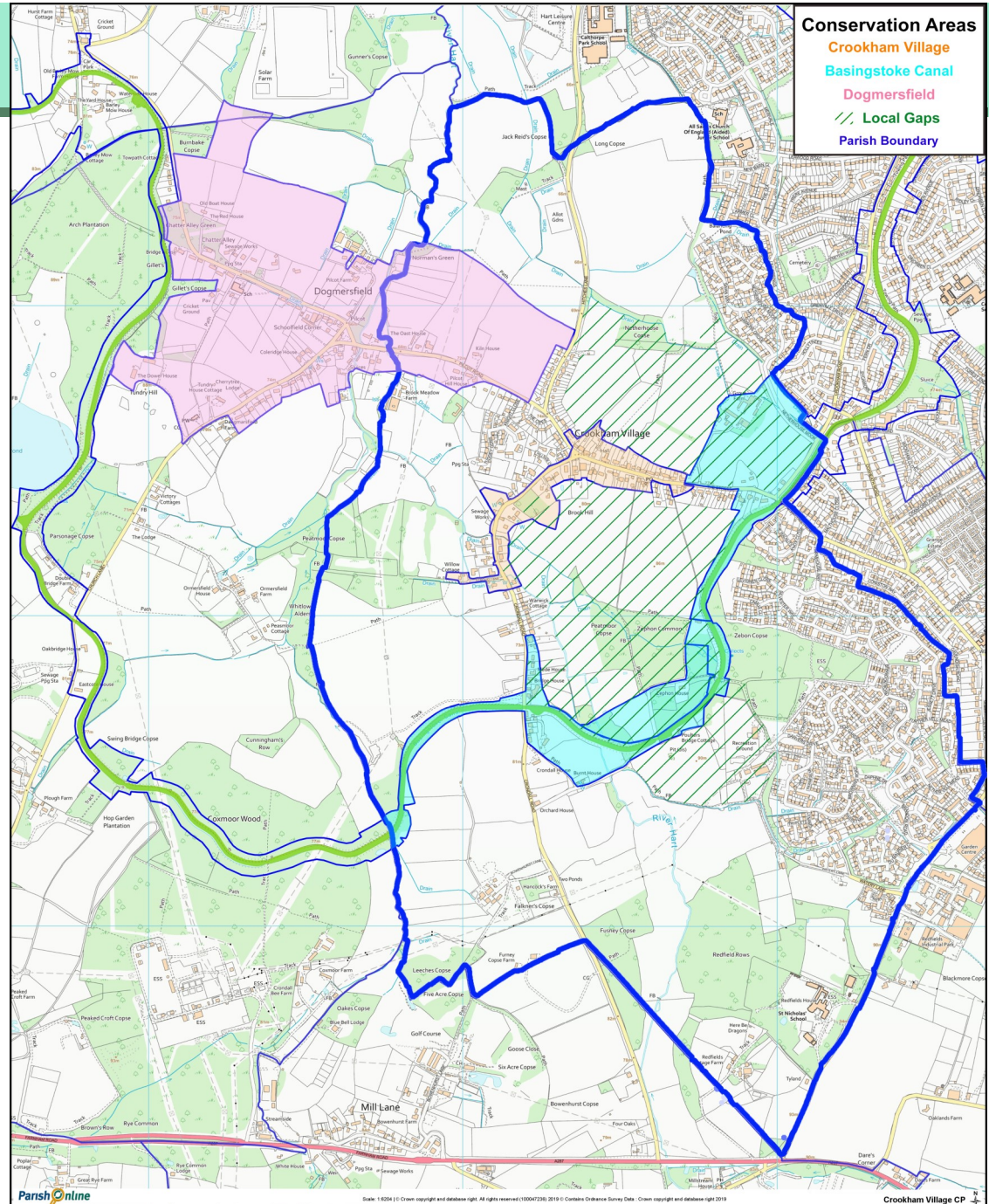
Aerial view of The Street looking south showing the linearity of this character area and the open farmland setting to the north and south

1. Introduction and Maps

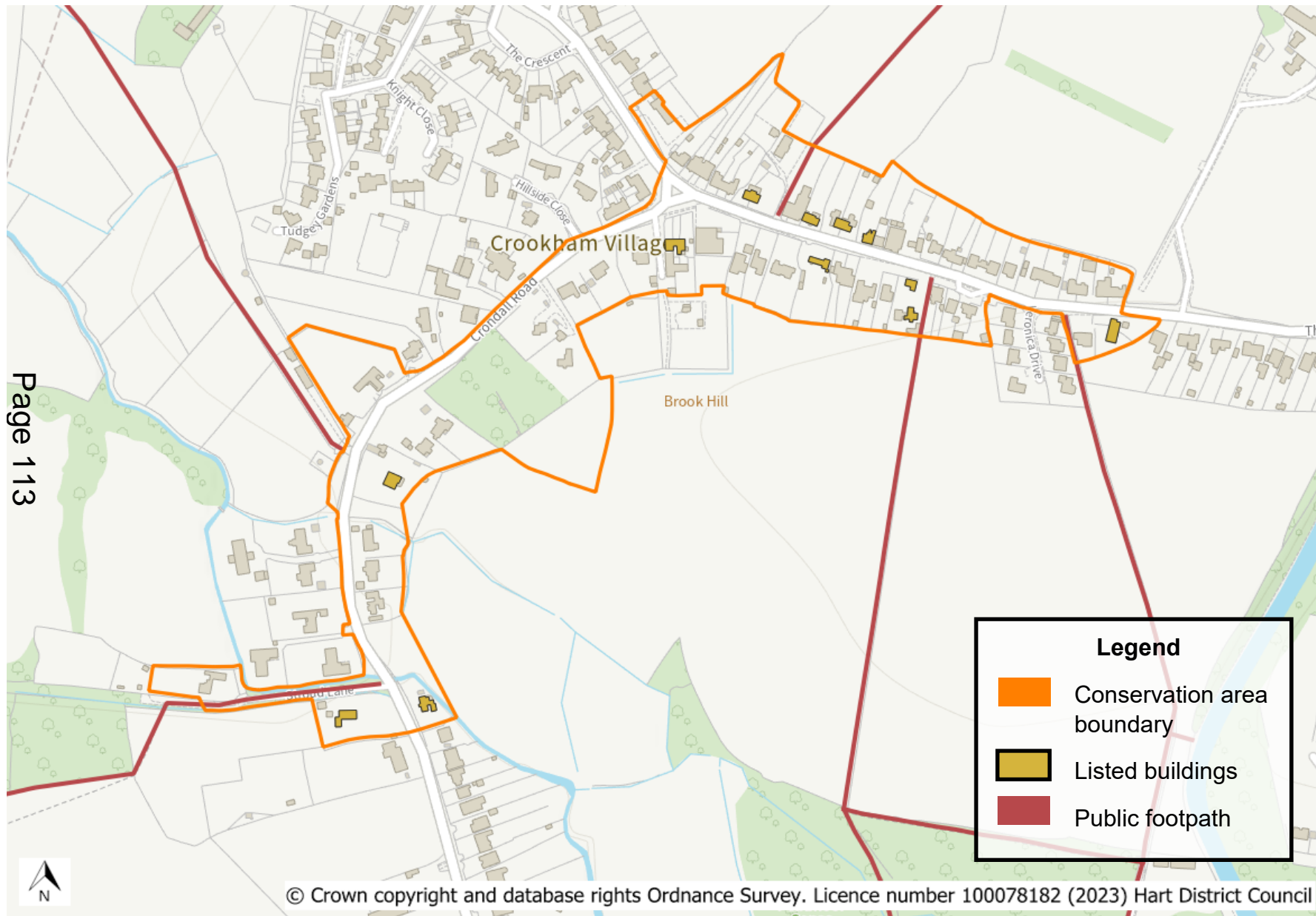
Map 1.

Map showing the three conservation areas in Crookham Village Parish namely: Crookham Village, Dogmersfield and the Basingstoke Canal.

The shaded area to the north and south of Crookham Village is the local gap as designated by Policy NE01- Gaps Between Settlements of the Crookham Village Parish Neighbourhood Plan, made in May 2021.

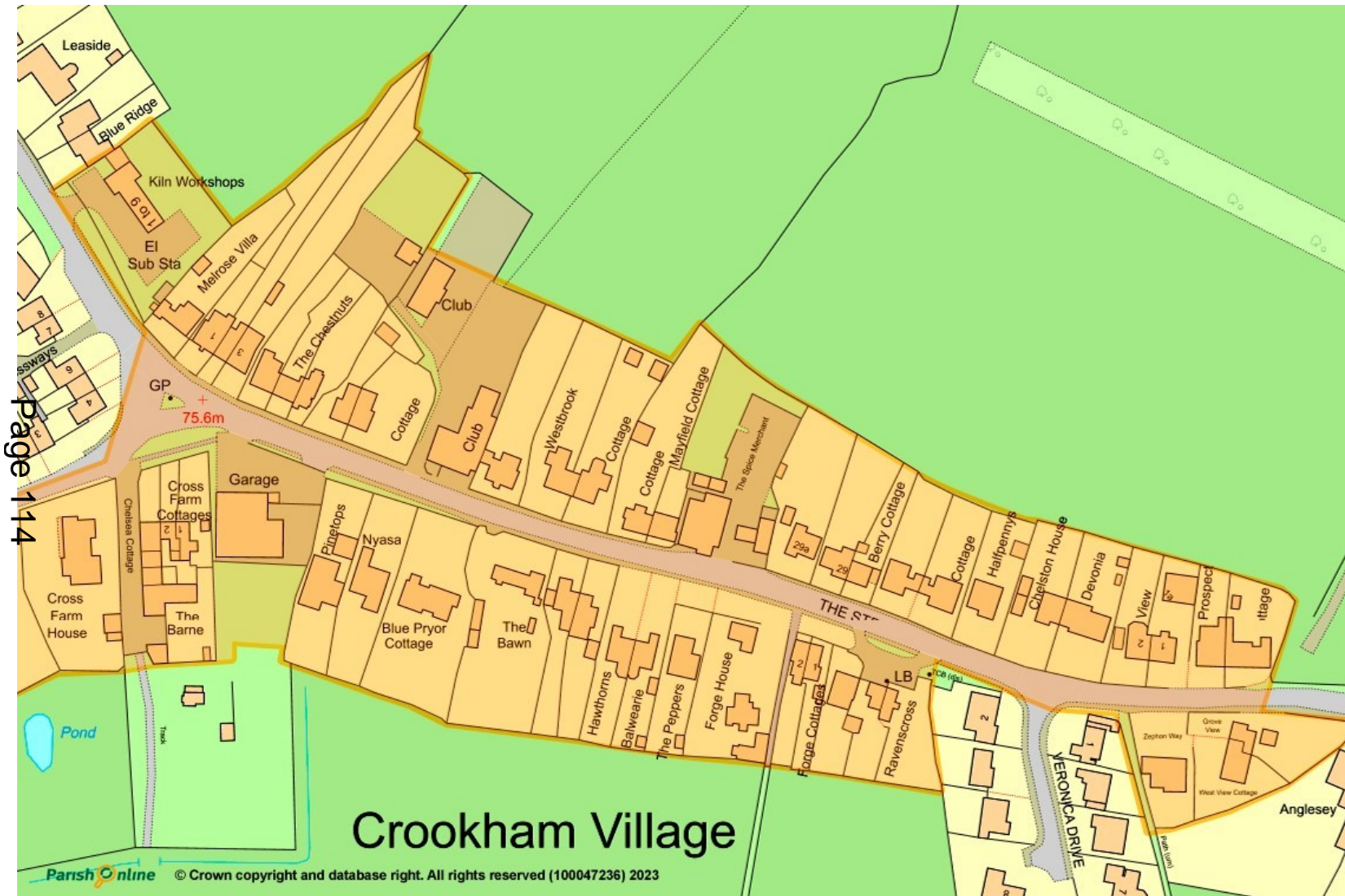


1. Introduction and Maps



Map 2.
Crookham Village Conservation Area showing Grade II listed buildings and public footpaths

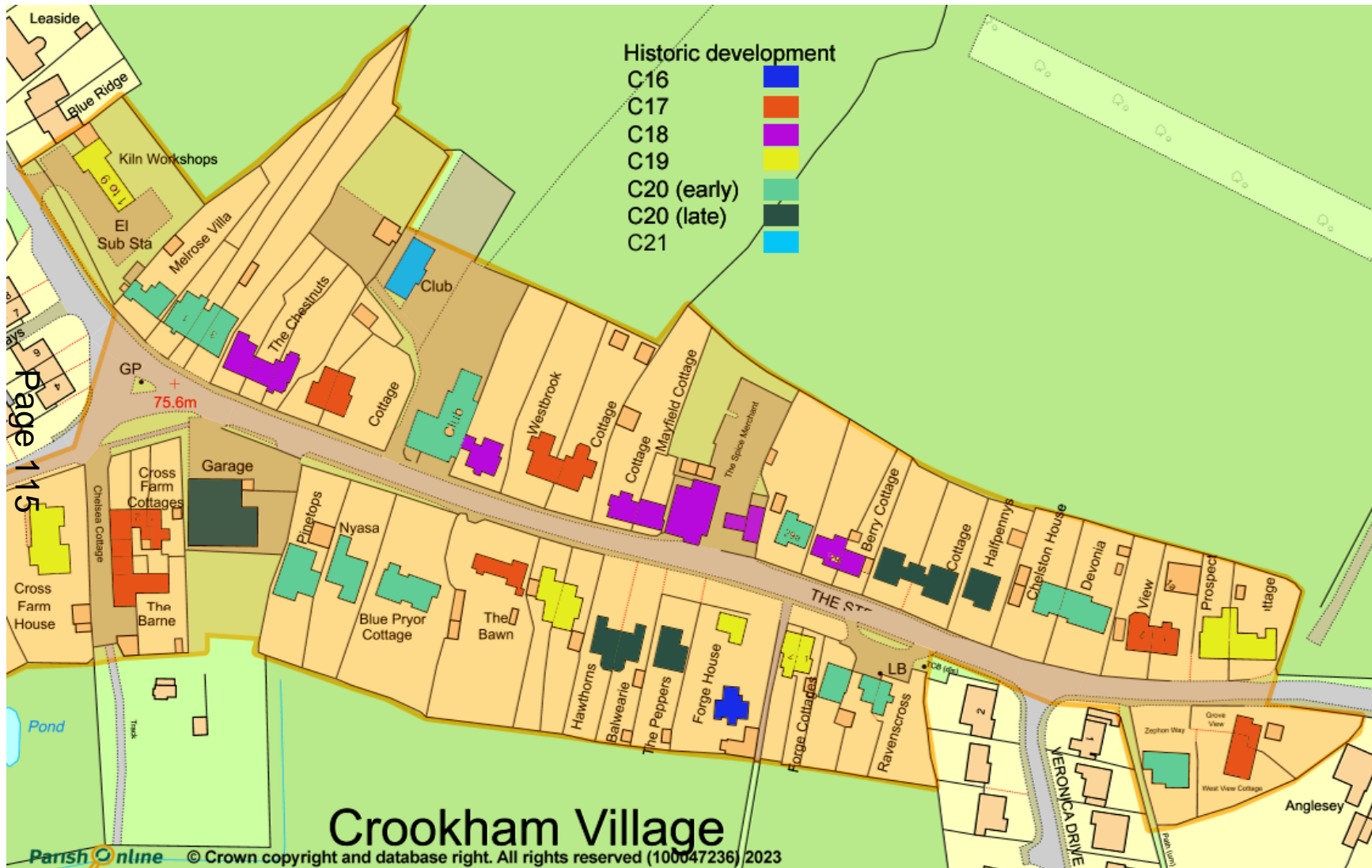
1. Introduction and Maps



Map 3.
*The Street Character
Area 1*

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1. Introduction and Maps



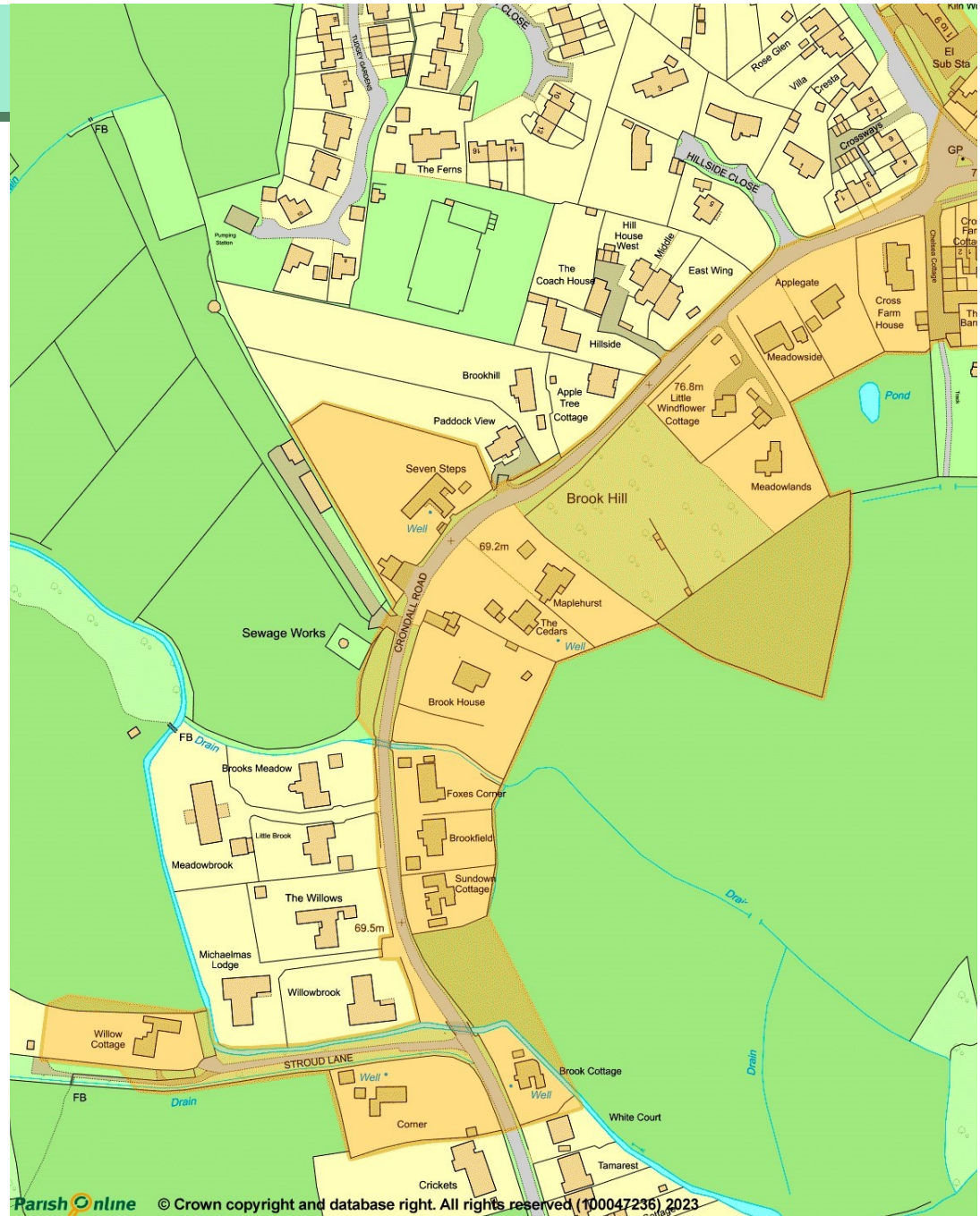
Map 4.

The Street Character Area 1 showing the historic development of properties

1. Introduction and Maps

Map 5.

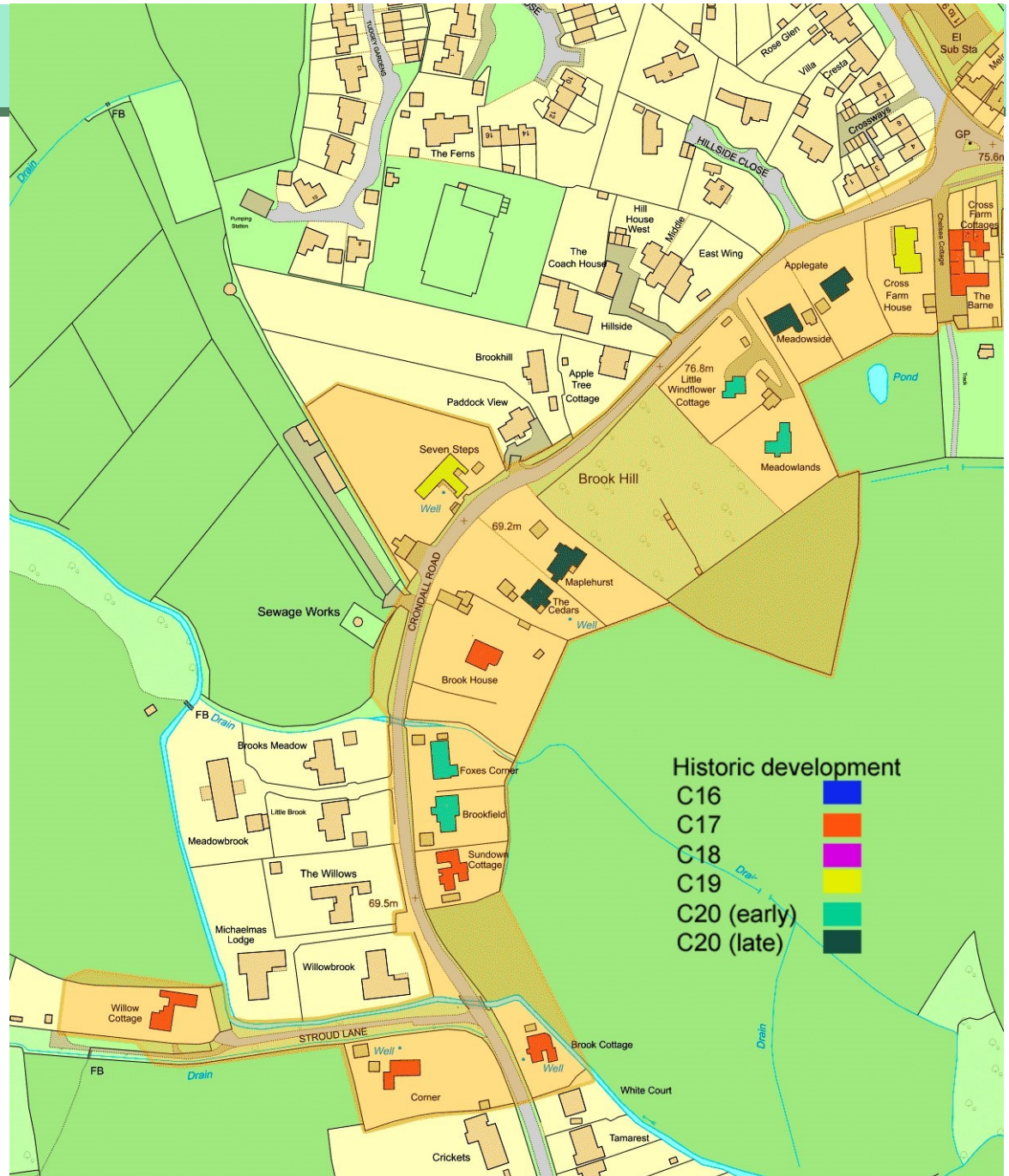
Crondall Road Character Area 2



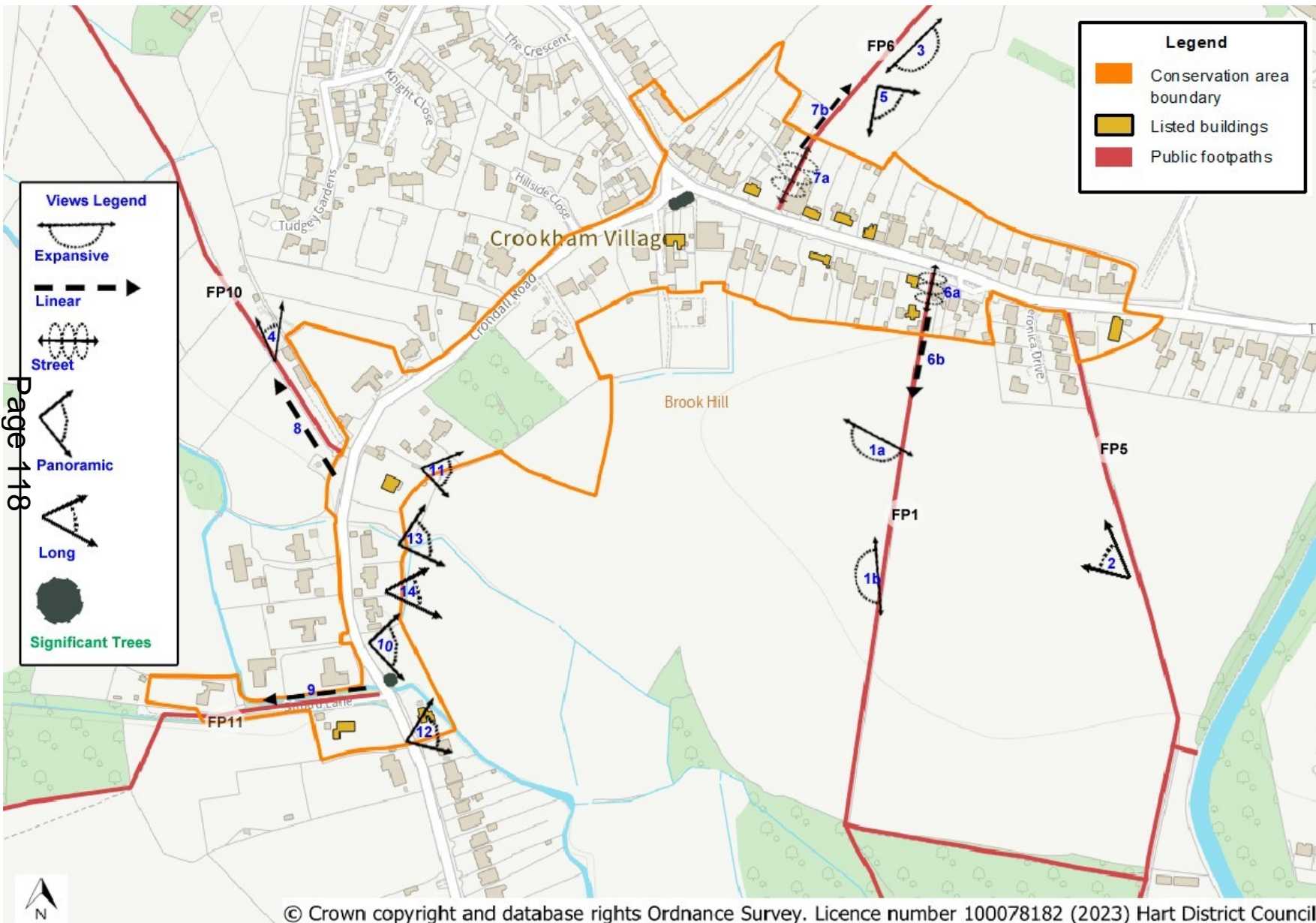
1. Introduction and Maps

Map 6.

Crondall Road Character Area 2 showing the historic development of properties



1. Introduction and Maps



Map 7.
Crookham Village Conservation Area showing Significant Trees, Key Views and Footpaths.

2. Summary of Special Interest

2.1 Summary of Key Areas of Special Interest

Crookham Village Conservation Area lies to the southwest of Fleet and northwest of the Basingstoke Canal. The special character of Crookham Village Conservation Area is due to the number of buildings of special architectural or historic interest from different historic periods, the variety of their character and relationship to each other together with the strong linear form of the settlement. The local boundary treatments comprise mainly of small to medium height hedges and low walls. When combined with the green verges and the small trees and shrubs that frame the buildings, these all contribute strongly to the rural character of the area. Crossways is considered to be the visual focal point within the conservation area.

Outside the boundary of the village lie wide expanses of high-grade countryside. This is of particular importance in terms of the views into and out from the conservation area as well as its setting. The village maintains strong links to the surrounding countryside by means of several public footpaths that permit its setting within the local landscape to be appreciated. The key areas of interest are:

- Strongly residential character although with important evidence of former historic commercial and industrial uses;
- Strong linearity along The Street (Character Area 1), which is appreciable from within and outside the area;
- Attractive, lower density character along Crondall Road (Character Area 2) to the south with green space coming right up to the boundaries;

- Predominance of traditional materials for buildings including a good survival of vernacular materials, particularly timber, brick and clay;
- Consistent scale of development, generally two storeys or lower;
- Good connections between the settlement and its immediate setting via a network of public footpaths;
- A pleasing variety of building styles.



The Street showing Crookham Post Office at Jessetts Stores and Bakery, Crossways. (Fleet and Crookham Local History Group '2008/140')

3. Location and Context

3.1 Location and Context

Summary

Crookham Village is a compact settlement towards the centre of Hart District which has retained a high number and variety of buildings of historic interest and has evolved over time. The existing Conservation Area is an amalgam of two distinct areas identified in earlier assessments which correspond to the two character areas identified within this appraisal, Character Area 1: The Street [Map 3] and Character Area 2: Crondall Road [Map 5], which meet at an important junction known as Crossways. The village illustrates an organic evolution over centuries and retains historic buildings dating from several periods, many of which have a traditional character.

Location and Character

Crookham Village is located south of the centre of Hart district and to the southwest of Fleet. The approach to the village from Fleet, from the northeast along Crookham Road, is through suburban development. The approach from Dogmersfield to the west is along Pilcot Road. This has the character of a rural country lane to the west, with a short section of 20th century residential development giving a more suburban character at the east end as it enters Crookham Village. The approach along Crondall Road from the south has the character and appearance of a narrow country lane with discrete areas of residential development staggered along either side of the lane as it approaches Crookham Village. The buildings of the village are

overwhelmingly in residential use although some, including Kiln Workshops, Village Cars, the Spice Merchant and Curious Explorers nursery and pre-school (formerly the Village shop and post office) are commercial uses that provide services for the village community and those further afield. The Social Club and Women's Institute (shown as "Club" on Map 3) are also important for the village community.

Context

Hart is generally a low-lying area of clays, sands and gravels reaching into the most westerly extension of the North Downs chalk uplands in the south. Woodlands and heath are interspersed with agricultural land throughout the district. The Landscape Assessment for Hart identifies 15 distinct character areas and Crookham Village is set in a landscape characterised at a county level as "Lowland mosaic". This comprises heathland and forest, pasture and woodland and heath associated with mixed farmland and river valleys. Crookham Village is located in Hart Landscape Character Area 11 - Hart Valley, although the valley form is subtle and the landscape character is mixed. The local topography influenced not only the uses to which the land was put but also the siting of the village, which lies along an historic route that skirts to the east and north of high ground. This route connected Crookham Village with Crondall and Farnham to the south and southeast, Dogmersfield to the west, and Hartley Wintney to the northwest.

Basingstoke Canal

The Basingstoke Canal SSSI and Conservation Area runs from

3. Location and Context

the western edge of Crookham Village Parish through to the east of the old Village [Map 1]. The boundary of the Conservation Area is contiguous with part of the eastern boundary of the Crookham Village Conservation Area and the green space within this section of the Basingstoke Canal Conservation Area is an important part of the setting of Crookham Village and makes a positive contribution to its character. There is a local gap curving north east and south around the village which separates Crookham Village from Fleet and other nearby urban developments. Another important gap lies to the west, separating Crookham Village from Dogmersfield and maintaining the historically important distinction between the two settlements as shown on Map 1 on page 5.

Summary of Special Heritage Interests

The Crookham Village Conservation Area is of historic interest in illustrating a rural village settlement that has evolved organically over time from its origins as a series of compact but scattered houses and cottages along historic routes. Historically, the settlement was functionally closely related to its wider landscape and agricultural production, including in particular the production of hops in the later 18th and 19th centuries. The character and appearance of the immediately adjacent rural setting have changed considerably over time. Nevertheless, they continue to make a very positive contribution to the current special character and rural appearance of the settlement, despite the functional relationships with the settlement being now primarily recreational, apart from one working farm.

The architectural interest of Crookham Village is primarily the modest scale and traditional materials that are used for the majority of buildings. The nationally designated (listed) buildings are overwhelmingly vernacular in character and had close associations with the agricultural setting of the village. The exception is Brook House which illustrates a building with architectural pretensions for a client of higher social standing and wealth that was not connected with the land.

The harmonious architectural character of the village arises from the consistency of materials, the consistently traditional narrow footprints and the generally consistent height of development, at about two storeys.

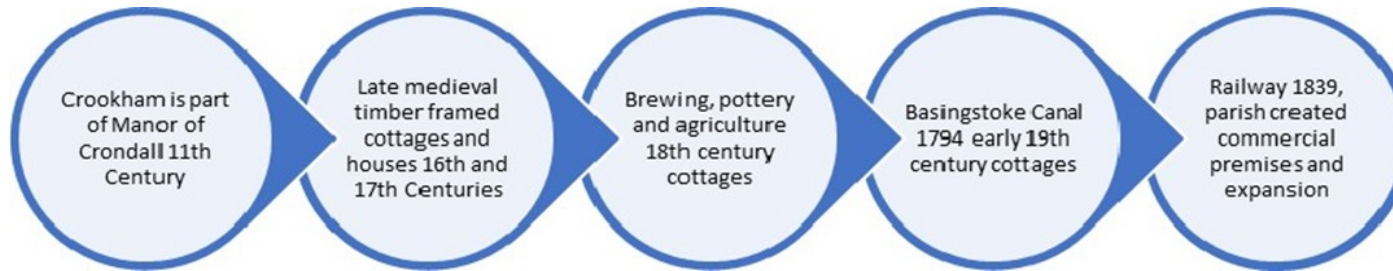


Brook House

Summary of General Condition

The general condition of the Conservation Area is good. Properties are generally clearly well maintained with no apparent issues of vacancy. The public realm within the Conservation Area is in fair condition although elements are in need of care and attention.

4. History



Summary

The historic character of Crookham Village has changed over time. In its earliest period it comprised a small number of individual cottages and houses with working outbuildings and uses related to the land. During the 18th and 19th centuries, as agricultural production changed, further cottages and industrial buildings emerged. Local production of bricks, and processing of hops gave a different, more varied character to the settlement. In the 19th century expansion of commercial activity increased supporting the greater population of the village and features such as the blacksmiths, village shop and post office and Black Horse public house indicated a thriving community. Over the course of the 20th and 21st centuries, new residential development in the form of infill and small developments at either end of the village illustrate a gradual change in character with inhabitants travelling out from the village for services, employment and recreation.

Early History

The Atlas of Hampshire's Archaeology provides a summary account of the archaeology and the development of the landscape in the

county. It demonstrates that there is evidence of human occupation in Hart District (10,000BC), with scattered finds from the period of hunter-gatherers. There is evidence of Bronze Age occupation including a settlement site to the south of Crondall and an Iron Age hill fort at Caesar's Camp on Beacon Hill. While Roman occupation in the area appears to be marginal, the remains of a settlement and a fine villa were discovered at the southern end of Crondall Parish. There are no significant finds of early occupation for Crookham itself and the village does not lie within an archaeological priority area.

Medieval Period

The earliest evidence for occupation at Crookham Village dates from the 9th century and recorded a transfer of ownership for the Hundred of "Crundall" (Crondall) which included the tithing of Crookham. The area of this tithing comprised what are now Church Crookham, Crookham Village and Fleet. The hamlet of Crookham from which the tithing took its name was a fairly compact scatter of cottages, located within good agricultural land off the eastern branch of the river Hart and its confluence with the western

4. History

tributary towards the boundary with Odiham Hundred (Dogmersfield). To the northeast, the geological character produced heathland, subject to common rights but of little other agricultural value.

Crookham Village is not distinguishable from the larger area of Crondall in the records of the Domesday Survey. However, the manor of Crondall, which was owned by the Bishop of Winchester, contained a large area of arable land (enough for 50 plough teams), as well as woodland to support 80 pigs and pasture to feed 29 plough teams.

Early Modern Period

The manor remained in church hands for the medieval period before being acquired by the Crown at the Dissolution in the 16th century and was subsequently granted to the newly established Dean and Chapter of Winchester. In the 17th century the manor was sold to Nicholas Love, one of the regicides involved in the execution of Charles I and the establishment of the Commonwealth, before being returned to the Dean and Chapter following the Restoration until 1861 when the Church Commissioners became responsible for land management and transactions in Crondall and Crookham.

Crookham Village remained a dispersed settlement of farms and cottages and the earliest above ground fabric in the village dates from the late medieval/early modern age (16th century). The surrounding land was managed for agriculture, although some of the land was acquired by the owner of Brook House, a Gentleman's residence constructed on Crondall Road in a local interpretation of the then fashionable classical style but carried out in local vernacular materials.



Extract from 1866 map of Crookham Village showing the limited level of development at that date

4. History

Eighteenth Century

The first phase of subsequent development in the 18th century in the village along The Street takes the form of the subdivision of plots and gradual infilling with a mix of detached houses and terraces. A number of the earlier timber framed buildings were also “re-fronted” in brick, which was a reflection both of changing fashion and also a way of addressing failing timber framing. Economically the village was still dependent upon agriculture, although brewing and pottery were also important industries.

One of the biggest developments in the area was the introduction of The Basingstoke Canal which was conceived as an economical means of transportation for the development of agriculture in central Hampshire. The first route was surveyed by William Jessop in 1769, but the eventual Act of Parliament only passed for a revised route in 1778. Construction was delayed and the canal only completed in 1794. The main cargoes were timber, flour and chalk going to London with coal and fertiliser brought back in return. The canal was rarely a commercial success during its history but it did provide a stimulus to settlements along its route, including Crookham Village, by providing an outlet for its agricultural and industrial products

Although never commercially successful, the canal’s picturesque surroundings, now designated as a SSSI, made it a notable leisure resource in the mid-19th century, a role it continues to fulfil to the present day. The course of the canal is generally west to east with two large meanders, one around the northern edge of Dogmersfield Park and a second, immediately to the east, around the southern edge of the river Hart catchment in the area of Dogmersfield and

Crookham Village. The canal has been designated a Conservation Area and the boundary of the area abuts that of the village Conservation Area at the east end of The Street. The green space to the east of FP5 [Map 1] within this part of the Basingstoke Canal Conservation Area marks a clear boundary to the edge of the historic village and makes a positive contribution to its character as part of the setting of Crookham Village.



Basingstoke Canal at Crookham Village (Fleet and Crookham Local History Group ‘2008/140’)

Nineteenth Century

The Enclosure Act of 1829, which led to the enclosure of Common Land in Crookham Village in the 1830s, changed the character and appearance of the rural setting to the village. The arrival of the railway to the very north of the historic tithing in 1836 stimulated

4. History

further activity, increasing the local population and raising demands for a separate ecclesiastical parish which was established in 1840. The scattered residential development on the heathland to the east of the village was served by a church at Galley Hill, constructed in 1841, and the area became known as Church Crookham to distinguish it from Crookham Village.

Development close to the railway increased and within ten years another parish and church were needed. This was formed out of Crookham Parish and was called Fleet, after the pond of that name. Crookham Village is, therefore, the remnant of the original, historic tithing.

The 1866 Ordnance Survey shows Crookham Village as a cluster of buildings around Crossways, including the historic location of the Post Office, with Cross Farm outbuildings extending south into the landscape beyond. Along the south side of The Street, Forge Cottage, The Forge and The Bawn are illustrated within a rectangular plot, set within the larger field that extended to the edge of the road either side. On the northern side, three groups of houses and cottages are dispersed along the road with fields between.

In the late 19th century brickmaking was carried out near the canal between Zephon Common and Crondall Road. The bricks were produced from local clay and used for the construction of the Aldershot Garrison in the mid-1800s. There was also a pottery kiln behind the farm buildings in Crookham Street, where flower-pots, bread pans and pipkins were produced. These industries stimulated further development and further infilling into the fields on the north side of The Street occurred along with expansion to the east and west.



Crossways acted as an informal meeting point for Crookham Village residents

(Fleet and Crookham Local History Group '2008/140')

4. History

Twentieth and Twenty-first Centuries

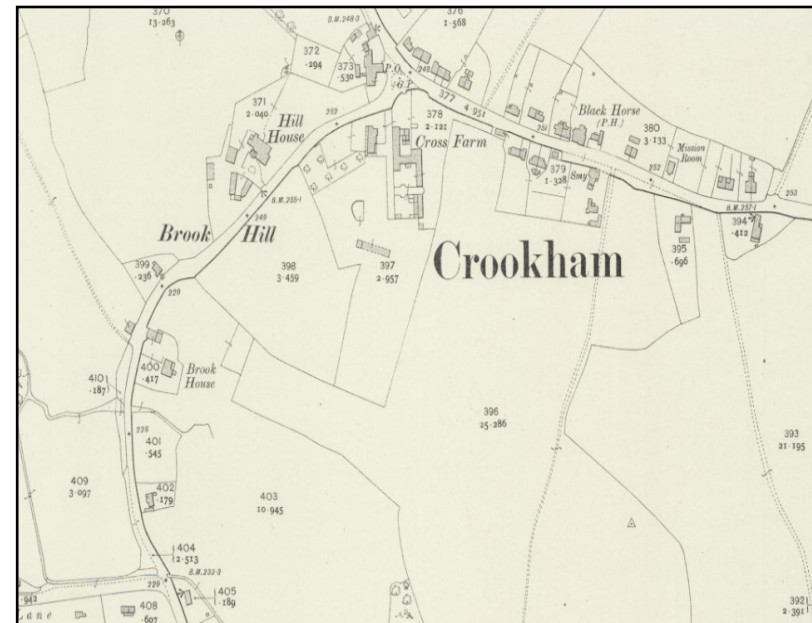
The principal landowner in the village in 1935 was the Calthorpe Estate, (the Gough-Calthorpe family) owners of the nearby Elvetham Estate since the late 18th century and currently still significant landowners in the area. Tobacco was grown around Crookham Village on the estate of A J Brandon from 1912 until 1937. Hops were grown and processed in the parish until 1974, with two hop kilns still remaining in Crookham Village, one of which lies within the Conservation Area on Pilcot Road.

The years following the Second World War brought an increase in residential development within and adjacent to the old village. Many more houses were built in the surviving undeveloped plots along The Street on both sides in the 20th century, producing the now characteristic hard boundary between developed and undeveloped land. Separate civil parish status was granted in 1952, as the parish of Crookham Street. The following year, the name was changed to Crookham Village.

Economic Profile

Crookham Village Parish is a small and partially rural area located on the outskirts of Fleet. There are limited services so residents must travel further for basic needs and facilities such as shops, employment areas and schools. The village is well located to access Fleet, Farnborough and Winchfield stations, providing links to London and Basingstoke. Crookham Village is classified as a main village in the Local Plan and has a relatively young population profile. The majority of housing is owner occupied and

there are reasonably high levels of car ownership. As the Parish has very limited employment opportunities, the majority of working age inhabitants travel outside for work.



Extract from 1906 map of Crookham Village showing further development by that date. This shows the position of the Mission Room on the north side of Crookham Street which was built in 1891 as a Chapel of Ease for elderly residents who could not walk as far as Christ Church in Church Crookham. It was demolished in 1972.

5. Architectural Interest and Built Form

5.1 General Character

Overall Throughout the Conservation Area the grain of development follows the historic routes with buildings addressing the roads. The uses are generally residential with distinct house types in the two different character areas. The materials throughout are generally traditional with extensive use of brick, clay tiles for roofs and a mix of timber and plastic for windows. Boundary treatments vary between the different character areas.

The contribution of individual buildings is described in detail in Appendix 2.

5.2 Character Zones

The existing Conservation Area has two distinct areas which were identified in earlier assessments. These correspond to the two character areas identified within this appraisal and are described as Character Area 1: The Street and Character Area 2: Crondall Road. These meet at an important junction known as Crossways.

The boundaries of the Character Zones are shown in Map 3 on page 7 and Map 5 on page 9.

Character Area 1 [Map 3]: The Street (including Pilcot Road and the northern end of Crondall Road)

This area is the most strongly linear in form and has a greater density of development and variety of house types.

The historic development of the properties within Character Area 1 is mapped on Map 4 on page 8.

North Side: The north side of The Street is characterised by a generally consistent building line and smaller gaps between buildings giving glimpsed views of trees lining the watercourses beyond the village (see page 34). The housing dates from the 16th through to the 20th centuries and is a mix of terraces, cottages and a bungalow. The earlier houses from the 16th and 17th centuries have slightly more generous plots. The buildings from the 18th and early 19th centuries have smaller plots and the 20th century



View of the north side of the Street showing the mix of properties from 17th and 19th centuries

5. Architectural Interest and Built Form

development clearly illustrates the gradual infilling process that has been in progress from earlier times. Towards the western end of the north side of The Street the late 19th and early 20th century development is in the form of a terrace.

Boundary treatments vary between brick and solid walling and hedging with some fencing. At the eastern end, the boundary to Prospect Cottage has been totally removed but low boundary treatments in the form of modern walls and a low hedge survive for the properties to the west. Between these properties and the Spice Merchant, further west, the boundaries are well established with taller hedges which give a green and verdant character to this section of The Street. Immediately west of the Spice Merchant, white painted

picket fencing survives in front of the cottages, a feature that was once more widespread, before the boundary treatments once again become hedging in part above wooden fencing.



Stretch of soft hedging to the north of Crossways



View of the north side of the Street showing the variety of front boundary treatments ranging from hedges to picket fencing

The boundary in front of the Social Club is fragmentary and largely open and the area in front of the building is hard landscape before another significant stretch of soft green hedging extends to the late 19th century terrace (Sunnyside Villas) to the north of Crossways where boundaries have once again been removed to enable parking. The majority of former front gardens along this, north side of The Street now accommodate parking with some boundaries removed to facilitate this use.

South Side: The southern side of The Street is slightly less dense and properties are set back from the road with generous gardens in front (see page 4). Boundaries are generally hedges

5. Architectural Interest and Built Form

or vegetation including above some sections of wooden picket fences, with picket fences also surviving along Crossways and defining the boundary of Cross Farm Cottages. The hedges and fences generally screen parking in front gardens successfully along the south side of The Street, therefore making it much less visually intrusive (see *page 36*).

A section of the south side of The Street between 1 and 2 Forge Cottages and Hawthorns has a green verge further softening the building line. The majority of the houses are substantial and detached, although there are some estate cottages and the former village shop and post office which are distinctly different. Part of the forecourt of the former village shop and post office is designated as public highway which makes its boundary uncharacteristically open and only enclosed by a low brick wall. A further uncharacteristic and negative front element in the boundaries along the south side of The Street is the forecourt area of Village Cars. The boundary here comprises a very low brick wall enabling views into the forecourt which is hard landscaped and used to display vehicles for sale.

The overall experience of this character area is of a linear street, with gentle curves and with a pleasing variety of buildings and clearly identifiable groups of buildings of historic interest interspersed with later development. The views from within the eastern end of the Conservation Area are out to open green space which is part of the Basingstoke Canal Conservation Area whilst to the west at Crossways is a more suburban and

enclosed feel.

The experience of The Street is, however, affected by almost constant traffic with some, much more limited, pedestrian activity. To the south of Crossways, traffic calming measures have introduced a gateway into the village at the transition point between the denser settlement and the more dispersed



The “gateway” at the junction of the two character areas, looking south along Crondall Road which dips intriguingly out of sight. The traffic signage is unfortunate and could be rationalised.

5. Architectural Interest and Built Form

development to the south. The green space to the east side of this gateway and the detached houses within large plots indicate the beginning of the transition between the two character areas.

Character Area 2 [Map 5]: **Crondall Road (including Stroud Lane)**

The upper section of Crondall Road has a wooded copse to the east which stops as the road curves and dips down Brook Hill. The road continues south crossing over the River Hart and with important views to the wider landscape opening up to either side. The character is more obviously rural with intermittent footpaths and individual properties set back from the road on the east side. At the southern end of the Conservation Area, Stroud Lane, an unmade track, heads west alongside the river Hart and provides access to

15
00
30



The well-established taller hedging along Crondall Road

the rural landscape of woodland belts and fields to the southwest of the Conservation Area via footpath 11. This is believed to be part of an ancient highway which ran alongside the river Hart towards Dogmersfield. This part of the setting of the Conservation Area is the most agricultural in character and the sense of isolation and being in the countryside is at its strongest. The historic development of the properties within Character Area 2 is shown on Map 6 on page 10.

The boundary treatments in Character Area 2 are more uniform than those in Character Area 1, consisting mainly of well-



The important agricultural setting to the south of the village seen from Crondall Road illustrating the gentle, rolling topography, expansive skies and the rural character within which the settlement sits.

5. Architectural Interest and Built Form

established taller hedges. The main exception is the boundary of Brook House (see page 36) which is of dressed stone and is in keeping with the social standing and wealth represented by this building. The open field beyond Sundown Cottage is bounded by a section of surviving estate railings (see page 38).

The lower density of development either side of Crondall Road allows the setting and important surrounding green space to approach the boundary of the Conservation Area but to be easily appreciated from within it, which is in marked



Aerial view of the Crondall Road Character Area 2 looking east and showing the looser grain of development and the open farmland to the east

contrast to Character Area 1. This easily appreciated relationship between development and the agricultural green space is an important and distinctive characteristic of this part of the Conservation Area.



The important rural setting and green space with remnant hedgerows that comes to the boundary of the Conservation Area along the east side of Crondall Road. The expansive skies, tree belts and topography are all important, positive contributors to the character of the settlement within its setting.

6. Spatial Analysis

6.1 Scale, Layout and Urban Grain

Settlement type Crookham Village is a linear settlement along two historic routes. The linearity is particularly evident along The Street (Character Area 1) where the building line of development along the northern side is conspicuously consistent and the density of development is greater. The linearity is also experienced and evident from the setting of this character area to the north and south. Along the southern section of Crondall Road (Character Area 2) development is more dispersed and therefore at a lower density, although generally addressing the road.

Boundaries of the Conservation Area The boundary of the Conservation Area has been drawn tightly along the rear gardens of the buildings along both sides of The Street at the line where the character of the space changes abruptly from developed to undeveloped landscape. The boundaries to the east and west ends of The Street have been drawn at the junction of historic development with later 20th century expansion.

Along Crondall Road, the western boundary of the Conservation Area generally runs along the west side of the verge in this character area, with two exceptions. The first is where the boundary extends to the west to incorporate Seven Steps and the second is at the south end where it extends west along Stroud Lane. To the east side of Crondall Road the Conservation Area boundary follows the rear line of the gardens to the properties which are detached houses or cottages. The properties are within generous green space and the lower density and more open grain of development means that the



View of the rear boundary treatments of The Street from the south from Footpath 1 (top) and from the north from Footpath 6 (bottom)



6. Spatial Analysis

spaces inside the Conservation Area and in the setting are easily experienced.

6.2 Open Spaces

Open space within the Conservation Area is limited. The most important space is Crossways at the junction of Crondall Road, Pilcot Road and The Street. This is effectively the crossways where the historic routes meet and it has a small traffic island in its centre. A small area of green space immediately to the east is provided with seating.

There is another very small area of green space on the south side of The Street adjacent to Curious Explorers (formerly the Village shop and post office) which has further seating and a decommissioned telephone box which now acts as a community library. There is also a green verge along the south side of The Street extending from Forge Cottage to Studley which softens the line of development in this area. A further green verge with seating is located on the north side of Pilcot Road in front of the Kiln Workshops.

While Crookham Village does not have any formal play areas, the small Women's Institute Hall lies at the centre of the village. Recently rebuilt to replace a timber clad hut erected in 1962, this building continues to play an important role in the settlement as a venue for social activities.

The largest open spaces within the Conservation Area are the car parks associated with the Crookham Street Social Club, WI Hall and the Spice Merchant. These parking areas are hard surfaced and utilitarian. The car park associated with Crookham Street Social Club and the adjacent WI Hall also has ill-defined boundaries and is somewhat bleak in appearance.



The important open space of Crossways at the junction of Crondall Road, Pilcot Road and The Street looking south towards Crondall Road. This is the site of the Hampshire Parish Halo-design signpost.

6. Spatial Analysis

6.3 Setting of the Conservation Area and Views

Detailed descriptions and pictures of important views are in Appendix 5. The key views within the Crookham Village Conservation Area are shown on Map 7 on page 11 together with the routes of the public footpaths.

There are numerous small valleys and hills in the Crookham Village area, including Brook Hill adjacent to the Conservation Area and there is an open and rural character to the setting of the village, particularly to the south. This topography provides expansive views across attractive countryside to the south and to the southeast (*Views 1a and 1b, page 55*), which are particularly valued for their relative tranquility. Experiencing the setting south of the village allows an easy appreciation of the abrupt transition between open land and the historic settlement boundary (*View 2, page 56*). This part of the setting also contains remnants of historic field boundaries illustrating the functional links between the village and its landscape. Access to the setting of the village is provided by a number of public footpaths including one leading north from The Street (FP6), a further footpath adjacent to the Forge leading south (FP1) and two footpaths linking the western edge of the Conservation Area to the surrounding countryside (FP9 & FP10) all shown on Map 7 on page 11.

The setting also illustrates how the topography historically affected old routes and later development, as well as providing clear views of the historic buildings within the village, particularly those on the south side of The Street. To the north the setting

comprises flatter land that is slightly more open from which tree belts associated with water courses can be seen (*View 3, page 56*). While the character of this area of the setting is not as picturesque and obviously agricultural, the open green expanse provides an important breathing space for the village and similarly enables appreciation of the linear form of the settlement.

The setting of Crookham Village therefore currently provides views which allow the significance of the heritage assets to be appreciated and to understand why the village developed in the form it has. It also contains a number of Second World War anti-



The flatter, expansive setting to the north of the village associated with Grove Farm and the tree belts forming the horizon. The taller trees can be glimpsed in views between buildings along the north side of The Street. The open space provides uninterrupted views back towards the rear boundaries of the properties along The Street.

6. Spatial Analysis

invasion features related to Character Area 2, some of which can be seen from Stroud Lane. These include anti-tank pimples near Willow Cottage, a spigot mortar emplacement and square pillbox adjacent to Meadow Brook Stable (*View 4, page 57*).

The open nature of the setting to the south, west and north, enables views of the settlement boundary to be seen and appreciated. The views into the village from the north (*View 5, page 58*) and south (*View 2*) are generally to the rear boundary of the properties along The Street. The various boundary treatments to domestic gardens are not coherent and domestic outbuildings can be and are very visible. The views into the village from the north and south are important in allowing appreciation of the rooflines of the buildings and appreciation of the general consistency of the building line and roof heights (*see pages 4 and 34*).

Within the village there are a number of gaps between buildings that enable glimpsed and more expansive views of the open setting beyond. The tighter grain of The Street generally restricts views to glimpses with one exception, the linear view north from the footpath leading past the WI Hall looking over the car park to the green space beyond (*Views 6a & b, page 58*).

There are also important views from the footpaths that link the village to the surrounding landscape and in particular:

- linear view between Forge House and Forge Cottages along the footpath (CV FP1) (*Views 6a & 6b, page 58*);
- linear view from the footpath proceeding north between the WI Hall and Nuname and Grove cottages (CV FP6)

(*Views 7a & 7b, page 59*);

- linear views along the footpath south of Seven Steps going west from Crondall Road (CV FP10) (*View 8, page 60*);
- linear views from the footpath (CV FP11) which runs along Stroud Lane before heading into the rural setting to the southwest of the Conservation Area .

The looser grain of development along Crondall Road at the foot of Brook Hill as it leads out of the village enables more expansive views particularly to the east (*View 10, page 61*). These views are important for an appreciation of the topography of the landscape and the position of the settlement within it. The most important of these views are:

- Panorama NE from Brook House on the east side of Crondall Road (*View 11, page 61*);
- Panorama NE from Brook Cottage on east side of Crondall Road (*View 12, page 62*);
- Panorama looking east between Foxes Corner and Brookfield which enables appreciation of the rising slopes and tree copses beyond that lie to the south of The Street (*View 13, page 62*);
- Panorama to the south of Sundown Cottage looking east which is an extensive view of the slopes, tree belts and the unfortunately-utilitarian fencing of the public footpath (*View 14, page 63*).

6. Spatial Analysis

6.4 Trees

There is a group of important trees in the green verge on the east side of Crossways, adjacent to the listed Cross Farm Cottages. The informal vegetation along either side of Stroud Lane is also important to the sense of tranquility and enclosure of this part of the Conservation Area. There is also a significant tree south of Sundown Cottage on Crondall Road.

It should be noted that works on all trees within a conservation area are subject to constraints under planning laws, even those not specifically covered by a Tree Protection Order.

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Important trees on the verge by Cross Farm Cottages



Significant tree on Crondall Road south of Sundown Cottage



Line of trees in setting to north side of The Street identified as important in Hart Local Plan Policy INF2 (Green Infrastructure)

7. Heritage Assets and Opportunities for Enhancement

7.1 Listed Buildings

The Conservation Area contains 12 buildings all listed at Grade II; details are in Appendix 3. As shown on Map 2 on page 6, the majority are located along The Street with three on Crondall Road. All of the properties make a positive contribution to the historic interest and the special character and appearance of the Conservation Area.

The Street, North Side -List Entry Number (LEN):

- Page 137
- Laurel Cottage (LEN 1092347)
 - Lavender Westbrook (LEN 1092348)
 - Cedar Cottage (LEN 1339846)
 - Grove Vuname (LEN 1262029)

The Street, South Side:

- Cross Farm Cottages (LEN 1092384)
- The Bawn (LEN 1339809)
- Forge (LEN 1252965)
- Forge House (LEN 1092349)
- Grove View and West View Cottage (LEN 1252960)

Crondall Road:

- Brook House (LEN 1262121)
- Brook Cottage (LEN 1339842)

Stroud Lane:

Strangers Corner (LEN 1252973)



The Street in 1905 showing two 17th century cottages, one of which, Veronica Cottage, was demolished in the late 1950s. Known locally as the Pot Shop, it sold the products from the two potteries that existed in the village at that time.

7. Heritage Assets and Opportunities for Enhancement

7.2 Ages and Architectural Style

The majority of the buildings listed (9) date from the early modern period (the 16th and 17th centuries) and share common construction techniques and materials. All but one is built with oak timber frames, originally infilled with wattle and daub but now with brick infilling and some with brick underbuilding. Roofs are covered with clay tiles.

Although dating from the same period, Brook House is built of brick and designed with some architectural pretension. It is a local interpretation of classical architecture which includes pilaster piers and a shaped gable/pediment.

The remaining three listed buildings date from the later 18th and early 19th centuries and are modest cottages in local materials, mainly brick and tile. One of the listed buildings is a former industrial structure, the Forge, a building that would have been found in most traditional settlements.

All of the listed buildings, with the exception of Brook House, are therefore vernacular in character; that is, they derive much of their materials and associations from the immediate context. Brook House illustrates a building for a client of higher social standing with wealth derived not primarily from the land.

7.3 Positive Buildings and Contributors

Buildings and features which make a positive contribution to the special character or appearance of the Conservation Area have been identified using Best Practice as set out in the Historic England 2019 Conservation Area Appraisal, Designation and Management Second edition, Historic England Advice Note 1. [HistoricEngland.org.uk/advice/planning/planning-system/](https://historicengland.org.uk/advice/planning/planning-system/)

Designation Requirements (Historic England 2019, p. 21)

Criteria for identifying buildings or features of local importance advise that to be considered as locally important at least two of the following criteria should be met:

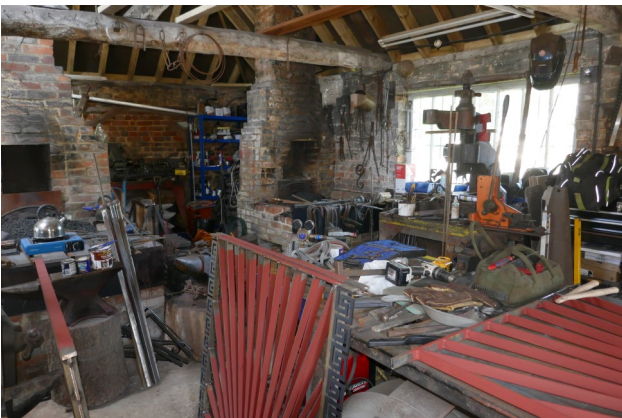
- Has architectural interest or quality
- Is a landmark feature
- Has a relationship with adjacent designated heritage assets in age, materials or in any other historically significant way
- Individually, or as part of a group, should illustrate the development of the local area
- Has significant historic associations with features such as a historic road layout, a park or a landscape feature (designed or natural)
- Has historic associations with important people or past events

7. Heritage Assets and Opportunities for Enhancement

- Reflects the traditional functional character or former uses of the area
- Contributes positively to the character or appearance of the area

Most of the buildings in a conservation area will help to shape its character. The extent to which their contribution is considered as positive depends not just on their street elevations but also on their integrity as historic structures and the impact they have in three dimensions, perhaps in an interesting roofscape or skyline. Back elevations can be important, as can side views from alleys and yards.

Using the checklist of questions in Table 1 (p 21) of the Advice note, the buildings listed below make a positive contribution to the character and appearance of the Conservation Area as they share key characteristics including scale, height and materials. They also illustrate the historic evolution of the village.



The recently renovated C19th Forge is now back at work



Aerial view of Character Area 1 showing the consistent building line and smaller gaps between the buildings on the north side and the lower density and larger gardens on the south side of The Street

7. Heritage Assets and Opportunities for Enhancement

The Street, North Side:

- Prospect Cottage and Lavernock Cottage;
- 1 and 2 South View;

The Street, North Side:

- Berry Cottage and Karalyn, 29 The Street;
- The Spice Merchant (formerly The Black Horse);
- Mayfield and Laurel Cottages;
- Westmarsh;
- The Chestnuts; and Crossviews Cottage;
- 1,2 &3 Sunnyside Villas;
- Melrose.

The Street, South Side:

- 1 and 2 Forge Cottages
- Studley and Lesleys
- Cross Farm House
- Meadowside

Pilcot Road, North Side:

- The Kiln Workshops

Crondall Road:

- Seven Steps;
- Sundown Cottage;

Stroud Lane:

- Willow Cottage.



View of Crookham Street showing the Black Horse public house, the Forge and Forge Cottages circa 1906 (Fleet and Crookham Local History Group '2008/140')

7. Heritage Assets and Opportunities for Enhancement

All of the buildings in the Conservation Area have been assessed for the contribution they make. This assessment is found in Appendix 2.

A number of items of street furniture make a positive contribution to the appearance of the Conservation Area. These include several “Windsor” style heritage lampposts in the village along The Street and Crondall Road which were installed in the late 20th century. The traditional hanging sign to the Spice Merchant also makes a positive contribution to the appearance of the Conservation Area along with the cast iron finger-post in the Crossways triangular traffic island, which is a Hampshire Parish Halo design. The post box associated with the former village shop and post office also survives along with a traditional K6 telephone kiosk (no longer operational). A replica milepost in the raised bed in front of the former village shop celebrating links with the twinned town of Lévignen in France is also of interest (see page 57).

Some estate railings survive along the east side of Crondall Road adjacent to Sundown Cottage which illustrate past land management. The tributaries of the river Hart that cross Crondall Road and run along the side of Stroud Lane are attractive features. Unfortunately, the utilitarian balustrades to the bridge over the river Hart on Crondall Road are less positive.



The traditional hanging sign for the Spice Merchant formerly the Black Horse



The utilitarian balustrade to the River Hart on Crondall Road with an adjacent “Windsor” style heritage lamp

7. Heritage Assets and Opportunities for Enhancement

7.4 Negative Buildings and Spaces Presenting Opportunities for Enhancement

The setting of a number of buildings within the Conservation Area has been eroded such that their current use and appearance have a negative impact. These include the former front gardens to Lavernock and Prospect Cottage which are now entirely devoted to car parking. The areas in front of the Spice Merchant and the Crookham Street Social Club also detract. The area in front of Village Cars used for extensive parking and which includes the advertising sign and lights is also detrimental.

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A number of spaces within the Conservation Area also detract, including the expanse of car parking between the Crookham Street Social Club and the WI Hall, which includes poor boundary treatments. The car park to the Spice Merchant is also somewhat unattractive. The small seating area with the village noticeboard is not particularly inviting.

Other Negative Features The telegraph and power cables along The Street are a negative feature along with the elevated power transformer on the east side of Crondall Road. In addition to the loss of boundary treatments along the north side of The Street for private car parking, the northern side of the street is also used for ad-hoc parking obstructing the footpath as is the southern side. The public realm is tired in a number of places with redundant road signs and poor surfaces to the footpath on the eastern side of Crossways.



The electricity transformer and power cables on the east side of Crondall Road are unfortunately unsympathetic and their replacement with more sensitive infrastructure would be a benefit.

8. Assessment of Condition

Using the assessment criteria provided by Historic England in their Heritage at Risk Register (2023) which are:

- vacancy;
- gap sites and
- lack of maintenance;

the condition of the Crookham Village Conservation Area is **Good**.



View of the south side of The Street showing the more uniform hedge boundary treatments with a greater level of the conversion of front gardens to enable parking



The stone walling boundary treatment of Brook House



Eastern edge of Character Area 1 on south side of The Street

9. Challenges and Opportunities

9.1 Challenges

The principal challenges to the appearance of the Conservation Area are:

- The loss of verdant front gardens and boundaries for parking; and
- The loss of one architectural feature on the historic buildings which is the introduction of unsympathetic and unsustainable plastic materials for windows. Examples include the former Village Shop, Sunnyside Villas, Cedar Cottage and Lavender Cottage.

The Neighbourhood Plan also identifies traffic as the major challenge as the road network throughout the Parish is largely unchanged from the time when Crookham Village was served by horse and cart. As a result, the roads in the Parish are unsuited to the volumes of traffic currently experienced with the result that several junctions are already overloaded and act as bottlenecks to the smooth flow of traffic both through the Parish and between the various settlements within the Parish. The linear nature of Crookham Village, with historic development along the length of two main roads, The Street and Crondall Road, results in all through-traffic having to pass through the village centre.

Recent traffic surveys have confirmed that further pressure will arise from other recently permitted housing schemes (land at Watery Lane, the recent development at Knight Close and the new Hareshill estate at Grove Farm) on the outskirts of the parish. The new Hart leisure centre

and expansion of Calthorpe Park, the main secondary school, to accommodate developments in both Crookham Village and the adjacent parishes will all add to the traffic density.

9.2 Opportunities

Opportunities to enhance the appearance of the Conservation Area include:

- Car park landscaping;
- Boundary enhancement and reinstatement along the north side of The Street;
- Proposals for the replacement of windows to be based on appropriate design which responds to the historic character and appearance of individual properties;
- Improving public realm including the small sitting area on the south side of The Street;
- Improving the public realm outside the Spice Merchant and Crookham Street Social Club;
- Improving the signage and associated lights outside Village Cars;
- Traffic island/traffic management including simplification of the junction at the Crossways;
- Simplify and improve the traffic signage throughout the Conservation Area;
- Removing overhead cables.

9. Challenges and Opportunities

9.3 Next Steps

Crookham Village Parish Council has identified a number of additional projects that will be put forward for consideration by the Council once the refresh of the Crookham Village Conservation Area has been adopted by Hart District Council. These include:

- A review of the boundaries of the Conservation Area. This review will be conducted in association with a review of the Neighbourhood Plan such that the two are always consistent. This boundary review will consider the available evidence to support the inclusion of an additional section of Crondall Road within the Crondall Road Character Area 2 of the Conservation Area.
- The preparation of a Management Plan for the Conservation Area to identify potential improvement projects should suitable funding become available.
- A review of the Article 4 Directions (2019) in place within the Crookham Village Conservation Area to ensure that they are adequate to preserve its special character and appearance.



View of the east side of Crondall Road below Sundown Cottage showing the surviving estate railings along the field boundary and the topography of the landscape to the southeast of Crondall Road

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Appendix 1. Heritage Assets: Legislation and Policy

Heritage Assets

The National Planning Policy Framework, December 2023 (NPPF), notes that heritage assets are an irreplaceable resource and defines a heritage asset as :

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

In determining applications that affect heritage assets, local planning authorities should take account of:

- a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c. the desirability of new development making a positive contribution to local character and distinctiveness.

There is special provision under para. 204 of the NPPF for statues, plaques, memorials and monuments, whether listed or not. For advice on submitting applications for works to heritage assets see page 58 of the NPPF.

Designated Heritage Assets

Conservation Areas

Conservation areas were first introduced in the Civic Amenities Act of 1967. The provisions for Conservation Area designation and management are set out in legislation, that is the Planning (Listed Building and Conservation Areas) Act 1990. Government planning policy (as explained in the NPPF) and Government guidance (as described in the Planning Practice Guidance) provide further context on this. A Conservation Area is defined in the Act 1990 as an '*area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance*' .

Historic England advises that Conservation Area designation is a process that aims to protect the wider historic environment. Areas may be designated for a number of reasons, these may include the quality of the architecture of its buildings; their layout, the use of materials, or a particular historic use or designed landscape. These features are judged against local and regional criteria, rather than national requirements. Conservation Areas should be coherent areas in which buildings, streets and spaces create clearly identifiable townscapes that are of special interest.

The responsibility for designating Conservation Areas lies with the local authority. The NPPF advises that in designating Conservation Areas, Councils should ensure that the area justifies such status through its architectural or historic interest. Local authorities also have a statutory duty under the 1990 Act to periodically review all their conservation areas and Historic

Appendix 1. Heritage Assets: Legislation and Policy

England recommend that each area is reviewed every five years.

The Act also advises that it is the duty of local planning authorities to formulate and publish proposals for the preservation and enhancement of Conservation Areas and to consult the public in the area in question, taking account of any views expressed. In the exercise by local planning authorities of planning functions within the Conservation Area the Act requires that 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'.

The NPPF also advises that local planning authorities look for opportunities for new development within Conservation Areas *'to enhance or better reveal their significance'* and that *'Not all elements of a Conservation Area ... will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under paragraph 207 or less than substantial harm under paragraph 208, as appropriate, taking into account the relative significance of the element affected and its contribution to the Conservation Area as a whole'* (paragraph 209).

Conservation Area designation brings the demolition of most structures under the control of local planning authorities, limits permitted development rights for extensions and alterations and requires consent for certain works, such as cladding. Works to trees within Conservation Areas also require Council agreement.

Under the Town and Country Planning Act 1990 it is an offence in a conservation area to fail to obtain planning permission for the

demolition of unlisted buildings with a volume of 115 cubic metres or more or to demolish any gate, wall or other means of enclosure with a height of one metre if next to a highway or two metres elsewhere in a Conservation Area (section 196D).

The Hart Local Plan Policy (Strategy & Sites) 2032 policy NBE8 is the key policy relating to the historic environment for development management purposes.

Policy NBE8 Historic Environment sets out an overarching policy approach towards planning applications that would affect heritage assets. The Local Plan also contains Policy NBE9 Design which includes a criterion relating to heritage assets and their settings.

Listed Buildings

Listed buildings are designated by the Government taking into account research and advice undertaken by Historic England.

Historic England advises that the principles of selection for listed buildings seek to ensure that all buildings up to 1700, which survive in anything like their original condition are listed, along with most buildings from 1700 - 1840. After this date, there was a significant increase in the number of buildings erected, and therefore, listed buildings from this period are less in number being limited to the best examples of particular building types.

Listed buildings are protected under the Planning (Listed Buildings and Conservation Areas) Act 1990 and consent is required for any works, demolition or alteration that would affect their *'character as a building of special architectural or historic interest'*. It should be noted that curtilage structures in existence prior to 1948 are also counted as listed. When considering

Appendix 1. Heritage Assets: Legislation and Policy

applications for works to a listed building, the Act requires local planning authorities to ‘have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses’.

There are currently 12 listed buildings and structures within the Crookham Village Conservation Area. Full details of each listed building can be found within Appendix 3.

Non-designated Heritage Assets

These buildings and features, although not statutorily listed, have been identified by the Council as having a significant level of local value and are considered to make a positive contribution to the special character of the Conservation Area. The full list of criteria for identifying these heritage assets can be found in Section 7.3 of this document.

Details of buildings/structures in the Crookham Village Conservation Area that make a positive contribution to the special character of the Conservation Area, can be found within Appendix 4. This Character Appraisal does not seek to identify non-designated heritage assets at this stage. However, the descriptions of the positive contributors can be used as evidence within the planning system and within subsequent analysis of the area to identify non-designated heritage assets on an individual basis.

Significance

The NPPF defines significance as ‘*The value of a heritage asset to this and future generations because of its heritage interest.*

The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting’.

It also advises that ‘*Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites, which are internationally recognised to be of Outstanding Universal Value. These assets are a valuable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations’.*

Applications for Works to Heritage Assets

The Council will require applicants to describe the significance of any heritage asset affected, including any contribution to their setting, and to assess the impact of the proposed works on this. This will normally take the form of a Heritage Statement. It should be noted that deliberate neglect will not be taken into account in any decision. Where there is a likelihood of archaeological significance, a desktop assessment should be included.

Appendix 2. Contribution of Individual Buildings

Property	Description	Contribution
Grove View & West View Cottage. The Street	C16 -17 th Timber framed, brick, clay tile, metal/ timber windows	Positive
Zephon Way. The Street	1960s Brick, weatherboard, plastic windows	Neutral
Curious Explorers (former village shop. The Street	Early C20 th red brick, clay tile, plastic windows	Neutral
Marralameda. TheStreet	Mid C20 th Red brick, clay tile plastic windows	Neutral
1 and 2 Forge Cottages. The Street	Late C19 th - Early C20 th Fred brick, clay tile with timber windows	Positive
Forge House and blacksmiths forge. The Street	C16 th and C19 th Timber frame, brick tile hanging and clay tile roof with timber windows	Positive
The Peppers. The Street	Mid C20 th Red brick concrete tile and plastic windows	Neutral
Balwearie and Hawthorns. The Street	1960s red brick and tile hanging, concrete tile roof, plastic windows	Neutral
Studley and Lesleys. The Street	Late C19 th Red brick slate roof, plastic and timber windows	Positive
The Bawn. The Street	C16 -17 th Timber frame, brick and render clay tile roof, timber windows	Positive
Blue Pryor Cottage. The Street	C20 th render, clay tile and timber windows	Neutral
Nyasa. The Street	Late C20 th Brick and pebbledash, clay tile roof, plastic windows	Neutral
Pinetops. The Street	1970s bungalow red brick, concrete tile roof with plastic windows	Neutral
Village Car Repairs. The Street	C20 th brick with corrugated asbestos roof and timber windows	Detracts - principally from sales area parking
Chelsea Cottage, 2 Cross Farm Cottage, Blossom Cottage. The Street	C17 th timber framed, red brick and tile hanging, clay tile roof and timber windows	Positive

Appendix 2. Contribution of Individual Buildings

Property	Description	Contribution
Kiln Workshops. Pilcot Road	C19 th red brick and timber cladding, slate roof and timber windows	Positive
Melrose Villa. The Street	Early C20 th red brick and render with Roman tile roof and timber windows	Positive
1,2 and 3 Sunnyside Villas. The Street	Early C20 th red brick, render and roughcast clay tile roofs with timber and plastic windows	Positive
Crossviews Cottage, Chestnut Cottage and Westmarsh. The Street	C18 th rendered brick with clay tile roof and timber and leaded casement windows	Positive
Vuname (known locally as Nuname) and Grove Cottage. The Street	C17 th timber framed and red brick, clay tile roof with timber and plastic windows	Positive
Crookham Street Social Club. The Street	1960s brick and concrete tile hanging, concrete tile roof and plastic windows	Neutral- <i>setting detracts</i>
Crookham Woman's Institute. The Street	C21 st brick with clay tile roof, timber windows with reconstituted stone sills	Neutral - <i>setting detracts</i>
Cedar Cottage. The Street	c1740 painted brick, clay tile roof with plastic windows	Positive
Lavender Cottage and Westbrook Cottage. The Street	C16-17 th timber framed with brick, clay tiled roof, mixed timber (Westbrook) and plastic (Lavender) windows	Positive
Laurel Cottage and Mayfield Cottage. The Street	c1740 red brick with some flared headers, clay tile roofs, timber casement windows	Positive
The Spice Merchant. The Street	Mid C19 th painted render and brick with slate roofs and mixed timber and plastic windows	Positive
Spice Merchant outbuildings The Street	Mid C19 th former coach house, brick with weatherboard gable to slate roof, plastic glazed windows, timber stable doors	Positive- <i>setting detracts</i>
29A Fairway. The Street	1960/70s brick bungalow with concrete tile roof and plastic windows	Neutral
29 The Street and Berry Cottage. The Street	C19 th smooth and textured render over brick, concrete tile roof, mixed timber and plastic windows	Neutral (<i>formerly positive but now unsympathetically altered</i>)




Appendix 2. Contribution of Individual Buildings

Property	Description	Contribution
Simon's Cottage and Cheribon, The Street	1960/70s link detached brick with concrete tiled roof and plastic windows	Neutral
Halfpennys. The Street	1960/70s brick with concrete tile hanging, concrete tile roof plastic windows	Neutral
Devonia and Chelston. The Street	Early-mid C20 th brick with rendered dormer gables, clay tile roof and plastic windows	Neutral
1 & 2 South View. The Street	C16-17 th timber frame with brick infill and fish-scale tile hanging, clay tile roof, mixture of timber and plastic windows	Positive
Lavernock Cottage and Prospect Cottage. The Street	Late C19-early C20 th red brick with clay tile roof, timber windows, plastic in extension.	Positive- <i>setting detracts</i>
Cross Farm House. Crondall Road	Late C19 red brick with stone quoins, slate roof and plastic windows	Positive
Applegate. Crondall Road	1970s red brick with tile hanging and clay tile roof, plastic windows	Neutral
Meadowside. Crondall Road	1920s render with clay tile roof and timber windows	Positive
Bleek House. Crondall Road	Early C20 th render with clay tile roof and timber windows	Neutral- <i>hidden in woodland but positive historically</i>
Maplehurst and the Cedars. Crondall Road	Late C20 th red brick with tile hanging and clay tile roofs	Neutral
Brook House. Crondall Road	C17 th brick with clay tile roof and timber windows	Positive
Brook House garage, Crondall Road	C20 th brick with thatch roof	Positive
Foxes Corner. Crondall Road	C19 th altered rendered red brick with tile hanging, concrete tile roof and plastic windows	Neutral
Brookfield. Crondall Road	Late C20 th red brick with clay tile roof and timber windows	Neutral




Appendix 2. Contribution of Individual Buildings

Property	Description	Contribution
Sundown Cottage, Crondall Road	C17-18 th timber framed, painted brick with clay tile roof and timber windows	Positive
Brook Cottage, Crondall Road	C17 th timber framed, rendered brick, clay tile roof and timber windows	Positive
Seven Steps, Crondall Road	Early C19 th core with later C19 and early C20 th extensions, red brick and tile hanging, clay tile roof, timber windows, casements and sashes	Positive
Meadow Brook, Brooks Meadow and Little Brook, Crondall Road	Three Late C20 th bungalows in reclaimed brick, applied timber framing and tile hanging, Roman tile roofs	Neutral
Willow Brook, Crondall Road	Late C20 th bungalow, brick and tile with Roman pan tile roof	Neutral
One Willows, Crondall Road	Late C20 th bungalow, tile and brick with Roman pan tile roof	Neutral
Strangers Corner, Stroud Lane	C17 th timber framed, rendered brick with clay tile roof and timber windows	Positive
Michaelmas Lodge, Stroud Lane	Late C20 th brick with pantile roof and timber windows	Neutral
Willow Cottage, Stroud Lane	C17 th with possible earlier core, painted brick and render, clay tile roofs, leaded plastic windows	Positive



Appendix 3. Listed Buildings: Illustrations and Summary Descriptions

Crookham Village Conservation Area Grade II Listed Buildings			
Building Name	Photograph	Type / Age	Description
The Street: North Side			
Laurel Cottage, The Street		Cottage C18	2 storeys. Red brick. Plain tile roof with brick end stacks. 3-light case-ment windows. Central 6-panel door with later hood. C18. 2 storeys, 2 windows. Red tile roof. Red brick walling in Flemish bond; first-floor band (broken in centre), rubbers to ground floor flat arches. Case-ments; blank panel above central entrance. Old door with later gabled canopy on brackets.
Westbrook and Lavender Cottage, The Street		Cottages (2) C17	Timber-framed and brick structure. Tiled roof. That Lavender Cottage dates from between 1620 and 1650 is confirmed by a wall mural found by former residents and Westbrook is believed to have been built at the same time. Both properties have 2 storeys with 4 upper windows. Red tile roof, gabled to east and half-hipped to west, tile-hung east gable. Exposed timber frame to upper walls; red brick infilling and to lower walls. Casements. Modern brick porch to Westbrook.
Cedar Cottage, The Street		Cottage C18	Brick structure. Tiled roof. C18. 2 storeys, windows. Red tile roof with gables at ends and catslide to north. Painted brickwork; brick dentil eaves, 1st floor band, cambered ground floor openings. Later case-ments; blank panel above central entrance, which is an open tile-covered porch on pillars.



Appendix 3. Listed Buildings: Illustrations and Summary Descriptions

Crookham Village Conservation Area Grade II Listed Buildings			
Building Name	Photograph	Type / Age	Description
The Street:		North Side	
Nunname (Vuname) and Grove Cottage, The Street		Cottages (2) C17	2 cottages with brick and timber-framed structure. Tiled roof. May be older than date shown. C17. 2 storeys, 4 upper windows. Red tile roof, gabled to east and half-hipped to west, tile-hung east gable. Exposed timber frame to upper walls; red brick infilling and to lower walls. Modern casements. Gabled porch on pillars.
The Street:		South Side	
2 and 3 Cross Farm Cottages		Cottages (3) C17	Timber-framed and brick structure. Tiled roof. No. 3 originally a hop kiln. C17. 2 storeys; 1:1:2 windows. Massive red tile roof, gabled at east end with a front gable at the west end, the latter tile-hung to the ground floor. Large central brick stack. Timber-frame exposed on the upper floor and part ground floor, also on the east gable, filled with painted brickwork; rear extension to No 3 in red brick. Modern casements. Plain doors. Continuous tile-covered canopy on brackets along north front of Nos 1 and 2.
The Bawn, The Street		Cottage C17	Timber-framed structure. C19 extension with modern half-hipped tiled roof and some additional timbering. May be older than date shown. C17. 2 storeys; some upper windows below eaves and some are dormers. Irregular window pattern. Exposed timber frame, with painted brick infilling; east end projects forward. Red tile roof; gable and half-hips; tile hanging to upper part of east wing. Casements, including some small original windows; 3 gabled dormers. Modern brick porch. Lead fire-insurance sign.


Appendix 3. Listed Buildings: Illustrations and Summary Descriptions

Crookham Village Conservation Area Grade II Listed Buildings			
Building Name	Photograph	Type / Age	Description
The Street: South Side			
The Forge House, The Street		House C16	Recent dendrochronology dating has shown that this house was built in 1594. It is a timber-framed and brick structure with late C19 th addition. It is of a superior construction than other village houses of this period and is believed to have been built for one of the sons of the lord of the manor in Dogmersfield.
The Forge, The Street		Building C18/19	Brick structure thought to have been built in the mid-C19 th with a tiled roof. The forge was in use for shoeing until late 1950s. The building has recently been restored and the original forge and bellows is now operational and still in use.
Grove View and West View Cottage, The Street		Cottages (2) C17	Timber-framed structure with small modern extension to West View Cottage. C17 and C18 but may be older than date shown. 2 storeyed block, 5 windows. The timber-frame is exposed on the west side, being all of the upper floor and part of the lower; the main part had a slightly later south extension and a recent small extension to the north, all timber-framed. Red tile roof with half-hips and catslide to the east; large grouped stack in the centre of the oldest unit and chimney at the south end. Walling is painted brickwork, brick infilling to frame, tile-hung upper wall to north gable. Casements. Small porch. There is a well in the rear garden of West View Cottage.



Appendix 3. Listed Buildings: Illustrations and Summary Descriptions

Crookham Village Conservation Area Grade II Listed Buildings			
Building Name	Photograph	Type / Age	Description
Crookham Road			
Brook House, Crookham Road		House C17	2 storeys and attic. Brick structure. Old tiled roof. Part of a once extensive country house with Dutch gable dated 1664. Later timber-framed addition. Said to have been a retreat of King Charles II and Nell Gwynne. C17 and C18. 2 storeys and attic; 1:0:2 windows. A building of mixed form and dates, walled in red brick, with English and Flemish bonding. The west front has a C18 set-back northern unit of lesser height, an entrance section, and at the south end a Dutch gable, dated 1664. The gable walling, and its return on the south face is divided panel wise in recesses, having small brick arcading on the top side; within the panels beneath the gable, windows are framed within raised bands, linked by a vertical below the centre of each sill to the bottom edge of the main panel. The middle section of the front has a blank panel above an arched doorway (with keystone and impost bands). The south wall has a 3-panel division, without ornament. Red tile roof, part gabled, half-hipped and a full hip to the east; large brick stacks. Modern casements. The facade is thought to be the surviving part of a much larger, probably symmetrical, design and foundations have been found in the garden and adjacent field. During a restoration in the 1960's, evidence of a major fire was found.
Brook Cottage, Crookham Road		Cottage C17	Timber-framed and brick structure. Tiled roof. Interesting internal timber-work. May be older than date shown. C17. 2 storeyed timber-framed house with frame exposed on the first floor and gable. Red tile roof with half-hips ground floor outshot to the south; tile hanging to south gable. Massive central chimney stack. Casements. Modern gabled rustic porch.




Appendix 3. Listed Buildings: Illustrations and Summary Descriptions

Crookham Village Conservation Area Grade II Listed Buildings			
Building Name	Photograph	Type / Age	Description
Stroud Lane			
Strangers Corner, Stroud Lane, Crandall Road		Cottage C17	Timber-framed and brick structure. Old tiled roof. May be older than date shown. C17 and C18. 2 storeys, 4 windows. Timber-framed house, with exposed timbers on the upper part, infilled with painted brickwork, which is also used for the lower walls; gables rendered and lower rear walls boarded. Massive red tile roof, half-hipped and with catslide to south. Central stack. Modern casements; plain door.



Appendix 4. Locally Important Buildings and Features

Crookham Village Conservation Area Locally Important Buildings			
Building Name	Photograph	Type / Age	Description
The Street	North Side		
Prospect Cottage and Lavernock, The Street		Cottages (2) C19	A pair of well-built cottages of locally made red brick in 'Victorian Gothic' style. Metal window frames. Both of these cottages were formally included in the HDC local listing. Lavernock was extended in 1989/90 in the same "Victorian Gothic" style and Prospect Cottage has recently been similarly extended.
South View, The Street		Cottages (2) C17	A pair of timber-framed and brick structure cottages. Tiled roof. While these are thought to have been built in the C17 th , they may be older than this. These cottages were much altered 1964/5 internally while their outwards appearance continues to make a major contribution to the Old Village street scene.
Berry Cottage and Karolyn, The Street		Cottages (2) C18	Built of local red brick and rendered, these cottages were thought to have been built in the C18 th , probably to house either agricultural workers or canal workers. Both properties have modern tile roofs.




Appendix 4. Locally Important Buildings and Features

Crookham Village Conservation Area Locally Important Buildings			
Building Name	Photograph	Type / Age	Description
The Street	North Side		
The Spice Merchant (previously The Black Horse), The Street		Buildings C18	The Spice Merchant (formerly Black Horse) is a brick structure which has been in business for over 150 years as a public house. Photos from the early C20 th reveal that the building is little changed both externally and internally. This building is an important part of the village street scene. This is one of four sites for the annual performance of the Mummer's play on Boxing Day. This is part of a centuries-old tradition that has survived in Crookham Village and is one of the oldest plays of this type in the country, having been performed almost continuously since 1880.
Mayfield Cottage, The Street		Cottage C18	This property is joined to Laurel Cottage which has a Grade II listing. The property is thought to date from the same period but to have been built slightly later. Of red brick, it has a plain red tiled roof and brick end stacks. The 3-light casement windows and central 6-panel door with later hood all match those features on Laurel Cottage as does the style of the red brick walling in Flemish bond.
Cross View, The Chestnuts and West Marsh, The Street.		Cottages (3) C18	This row of three brick and tile terraced cottages were built in the C18 th , probably to house agricultural workers. While the brickwork records the original date of 1740, this has now been rendered over. The centre cottage, The Chestnuts, was formerly The Jolly Waterman public house.




Appendix 4. Locally Important Buildings and Features

Crookham Village Conservation Area Locally Important Buildings			
Building Name	Photograph	Type / Age	Description
The Street		North Side	
Melrose and Nos. 1, 2 and 3, Sunnyside, The Street		Cottages (4) C20	Victorian villas, built on site of the village pottery and a C18 th cottage in the early 1900s. A blue plaque tells how a cottage on this site was once the home of David Harris of Hambledon Cricket Club circa 1770, - England's first demon bowler.
Pilcot Road			
Hop Kiln, Pilcot Road		Building C19	This is one of two hop kilns within Crookham Village Parish and was in use until 1974 when hop growing ceased. Brick, twin square pyramidal towers. Slated hipped ventilators. Wooden annexe, weather boarded. The building is included in the list of local buildings and features of interest in the Conservation Area Proposal Statement and contains a small museum to hop growing. It remains a significant landmark in the village.





Appendix 4. Locally Important Buildings and Features

Crookham Village Conservation Area Locally Important Buildings			
Building Name	Photograph	Type / Age	Description
Cron dall Road and Stroud Lane			
Seven Steps, Cron dall Road		House C19	Early C19 th core with later C19 th and early C20 th extensions red brick and tile hanging, clay tile roof timber windows casements and sashes
undown, Cron dall Road		Cottage C17	This property is thought to date from the late C17 th . It has a brick and timber-framed structure with an old tiled, half-hipped roof and dormer windows. Many of the rooms retain their original timber beams.
Willow Cottage, Stroud Lane, Cron dall Road		Cottage C17	Property built circa 1650. Formerly timber-framed externally, now brick filled. Evidence of internal timber-framing. Willow Cottage is one of the founding dwellings in Crookham Village.



Appendix 4. Locally Important Buildings and Features

Crookham Village Conservation Area Locally Important Buildings			
Building Name	Photograph	Type / Age	Description
Other Positive Contributors			
1 & 2 Forge Cottages, The Street		Cottages (2) C19	Late C19 th - Early C20 th red brick, clay tile with timber windows
Studley and Lesleys, The Street		Cottages (2) C.9	Late C19 th red brick, slate roof, plastic and timber windows
Cross Farm House, Cron dall Road		House C19 – C20.	Late C19 th red brick with stone quoins, slate roof and plastic windows. The house was extended in the C20.

Appendix 4. Locally Important Buildings and Features



Crookham Village Conservation Area Locally Important Buildings and Features			
Building Name	Photograph	Type / Age	Description
Other Positive Contributors			
Meadowside, Cron dall Road		House C20	Late C20 th . Render with clay tile roof and timber windows
Crossways		Junction	The traffic island in the centre of Crookham Village is known locally as Crossways. It lies at the junction of the three main roads through the village and has become the identifiable focal point at the centre of the village. The island lies adjacent to a small area of public open space outside Cross Farm Cottages.
Former Village Shop and Post Of- fice, The Street			Early C20 th red brick, clay tile, plastic windows
Milepost, The Street			This was donated to celebrate the twinning between Crookham Village and Levignan in France.

Appendix 5. Key Views



Crookham Village Conservation Area Key Views		
View Reference	Location and Key Features	Photographs
1a	<p>Expansive views from Footpath 1 across attractive countryside to the south which is particularly valued for its relative tranquillity.</p> <p>This part of the setting also contains remnants of historic field boundaries illustrating the functional links between the village and its landscape.</p>	
1b	<p>Expansive views from Footpath 1 across attractive countryside to the south west towards Crondall Road.</p>	

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Appendix 5. Key Views

Crookham Village Conservation Area Key Views		
View Reference	Location and Key Features	Photographs
2	<p>Experiencing the setting south of the village allows an easy appreciation of the abrupt transition between open land and the historic settlement boundary.</p> <p>View into the village from the south to the rear boundary of the properties along The Street from Footpath 5.</p>	
3	<p>To the north, the setting comprises flatter land that is slightly more open from which tree belts associated with water courses can be seen.</p>	

Appendix 5. Key Views

Crookham Village Conservation Area Key Views		
View Reference	Location and Key Features	Photographs
4	Square pillbox adjacent to Meadow Brook Stable from Footpath 10.	
5	View into the village from Footpath 6 to the rear boundary of the properties along the north side of The Street.	



Appendix 5. Key Views

Crookham Village Conservation Area Key Views		
View Reference	Location and Key Features	Photographs
6a	Linear view along Footpath 1 from between Forge House and Forge Cottages.	
6b	Open linear view along Footpath 1 beyond Forge House and Forge Cottages.	

Appendix 5. Key Views



Crookham Village Conservation Area Key Views		
View Reference	Location and Key Features	Photographs
7a	Linear view from Footpath 6 which proceeds north between Crookham Social Club and Nuname and Grove cottages.	
7b	Linear open view north from Footpath 6 past the village hall looking past the edge of the car park to the green space beyond.	

Appendix 5. Key Views



Crookham Village Conservation Area Key Views		
View Reference	Location and Key Features	Photographs
8	Linear views along Footpath 10 south of Seven Steps going west from Crondall Road.	
9	Linear views from Footpath 11 which runs along Stroud Lane before heading into a rural setting to the southwest of the Conservation Area.	

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Appendix 5. Key Views

Crookham Village Conservation Area Key Views		
View Reference	Location and Key Features	Photographs
10	The looser grain of development along Crondall Road at the foot of the hill as it leads out of the village enables more expansive views to be seen particularly to the east.	
11	The panorama north east from Brook House on the east side of Crondall Road.	

Appendix 5. Key Views

Crookham Village Conservation Area Key Views		
View Reference	Location and Key Features	Photographs
12	The panorama north east from Brook Cottage on the east side of Crondall Road.	
13	The panorama looking east between Foxes Corner and Brookfield which enables appreciation of the rising slopes and tree copses beyond that lie to the south of The Street.	

Appendix 5. Key Views

Crookham Village Conservation Area Key Views		
View Reference	Location and Key Features	Photographs
14	The panorama to the south of Sundown Cottage looking east which is an extensive view of the slopes, tree belts and the unfortunately utilitarian fencing of the public footpath.	

Appendix 6. Legislation, Policies and Guidance

Relevant Planning Policy Context

Statutory Duties and National Planning Guidance

Town and Country Planning Act 1990 and Regulations

Planning (Listed Buildings and Conservation Areas) Act 1990 and Regulations

The Ancient Monuments and Archaeological Areas Act 1979

NPPF, December 2023, Section 16: Conserving and enhancing the historic environment

NPPG 10 April 2014, last updated 23 July 2019: Advises on enhancing and conserving the historic environment.

Hart Local Plan (HLP)

The Hart Local Plan Policy (Strategy & Sites) 2032 policy NBE8 is the key policy relating to the historic environment for development management purposes.

With regards to the development plan, policy NBE8 Historic Environment in the Hart Local Plan (Strategy and Sites) 2032 sets out an overarching policy approach towards planning applications that would affect heritage assets. The Local Plan also contains Policy NBE9 Design which includes a criterion relating to heritage assets and their settings.

Neighbourhood Plan (NP)

The key policy in the Crookham Village Parish Neighbourhood Plan relating to the preservation of the historic environment of the Crookham Village Conservation Area for development management purposes is Policy PA01 - Crookham Village Conservation Area. This policy sets out an overarching approach to development within the Crookham Village Conservation Area and its setting, including alterations and extensions to existing buildings. The policy is designed to sustain the key views that contribute to the character and appearance of the Conservation Area as well as ensure that the heritage assets continue to make a positive contribution to the Conservation Area.

This policy is complimented by Policies BE03—Design Principles for the Crookham Ward Character Area and BE02—General Design Principles, Including New Developments. The purpose of these is to ensure that the quality of design and materials in all new developments, extensions and renovations have a positive impact on neighbouring properties and the character of its setting.

Policy SB01—Settlement Boundaries is also of importance in that its objective is to ensure that future development does not encroach on the surrounding open countryside in Crookham Village Parish. This includes the preservation and protection of the setting of the Conservation Area.

Appendix 6. Legislation, Policies and Guidance

Historic England Advice/Guidance

Conservation Principles Policies and Guidance, April 2008

Managing Significance in Decision Making in the Historic Environment, Planning Note 2, 27th March 2015

Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1, 25th February 2016

Local Heritage Listing Advice Note 7, 11th May 2016

Understanding Place: Conservation Area Designation, April 2017

Understanding Place: Historic Area Assessments, 7th April 2017

The Setting of Heritage Assets, Planning Note 3, 22nd December 2017.

Historic England: [Living in a Grade I, Grade II* or Grade II Listed Building | Historic England](#)

Useful Contacts:

Berkshire Archaeology [Berkshire Archaeology | Reading Museum](#)

Historic England [Contact Historic England | Historic England](#)

SAVE Britain's Heritage [Home Page | SAVE Britain's Heritage \(savebritainsheritage.org\)](#)

Society for the Protection of Ancient Buildings (SPAB) [Home | spab.org.uk](#)

The Gardens Trust <https://thegardenstrust.org/>

[The Twentieth Century Society – Campaigning for outstanding buildings \(c20society.org.uk\)](#)

The Georgian Group [The Georgian Group | Promoting and protecting our Georgian heritage](#)

The Victorian Society [The Victorian Society - Home | Facebook](#)

The 20th Century Society [The Twentieth Century Society – Campaigning for outstanding buildings \(c20society.org.uk\)](#)

The Windsor and Eton Society [Heritage & Environment - The Windsor and Eton Society \(wesoc.org.uk\)](#)

Appendix 6. Legislation, Policies and Guidance

Purpose and Status of this Character Appraisal

Conservation is defined in the NPPF as “the process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate, enhances its significance. Conservation area appraisals are a tool which can help local planning authorities to manage change within conservation areas.

The NPPG advises that a good appraisal will consider what features make a positive or negative contribution to the significance of a conservation area, thereby, identifying opportunities for beneficial change or the need for planning protection.

This Conservation Area Character Appraisal aims to:

- Identify the significance of the designated heritage asset, i.e. the value of the asset to this and future generations because of its heritage interest (NPPF). This may be archaeological, architectural, artistic or historic interest. Significance derives not only from the assets physical presence but also from its setting.
- Increase public awareness and involvement in the preservation and enhancement of the area
- Provide a framework for planning decisions, in order to guide positive change and regeneration

- To review the conservation area boundary in accordance with Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- To highlight particular issues and features which detract from the character or appearance of the conservation area which offer potential for enhancement or improvement through positive management. The Council will aim to review this document in five years time, and where possible provide a detailed management plan for the area.



Brook Cottage, Crondall Road

Crookham Village Conservation Area Appraisal

February 2024

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Crookham Village Conservation Area Appraisal 2024

Statement of Community Consultation

This appraisal was undertaken as a Parish Council led project with the involvement of the local community. In addition, Hart District Council was consulted at every stage of the process. The important views locations were identified and local buildings assessed by the consultant appointed by the parish council in consultation with the parish council and local stakeholders who have provided feedback at each stage of the process. Residents were kept informed of the progress of this project through regular updates in the Parish Newsletter delivered to all residents on a regular basis.

Following the completion of the draft appraisal, which was agreed by members of Crookham Village Parish Council, this went to public consultation on 29 June 2023. A brief introduction to the new Conservation Statement was provided to residents in the form of a well-attended introductory meeting at the Women's Institute Hall in Crookham Village on 29 June 2023. Both the presentation and the consultation were widely publicised by means of adverts on the Parish Council website, flyers delivered throughout the Parish and a feature in the Spring 2023 edition of the Parish Newsletter.

All the comments received by the consultation closing date of 24 August 2023 were summarised, analysed by Crookham Village Parish Council and their advisor and the draft updated to reflect the responses. This include a total revision to comply with the format required by Hart District Council. As a result of the extent of the changes, it was agreed that a second consultation should be held. Again, this was advertised on the Parish Council website and residents were informed by means of flyers to residents. At the start of the 4 week consultation on 6 December 2023, individual; emails were sent to all those who had commented as part of the first consultation. At the end of the second consultation on 3 January 2024, all comments received were again summarised, analysed by Crookham Village Parish Council and their advisor and the draft updated to reflect the responses.

Crookham Village Conservation Area Consultation Analysis of Responses

Crookham Village Conservation Area Summary of Comments - First 8 week consultation starting 29 June 2023

Page Reference	Comment	Response
Page 4	Page 4 – detail of the Street – why are all house names upside down	The map used on page 4 has now been replaced with one supplied by HDC which does not have building names.
Page 4	Page 4 – detail of the Street – The WI hall is marked as Club.	The map used on page 4 has now been replaced with one supplied by HDC which does not have building names.
Page 4 and 5	Include a map identifying the location of character areas	These maps were included in the draft for consultation on pages 4 and 5 but have now been revised to reduce the element of overlap.
Pages 4 & 5	Include a OS historic map to illustrate the area's development	Completed
Page 5	Include a map identifying the location of Listed Building Consents	This has not been done as the sheer volume of LBC's over the years would make this incomprehensible. This information is available in a more accessible format through the HDC Planning Portal
Page 5	Page 5 – Strangers Corner is labelled 'Corner'	The map used is an extract from Parish Online and the labelling of individual properties is not within the control of CVPC so this cannot be changed.
Page 6	Page 6 – characteristics – is Crondall Road not also materially linear	The section of Crondall Road that is covered by this conservation area designation lies between Crossways and Stroud Lane. This section of Crondall Road, particularly the section down Brook Hill, does not meet the criteria to be described as materially linear.
Page 7	I strongly believe that before this appraisal was appraised, the whole conservation area of Crookham Village within the Parish boundary should have been consolidated into just one conservation area. The excuses I was given at the consultation meeting were all rather thin and made me wonder what the Parish Council is afraid of in the short term. The proposed update document is inaccurate in parts and could be considered nonsense in others, particularly the picture No:7 (The more expansive views from the access road to Cross Farm).	A review of the remaining areas of Crookham Village that are not currently included in any of the three existing conservation areas in the Parish will be considered as part of a review of the boundaries of the current Crookham Village Conservation Area by Crookham Village Parish Council. The exact timescale for this work is not known at the present time but is likely to be timed to co-incide with a refresh of the Neighbourhood Plan. Both the Basingstoke Canal and Dogmersfield Conservation Areas include properties that lie within the Parish boundary. However, as both of these conservation areas are outside the control of Crookham Village Parish, it is extremely unlikely that any properties that currently lie within those conservation areas will be considered for inclusion in the Crookham Village Conservation Area.
Page 8	Page 8, section on 2.2 – what about the Exchequer ?	The Exchequer Public House lies within the Basingstoke Canal conservation area and so it is outside the scope of this refresh of the Crookham Village conservation area.
Page 8	Page 8 – section 2.4 – is local gap still a current planning term	While the National Planning Policy Framework (NPPF) does not refer to Gaps and is not prescriptive on supporting or opposing gaps, it does state: "Local Plans should identify land where development would be inappropriate, for instance because of its environmental or historic significance;" NPPF paragraph 157, Bullet point 7. It is in this context that this terminology has been used in this section.
Page 8	Strengthen the summary of the significance of the conservation area	This has been added to this section

Page Reference	Comment	Response
Page 9	Page 9 – 'view towards the village – is this not in the midst of the village, more a view towards Crossways. The later view (page 16), refers to this as a gateway between the two character areas	The view on page 9 has been removed in the final version of the document.
Page 9	Page 9 – Section 3.0 – would benefit from pagination.	This has now been done in the final version of this document.
Page 9	Page 9 – section on 3.1 overview. Maybe replace CV has CHANGED with CV has EVOLVED	The suggested amendment has been considered but is not accepted.
Page 12	Page 12 – Section 4.0 – would benefit from pagination.	This has now been done in the final version of this document.
Page 14	Page 14 – Significant views. Might this benefit from a simple table defining the views, before the more detailed discussion that follows	All the views have been included in Appendix 5 of the final version of the document and this is referred to in this section.
Page 14	Include footpath links to the countryside (with photographic evidence)	Completed
Page 15	Analyse boundary treatment, and what is considered positive or harmful - Boundary treatments are not covered in Character Area 2 at all but identified as a "challenge of the area". More is written about the traffic which isn't identified as a challenge.	This information has been added
Page 17	Page 17 – section on 5.6 – photo is too dark	This photograph has now been replaced with a brighter version.
Page 20	Identify the harm caused from the features identified as negative - Negative features are identified as detracting from the area but are covered very briefly with no justification as to the harm identified.	This information has been added
Page 20	Identification of the next steps such as reviewing the Article 4, drafting a management plan etc.	Completed
Appendices	Identify how the buildings/structures/view have been assessed in the appendices	This information has been added
Appendix A	a map identifying the location of buildings identified as positive contributors, other historic features and trees groups/spaces as well as more photos or illustrations.	As the majority of buildings in the conservation area make a positive contribution, it is not considered that the addition of maps showing this information would be of assistance.
Appendix A	Provide justification for the features identified as positive contributors	This information has been added
Appendix B	This view cannot be enjoyed from the public highway. Additionally, unless one was several metres above ground level, the view from eye level would just be a pair of 6' high Farm Gates that have existed for 50 years. The picture is therefore misleading and should be removed from the appraisal documents.	This comment is accepted and this view has been removed in the final version.
Appendix D	Your picture of 'Meadowside' quotes (1920's) whereas this and the adjoining property were built by a developer in the late 1950's or early 1960's on a plot of land the developer purchased from the then owners of Cross Farm. Your description of Cross Farm House should read 'part late 19C and part late 20C'.	The description of this property has been amended to reflect a later build date in the final version of this document.
Appendix D	App A - the description of Melrose villa is incorrect – render/roof tiles etc. – please could someone actually take a look at the building.	The property is described as being red brick and render with tile hanging and Roman roof tiles. An external examination of the property confirms that this description is correct.

Page Reference	Comment	Response
Appendix D	Nos 1/2/3 Sunnyside – some have “plastic” windows and the respondent believes that the buildings are Victorian and certainly older than Melrose Villa.	1/2/3 Sunnyside are described as Victorian in this appendix and are typical of late Victorian properties. While they are shown as being C20, it is possible that they are slightly earlier than that. According to the heritage statement for Melrose Villa accompanying a recent planning application, this property was built in the early 1900's and extensively modernised in the 1980's. This information has been confirmed by reference to a photograph of Melrose Villa and nos. 1 - 3 Sunnyside in a Fleet History Society photograph taken in the early 1900's.
Appendix D	App D – description of photo states there are “4” properties but there are only “3” shown.	While the photograph only shows 1 - 3 Sunnyside, this entry also includes Melrose Villa so the entry is correct in that there are 4 properties described.
Whole document	Very well constructed informative document highlighting the varied types of properties and important views throughout the old village confines. I note the fact that the Hart Valley has been included with the River Hart mentioned. Perhaps when the next neighbourhood plan is reviewed the areas of the old village not included in the current conservation area plan can be considered. The section of The Street up to Malthouse Bridge and the section of Crondall Road between Stroud Lane and Crookham Wharf. I know the latter part up to the Wharf is considered Basingstoke Canal conservation area if it were to be included in our own Conservation area it may negate inappropriate inclusion of a new roadway and future applications adjacent to the canal for access to an electrical storage unit. Thank you for your efforts.	Thanks you for your comments. A review of the remaining areas of Crookham Village that are not currently included in any of the three existing conservation areas in the Parish will be considered as part of a review of the boundaries of the current Crookham Village Conservation Area by Crookham Village Parish Council. The exact timescale for this work is not known at the present time but is likely to be timed to co-incide with a refresh of the Neighbourhood Plan. As the Basingstoke Canal Conservation Area is outside the control of Crookham Village Parish, it is extremely unlikely that any properties that currently lie within another conservation area, such as the Basingstoke Canal Conservation Area, will be considered for inclusion in the Crookham Village Conservation Area.
Whole document	Thank you for an informative and detailed report on the Crookham Village Conservation 2023 review. It is interesting to learn in more detail how the Village has developed over the last couple of hundred years or so. The various comments made about the importance of 'views' and 'gaps' in and around Crookham Village is interesting and of great importance-not only to immediate local residents, but also to residents just outside of the Crookham Village boundaries. The continuation and importance of these gaps and views should be respected for the foreseeable future. At an appropriate time in the future, it would perhaps be sensible to add to the 'Conservation Area' the whole of Crondall Rd and The Street.	Thanks you for your comments. A review of the remaining areas of Crookham Village that are not currently included in any of the three existing conservation areas in the Parish will be considered as part of a review of the boundaries of the current Crookham Village Conservation Area by Crookham Village Parish Council. The exact timescale for this work is not known at the present time but is likely to be timed to co-incide with a refresh of the Neighbourhood Plan. As the Basingstoke Canal Conservation Area is outside the control of Crookham Village Parish, it is extremely unlikely that any properties that currently lie within another conservation area, such as the Basingstoke Canal Conservation Area, will be considered for inclusion in the Crookham Village Conservation Area.
Whole document	I attended the Meeting regarding the Conservation Area Document which was held in June. It is a comprehensive document which has been expertly drawn up, and I appreciate all the work and detail which has been entailed. It is very interesting to read and will remain an extremely valuable document of reference into the future. With Many Thanks to all who have been involved in producing the Appraisal.	Thank you for your comment - they are much appreciated
Whole document	I attended the Crookham Village Appraisal presentation in June, which was very helpful, and wish to express my appreciation for all the many hours of work which have been given to the Document. It is extremely well presented, in thorough detail, and I am sure that it will prove to be of great assistance, and a valuable reference, into the future when any type of development might be contemplated. With Many Thanks to all who have been involved in producing the Appraisal.	Thank you for your comment - they are much appreciated

Page Reference	Comment	Response
Whole document	The respondent said she had found it very difficult to access the document on line.	We are sorry that the respondent found it difficult to access the document online and have taken steps to ensure that this is not repeated in the second consultation.
Whole document	Analyse the built character, with detailed discussion on building types, materials and details, and other characteristic features that would lead onto the issues in Section 8 'Challenges and opportunities' - For example, "Loss of architectural features" (8.1) is identified as a challenge, but the architectural features that should be preserved are not identified.	This has been done as far as considered necessary for planning purposes. An exhaustive list has not been included as it is not considered helpful as it cannot take into account the full circumstances of future planning applications for properties.
Whole document	Provide photographic evidence throughout the appraisal to support the text	Completed
Whole document	Replace views taken from drones, with those taken from the ground - Significant views are illustrated using drone images which do not demonstrate why the views identified are significant given the different viewpoint. (Although they are interesting photographs and could be used elsewhere in the document.)	Completed
Whole document	Ensure that the document is fully accessibility compatible	This has been partially done and will be completed once the document has been finalised

Crookham Village Conservation Area Summary of Comments - Second 4 week consultation starting 6 December 2023

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Page Reference	Comment	Response
Page 1	The front page shows "a conservation area" with 4 properties in the for ground being built late 20thC. Do we not have a more relevant view?	An alternative version of this view has now been used to demonstrate the importance of the open countryside setting of both Character Areas within the Crookham Village Conservation Area. This view excludes, as far as possible, any properties that lie outside the conservation area boundary.
Page 1	The front page photo highlights the rear of a number of homes and maybe doesn't promote the more public views, which characterise the conversation area. Is there an alternative photo that could be used? It would need to be of a high resolution and ideally support the aim of highlighting the significance of the conservation area.	The purpose of the photograph is to illustrate the conservation area as a whole within its rural setting. Any photograph promoting a more public view would only cover a single aspect of the conservation area and so not be representative of the area as a whole. The front cover photograph has been revised so that it concentrates, as far as is possible, on the properties that lie within the Crookham Village conservation area.
Pages 3 - 11	1. Introduction and Maps. The maps should have a reference number so that they can be referred to.	Agreed and updated.
Page 10	Page 10 - We would suggest that map of views sits with the accompanying text (current on page 25 onwards), so that they are read together.	This comment has been considered and it is felt that while it may prove a small advantage to move the map nearer to the pages of the document that describe the views, it would have the effect of devaluing the integrity of the maps section. Accordingly, it is felt that improving the cross referencing between the views and the relevant map would provide the same improvement.
Page 10.	Change the caption to '... Significant Trees, Key Views, Footpaths and Listed Buildings' as this seems to be the only map that identifies the footpaths and listed buildings referred to elsewhere.	The caption has been amended. Listed buildings are shown on Map 1 on page 5.

Page Reference	Comment	Response
Page 11	Page 11, 2.1 – The following statement might be stronger rather than the existing bullet points: 'Crookham Village Conservation Area (1982) lies directly to the west of Fleet and just north-west of the Basingstoke Canal. The special character of Crookham Village Conservation Area is due largely to the high number of buildings of special architectural or historic interest, their variety of character, and their relationship to each other, together with the strong linear form of the settlement. The nature of local boundary treatments is mainly comprised of small to medium height hedges and low walls, which combined with the green verges as well as small trees and shrubs framing the buildings, contributes to the rural character of the area. The Crossways is considered a visual focal point within the conservation area. Outside the boundary are expanses of high-grade countryside which is important in terms of views and the setting of the conservation area. The village has strong links to the surrounding countryside with several public footpaths linking the village with the surrounding land'.	The suggested wording has been added to this section to complement rather than replace the existing bullet points.
Page 12	3.1 Location and Context. I'm surprised that the Kiln Workshops are not included in the examples of commercial use as they appear to be within the Conservation Area and are in commercial use.	Text updated
Page 12	'Women's Institute' is not shown on the map. Add a note "shown as 'Club' on the map in section 1 / on page nn".	Text amended
Page 13	3.1 Basingstoke Canal. Should there be a map showing how the BC SSSI & CA join with the eastern boundary of the CVCA so the 'green space within this section of the BCCA' can be clearly identified?	The Map originally on page 2 has been updated to show the relative locations of all conservation areas in Crookham Village as well as the local gap. It is now to be found on page 5.
Page 13	Local Gap. I know this isn't a planning term any more, but how are these local gaps now defined as they are not shown on the maps, should there be a reference to the Hart LP?	Map 1 has been updated to include the local gap as designated in CVNP policy NE01 - Gap Between Settlements.
Page 13	3.1 Summary of Special Heritage Interests. Not sure what is meant by 'compact but scattered'?	This refers to the fact that the majority of houses are of a compact nature. These are scattered throughout the current village rather than being clustered together round a focal point such as a village green as is typical in many old villages.
Page 13	'The character and appearance ... continues' should read 'The character and appearance ... continue'.	Text amended

Page Reference	Comment	Response
Page 13	I think the part 'functional relationships with the settlement are now primarily recreational, apart from one previously working farm' downplays the agricultural and rural character. Maybe the meaning is that there is no longer a working farmhouse adjacent to its fields. But there is farmland opposite the Exchequer which is in active use, Cross Farm still has sheep on it, the fields behind the Club and towards Dogmersfield are still agricultural. We get tractors up and down Crondall Road all the time, there are horses and sheep in the fields around Seven Steps and fields adjacent to Stroud Lane. As this section is about heritage interests this is missing the agricultural and industrial heritage of many of the buildings such as the Forge, the Kiln Workshops, Cross Farm house, agricultural workers cottages (e.g. Cross Farm Cottages), the two pubs and other pre-20th century buildings. So I think it would be better just to replace the clause 'although the functional relationships with the settlement are now primarily recreational, apart from one previously working farm' and replace with something like 'and its buildings, many of which have origins in their agricultural and pre-industrial use'.	The wording has been changed slightly to emphasise the continued rural appearance of the settlement.
Page 14.	4. History. Unnamed circles diagram has no name or reference. Circles diagram. Could you add some punctuation such as a full stop after description and new line for which century(ies). Circles diagram. Inconsistent capitalisation of 'century' and 'Centuries'.	This diagram is the work of Barker-Mills Conservation Consultants who were retained by Crookham Village Parish Council to prepare the conservation area refresh document. Capitalisation is only applicable where the word is used as a noun.
Page 14.	4.1 Summary. Change illustrates' to 'illustrate' as there are multiple subjects in this sentence.	Text amended
Page 14.	4.2 Early History. Is there a reference for the 'Atlas of Hampshire Archaeology'?	This is held by Hampshire County Council and has been added to the sources for the document.
Page 16.	4.5 Eighteenth century. Add 'was' to become 'Construction was delayed and the canal was only completed in 1794.'	Text amended
Page 17.	Reference to green space again needs a reference to make it clear what is being referred to here.	The green space in question is that lying along side the Basingstoke Canal at the eastern edge of the Village beyond FP5. The text has been amended to reflect this.
Page 17.	Not sure you need commas in the paragraph on brickmaking. Or move 'from local clay' into the next sentence thus 'The bricks were produced from local clay and used'	Text amended
Page 17.	4.7 Twentieth and twenty-first centuries. Economic Profile. Is 'relatively-young' a special term or do you just mean relatively young?	Text amended
Page 19 - 22	Page 19-22 – Whilst this section is quite light in content, it is balanced by the detailed descriptions of buildings in the appendix and it does reflect one of the challenges of a historic area that is characterised by a range of periods and styles of buildings. There is a concern that not enough "cohesive character" has been identified to prevent harmful development or alterations, although this may be mitigated by the Article 4. When the character encompasses such varied buildings, such as in Crookham Village, managing change sensitively will be challenging.	This comment is noted. It is agreed that one of the special characteristics of the Crookham Village conservation area is the wide variety of buildings and the eclectic nature of their distribution. As such, it is difficult to see how a greater level of "cohesive character" could be identified. It is agreed that managing change in such circumstances will be challenging.

Page Reference	Comment	Response
Pages 20 - 24	5. Architectural Interest and Built Form. The illustrations in this section are a poor choice as they do not really illustrate very well any Architectural Interest.	The photographs used in the document have been updated. Further photographic evidence added
Page 20.	5. Architectural Interest and Built Form, South Side: What is the 'them' that are much less intrusive?	This refers to parking being less visually intrusive. Text amended to reflect this.
Page 20.	Reference to the former village shop should be more specific as when I first read it I thought it was referring to 'Lesleys' which was also a village shop. There was also a former village shop at Crossways.	Text updated to include "post office". The former village shop at Crossways was Jessets Stores and Bakery which has been included in the photographic evidence for the document.
Page 20.	This property does not seem to have a name? Perhaps refer to it as 'former village shop and post office adjacent to the letter box' as LB is shown on the OS map.	The addition of "post office" makes it clear which property is being referred to in this statement.
Page 20.	I believe we found out during the site inspection for the Cross Farm planning application that the forecourt of the village shop is actually public highway so I'm not sure that the statement that the 'boundary' is open. Perhaps change this to 'the aspect of'.	Text updated to include public highway element of forecourt,.
Page 21	Page 21 f/p 11 Stroud Lane. This was once an ancient highway the start of which runs alongside the river Hart.	The text has been amended to include a reference to this ancient highway.
Page 21	Whilst I might agree, who says the statement 'The traffic signage is unfortunate and could be rationalised'? Should this be in section 9.2?	This is the opinion of the CVPC consultant. The rationalisation of this signage would be covered by the stated opportunity "Traffic island/traffic management including simplification of the junction at the Crossways" in 9.2
Page 23	6. Special Analysis. Caption for Image on page 23. Why is this referred to as a 'formerly' agricultural setting? The field is still used for grazing and for hay-making, so it is still an agricultural setting.	Text amended
Page 24	6.2 Open Spaces. Again the location of the WI Hall needs to be identified.	Text updated
Page 24	What important role does the building play in the settlement? Who says it's important?	Text updated to show role in community
Page 24	Would it be worth mentioning that the WI Hall building replaces a previous WI Hut that is an established presence in the village since <whenever>?.	Text updated to incorporate this
Page 24	Should there be a mention of the now decommissioned telephone box?	Text updated to incorporate this
Page 25	Page 25. Is anti tank pimple the correct term for these?	Anti-tank pimples are small flat top pyramidal structures which is consistent with the structures found on Stroud Lane.
Page 25	the south side of The Street adjacent to Curious Explorers' Why is the name of the nursery business being quoted? What if it changes hands? Can just refer to the former post office and shop.	This has been updated to include a reference to the former village shop and post office.
Page 26	6.3 Setting of the Conservation Area and Views. Can some reference, identification or route mapping for the public footpaths to establish where they actually go? e.g. refer to unreferenced map on page 10.	A reference has been added to point to Map 7 which shows the routes of the relevant public footpaths.
Page 26	To the north 'not as picturesque and obviously agricultural', does this mean it is not as obviously agricultural? As it clearly is agricultural. Richard will tell you that the landform and use is historically significant with identifiable land use due to the character of the ground and historically identifiable droveways, particularly north of the village settlement between the village and the new development at The Tump. ("Hareshill").	The agricultural value and use of this land is not disputed, it is just that unless there is a crop in this field - as there was this year - its agricultural use is a little less obvious than the land at Cross Farm which is regularly used for grazing for much of the year. Irrespective of this, it is recognised as a much valued part of the setting for the north side of The Street character area.
Page 26	Add 'and walks' to 'The setting of Crookham Village therefore currently provides views'	Text amended

Page Reference	Comment	Response
Page 26	'domestic outbuildings can be and are very visible.' Remove 'can be and'	Not all domestic outbuildings are visible and so this text refers to the fact that some can be and some are.
Page 27	Page 27- Should specify that 'LEN' refers to List Entry number.	Agreed and updated.
Page 28	7.2 Ages and Architectural Style. One of the listed buildings is a former industrial structure, the Forge, which ...' would be better phrased as 'One of the listed buildings (the Forge) is a former industrial structure, which ...' as it is the type that would be typically found and not that specific building.	Text amended
Page 28	Caption for picture of the Forge interior. Replace 'newly' with 'recently'.	Text amended
Page 29	Page 29 The last paragraph stops dead and resumes at the top of page 31. Can the spacing be changed to get the last Para on page 29?	This is a formatting error which has now been corrected.
Page 29	Something has gone wrong with the formatting or structure of the document around section 7.where text is missing or carried over into a subsequent section.	This error has been corrected.
Page 29	Text runs out so something is missing.	Text corrected
Page 3	Page 3 - Red text - 'This appraisal identifies what is of special interest in Crookham Village' could be changed to 'This appraisal identifies what is significant in Crookham Village'.	The wording used in this sentence is designed to conform with the specific terms used by Historic England which states that "A character appraisal defines the special interest of the Conservation Area that merits its designation and describes and evaluates the contribution made by the different features of its character and appearance".
Page 30	Page 30, 7.3 – 'Council's agreed criteria for identifying buildings or features of local importance advises that to be considered as locally important at least two of the following criteria should be met' could be changed to 'Criteria for identifying buildings or features of local importance advises that to be considered as locally important at least two of the following criteria should be met'	Wording amended.
Page 30	7.3 Designation Requirements. Which 'Council'?	Reference to Council now removed.
Page 30	Why do these illustrations appear here - they would be better illustrating the points made in 6.1.	These illustrations have been moved nearer to the relevant text
Page 30	Why are there two section 7.3's? Where is 7.4??	Text corrected
Page 31	Page 31 "Utilitarian balustrades to the bridge over the river Hart, are less positive.	Agreed - document amended.
Page 31	People also park along the south side of The Street.	Agreed and text amended
Page 33	Page 33, 9.1 – In terms of the first challenge identified, should this refer to 'the loss of verdant front gardens' to identify the main issue?	Wording amended.
Page 33	On page 33, principal challenges are identified however these don't necessarily relate to all of the opportunities (listed on the same page). Although bordering on a management plan, if there could be a bit more read across between the two lists, it would assist the development of a management plan in the future.	Unfortunately, several of the challenges do not have corresponding opportunities while other challenges have several opportunities that could be implemented. The opportunities as identified have been re-ordered to assist the ability to read across, as far as possible, between the two lists.
Page 33	9.2 Opportunities. Add simplification /reduction of traffic signs or changing them to a more sympathetic character or siting.	This would be considered as part of any management plan for the area if suitable funding became available.
Page 33	Spacing in this section seems over-generous.	Noted

Page Reference	Comment	Response
Page 33	I would like to add the restoration of footpaths as many of them are now overgrown by hedging which has been allowed to encroach on the public space, and with additional traffic and parking now makes navigating the pavements hazardous.	While the footpaths permit views into the conservation area, they lie outside its current boundaries and so this opportunity should be considered for action by the parish council as part of normal business or the Lengthsman scheme. (N.B CVPC has already embarked on a scheme to improve the surface of FP 5.)
Page 34	Page 34 Good to include the short part of Crondall road into the plan, should the plan also include the 8 or so houses up to Malthouse bridge and the canal conservation area	A review of the remaining areas of Crookham Village that are not currently included in any of the three existing conservation areas in the Parish will be considered as part of a review of the boundaries of the current Crookham Village Conservation Area by Crookham Village Parish Council. The exact timescale for this work is not known at the present time but is likely to be timed to co-incide with a refresh of the Neighbourhood Plan.
Page 34	9.3 Next Steps. Add restoration of the definition of the local gap between Crookham Village and Dogmersfield to the west of the village in the next update to the Neighbourhood Plan.	This area lies well outside the current boundary of the conservation area and so while it could be considered as part of the Neighbourhood Plan refresh, it cannot form part of the next steps for the conservation area.
Page 34	Why is the dull picture of the estate railings on page 34 where it is?	An alternative and hopefully more interesting photograph of the estate railings in the context of the landscape to the south east of Crondall Road has now been selected and a reference been added to reference this photograph in the relevant text.
Page 35	10. Sources. It would be beneficial to add numbers to these references and to use those reference numbers within the text. of the document when using those sources as reference materials so that they can be followed up / verified.	All the sources and references in the document have been checked and updated to Section 10 of the document.
Page 35	This picture should be used to illustrate the points in section 5 and be referenced in the text.	The picture has now been moved to section 5 and referenced accordingly.
Page 64	Appendix 6. Having underlined links in a document without showing the link source is meaningless except of course in the electronic version of the document.	Resolved.
Page 64	Also it would be helpful if the links could be set to open another browser tab rather than taking you away from the source document.	When the document is opened using an Adobe reader application, the link will open a separate web browser window. This issue relates to local computer settings and would only occur if the pdf document is opened using a web browser. A simple solution is to right click the link for an option to open in a new tab or window.
Page 64	What is SPAB?	Society for the Protection of Ancient Buildings - text updated
Page 64	The link to The Gardens Trust is wrong.	Resolved.
Page 64	Why is the Windsor and Eton Society a useful contact? Where is it referenced in the document?	This Society is not referenced in the document but has been included as a useful contact for advice in the protection of Heritage Assets and in particular, non-designated heritage assets.
Page 7.	Map of The Street Character Area 1 showing the historic development of properties. Why are the following buildings not colour-coded as they appear to be within the Conservation Area? Namely: Kiln Workshops, Club, Club (WI), the outbuilding next to Spice Merchant (as it fronts onto The Street), Garage.	The omission has been corrected.
Whole document	Thank you for such a wonderful piece of work.	Thank you for your comment - it is much appreciated

Page Reference	Comment	Response
Whole document	Revision 2 is a very different document than the one reviewed in the autumn. The additional information, maps and images provide a detailed analysis and description of the significance of the conservation area, which, in our review, strengthens the document and greatly assists the reader. There are a few comments that we would like make, but on the whole revision 2 is a much stronger document for use by residents, developers, the Parish Council and Hart District Council.	Thank you for this comment
Whole document	There is some duplication within different sections of the document, which should be fairly simple to remedy.	This comment has been noted and dealt with as far as possible.
Whole document	Generally the document is quite readable.	Thank you for this comment.
Whole document	Personally I find the landscape style questionable although possibly suited for on-screen reading and presentation of the maps it does not suit some of the document content.	The document is configured in accordance with the template supplied by Hart District Council for Conservation Area documents.
Whole document	Although it might be considered useful to have the banners at the top of each page I do not like it as it is not clear where a new section starts. The banner would be a more useful signpost in the document at the start of each section.	The document is configured in accordance with the template supplied by Hart District Council for Conservation Area documents.
Whole document	Section heading styles should be consistent. The numbered section headings	The headings have been reviewed and corrected where necessary
Whole document	Photographs and illustrations seem to be randomly placed throughout the document and are not referenced.	As far as possible, photographs have been moved to the section to which they relate. However, to prevent some sections from being overburdened by an excess of photographic evidence, some photographs have had to be placed elsewhere in the document. Where necessary, these photographs have been referenced in the relevant section of text.
Whole document	Generally all the illustrations, figures and maps should be given a reference number and be adjacent to, or at least referred to, in the text of the document to which they relate.	While all maps have been given references, all the illustrations in the document are fully described and as a result, it is not considered necessary to provide references for all the illustrations in the document. As per the comment above, references to relevant photographic evidence have been included in the text.
Whole document	Similarly I found the lack of referencing disturbing. So many statements are made, particularly in the history and character sections, without any substantiation or provenance. Whilst this document might be regarded as a source document, so much of the content is sourced from elsewhere that I feel it should be referenced back to the source. This is expected in source such as Wikipedia where the provenance of information can be verified and I think this should apply to this document also. These should be added as references to the reference sources at the end, which need to be numbered so they can be referenced.	A list of sources has been provided at the end of the document. This list includes the supporting documents used to prepare the history sections. The character section is mainly the professional opinion of our external consultants, Barker-Mills Conservation Consultants.
Whole document	Some of the document is selectable in Adobe PDF reader and some of it isn't. This is unhelpful.	Now resolved.

Cabinet

Meeting date: 20 February 2024

Issue Title: Local Enforcement Plan

Report of: Executive Director – Place

Cabinet Portfolio: Community Safety & Development Management and Regulatory

Key Decision: No

Confidentiality: Non-Exempt

Purpose of Report

1. To recommend the adoption of a Local Enforcement Plan following its consideration by the Overview & Scrutiny Committee.

Recommendation

2. Cabinet is recommended to:
 - adopt the Local Enforcement Plan attached at Appendices 1, 2 and 3, and
 - authorise the Executive Director – Place to make minor alterations and typographical corrections to the appraisal before it is published.

Background

3. The Planning Local Enforcement Plan was adopted in January 2016. The Environmental Health & Licensing Local Enforcement Plan was adopted in July 2021.
4. In line with good practice, the Local Enforcement Plans should be reviewed and updated to ensure it accords with current legislation and guidance and reflects best practice.
5. The opportunity has been taken to bring both Enforcement Plans into one overarching document, with service specific strategies and procedures which sit underneath it.

Main Issues

6. The plan outlines the key principles that the Council will follow when regulating, enforcing, and litigating. The plan sets out the standards that everyone can expect from the Council's regulatory services and its officers.
7. The document outlines how Council officers consider enforcement actions, how work is prioritised, and how complaints are investigated. The Council ensures that all officers comply with the plan.
8. If there are specific strategies or procedures needed for each service area, they will be added to the general plan. If there are no specific policies or procedures for a particular service area, all regulatory functions will follow the principles outlined in the general plan.
9. The primary objective of regulations and enforcement is to guarantee the safety and well-being of the public, the environment, and different groups, including consumers, residents, workers, businesses, and the community. The Council is

committed to implementing stringent regulations to ensure fair and consistent enforcement, support the local economy, and benefit the environment.

10. The Council's enforcement activities, such as investigations and formal actions, are carried out in accordance with its legal obligations. To ensure that this is the case, enforcement and investigating officers work within the limits of their delegated authority, which has been granted by the appropriate committee or Council. Any changes to these limits are reflected in the Council's constitution, which is regularly reviewed and updated.
11. Council officers play a vital role in ensuring that the enforcement decisions are fair and just. To achieve this, it's important for them to consider the principles outlined in the plan, as well as any relevant national guidance. This helps maintain consistency in actions and provide the best possible service to the communities the Council serve.
12. The document outlines how officers consider enforcement actions, how we prioritise work, and investigate complaints. The Council ensures that all officers comply with the plan.
13. All Members of the Planning Committee were sent an early version of the Planning Local Enforcement Plan.
14. The Overview & Scrutiny Committee considered the working draft Local Enforcement Plan in February this year. As a result, the draft Local Enforcement Plan and its appendices have been updated. The main changes are:
 - The documents have been updated to remove some duplication between the main Plan and the appendices, and
 - Reference is made to FixMyStreet for registering area of dog fouling problems or consistent issues with littering.

Alternative Options Considered and Rejected

15. The alternative is not to update the two Local Enforcement Plans. This would leave the Planning Local Enforcement Plan dated January 2016, which in parts would benefit from being updated to reflect latest guidance and best practice.

Corporate Governance Considerations

Relevance to the Corporate Plan

16. The Hart Corporate Plan 2023-2027 provides a high-level strategic framework for the decisions we take. It describes our most important aims and the priority activities that we will focus on delivering. The Planning Local Enforcement Plan helps to clarify how we will use the limited resources in the Planning Enforcement team wisely and focus on the priorities.

Service Plan

- Is the proposal identified in the Service Plan? Yes
- Is the proposal being funded from current budgets? Yes
- Have staffing resources already been identified and set aside for this proposal?
Yes

Legal and Constitutional Issues

17. There are no legal or constitutional issues raised by the recommendations in this report.

Financial and Resource Implications

18. There are no financial or resource implications associated with the recommendations in this report.

Risk Management

19. There are no risk management matters associated with recommendations in this report.

Equalities

20. There are no equalities matters associated with the recommendations in this report.

21. The Local Enforcement Plan will be meet the WCAG guidelines for accessibility.

CLIMATE CHANGE IMPLICATIONS

22. There are no climate change implications matters associated with the recommendations in this report.

ACTION

23. If Cabinet agrees to adopt this Local Enforcement Plan it will be published on the Council's website.

Contact: Mark Jaggard, Executive Director - Place

Appendices

Appendix 1: Working draft Local Enforcement Plan

Appendix 2: Environmental Health & Licensing enforcement

Appendix 3: Planning enforcement



Draft Local Enforcement Plan

Version 1	Working draft for Overview & Scrutiny Committee	12 February 2024
Version 2	Draft updated following Overview & Scrutiny Committee	21 February 2024

1. Purpose and scope

- 1.1 This Local Enforcement Plan outlines the key principles that the Council will follow when regulating, enforcing, and litigating. The plan sets out the standards that everyone can expect from the Council's regulatory services and its officers.
- 1.2 This document outlines how Council officers consider enforcement actions, how work is prioritised, and how cases are investigated. The Council ensures that all officers comply with this plan.
- 1.2 If there are specific strategies or procedures needed for each service area, they will be added to the general plan. If there are no specific policies or procedures for a particular service area, all regulatory functions will follow the principles outlined in the general plan.
- 1.3 The primary objective of regulations and enforcement is to guarantee the safety and well-being of the public, the environment, and different groups, including consumers, residents, workers, businesses, and the community. The Council is committed to implementing stringent regulations to ensure fair and consistent enforcement, support the local economy, and benefit the environment.
- 1.4 The Council's enforcement activities, such as investigations and formal actions, are carried out in accordance with its legal obligations. To ensure that this is the case, enforcement and investigating officers work within the limits of their delegated authority, which has been granted by the appropriate committee or Council. Any changes to these limits are reflected in the Council's constitution, which is regularly reviewed and updated.
- 1.5 Council officers play a vital role in ensuring that the enforcement decisions are fair and just. To achieve this, it's important for them to consider the principles outlined in this plan, as well as any relevant national guidance. This helps maintain consistency in actions and provide the best possible service to the communities the Council serve.
- 1.6 This document outlines how officers consider enforcement actions, how we prioritise work, and investigate cases. The Council ensures that all officers comply with this plan.
- 1.7 The enforcement functions are carried out under the Scheme of Delegation to Officers. The Executive Director – Place has delegated authority to investigate and to take enforcement proceedings relating to environmental health, licensing, and planning functions. Many of these functions are further delegated to officers according to their qualifications and competency.

2. Key Principles

- 2.1 The Council will follow the principles of the Regulators' Code which provides a clear, flexible, and principles-based framework for how regulators should engage with those they regulate. It sets out the following:
1. regulators should carry out their activities in a way that supports those they regulate to comply and grow,
 2. regulators should provide simple and straightforward ways to engage with those they regulate and hear their views,
 3. regulators should base their regulatory activities on risk,
 4. regulators should share information about compliance and risk,
 5. regulators should ensure clear information, guidance and advice is available to help those they regulate meet their responsibilities to comply,
 6. regulators should ensure that their approach to their regulatory activities is transparent.
- 2.2 Hart District Council has adopted the HART core values of:
- Helpful** – we will really listen to what our citizens, customers and residents want to achieve and help them reach their goals,
- Approachable** – we will be open, friendly, and fair, working with others and helping others to succeed,
- Responsive** – we will strive to do things well and look for ways to innovate and improve, and
- Take Ownership** – we will take responsibility, do what we say we will and see things through. People and teams will be required to work collaboratively with others both inside and outside the organisation and actively share learning and best practice.
- 2.3 In all enforcement activity it is important that the Council adopts the legal concept that the guilt of an accused person cannot be presumed and that they must be assumed to be innocent until proven otherwise.
- 2.4 Enforcement investigations will usually be kept confidential. However, any requests for information will be considered in accordance with the General Data Protection Regulation (GDPR), Freedom of Information Act (FOI) and Environmental Information Regulations (EIR).
- 2.5 In designing this Plan the Council have sought to embed these principles and ensure our enforcement activities are undertaken in a way that supports businesses and people to comply and grow.

3. How to contact us

3.1 If you are concerned with an environmental health or licensing matter or that there may be a breach of planning control you can raise this through one of the following channels. Our preferred method is the use of a webform or email as this enables the team to receive the information clearly and quickly.

	Environmental health & licensing	Planning
Webform:	Environmental Health Webform	to be finalised
Email:	eh@hart.gov.uk	enforcement@hart.gov.uk

3.2 We know that a webform or email may not be suitable for everyone, you can still contact us by post.

Hart District Council
Civic Offices
Harlington Way
Fleet
Hampshire
GU51 4AH

3.3 The quality of information and evidence provided by those reporting a breach can have a significant impact on the outcome of an investigation. You will need to provide:

- the address of the site,
- your own contact details, including your name and address,
- details of the alleged breach, including the start date, if known,
- it is also helpful to provide photographs of the development or activities,
- an indication of what harm is being caused, and to whom, and
- any details you have about the persons responsible.

3.4 Reports can be made by telephone (01252 622122) but will not be dealt with unless sufficient information is provided to allow the Council to undertake an initial investigation.

3.5 If the information given is found to be false, the enquiry will not continue unless the breach is seriously harmful to the area. Similarly, anonymous complaints will not be investigated unless they are of a very serious nature, it is in the public interest to do so, and the investigation is not reliant on the evidence of the complainant.

3.6 The identity of a complainant will be treated as confidential. However, if the case results in legal action being taken, the success of that case may rely on

evidence being given by the complainant. In such a case, the case officer will be happy to explain what may be required before taking a decision about whether to proceed with legal action.

- 3.7 If you are aware of dog fouling problems or consistent issues with littering, please report this at [FixMyStreet](#).
- 3.8 The [Council's Customer Care Standards](#) are published on the Council's website.

4. Our approach to enforcement

4.1 We recognise that most people want to comply with the law. We want to cooperate with individuals or businesses to achieve compliance. If there is a problem, we want to resolve it by communicating clearly and encouraging people to behave responsibly. We will follow the “4 Es” approach to enforcement:



- 4.2 Formal enforcement action is usually a last resort. The Council consider facts of the case and assesses them against the consideration set out in this Plan in determining whether it is expedient to take formal enforcement action.
- 4.3 There will be cases where enforcement action is not a last resort, but is necessary as urgent action is required, for example where there are breaches of planning control which are causing serious harm, so a stop or temporary stop notice is needed or where an injunction is required.
- 4.5 The Council will not condone wilful breaches, but it will exercise discretion about taking enforcement action if it is considered expedient to do so.
- 4.6 The Council seeks to manage its finite resources to ensure that the highest priority cases can be addressed without delay. As a result, the response, processing, and ability to take on lower priority reports will need to be adjusted accordingly. Enforcement resources are finite and the demand for enforcement investigations is usually very high, when significant number of higher priority cases are on hand this may lead to significant delays in investigating cases where harm is the more limited.
- 4.7 The Council will not normally undertake covert surveillance for planning enforcement purposes. Should it be considered necessary to do so, surveillance will only be undertaken with prior authorisation and in accordance with the provisions of the Regulation of Investigatory Powers Act 2000 or any subsequent legislation.

- 4.8 Where necessary, the Council will undertake interviews under caution in line with the Police and Criminal Evidence Act (PACE).
- 4.9 The Council will also use other publicly available sources of information such as Land Registry records or information which is published on the internet.

5. What you can expect from the Council

- 5.1 You are entitled to expect our Officers to:
- a) be courteous, helpful, and efficient,
 - b) be consistent, transparent, and accountable,
 - c) identify themselves by name and show identification,
 - d) provide a contact point for any communication,
 - e) give clear advice in plain English,
 - f) confirm advice in writing on request, explaining the action required and the timescale for compliance,
 - g) clearly distinguish between what you must do to comply with the law and what is recommended as best practice,
 - h) minimise the cost of compliance by requiring action that is proportionate to the risk,
 - i) give you reasonable time to comply (unless immediate action is necessary in the interests of public health or to prevent evidence being lost),
 - j) notify you if the matter is to be escalated to legal proceedings,
 - k) advise you how to make a complaint or representation in cases of dispute about our actions,
 - l) maintain confidentiality, except where there is a legal obligation to disclose information, or where witness statements are required for prosecution or other action,
 - m) ensure that, wherever practicable, our enforcement services are effectively co-ordinated to minimise unnecessary duplication and delay, and
 - n) coordinate enforcement activities and share good practice with other enforcement agencies to support compliance and to ensure consistency of approach.

6. What to do if you are not satisfied with our service

- 6.1 We make every effort to provide good customer service and to follow our procedures but occasionally errors will happen. If you are unsatisfied with our response, the Council has a Complaints Procedure. Full details on [how to make a formal complaint](#) are published on the Council's website.
- 6.2 Please note that the Complaints Procedure only deals with processes and procedures in making a decision, it does not deal with matters where we have followed proper procedures, relevant legislation and guidance but came to a decision that you disagree with, i.e. that it was not expedient to take enforcement action or to serve an enforcement notice.

- 6.3 If, having gone through the formal Complaints Procedure, you remain dissatisfied, you may refer your complaint to the Local Government Ombudsman. Details of how to do this are on the Council's website at the link above, or on the [Ombudsman's website](#).

7 Cost recovery

- 7.1 Where permitted by law the Council will seek to recover its costs of investigation and enforcement proceedings. Where the Council has incurred costs, for example by carrying out remedial work or direct action, we will seek to recover the full costs incurred from the exercise of those powers. The Council will pursue the recovery of costs in the civil courts by mechanism permitted by law if deemed appropriate and / or necessary.

8 Publicity

- 8.1 In order to deter others the Council will aim to publish any prosecution or other enforcement action that it considers will achieve that aim.

9 Service specific strategies

- 9.1 The following service or team specific strategies or procedures sit under and supplement this overarching plan and are relevant to enforcement action in relation to that service or team:
- Environmental Health & Licensing,
 - Planning.

10. Review of the Local Enforcement Plan

- 10.1 This Plan will be reviewed every 5 years, or sooner, if necessary, to reflect statutory changes or national guidance.

Appendix 1: Environmental health & licensing enforcement

Appendix 2: Planning enforcement

Appendix 1: Environmental health & licensing enforcement

1. Introduction

- 1.1 This appendix sets out the Council's approach to environmental health & licensing enforcement and needs to be read alongside the Council's overarching Local Enforcement Plan.
- 1.2 The plan outlines the key principles that the Council will follow when regulating, enforcing, and litigating. The plan sets out the standards that everyone can expect from the Council's regulatory services and its officers.
- 1.3 This document outlines how Council officers consider enforcement action, how work is prioritised, how cases are investigated, and what tools are available. The Council is committed to ensuring that all officers abide by this plan.

2. What we can deal with

- 2.1 The Council's Environmental Health & Licensing Enforcement Plan applies to various functions including:
 - animal welfare,
 - dog fouling,
 - Environmental health including statutory nuisance, food safety, health and safety, public health, infectious diseases, and contaminated land,
 - Environmental permitting,
 - Fly-tipping,
 - Hackney Carriage and Private Hire Vehicle Licensing (Shared Service with Basingstoke & Deane BC),
 - pest control,
 - Premises licensing (Shared Service with Basingstoke & Deane BC),
 - Scrap Metal Dealer Licensing,
 - Street trading, and
 - registration of Special Treatments.
- 2.2 A list of some of the relevant legislation and guidance is included in the Annex to this Plan.

3. How we prioritise our investigations

- 3.1 Although we appreciate that all cases are important to those they affect, to make the most effective use of the resources available, cases will be prioritised, taking into account the significance of the incident and the level of likely harm caused.
- 3.2 All submitted enquiries go through an initial vetting process (undertaken by officers). This allows for the redirection of matters to ensure they are directed to the correct team and allows officers to seek additional information if

required before prioritisation and allocation. Prioritisation enables the team to respond to the most harmful cases as a priority.

3.3 Any enforcement taken will aim to produce the highest reasonable standards of compliance within the shortest time. Officers will consider the following factors when determining the most appropriate enforcement action:

- a) seriousness of the breach,
- b) options for remedying the breach,
- c) degree of risk,
- d) circumstances of each case and the likelihood of recurrence,
- e) age and circumstances of the offender,
- f) date of offence,
- g) likelihood of achieving a satisfactory outcome,
- h) precedent effect,
- i) legal imperatives, e.g. statutory requirement to serve a notice,
- j) relevant guidance and codes of practice,
- k) weight and admissibility of evidence,
- l) public interest, and
- m) prevalence of the offence locally or nationally.

3.4 Our first response times are listed below: These timescales are the longest period in which we intend to respond to a case and in all instances the service will seek to visit as soon as possible.

Priority 1 – High priority

Investigation commenced (site visit where appropriate) in up to 2 working days.

- major accident,
- notification of infectious disease,
- public health emergency,
- service of notice from date of witness of serious / urgent breach,
- stray dog, and
- notification of premises with imminent risk of health.

Priority 2 – Medium Priority

Investigation commenced (site visit where appropriate) in up to 5 working days.

- All other cases.

3.5 The Council seeks to manage its finite resources to ensure that the highest priority cases can be addressed without delay. As a result, the response, processing, and ability to take on lower priority cases will need to be adjusted accordingly the demand for enforcement investigations is usually very high and when significant number of higher priority cases are on hand this may lead to significant delays in investigating cases where harm is more limited.

4. Enforcement options

4.1 A variety of enforcement options are available to the Council and are set out below:

a. Advice

In the first instance, consideration will be given to whether advice regarding a breach or potential breach of legislation is appropriate. When advice is given, it will normally be put in writing unless the breach is very minor, or the matter is rectified on the spot.

b. Warning letters

In certain circumstances it may be appropriate to issue a warning letter highlighting alleged offences to the person responsible for the alleged breach on how to avoid committing similar offences in the future. A warning letter will set out what should be done to rectify the breach and the timescale required for compliance. There must be sufficient admissible evidence available to substantiate the offence before a warning letter is issued.

c. Voluntary undertakings

The Council may accept voluntary undertakings that breaches will be rectified and/or recurrences prevented. The Council will take any failure to honour voluntary undertakings very seriously and formal enforcement action is likely to result to secure compliance.

d. Statutory notices

Subject to the specific rules governing the use of different statutory notices, they would generally be used where: there is a clear breach of the law, the degree of risk or environmental impact or harm from the situation is significant, and a remedy needs to be secured within a set period of time. In some instances, the service of a notice will be mandatory, for example, abatement notices under the Environmental Protection Act 1990. Subject to consideration of the evidence, it is likely that the negligent or wilful non-compliance with a statutory notice will result in prosecution.

Statutory notices may also be used to escalate enforcement action where a warning letter has been issued in relation to a breach but has not been complied with.

e. Seizure and detention of property, document and equipment

Officers will, on occasion, require evidence for their investigation and will use their statutory powers to seize property, documents, samples and/or equipment. A receipt will always be given to the relevant person detailing what has been taken and why.

f. Fixed penalty notices

Fixed Penalty Notices (FPNs) can be issued for a variety of different offences. Prior to service, the officer must have sufficient evidence to support a prosecution should the FPN not be paid. The FPN provides the offender with an opportunity to pay a financial penalty as an alternative to being prosecuted and receiving a criminal conviction. If a fixed penalty is not paid, the Council will commence criminal proceedings or take other suitable enforcement action in respect of the breach. FPNs will not normally be considered where the breach is more serious or recurrent, for example, the offender has already received a FPN for the same offence in the same year.

g. Simple caution

The Council may issue a Simple Caution where there is sufficient evidence to prosecute but where the public interest is not served by prosecution. A caution can only be administered where the offender consents to the caution and admits the offence. It will be formally recorded and may be cited in subsequent court proceedings.

h. Prosecution

The Council will consider the criteria set down in the Code for Crown Prosecutors, when deciding when to prosecute. The Council will also consider whether there is a reasonable prospect of conviction based on the strength of the evidence against any statutory defence, mitigation and any other factors which may preclude a successful conviction.

i. Criminal Behaviour Orders

The Council has the power to apply to the court for a Criminal Behaviour Order (CBO) where there has been successful conviction of a breach under the Anti-social Behaviour, Crime and Policing Act 2014. A CBO is an order designed to tackle the most serious and persistent anti-social individuals where their behaviour has brought them before a criminal court. The court can issue a CBO where it is satisfied that the offender has engaged in behaviour that caused or was likely to cause harassment, alarm, or distress to any person, and it considers that making the order will help in preventing the offender from engaging in such behaviour in future.

5. Implementation

- 5.1 When considering formal enforcement action, the officer will discuss the circumstances with those suspected of a breach and take these into account when determining the best approach. This will not apply where immediate action is required to prevent or to respond to a serious breach or where to do so is likely to defeat the purpose of the proposed enforcement action.

- 5.2 The officer will give clear reasons for any formal enforcement action to the relevant person or business at the time of the action. The reasons will be confirmed in writing at the earliest opportunity. The issue and relevant appeals procedure for redress will also be explained.
- 5.3 If a business has a Primary Authority, the officer will contact the Primary Authority before enforcement action is taken, unless immediate action is required because of imminent danger to health, safety, or the environment. officers will abide by OPSS guidance to Local Authorities in relation to the Primary Authority scheme.
- 5.4 When the officer takes the view that enforcement action is required this will be discussed with their line manager who will decide on the appropriate action to be taken. This discussion should be recorded on the case file. Implementation will then be monitored by the Executive Director - Place.

Annex

All enforcement activities, including investigations and formal actions, will be conducted in compliance with delegated statutory powers and in accordance with formal procedures and codes of practice made under this legislation in so far as they relate to the Council's enforcement powers and responsibilities.

Legislation and guidance include, but is not limited to:

- Anti-Social Behaviour, Crime and Policing Act 2014
- Code for Crown Prosecutors
- Co-ordination of Regulatory Enforcement (Procedure for References to LBRO) Order 2009 SI670/2009 (The CRE LBRO Order)
- Crime and Disorder Act 1998 – Community Safety
- Criminal Justice and Police Act 2001 – Community Safety
- Criminal Procedure and Investigations Act 1996
- Data Protection Act 2018
- Human Rights Act 1998
- Legislative and Regulatory Reform Act 2006 (LRRRA)
- Legislative and Regulatory Reform (Regulatory Functions) Order 2007
- Police and Criminal Evidence Act 1984
- Primary Authority: A guide for Local Authorities
- Protection of Freedoms Act 2012 (Code of Practice – Powers of Entry December 2014)
- Regulation of Investigatory Powers Act 2000
- Regulators' Code, April 2014
- The Regulatory Enforcement and Sanctions Act 2008 (The RES Act)
- Regulatory Reform Co-ordination of Regulatory Enforcement (Enforcement Action) Order 2009SI665/2009 (The CRE Enforcement Order)

Appendix 2: Planning enforcement

1. Introduction

- 1.1 This appendix sets out the Council's approach to planning enforcement and needs to be read alongside the Council's overarching Local Enforcement Plan.
- 1.2 The plan outlines the key principles that the Council will follow when regulating, enforcing, and litigating. The plan sets out the standards that everyone can expect from the Council's regulatory services and its officers.
- 1.3 This document outlines how Council officers consider enforcement action, how work is prioritised, how cases are investigated, and what tools are available. The Council is committed to ensuring that all officers abide by this plan.

2. Breach of planning control

- 2.1 The integrity of the planning service depends on the Council taking effective enforcement action when appropriate. The Council is committed to providing an effective planning enforcement service and it is understood that public perception of the planning system can be undermined when unauthorised development is accepted without any apparent attempt by the Council to intervene.
- 2.2 The basic principle of planning law is that it is generally not an offence to carry out works without planning permission. Whilst such development remains unauthorised, unless regularised, Councils must consider the expediency of taking action whilst having regard to the development plan and any other material planning considerations.
- 2.3 A criminal offence will only arise in relation to the above matters when a statutory notice has been issued and the owner or occupier has failed to comply – or in certain specific cases, such as unauthorised works to a tree that is the subject of a Tree Preservation Order, works to a listed building without the necessary consent, or the display of an unauthorised advertisement(s).

3. What we can deal with

- 3.1 The Council's planning local enforcement plan applies to various types of development including:
 - unauthorised building works,
 - unauthorised changes of use,
 - internal and external alterations to listed buildings carried out without consent,
 - unauthorised demolition in Conservation Areas,
 - unauthorised works to trees covered by a Tree Preservation Order or within a Conservation Area,

- works not being carried out in accordance with the approved plans,
- breaches of planning conditions,
- the stationing of a caravan or mobile home for use as a primary place of residence,
- unauthorised advertisements,
- unauthorised engineering work i.e. a change in ground levels, and
- untidy sites - failure to properly maintain land so that it adversely affects the amenity of an area.

4. What we can't deal with

4.1 The Council's Planning Enforcement team is unable to deal with the following matters:

- works that do not require planning permission,
- minerals and waste planning enforcement matters (these are dealt with by Hampshire County Council),
- works that have not yet started (except in exceptional circumstances where a serious breach can be prevented),
- boundary disputes,
- obstruction of a highway or public footpath (this is dealt with by Hampshire County Council),
- trespass on land,
- operating a business from home where the residential use of the dwelling remains the primary use,
- internal works to a non-listed building,
- clearing land of vegetation (unless there is a breach of condition, or a hedgerow is covered by the Hedgerows Regulations 1997),
- the Party Wall Act,
- parking a caravan within the residential boundary where its use is ancillary to the dwelling house,
- advertisements on the highway or on street furniture (these are dealt with by Hampshire County Council),
- enforcement of deeds or covenants (these are enforced by the landowner or other person benefiting from the covenant),
- fly-tipping (this is dealt with by the Council's Environmental Health and/or Street Scene service),
- noise issues (this is dealt with by the Council's Environmental Health team, unless a planning condition is being breached), and
- anonymous complaints unless they are of a very serious nature, and it is in the public interest to do so.

5. About planning enforcement

5.1 There is no duty under the Town and Country Planning Act 1990 to take planning enforcement action - powers given to Councils are discretionary. In deciding whether to take enforcement action, the Council must decide whether it

is expedient to do so having regard to the development plan and any other material considerations.

- 5.2 Expediency can be defined as a decision-making process to establish the appropriateness of formal enforcement action using legislation, government advice, the development plan, previous planning and appeal decisions and advice from other professionals.
- 5.3 When assessing whether formal action should be taken, the Council will ensure that any proposed action is reasonable, proportionate and is in the public interest to remedy a breach or remedy any injury to amenity that has been caused by the breach. The Council will consider what the effect of formal action will be and if it will have a meaningful outcome. It must also take into account the development plan and any material considerations.
- 5.4 It is an important principle in planning that breaches of planning control are not automatically subject to enforcement action but that this power is used only when expedient, proportionate and in the public interest according to the law and guidelines. Therefore, when the Council exercises its discretion and decides not to enforce against a breach of planning control this is entirely in accordance with how the NPPF intends this form of regulation to operate.
- 5.5 The Council starts from a position of trying to resolve breaches of planning control through dialogue and negotiation, formal action is usually a last resort. However, when the breach is causing unacceptable serious harm or, formal action will be taken to remedy any injury to amenity. Enforcement action will therefore always be commensurate with the seriousness of the breach.
- 5.6 It is important to remember that, in general, it is not a criminal offence to carry out development before first obtaining planning permission. However, failure to comply with an enforcement notice, beyond the period for compliance, is an offence. However, there are exceptions to this in that unauthorised works to listed buildings, carrying out works to protected trees and the display of advertisements without the necessary consent all give rise to criminal offences which are liable to prosecution. (See further information below).
- 5.7 Planning enforcement can be a lengthy process, particularly where evidence needs to be collected or where formal notices are served and the right to appeal is exercised. A satisfactory outcome can take many months or even years to achieve. There are also time limits after which enforcement action cannot be taken although these do not apply in the case of listed buildings.

6. How we prioritise our investigations

- 6.1 Although we appreciate that all allegations of breaches of planning control are important to those they affect, to make the most effective use of the resources available, cases will be prioritised, considering the significance of the breach and the level of harm caused.

- 6.2 All submitted enquiries go through an initial vetting process (undertaken by officers). This allows for the redirection of matters to ensure they are directed to the correct team and allows officers to seek additional information if required before prioritisation and allocation. Prioritisation enables the team to respond to the most harmful breaches of planning control as a priority.
- 6.3 The priority categories for unauthorised works are listed below. These timescales are the longest period in which we intend to respond to a case and in all instances the service will seek to visit as soon as possible, dependant on the risk posed.

Priority 1 – High priority

Investigation commenced (site visit where appropriate) in up to 2 working days.

A breach of planning control causing, or likely to cause, serious harm to the natural or historic environment or to public safety unless an immediate response is made, for example:

- demolition or alteration of a Listed Building,
- demolition of a building within a Conservation Area,
- works to trees protected by a Tree Preservation Order or within a Conservation Area, and
- any unauthorised development/activity/operation, falling within planning control that presents an immediate and serious danger to the public.

Priority 2 – Medium Priority

Investigation commenced (site visit where appropriate) in up to 10 working days.

- development not in accordance with the approved plans or material breaches of planning conditions during the construction process,
- development causing serious harm to the amenity of nearby residents, e.g. through impact on privacy or outlook,
- unauthorised development that has a significant adverse impact on the character of an area,
- commencement of works without clearing conditions precedent,
- advertisements in sensitive areas,
- non-compliance with planning conditions, and
- untidy sites.

Priority 3- Low Priority

The team's ability to pursue low priority cases will be dictated by the total number of cases under investigation and the number of pending high and medium priority cases. During periods that the team have a large number of cases or significant number of high/medium priority cases the team will be unable to progress those reports deemed to be low priority. The team will set out

indicative timeframes for progressing low priority investigations in their communications with you.

Breaches of planning control that cause limited or no harm to the environment or residential amenity, for example:

- residential and other development marginally above permitted development tolerances,
- minor works including fences, walls, small extensions,
- boundary treatments,
- aerials and antennae on dwelling houses,
- development not being built in accordance with approved plans, where the differences are less significant and less likely to result in amenity problems, and
- unauthorised advertisements in less sensitive locations.

6.4 The Council seeks to manage its finite resources to ensure that the highest priority cases can be addressed without delay. As a result, the response, processing, and ability to take on lower priority cases will need to be adjusted accordingly. The demand for enforcement investigations is usually very high and when a significant number of higher priority cases are on hand this may lead to significant delays in investigating cases where the planning harm is more limited.

7. How we investigate breaches of planning control

7.1 We aim to acknowledge all cases within three working days and to visit the site in the timescales set out above.

7.2 In most cases it will be quite clear from a site visit and the planning history whether a breach has taken place. However, there are some cases, particularly involving changes of use, where a number of site visits will be needed or more information will be required.

7.3 Authorised officers have statutory powers to enter land and buildings to investigate breaches of planning control. Officers will produce evidence of their authority, identity and the purpose of their visit when requested. It is an offence to obstruct an authorised person exercising their right of entry.

7.4 In some cases we might need to ask complainants to help by keeping a log of activities to help provide evidence of a breach. If complainants are unwilling to do this, the Council may be unable to pursue the case.

7.5 To obtain further information the Council will, where necessary, serve the following notices:

7.6 A *Planning Contravention Notice* (PCN) is used to gather information concerning a development being carried out so that the Council can determine if a breach of

planning control has occurred. It is a criminal offence not to complete and return the PCN within the specified timescale or not to comply with any aspect of the PCN. To knowingly or recklessly provide false or misleading information on a PCN can result in a fine.

7.7 A notice, under Section 16 of the Local Government (Miscellaneous Provisions) Act 1976 can be used to establish information about the ownership of land. It is an offence to fail to respond to the notice or to knowingly or recklessly provide false or misleading information and can result in a fine.

7.8 A notice under section 330 of the Town and Country Planning Act 1990 can also be served (the Power to require information as to interests in land).

8. Enforcement options

8.1 A variety of enforcement options are available to the Council and are set out below.

8.2 **No action** – if it is found that an application for planning permission is not required, or the breach is very minor and causes little or no harm to the environment or nearby residents, then no further action will be taken.

8.3 **Negotiate solution** – we will try to negotiate a satisfactory solution within 12 weeks of the start of an enforcement investigation wherever possible. This approach avoids the time and cost of serving notices, defending appeals, and pursuing legal action. If building works or an unauthorised use is considered to be unacceptable, the developer will be given a realistic deadline by which to remove the building/cease the use. If this deadline is not met, then the expediency of formal enforcement action will need to be considered. Clear timescales for compliance will be given to the landowner and other interested parties at all stages.

8.4 **Retrospective application** – where a development is in line with policies in the development plan and the development is causing little or no harm, or where planning conditions can be used to make a development acceptable, the Council may invite the developer to submit a retrospective planning application depending on the nature of the breach of planning control and the expediency of doing so. This would only be appropriate in cases where formal enforcement action has not been taken. N.B homeowners/developers may make an application for retrospective permission even if not invited to do so. It is normally advantageous to allow this process to conclude before continuing with enforcement action.

8.5 **Invite an application for Lawful Development Certificate** – if it appears to the Council that a use or development might have become lawful by passage of time, the developer will be invited to submit an application for a Lawful Development Certificate. If the application is approved, no further action will be taken. If it is refused, and no appeal is lodged, the Council will decide whether formal enforcement action is expedient.

- 8.6 **Breach of Condition Notice** – where a planning condition has not been complied with, and the condition is enforceable and reasonable, a Breach of Condition Notice can be served. The notice sets out what steps are needed to comply with the condition and by what date this action must be taken. There is no right of appeal against a Breach of Condition Notice and failure to comply can result in prosecution.
- 8.7 **Enforcement Notice** – if a development is causing harm to the surrounding area, or is contrary to development plan policies, and attempts to negotiate a solution have failed, then an Enforcement Notice can be served. An Enforcement Notice will set out the reasons for issuing the notice, what steps are needed to remedy the breach and the timescale in which these steps must be taken.
- 8.8 **Stop Notice** – in cases where urgent action is needed to remedy harm being caused, a Stop Notice can be served in addition to an Enforcement Notice. The purpose of a Stop Notice is to require activities to cease before the date for compliance set out in the Enforcement Notice. These are only used in exceptional circumstances where serious harm is being caused to public amenity.
- 8.9 **Temporary Stop Notice** - These take effect immediately and do not have to be accompanied by an Enforcement Notice. They last for a period of 28 days during which the local authority must decide whether any further action is needed. They cannot be used in certain situations, e.g. the use of a building as a dwelling, on a listed building or in some cases involving use of a caravan where it is the occupant's main residence (although there are exceptions to this).
- 8.10 **Section 215 notice** – provides the power, in certain circumstances, to take steps requiring land to be cleaned up when its condition adversely affects the amenity of the area.
- 8.11 **Injunction** - in very serious cases, where irreparable harm and serious danger is being caused, or where all other methods of enforcement have failed, the Council can seek an injunction in the County Court or High Court to restrain or prevent a breach of planning control. Failure to comply with an injunction is a contempt of court and can lead to a fine, imprisonment or assets being seized. This is only used in exceptional circumstances.
- 8.12 **Prosecutions** - The Council may prosecute responsible parties for carrying out illegal work to a listed building, displaying unauthorised adverts and any unauthorised work to a protected tree. Additionally, if any of the statutory notices are not complied with by the required date for compliance, the first step in seeking compliance is to formally write to the relevant parties to remind them of their responsibility to comply with the notice. Failure to act on this correspondence could lead to prosecution. In deciding whether to prosecute, the Council will take into account whether it is in the public interest and whether there is sufficient evidence to prove the case beyond reasonable doubt. As referred to above, this may be dependent upon complainants being willing to assist with the provision of evidence and by appearing in court.

- 8.13 **Direct action** - Where any steps required by an Enforcement Notice or a Section 215 notice (see section 178 and 219 of the TCPA 1990) have not been taken within the compliance period (other than the discontinuance of the use of land), the Council will consider whether to exercise its power to enter the land and take the steps to remedy the harm; and to recover from the person who is then the owner of the land any expenses reasonably incurred by them in doing so. If the costs cannot be recovered, a charge will be registered on the property with the Land Registry.
- 8.14 **Planning Enforcement Order** - A Council can seek a Planning Enforcement Order through the Magistrate's Courts where a breach of planning control has been deliberately concealed in an attempt to circumvent the immunity periods for taking enforcement action. Its use will depend on whether or not there are other remedies available but also on whether or not any "concealment" was deliberate.
- 8.15 **The Proceeds of Crime Act 2002** (also known as POCA) provides for the confiscation or civil recovery of the proceeds from crime in the UK. The Council may be able to seek an award under the Act if relevant criteria are satisfied and the offence resulting from the breach of planning control has resulted in monetary or other gains being made by the individual/developer concerned.

9. Trees

- 9.1 Trees are protected when they are covered by a Tree Preservation Order (TPO) or trees above a certain size in a Conservation Area.
- 9.2 Anyone who permits or undertakes unauthorised works to protected trees with a TPO is guilty of an offence.
- 9.3 For a tree to be protected in a Conservation Area it must have a trunk of at least 75mm in diameter measured at 1.5m above existing ground levels; or in limited circumstances, 100mm in diameter to clear saplings away from specimen trees.
- 9.4 A person wishing to cut down or carry out works to protected trees in a conservation area is required to give 6 weeks' notice to the Council. This is to give the Council the opportunity to make a Tree Preservation Order if they consider the tree contributes to the amenity of the area. Anyone who carries out such work without serving a notice on the Council is guilty of an offence.
- 9.5 If we receive information to suggest that a protected tree is being felled, we will treat this as a high priority and visit the site as soon as possible. The planting of replacement trees in the next planting season will normally be required irrespective of whether or not any further action is taken. If the landowner fails to comply with this requirement, the Authority may serve a Tree Replacement Notice within a period of four years to ensure compliance.

10. Advertisements

- 10.1 Certain types of advertisement can be erected without express permission from the Council. These classes of advertisement are defined in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- 10.2 It is an offence to display any other type of advertisement without express consent. If the Council consider that an application for the advertisement would probably be granted, then a retrospective application will be requested. Where the advertisement causes serious harm to amenity or public safety, a request will be made for its removal within a specific period. The Act also gives the Council the power to remove and dispose of structures (such as placards and posters) which are being used for unauthorised advertisement displays, but not on buildings to which there is no public right of access.
- 10.3 Where an advertisement benefits from consent under the Advertisement Regulations, the Council can take action to remove it if it is considered to be seriously harmful to the appearance of the area or poses a danger to public safety.

11. Listed Buildings

- 11.1 Listed Building Consent is required for the demolition of a listed building or for its alteration or extension in a manner which would affect its character as a building of special architectural or historic interest. It is an offence to carry out such works without listed building consent.
- 11.2 The Council can prosecute and serve a Listed Building Enforcement Notice requiring the unauthorised work to be remedied. There are no time limits for taking enforcement action in respect of listed buildings. In deciding whether to serve a Listed Building Enforcement Notice, or to prosecute an owner, the Council will take into consideration the length of time that has passed since the work took place, who was responsible for carrying out the unauthorised work, and whether the historic fabric has been lost that cannot be replaced.
- 11.3 The Council will invite the owners to regularise the breach by submitting applications for listed building consent to either retain or amend authorised works. However, if negotiations fail, then the Council may serve a Listed Building Enforcement Notice. As with a general Enforcement Notice, this identifies the works required and the timescales.

12. Demolition in conservation areas

- 12.1 The demolition of some unlisted buildings in a conservation area requires planning permission. This can either be applied for in conjunction with a planning application for redevelopment of a site, or a separate application for 'relevant demolition' can be made. It is an 'offence for a person to carry out or cause or permit to be carried out the demolition of an unlisted building within a conservation area without the required planning permission. Similarly, it is also

an offence for a person to fail to comply with any condition or limitation subject to which planning permission for relevant demolition is granted.

Cabinet

Meeting date: 7 March 2024

Issue Title: Local Cycle and Walking Infrastructure Plan

Report of: Executive Director - Place

Cabinet Portfolio: Planning Policy & Place

Key Decision: No

Confidentiality: Non-Exempt

Purpose of Report

1. To adopt the Hart district Local Cycling & Walking Infrastructure Plan (LCWIP).

Recommendation

2. Cabinet is recommended to:
 - adopt the Hart district Local Cycling & Walking Infrastructure Plan (LCWIP) attached at **Appendix 2**, and
 - authorise the Executive Director – Place to make minor alterations, typographical and accessibility (formatting) related corrections to the document before it is published.

Background

3. LCWIPs are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period.
4. The key outputs of LCWIPs are:
 - a network plan for walking and cycling which identifies preferred routes and core zones for further development,
 - a prioritised programme of infrastructure improvements for future investment,
 - a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.
5. An LCWIP is not a feasibility study, but a high-level assessment. All proposals will be subject to further feasibility work and detailed design work will be necessary. In some cases, this may mean that a route is moved to an alternative parallel alignment.
6. While it is not mandatory to prepare an LCWIP, authorities that do are well placed to make the case for future investment.
7. Subject to funding and delivery, the LCWIP will lend support in delivering the interlinked themes of:
 - accessibility & inclusivity,
 - health & wellbeing,
 - climate change & air quality,

- mitigating the impact of development, and
 - place shaping & placemaking.
8. The Council and Hampshire County Council jointly commissioned Sustrans to develop the LCWIP for Hart district. The intention is that both the District and the County Council will adopt the final version.
 9. An adopted LCWIP will enable the Council working with the County Council and other partners to:
 - demonstrate a clear commitment to walking and cycling by identifying and prioritising infrastructure improvements,
 - make the case for future funding for active travel infrastructure and developer contributions, and
 - ensure that consideration is given to active modes through integration of the LCWIP with local planning and transport strategies and policies.
 10. In June 2023 Cabinet approved the draft Local Cycling and Walking Infrastructure Plan (LCWIP) for public consultation. The consultation ran for a 10-week period between June and August 2023.
 11. In November 2023 the Overview & Scrutiny Committee considered the working draft LCWIP following consultation. The comments of the Committee, and the actions taken in response to these comments, are covered later in this report.

Main Issues

How the LCWIP was prepared

12. The guidance recommends that LCWIP's are focused on areas where there is a larger/higher density of population and therefore where there is the greatest propensity to increase levels of cycling and walking.
13. The Hart Local Plan (Strategy & Sites) 2032 categorises the towns and villages by their size and the services and facilities they offer. Fleet, including Church Crookham and Elvetham Heath, is the main urban area. Blackwater, Hook and Yateley are the primary local service centres, Hartley Wintney, Odiham and North Warnborough are the secondary local service centres. Consequently, the Hart district LCWIP focuses on these towns and villages.
14. The approach used to develop the cycling and walking networks involved building an understanding of accessibility by walking or cycling to both existing and planned key destinations, including residential areas, employment areas, schools and colleges, leisure and recreation areas. This was informed by a wide range of evidence and documents, for example the Fleet Town Access Plan.
15. The key cycle routes within each of the areas were identified through an evidence-based approach which included analysis of 2011 and 2021 census data alongside other data sources to identify and map out journeys of up to 10km.
16. The core walking zones focused on routes to and from key walking trip generators (within a 2km radius) such as town centres, employment areas, bus and railway stations and schools within each area.

17. Walking and cycling routes, as well as existing barriers to walking and cycling, were also informed, and validated by key internal and external stakeholders throughout the different stages of development. Stakeholders included local Parish & Town Councils as well as local cycling, walking and access groups and local schools.

Results of the 2023 public consultation

18. Formal consultation on the draft LCWIP ran for 10 weeks between June and August 2023. The consultation approach included the following:
 - writing to the contacts on the planning policy database, including Parish & Town Councils and the local MPs,
 - a LCWIP consultation webpage hosted by HCC, including summary information, links to a consultation survey and interactive map of proposed schemes,
 - several consultation events across the district in high footfall areas, where residents could obtain further information about the LCWIP and how to engage,
 - digital campaign including the use of social media, and
 - advertising the consultation in libraries and leisure centres.
19. Over the 10-week period, 249 responses to the walking zone survey and 283 responses to the cycling network survey were received, and 793 comments were placed on the interactive map, which is one of the highest response rates to any Hampshire LCWIP consultation.
20. The feedback broadly supported the cycling routes and walking zones proposed. The majority (58%) of respondents to the cycling survey agreed that the proposed primary and secondary cycling routes connect people with the places they want to get to. While nearly half of respondents (48%) agreed that the walking zones include places people want to walk to. 32% neither agreed nor disagreed and 20% disagreed.
21. The consultation draft LCWIP has been updated to account for the feedback received during the public consultation and a summary of the key findings of the public consultation is included in the document.
22. Some of the changes made as a result of the public consultation included:
 - Walking zone 1 - Yateley core walking zone: Added a crossing at Reading Road,
 - Cycle route 110 - Hartley Wintney to Elvetham Heath: an improved crossing at the junction at Pale Lane,
 - Cycle route 140 - Fleet to Farnborough: identified Avondale as a parallel alternative route to Kings Road,
 - Cycle route 150 - Fleet to Church Crookham: improved crossings at the Basingbourne Road / Florence junction and the Courtmoor (follow on from Greenways) / Velmead junction, where the primary route is crossed by secondary routes,

- Cycle route 220 - Fleet station to Crookham Village: identified a spur to the southern end along Coxheath Road to Gally Hill Road.

Overview & Scrutiny Committee comments

23. In November 2023 the Overview and Scrutiny Committee considered the working draft LCWIP and noted that:

- the strategic elements of the LCWIP were good, provided a high-level framework of the key areas across Hart district where interventions could have the greatest impact on demand,
- it picked up matters relating to the Council's declaration of a Climate Emergency,
- in general terms the key origin and destination for the cycle routes was well supported,
- the walking zones were accepted, and in most cases the areas covered were correct,
- there was an understanding that this was a high-level document, and the details were 'a potential solution' or 'an indication of the type of solution' which could be implemented, and
- it was noted that the LCWIP did build on previous work such as the green grid and the Fleet Town Access Plan (FTAP).

24. The meeting expressed the following concerns about the document:

- that the document contained many specific design details. This led to concern that it was only these details that would be considered going forward and that many other good and more practical solutions would be overlooked,
- that some of the routes suggested, although attractive would be discounted as impractical once they were presented to the Highways Authority. It was confirmed that the County Council as joint commissioners of the work had reviewed all of the content of the LCWIP and were satisfied,
- it was not clear how the feedback from the consultation stages had been taken into consideration. It was agreed that an analysis of the feedback received would be beneficial.
- that when funding was being sort that, it would only be sort for the items in the report, some of which the members felt were either impractical or undeliverable.
- that if the funding and focus was on the larger more impractical items the smaller more deliverable items in the report may be overlooked.

25. It was noted that the strategic part of the document, the vision and context were good. It was the detailed solutions to the core walking zones and cycle routes where concerns were being raised.

26. The Committee asked whether there may be an opportunity for further engagement with Ward Members to feed into the detailed solutions for the cycling and walking zones.
27. It was agreed that a clear statement should be added to the report stating that the routes contained in it were not the final decision and that there would be an opportunity in the future to have input into the various routes.
28. The Overview & Scrutiny Committee concluded that they had concerns about the detailed design sections of LCWIP report in its current form and that it would encourage a review of the document in conjunction with feedback. There should be consideration of what further work is required and by whom.

Response to comments raised by Overview & Scrutiny

29. In response to the Committee's feedback further work was undertaken to address the concerns raised and improve the clarity of the document:
 - the structure of the LCWIP has been reworked so that the strategic elements (routes and zones in Section 3) come first, with the detailed indicative interventions shown in Section 4,
 - the introduction to Section 4 (page 53) is now clearer that the interventions shown are indicative; they help understand the scale of change needed and provide a starting point for the development of new schemes,
 - within section 4, the recommended interventions were reviewed and, to aid understanding, a column has been added to each table of interventions identifying the issue that the intervention seeks to address,
 - comments from Parish & Town Councils that were received by email during the public consultation in 2023 were re-reviewed and a response provided to the points made (see **Appendix 3**), and
 - there was a further round of engagement with ward members in January 2024. Feedback received from this additional consultation has been reviewed and the draft LCWIP amended accordingly (**see Appendix 4**).

Implementation and review

30. The LCWIP is a high-level document. The proposed cycling and walking networks indicated in the plan outline the potential alignment of a route and the interventions are at an early development stage and should not be considered as detailed proposals. The delivery of the LCWIP is dependent on both Councils' ability to seek and secure funding to both develop and deliver future schemes.
31. The LCWIP will enable the District Council and County Council to make future bids for funding for the highlighted schemes from a range of organisations, for example the DfT and Active Travel England.
32. Some of the schemes may be delivered in part through negotiated S106 and or S278 agreements through the planning development management processes, and / or the spend of existing S106 funding. An example is the Queen Elizabeth Barracks (QEB) site – now known as Crookham Park. Through the granting of planning permission, the County Council secured a significant S106 sum to

mitigate the impacts of that development. The QEB Transport Steering Group review the progress on this. The Hart district LCWIP is complementary to the existing work / schemes which are already in the pipeline.

33. The DfT's LCWIP Guidance states that it is 'envisaged that the LCWIP will need to be reviewed and updated approximately every four to five years to reflect progress made with implementation.'

Alternative Options Considered and Rejected

34. The alternative option is not to adopt the LCWIP. However, without an adopted LCWIP the district would be at a major disadvantage when seeking active travel funding or developer contributions towards walking and cycling infrastructure improvements.

Corporate Governance Considerations

Relevance to the Corporate Plan

35. A key priority of the Council's Corporate Plan 2023/2027 is to encourage more cycling and walking by extending the Green Grid network and working with Hampshire County Council and others to improve infrastructure and reduce barriers to walking and cycling.
36. This also includes the goal to extend the green grid through adopting and implemented, in partnership with Hampshire County Council, a Local Cycling and Walking Infrastructure Plan.

Service Plan

37. Is the proposal identified in the Service Plan? Yes
38. Is the proposal being funded from current budgets? Yes
39. Have staffing resources already been identified and set aside for this proposal?
Yes

Legal and Constitutional Issues

40. There are no legal or constitutional implications as a result of the recommendation.

Financial and Resource Implications

41. There are no direct financial implications as a result of the recommendation.
42. Having an adopted LCWIP will enable the District Council and County Council to make future bids for funding for the highlight schemes, and some may be able to be delivered in part through negotiated S106 and or S278 agreements through the planning development management processes.

Risk Management

43. There are no risk management issues as a result of the recommendation.
44. There may be practical risks with the development and delivery of specific LCWIP routes or zones and these will need to be managed through the relevant risk management and project management processes. There may also be legal processes such as Traffic Regulation Orders that will need to be undertaken,

depending on specific measures progressed. These will be subject to separate assessment and consideration as specific scheme proposals are developed.

Equalities

45. The LCWIP is a high-level document which sets out the framework for delivering infrastructure improvements for walking and cycling. As it does not set out any detailed designs for the infrastructure, there is a neutral impact on people with protected characteristics. Any detailed transport schemes delivered by Hampshire County Council, Hart District Council or a partner organisation will be subject to an Equalities Impact Assessment.

Climate Change Implications

46. The LCWIP seeks to provide new and improved 'active travel' infrastructure that will make walking and cycling more attractive, safe, direct and comfortable to use to encourage more modal shift away from the car. This will contribute to reducing energy and fuel consumption as well as reducing emissions. This will make a positive contribution towards the Council's target of Hart district being carbon neutral by 2040.

Action

47. Hampshire County Council will seek to adopt the LCWIP.
48. Subject to adoption by both the Council and HCC the LCWIP will be published on the Council's website.
49. The delivery of the cycling routes and core walking zones in the LCWIP are dependent on both Councils' ability to seek and secure funding to both develop and deliver future schemes. The Councils' ability to make the case for future funding from the Government as well as from developer contributions is enhanced by the adoption of the LCWIP.

Appendices

Appendix 1: List of Core Walking Zones and Primary Cycle Routes

Appendix 2: Hart Local Cycling and Walking Infrastructure Plan

Appendix 3: Parish and Town Council responses to public consultation in 2023

Appendix 4: Hart District Councillor comments – January 2024

List of Core Walking Zones and Cycle Routes

Core Walking Zones:

- Zone 1 Yateley core walking zone
- Zone 2 Blackwater core walking zone
- Zone 3 Fleet core walking zone
- Zone 4 Church Crookham core walking zone
- Zone 5 Hartley Wintney core walking zone
- Zone 6 Hook core walking zone
- Zone 7 Odiham core walking zone

Primary Cycle Routes:

- Route 100 Yateley to Blackwater
- Route 110 Hartley Wintney to Elvetham Heath
- Route 120 Hook to Hartley Wintney
- Route 130 A30 (to Basingstoke) to Hook
- Route 140 Fleet to Farnborough
- Route 150 Fleet to Church Crookham
- Route 160 Crookham Village and Sandy Lane
- Route 200 Hook to Odiham
- Route 210 Fleet to Crookham Village
- Route 220 Fleet station to Crookham Village
- Route 230 Yateley to Fleet railway station
- Route 240 Blackwater to Hawley

Hart District Local Cycling and Walking Infrastructure Plan

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About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk

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2	Revised interim draft	SZ/CF		16/05/23
3	Final draft	SZ/CF	KW	19/05/23
4	Revised final draft	CF/NM	KW	30/05/23
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12	Post-consultation update	CF/ZT	LD	19/01/24
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Foreword from Councillors



our public spaces more difficult to use. We have been challenged in recent years by walking and cycling advocates to do better.

Walking and cycling has the potential to replace shorter car trips made in Hampshire, including around a third of all commuting trips. Walking and cycling are practical everyday ways of travelling, for even just part of a journey, that can help to make us healthier, happier, greener, and more equal, and we look forward to supporting increases in these sustainable ways of travelling for everyone in Hampshire.

Hampshire County Council and Hart District Council officers, local interest groups and cross-party elected members have worked together to develop a common understanding of what improvements are needed. This has resulted in this document, the Hart Local Cycling and Walking Infrastructure Plan. We embrace the Government's objective of making walking and cycling the natural choice for short journeys. This aligns closely with our own aspirations. However, achieving our ambition and delivering the measures in this plan are dependent on Central Government supporting us with sustained and significant funding for active travel infrastructure. Having this plan in place is the first step we must take in order to be able to make the case for whatever funding the Government now makes available.

Councillor Rob Humby
Leader
Hampshire County Council

Hampshire County Council is committed to delivering better environments for people to walk and cycle both for their day-to-day journeys, and when spending time in our public spaces. Walking and cycling are a big part of the solution to a number of the greatest challenges that we face including climate change; air pollution; obesity; equality of opportunity and access for all.

If we are to meet our 2050 vision, be prosperous and expand our life opportunities, achieve our climate change emergency targets, and our public health goals we need walking and cycling to be safe, direct, and attractive for everyone from ages 8 to 80+. We need our networks to be accessible to everyone and cater for the majority of users, whether they are walking with a double buggy, have a health condition or disability that makes



to inform and progress the development of Hart's Green Grid.

We have already started creating the Green Grid with the cycling and walking pilot route between Hartland Village in Fleet and Fleet Railway Station, passing around Fleet Pond. The pilot opened in Summer 2022 and the route will be extended to Bramshot Lane at one end and into Hartland Village at the other.

Our joint commitment to the LCWIP reflects the fact that both Councils have declared a Climate Emergency and are pursuing practical measures to address it. Delivering the LCWIP is an important part of both Hampshire County Council's Local Transport Plan and Hart's Corporate Plan and Hart's Vision for 2040.

Councillor Graham Cockarill
Portfolio Holder for Planning Policy
Hart District Council

This Local Cycling and Walking Infrastructure Plan (LCWIP) is an important joint project between Hart District Council and Hampshire County Council to improve the opportunity for walking and cycling throughout the district.

A key priority of the Council's Corporate Plan 2023/2027 is to encourage more cycling and walking in Hart district by extending the Green Grid network and working with Hampshire County Council and others to improve infrastructure and reduce barriers to walking and cycling. By making Hart easier to get around on foot and by bicycle will help people make more sustainable and healthier travel choices. The Green Grid could help residents save money on fuel, boosting physical and mental health through exercise, and improving local air quality. The LCWIP will help

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Section One - The LCWIP Context and process

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1.1 Introduction

Hart District Council and Hampshire County Council share a desire to secure investment in sustainable transport measures, including walking and cycling infrastructure. This will provide a healthy alternative to the car for local short journeys to work, local services, and schools. Both Councils want to work with health authorities to ensure that transport policy supports ambitions for health and well-being. This approach is integral to Hampshire's new Local Transport Plan 4.

In doing so, all residents of Hart district will experience benefits, such as: reduction in air pollution, fewer delays and decreasing frequency of collisions on the highway and improving accessibility for people of all ages and ability.

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIP), as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing walking and cycling networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

The key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment; and
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

LCWIPs are critical to delivering the interlinked priorities of:

- Accessibility & inclusivity;
- Health & wellbeing;
- Climate change & air quality;
- Mitigating development;
- Place shaping & place making; and
- Economic vitality.

Local policies

This LCWIP is supported by policies developed and delivered by Hampshire County Council and Hart district Council including the new Local Transport Plan 4, the Hart Local Plan, and Hampshire's Walking and Cycling strategies which:

- provide a clear statement on aspirations to support walking and cycling in the short, medium, and long term;
- provide a framework to support local walking and cycling strategies;
- provide a means of prioritising funding

to achieve best value walking and cycling investments, and

- support in realising funding opportunities for walking and cycling measures.

The aims of the respective Hampshire County Council walking and cycling strategies are:

- **walking:** By 2025, walking will be the travel mode of choice for short trips and the most popular and accessible means of recreation;
- **cycling:** By 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation within Hampshire.

An LCWIP for Hart district

Hampshire County Council and Hart District Council have both declared a Climate Emergency, committing to put environmental issues at the heart of everything they do. With more than a third of carbon emissions in the United Kingdom coming from transport, this report supports important mitigation measures and adaptation to climate change, including supporting targets to get to net zero.

Transformative walking and cycling improvement programmes in other parts of the country are helping to build healthy and inclusive neighbourhoods. In this regard, the plan will help to improve both the physical and mental health of residents. It will support the aims of public health strategies by making local places healthy and safe and building physical activity into daily routines.

Walking and cycling are good for the economy. Whilst it might be harder to do a weekly shop without a car, studies have shown that pedestrians and cyclists spend more than drivers in local shops per month, through multiple visits; and those [retailers frequently overestimate access by car](#). Walking and cycling schemes frequently achieve better value for money than schemes aimed at relieving congestion, and have wider benefits such as [improved public health, better air quality, reduced community severance and congestion relief](#).

Description of Hart district

Hart district is located in north-east Hampshire with an estimated population of [99,400](#). At just over 21,500ha in size, it is bounded to the north by Berkshire and to the east by Surrey. Within Hampshire, Hart district is adjoined by Rushmoor, Basingstoke and Deane Borough and East Hampshire.

The M3 and the South Western Main Line bisect the district, as well as the Basingstoke Canal. The A30 and the A287 also run east-west across the district, connecting Basingstoke/Camberley and Farnham respectively. East-west movements predominate. The M3 and the railway line contribute to significant north-south severance across the district.

The South Western Main Line runs across the District, with stations at Fleet, Winchfield and Hook. The Reading to Redhill Line runs along the northeastern border of the district, with stations at

Sandhurst and Blackwater (Sandhurst being just outside of the district).

Much of Hart is rural in nature, and large swathes of the district are active Ministry of Defence (MoD) training areas.

There are around 35 settlements across the district, although some are just isolated groups of homes with no community facilities. The Hart Local Plan 2032 categorises the settlements within the district by their size and the services and facilities they offer, using criteria on employment opportunities, schools, health services, recreation and leisure opportunities, shops, accessibility and population. The towns and villages have been categorised by tiers. Fleet, including Church Crookham and Elvetham Heath, is the main urban area. Blackwater, Hook and Yateley are the primary local service centres, Hartley Wintney, Odiham and North Warnborough are the secondary local service centres.

Transport and travel: walking and cycling in Hart district

To the east, journeys between Hart and Rushmoor are constrained by MoD land and the Farnborough Airport. To the west, journeys between Hook and Basingstoke are limited due to the lack of dedicated cycling and walking provision along the A30.

Within the district, the A30, A287, B3013 and the B3272 create substantial severance within and between settlements. These high-speed carriageways carry large volumes of motor vehicle

traffic, and outside of Fleet there is no dedicated cycling and walking provision along these key corridors.

There are currently no National Cycle Network (NCN) routes traversing Hart district. Although there are no NCN routes, the Basingstoke canal with its towpath, runs east to west across the district. The canal tow path could be developed to offer an ideal environment for walking and cycling, although this is likely to best serve leisure trips. Any development would need to respect Basingstoke Canal's Conservation Area status.

Local trip generators

Fleet is the major settlement in the district, and is a primary destination for employment, shopping and leisure facilities.

There are 28 infant/junior/primary schools and 5 secondary schools in the district, excluding private schools. Many students travel outside of the district for post-16 education.

Creating a Green Grid for Hart

Green Grid is Hart District Council's plan to enhance the environment to live in, work in and enjoy through the creation of green corridors between settlements to encourage sustainable healthy transport and provide cycles for hire to enable movement.

The results of the 2020 consultation on the Green Grid strategy have informed the development of this LCWIP. The proposals in this LCWIP will

support and inform the development of the Green Grid.

Hart District Council have already started creating the Green Grid with the cycling and walking pilot route between Hartland Village in Fleet and Fleet Railway Station, passing around Fleet Pond. The pilot opened in Summer 2022 and the route will be extended to Bramshot Lane at one end and into Hartland Village at the other. Hartland Village will deliver a cycle for hire facility as part of the facilities in the heart of its development of 1,500 homes.

Developments and Opportunities

The Hart Local Plan (Strategy & Sites) 2032, published in April 2020, identified sites across the district which would be made available for residential, business or mixed-use development. The largest of these is Hartland Village, with the delivery of 1,500 homes.

New economic development will be focused on existing sites in Hook, Fleet town centre, Blackwater and Cody Technology Park.

The Local Plan also identifies 13 locally important employment sites:

- Ancells Business Park, Fleet,
- Bartley Wood, Hook,
- Blackbushe Business Park,
- Eversley Haulage Yard,
- Eversley Storage,
- Finn's Business Park, Church Crookham,
- Grove Farm Barn, Crookham Village,
- Lodge Farm, North Warnborough,
- Murrell Green Business Park,
- Potters Industrial Park, Church Crookham,
- Redfields Business Park, Church Crookham,
- Optrex Business Park, Rotherwick, and
- Beacon Hill Road, Church Crookham.

The district's retail centres are also defined in the Hart Local Plan. Fleet is the main town centre. Blackwater, Hook and Yateley are the district centres. Hartley Wintney and Odiham are the local centres.

1.2 Hart district LCWIP Boundary

The red boundary outlined in this map shows the extent of the Hart district LCWIP. This boundary is consistent with the Hart District Council administrative area.

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1.3 Methodology

Sustrans was commissioned by Hart District Council and Hampshire County Council in September 2022 to support the development of a Local Cycling and Walking Infrastructure Plan (LCWIP) for Hart district.

In line with the government's LCWIP guidance, the scope of the work was limited to utility trips such as those to work, education and shopping

The approach was to look at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known improvement proposals.

During the course of this LCWIP there were two rounds of stakeholder and public engagement. In the first round of engagement local stakeholders helped to identify where new routes and improvements were needed. The potential routes were then surveyed on foot and bicycle.

In the second round of engagement the public commented on the proposed cycle network, core walking and its recommendations. The outcome from this engagement contributed to shape the final cycle network and core walkign zones improvements.

The adopted methodology was informed by the LCWIP Technical Guidance (2017) and Local Transport Note 1/20 (LTN 1/20). LTN 1/20 provided the principal design guidance when developing potential options for the primary cycle routes.

LCWIP Technical Guidance

Under the guidance, the key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment;
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

The LCWIP process has six stages:

1. Determining Scope

Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.

2. Gathering Information

Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.

3. Network Planning for Cycling

Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.

4. Network Planning for Walking

Identify key trip generators, core walking zones and routes, audit existing provision and determine

the type of improvements required.

5. Prioritising Improvements

Prioritise improvements to develop a phased programme for future investment.

6. Integration and Application

Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Hart District Council and Hampshire County Council determined Stage 1, setting the study area boundary as Hart district. Sustrans developed Stages 2,3 and 4. Stages 5 and 6 were jointly developed between Sustrans, Hampshire County Council and Hart District Council.

1.4 Implementation

The inclusion of walking and cycling routes in the network plan is no guarantee that it will be implemented. While efforts have been made to ensure that the proposals are practical, it should be recognised that there are competing demands for highway space, including cars, parking, buses, taxis that need to be balanced.

Some sections of proposed routes may be on private land and discussions with landowners will be required. Proposed road space reallocation for walking and cycling will need to carefully consider implications across all modes, although the ultimate aim must be to reduce the dominance of motor vehicles, and ease congestion.

This report is not a feasibility study, but a high level assessment. All proposals will be subject to further feasibility work and detailed design work will be necessary. In some cases, this may mean that a route is moved to an alternative parallel alignment.

If schemes are to be progressed, they will need to be prioritised for inclusion in the scheme development programme with the scheme being subject to the appropriate level of business case development.

The LCWIP will also be used to inform developers of the level of ambition for the walking and cycling network and prompt their involvement.

Hampshire's first LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips. This

means that in some instances they tend to have a more urban focus, where trips are often shorter, and where more people live, work and visit.

Hampshire County Council recognises this and will seek to address the balance for more rural areas, walking zones and tertiary cycle routes, in future versions of LCWIPs. Partnership working with Hart District Council is also important in helping to plan, design, attract funding and deliver improvements across the walking and cycling network and in identifying tertiary routes.

1.5 Funding and next steps

How will schemes be funded?

The pace at which progress is made in delivering the LCWIP route priorities will depend entirely upon the level of funding secured.

To date government funding for active travel has been awarded to local authorities based upon competitive bids, such as the Levelling Up fund, Capability fund and Active Travel fund, in addition to the annual Local Transport Plan allocations made by Government to local transport authorities. In the future other Government funding may be announced. Most bids for government funding need a local financial contribution.

Other funding sources include developer contributions and locally derived funds, such as local authority and community resources. It is likely that some local funding may be required to help boost bids for any Hampshire County Council government funding received in the future. It is expected that developers contribute to the development of the LCWIP network to ensure their developments are accessible by sustainable modes and to mitigate the transport impacts of their developments.

It is important that the limited local resources that are available are used to best effect; in securing large amounts of Government funding but also in meeting local priorities, for example where a modest intervention is able to unlock local access

within a community. It is also the case that local priorities may be able to provide a slightly broader focus, for example by improving health and wellbeing outcomes for local residents, where this is a priority and investing in rural communities where it might prove difficult to meet value for money criteria based upon the numbers of people to benefit.

It is important to note that the evidence base for the Hart LCWIP has been the existing pattern of development and committed development in the local plan but does not take into account demand from future unplanned development, e.g. unallocated sites with no current planning permission.

It will be necessary for developers, in bringing forward their proposals to ensure that the new communities or employment proposed can be fully connected into the wider community with high quality walking and cycling routes for people to access local facilities. Equally, existing residents should be able to access local facilities provided within new development such as jobs and education opportunities.

All potential options identified in this LCWIP are based on concept design only and therefore all costings are high level and approximate based on similar schemes elsewhere. Schemes prioritised for implementation will be subject to a full design process.

What schemes are already happening in Hart District?

- Cycleway/footway improvement Scheme at Reading Road North Roundabout and Elvetham Road Roundabout (Spring 2023)
- Continued development of the Fleet Pond Path, linking Fleet railway station with Hartland Park Village and onwards to Rushmoor.
- Hares Hill (Grove Farm) redesign of scheme to focus on walking and cycling - 15 minute neighbourhood - link to Fleet Road.

Hart and Hampshire are exploring a number of priorities where further feasibility work is underway or is planned to understand what is possible to deliver high quality schemes.

1.6 Hampshire County Council walking and cycling principles

Together with movements in national policy and guidance Hampshire County Council has developed new draft principles for walking and cycling.

These new principles have been designed to:

- enable more people to walk, cycle or use public transport in scale with the **Climate Emergency**;
- deliver better environments to match our **2050 Vision**, both in towns and in the countryside; deliver better transport for all; play the part in addressing the factors that contribute to public health including social disparities; and
- reduce social inequalities and exclusion by improving the ability for everyone to access destinations including work, education, visiting friends and family, shopping, and leisure, without reliance on private cars.

Hampshire County Council has developed **10 walking and cycling principles**, reviewing best practice, and giving consideration to: aspirations, movement, place, maintenance and engagement.

These principles have all been established via County Council Member and Officer steering groups and consulted widely through these groups.

They were presented at Hampshire County Council's Active Places Summit (October 2020) to engage with a wide range of people who use the streets, high streets, walking and cycle routes on a day-to-day basis.

The principles sit under three headings:

- 1. Overarching principles;**
- 2. Planning;**
- 3. Design and implementation.**

1. Overarching principles

- Prioritise walking and cycling for healthier people, healthier transport, and a healthier planet.
- Have an integrated approach to all aspects of planning, development, design, and operation.
- Ensure planning is network based, shaped by evidence, and monitored.

2. Planning

- Engage a wide range of users, and potential users, in the design process.
- Reframe the potential for walking, cycling and public transport to work together for longer distance journeys.
- Trial new things, and if they do not work, we'll change them.

3. Design and implementation

- Focus street design on people.
- Incorporate national design principles into every transport scheme. The designs will be:
 - safe;
 - coherent;
 - direct;
 - comfortable;
 - attractive;
 - adaptable and;
 - accessible to all.
- Deliver walking and cycling environments that feel comfortable and provide inclusive access for everyone regardless of confidence, age and disability.
- Design the right scheme for each location.

These principles, when applied, will help reinforce Hampshire County Council's goals in delivering a healthy, sustainable, and active county, well into the future.

1.7 Government vision for walking and cycling

In 2020, the government published “Gear Change: A bold vision for cycling and walking.” The Plan recognises the need for significant changes to active travel infrastructure in the coming years, whilst acknowledging the associated challenges. It recognises that there is a unique opportunity to transform the role cycling and walking can play in the transport system. It states that:

‘England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.’

It also states that investment in active travel is key to providing inclusive access and delivering economic and health benefits to a wider segment of the population:

‘Safer streets: Nobody is afraid to cycle; every child is confident and safe walking or cycling to school; all road users treat each other with mutual respect’; and
‘Convenient and accessible travel: Cycling and walking are recognised as the most convenient, desirable and affordable way to travel in our local areas; more women and disadvantaged groups enjoy walking and cycling as part of their daily journeys; everybody has opportunities to take up walking and cycling’.

Gear Change: A Bold Vision for Cycling and Walking also identified the health and well-being benefits and aims to achieve:

‘Healthier, happier and greener communities: Peoples’ health and quality of life is improved by more people walking and cycling; the number of short journeys made by car is vastly reduced, meaning people from all parts of our communities around the country can enjoy the benefits of cleaner, healthier, safer and quieter streets’.

The government’s Decarbonising Transport (2021) document states that **‘we will deliver a world class cycling and walking network in England by 2040,’** and the Net Zero Strategy (2021) adds that **‘this will include comprehensive cycling and walking networks in all large towns and cities.’**

To help deliver this vision, the government:

- has developed new guidance on cycle design (Local Transport Note 1/20 – see below);
- recently established Active Travel England to act as an inspectorate and funding body, and to support local authorities to deliver the vision;
- will be publishing new guidance on walking (and update to Manual for Streets).

The key principles that underpin LTN 1/20 are:

- cyclists must be separated from volume traffic,

both at junctions and on the stretches of road between them;

- cyclists must be separated from pedestrians;
- cyclists must be treated as vehicles, not pedestrians;
- routes must join together; isolated stretches of good provision are of little value;
- routes must be direct, logical and be intuitively understandable by all road users;
- routes and schemes must take account of how users actually behave;
- purely cosmetic alterations should be avoided;
- barriers, such as chicane barriers and dismount signs, should be avoided; and
- routes should be designed only by those who have experienced the road on a cycle.

Summary taken from DfT’s Gear Change. A bold vision for cycling and walking.

For the full information on these documents please see:

- [DfT’s Gear change: a bold vision for cycling and walking: Cycling and walking plan for England](#)

- [DfT’s Cycle infrastructure design \(LTN 1/20\) guidance](#)

The publication of the LTN 1/20 in July 2020 followed the Government’s announcement for new investment provided towards cycle improvements, across the country. Local Authorities and developers are now expected to use LTN 1/20 in the design of their schemes.

When reading this LCWIP, keep in mind that a number of recommendations following LTN1/20 may require installation of crossings for quality of service requirements on a route even where it would not meet the current Hampshire County Council’s current policy as it relates to pedestrian, vehicle ratios (PV2).

This issue will require further investigation and either decisions on a case-by-case basis or review of Hampshire County Council’s policy to update it in the light of LTN 1/20.

Wayfinding

Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space.

Wayfinding is particularly important in complex built environments such as urban centres, long distance trails, and transportation facilities.

As environments become more complicated, people need visual cues such as maps, directions, and symbols to help guide them to their destinations. In these often high-stress environments, effective wayfinding systems contribute to a sense of well-being, safety, and security.

LTN 1/20 states that:

There is a balance to be struck between providing enough signs for people to be able to understand and follow cycle infrastructure and ensuring that the signs themselves do not create confusion or street clutter. Routes on other rights of way not on the highway can use customised waymarking.

Hampshire County Council would include wayfinding as part of network planning in all schemes, in line with LTN1/20. Hart District Council are currently piloting wayfinding on the Green Grid route between Hartland Park and Fleet Railway Station. This wayfinding could be used across the Hart district.

Secure cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport. The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use.

LTN 1/20 states that:

Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.

Secure cycle parking would be considered as part of relevant schemes and is something that is also being considered as part of Hampshire's Local Transport Plan 4 (LTP4) and Hart's Supplementary Planning Document on Parking Standards.

1.8 Liveable neighbourhoods

Liveable neighbourhoods are designed to make communities healthier, safer, more sustainable and more attractive places to live. At the heart of a liveable neighbourhood lies the idea that streets should be more than just thoroughfares for vehicles; they should be vibrant spaces that people are proud of, where people can come together, socialise, and enjoy their surroundings.

Through-traffic or rat-running can have a serious impact on the health and quality of life of the people living on a street, and impact disproportionately on more deprived communities.

Noise and air pollution, and speed and volume of traffic are often sighted as issues that effects peoples' enjoyment of spending time on their own streets.

Liveable neighbourhoods can create an improved environment, get neighbours talking, and even see a return of children playing in the street.

Quieter and safer-feeling streets can support a switch to more healthy, active ways of travelling around, particularly for shorter journeys to local amenities.

They aren't about preventing people driving, residents, visitors, or delivery drivers needing to reach anywhere within the liveable neighbourhood would still be able to do so by car – though they might have to approach from a different direction. The aim is to rebalance residential streets so they are less car dominated and more people orientated.

In a recent case study, liveable neighbourhoods

resulted in an increase in children playing outside, lower air pollution, together with making walking and cycling more of a natural choice for everyday local journeys.

Liveable neighbourhoods can be delivered by using modal filters. These can take the form of many things from planters to bollards or even cycle stands, that can also act as handy cycle parking. They can also include one-way streets, allowing footways to be widened, creating seating areas outside local businesses or allowing new planting.

Research into 46 liveable neighbourhood schemes found they 'typically resulted in a substantial relative reduction in motor traffic inside the scheme area...On boundary roads, by contrast, we found little change.' (Thomas and Aldred, 2023)

In 2018, Hampshire County Council officers attended a guided visit to the flagship Walthamstow Village project which created a liveable neighbourhood in the London Borough of Waltham Forest.

'Recent research showed that more people in Waltham Forest are cycling. In our 2016 resident insight survey, 17% (approx. 46,100 people) said they cycle, compared to 12% (approx. 32,500 people) the year before – and two-thirds (73%) said they cycle at least once a week, up from 62% in 2015.' (London Borough of Waltham Forest)

Hampshire's approach to liveable neighbourhoods

There are many existing liveable neighbourhoods in Hampshire. These mainly take the form of housing estates with many pedestrian and cycle connections to neighbouring areas, but no cut through for motorised vehicles.

Creating new liveable neighbourhoods in existing areas requires careful planning and involvement of the local community but have proved popular and effective in many areas. We are open to hearing from local communities who might like to develop or trial a liveable neighbourhood in their area.

Further detail on the approach of these sorts of measure will be incorporated into Hampshire County Council's Local Transport Plan 4.

Section Two - Evidence base

Section Two contents

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2.1 Introduction

Section two of this document provides information on the technical evidence that was gathered in the preparation of this LCWIP.

Gathering Information

Comprehensive information and data sources were provided by Hampshire County Council and Hart District Council which was augmented by publicly available datasets from the 2011 and 2021 Census (e.g. population and employment), DfT Traffic Counts, Road Traffic Collisions, schools, public amenities and previous consultation plans exploring existing and new networks.

Review and analysis of the data was undertaken using ArcGIS. GIS is a system that creates, manages, analyses and maps all types of data. GIS connects data to a map, linking location data with descriptive information.

The main trip generators were identified and an initial network mapped out to link residential areas with these locations. Two stakeholder workshops were held in December 2022, to test assumptions and to gather useful information from local stakeholder groups. Attendees were asked to identify barriers to walking and cycling, as well as potential cycle routes and walking zones. Attendees responses were recorded on Sustrans' ArcGIS Online mapping platform.

The following maps and supporting commentary outline the data gathering process. The maps presented build the evidence base for the identification of desire lines, which inputs directly into Stage 3, network planning for cycling.

- Existing transport network
- Trip attractors and generators
- Collisions involving pedestrians and cyclists
- Propensity to Cycle tool analysis

2.2 Gathering information and network planning

Network Planning for Cycling

There is a wealth of information to consider when planning a cycle network for Hart District as described above. The approach was to work through all the data, switching datasets on and off within GIS to test the emerging network.

Origins and Destinations

The identification of demand for a planned network started by mapping the main origin and destination points across the study area.

These include the following:

- Resident population (2011 Census)
- Workplace population (2011 Census)
- Schools
- Shops and amenities
- Transport hubs
- Major development sites/allocations within the adopted local plan

Mapping of Desire Lines

Further to the initial mapping exercise, the origin and destination points within close proximity to each other have been clustered to simplify the analysis. Once the key clusters were identified, direct desire lines were drawn connecting the clusters to identify the principal links to be provided by the cycle network.

Propensity to Cycle Tool (PCT)

In addition to the clustering exercise, the PCT has been used to identify which routes within the study area have the greatest potential for an increase in the number of commuters cycling to work and the number of children cycling to school.

Route Identification

The desire lines identified by the above analysis were mapped to the existing highway network, and in some places the existing public rights of way (PRoW) network. In this way, the network seeks to connect the key origins and destinations within the study area, including centres of population, employment locations, schools, leisure destinations and various amenities such as shops and health services.

Converting these desire lines into routes was an iterative process. In some cases, particularly in rural locations, there is a clear preferred cycle route which is usually the most direct. However, in some cases there may be more than one potential route between origin and destination points or a reason why the most direct route would be less suitable for cycling.

At this stage, the network was mapped out based on the data analysis undertaken above and with reference to the Propensity to Cycle Tool (PCT) which shows which routes have the highest potential for an increase in cycling under various scenarios for change, and with reference to the outputs from the stakeholder workshops and collision data involving cyclists.

Desktop Review

In addition, previous cycling strategies and feasibility studies were reviewed in the preparation of the LCWIP, as referenced in the Introduction.

Primary and Secondary Routes

Once the network plan was complete, the network was split into primary and secondary routes.

The primary routes are judged to be the most popular and strategic routes, linking key trip attractors such as residential areas, with the key trip destinations. They form the main spine of the network to which the other routes will connect. Primary routes were selected based on routes that were expected to have high flows of cyclists along desire lines linking large residential areas or new development sites to each other as well as key links to adjoining local authorities and key trip attractors. Primary routes were also selected based on their feedback at the stakeholder workshops. These routes were then agreed with Harts District Council and Hampshire County Council.

Secondary routes can be locally important but are less strategic as they fill the gaps in the primary network. Some sections of secondary routes may have higher flows than parts of the primary routes. Secondary routes also play a key role in directly connecting residential developments and schools to primary routes.

The proposed network was visually tested against the Propensity to Cycle Tool data and the outputs of the stakeholder workshops as well as the Green Grid Survey undertaken in 2020. There is a high degree of correlation between the networks. Major employment sites and secondary schools are served by the proposed network. The proposed network also serves the main shopping areas, hospital, leisure and sports centres and development sites.

Once preferred primary routes were identified, they were assessed against the five core design outcomes for cycling: coherent, direct, safe, comfortable and attractive. An audit was then undertaken of the twelve primary cycle routes to identify what measures were required to improve them to meet the core design outcomes.

In instances where there was more than one viable option for a route section, each option was audited. Each option was assessed on its own merits and with reference to the criteria set out within the DfT's Route Selection Tool (RST).

Auditing the Cycle Routes

The cycle routes were audited in person and the potential options have been devised with reference to the guidance set out within LTN 1/20 wherever possible. Notwithstanding, there are some locations where an LTN 1/20 solution may not be achievable due to a number of factors such as width constraints and gradient.

Network Planning for Walking

There is not an equivalent dataset to the Propensity to Cycle Tool for walking, so there is no detailed mapping exercise as part of the background study. Walking Zones were selected based on walking trip attractors, to reflect the shorter distances that people are likely to walk.

The DfT's LCWIP guidance suggests that Core Walking Zones (CWZ) normally consist of a number of walking trip generators that are located close together - such as a town centre or business parks.

An approximate five minute walking distance of 400m can be used as a guide to the minimum extents of CWZs. Within CWZs, all of the pedestrian infrastructure should be deemed as important. Whilst this study has focussed on the CWZs, improvements on some of the key routes within close proximity to the CWZs have also been considered, such as the connections between the centres and their respective railway stations.

Auditing the Core Walking Zones

The CWZs have been considered using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets Design Check (HSDC) tool.

The WRAT and HSDC are government supported tools for assessing walking and public realm environments.

The WRAT has not been used to calculate the existing condition of the Core Walking Zone as the calculations relate to auditing a route rather than a zone. As such, the categories from that and the Healthy Streets Check have been used instead, to provide an assessment. Additional information on the Healthy Streets Design Check can be found in the Design Principles section.

The core principles for consideration in the WRAT are:

- attractiveness
- comfort

- directness
- safety
- coherence

The core principles for consideration in the Healthy Streets Design Check are:

- Everyone feels welcome
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk and cycle
- People feel safe
- Things to see and do
- People feel relaxed
- Clean Air



Healthy Streets Indicators

Door-to-door journeys

In addition to planning for local trips on foot and by bike, it is important to ensure that longer distance journeys are made as easy as possible by integrating walking and cycling networks with public transport interchanges.

The concept of the “door-to-door” journey was introduced by the Campaign for Better Transport in 2011, leading to the publication of a government door-to-door strategy in 2013. The emphasis is on access to public transport interchanges at both ends of the journey – perhaps walking or cycling from home to the train station, then picking up a hire bike to the final destination.

The government strategy focuses on four areas:

- accurate, accessible and reliable information about the different transport options for their journey;
- convenient and affordable tickets, for an entire journey;
- regular and straightforward connections at all stages of the journey and between different modes of transport; and
- safe, comfortable transport facilities.

As most public transport journeys involve a mode change, interchange between these is very important. Users do not want to have to go out of their way to access the next mode. Signing also needs to be clear, passengers often have short connection times so need reassurance they will be able to locate their next connection within their time frame. Larger

interchanges, such as railway station to bus station, should also have facilities appropriate to usage. If there is shelter from the elements, a safe place to wait and possibly additional facilities, such as a coffee shop, then wait times can seem shorter than they actually are. It is also very useful to provide real-time information at interchanges.

Where users are not taking a motorised form of transport to access or exit their next mode of transport then interchange is still as important. Cycling facilities need to be safe and secure and in an accessible place for changing modes quickly. This is the same for bike hire facilities. Walking and cycling routes need to be well signed giving distances and potentially times for key destinations.

Provision for taxis, good pedestrian access and, where appropriate car parking, also need to be made.

The following pages set out various layers of data that were used to build the cycle network and walking zones.

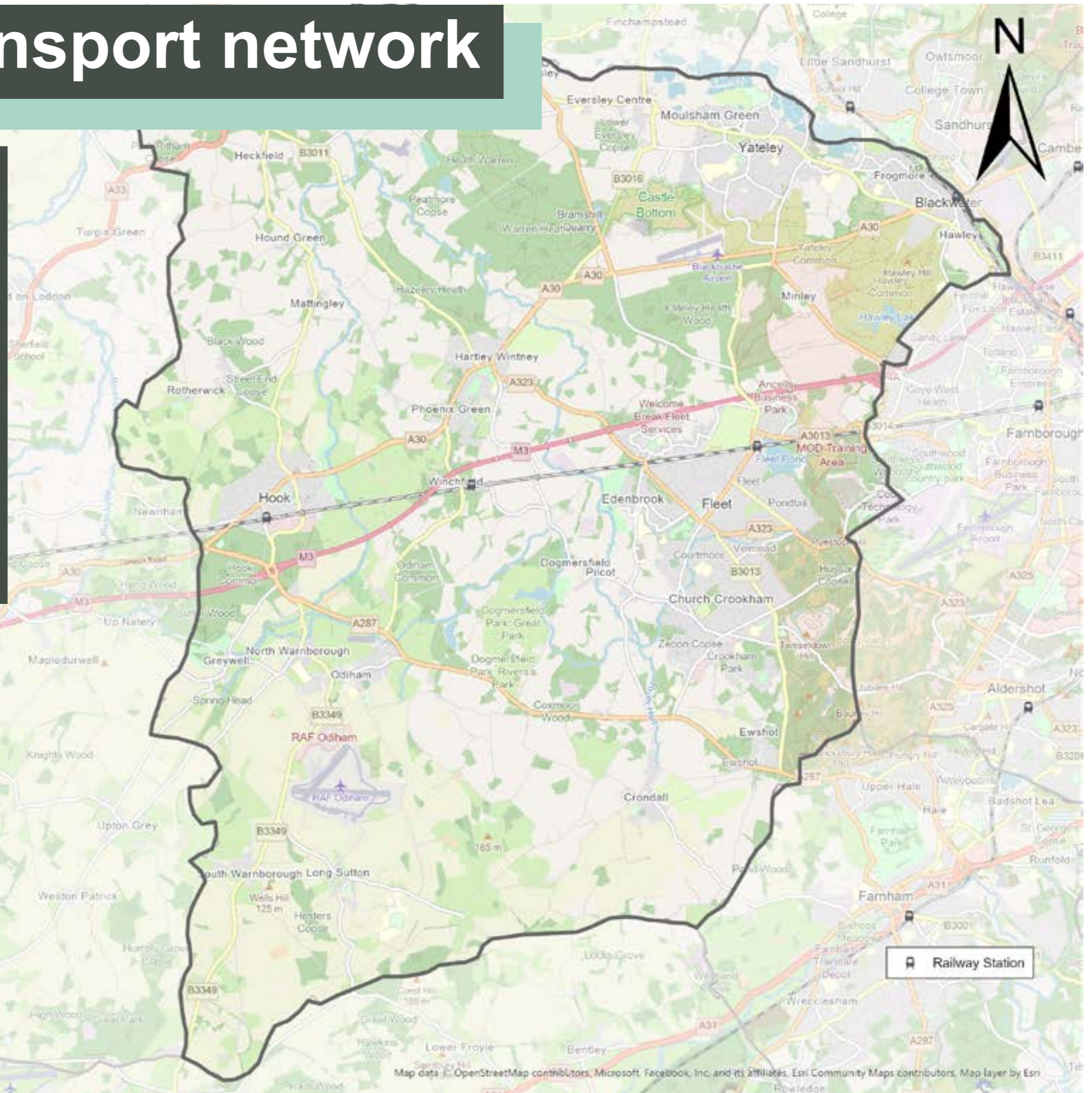
2.3 Existing transport network

Hart district has a comprehensive road network made up of a motorway, A roads, B roads and minor roads. In addition there is a robust east-west rail connection that covers the centre of the district. The northeast of the district is also well served by a north-south railway line.

The district is also served by a bus network linking settlements within Hart and providing onwards connections to Rushmoor and Basingstoke and Deane borough.

There is currently limited and fragmented cycle provision within the district. Elvetham Heath has a network of well-connected off-carriageway cycle routes, but beyond this area there is little joined-up cycle provision.

There is also an extensive Public Rights of Way (PROW) network spanning throughout the district, allowing for pedestrian, cyclists, and equestrian use. Besides promoting active travel in the area, the PROW provides helpful local links for movement between nearby communities.



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2.4 Trip generators

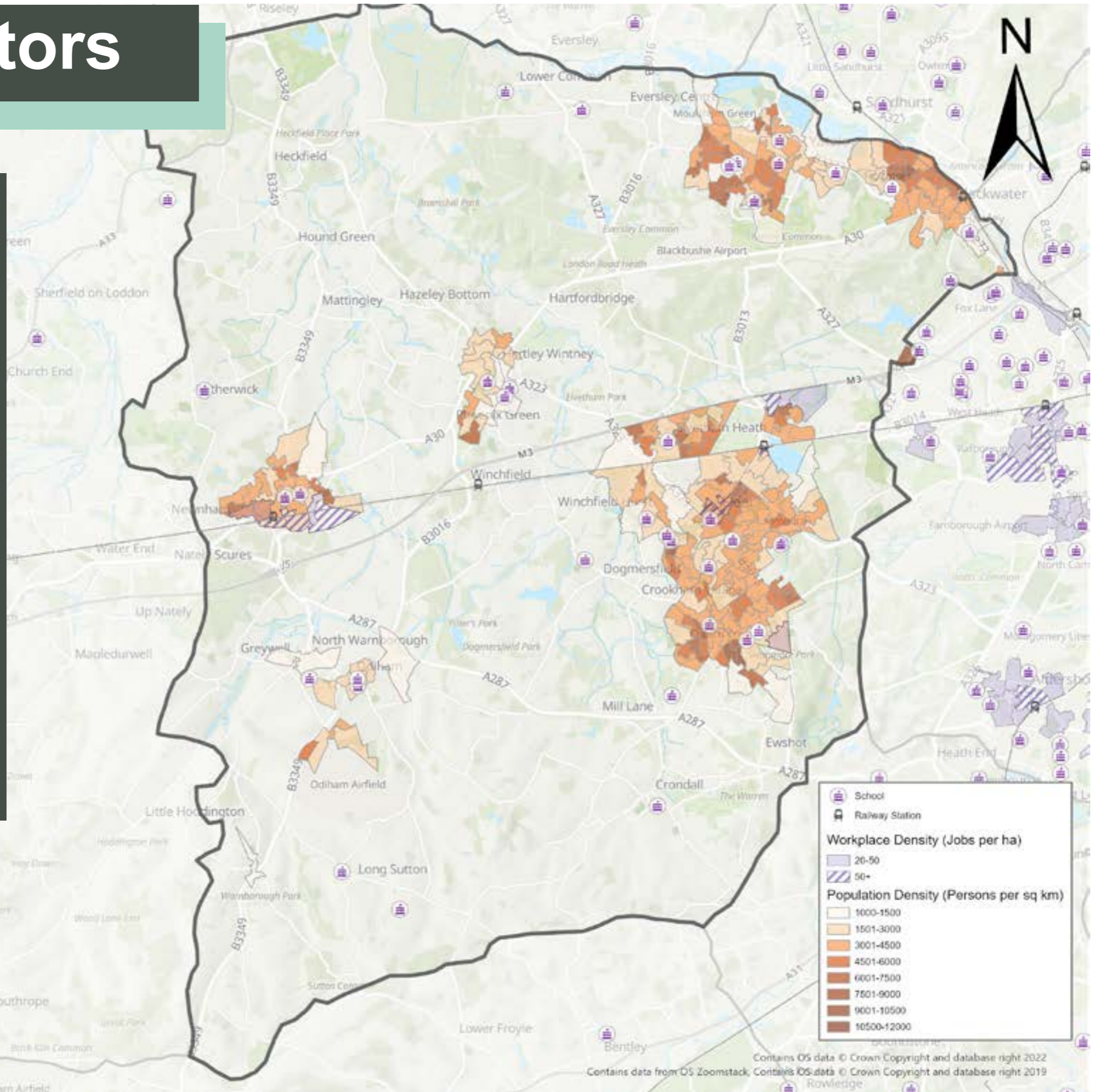
The main trip attractors and generators within the District are located within Fleet. Fleet town centre and the Ancells Farm area are employment hubs, as well as the Bartley Wood Business Park in Hook.

Schools, particularly larger institutions in Fleet, Yateley and Hook are also important trip generators.

There are around 35 settlements across the district. The Hart Local Plan 2032 categorises the settlements within the district by their size and the services and facilities they offer, using criteria on employment opportunities, schools, health services, recreation and leisure opportunities, shops, accessibility and population.

Fleet, including Church Crookham and Elvetham Heath, is the main urban area. Blackwater, Hook and Yateley are the primary local service centres, Hartley Wintney, Odiham and North Warnborough are the secondary local service centres.

The proposed cycle network provides connections between the main urban area and the primary and secondary local service centres.



2.5 Propensity to cycle tool data

The Propensity to Cycle Tool (PCT) was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. It is a modelling tool which shows different visions of the future under various scenarios of change.

The PCT answers the question: ***‘where is cycling currently common and where does cycling have the greatest potential to grow?’***

The following presents a brief description of each scenario that has been modelled, along with their corresponding maps from the PCT outputs for the Hart District area.

Census 2011: Baseline data. The 2011 Census is the baseline data for this LCWIP as it was the most complete set of data at time of writing. Although some of the data from the 2021 Census is now available, full data is not fully available and has not been incorporated into the PCT yet.

The 2021 Census was undertaken during a national lockdown and therefore the data collected as part of it will require further investigation. The data in relation to home/work patterns and mode of travel to work will have been affected by the lockdown and therefore, more analysis of this data will be necessary before using it as a baseline and drawing conclusions from it. We will review this methodology in line with national guidance.

Government target (equality):

Corresponding to the proposed target in the DfT’s Walking and Cycling Investment Strategy, to double cycling in England by 2025.

Go Dutch:

What would happen if areas had investment bringing the same infrastructure and cycling culture as the Netherlands.

E-bike:

Models the additional increase in cycling that would be achieved through the widespread uptake of electric cycles/‘ebikes.’

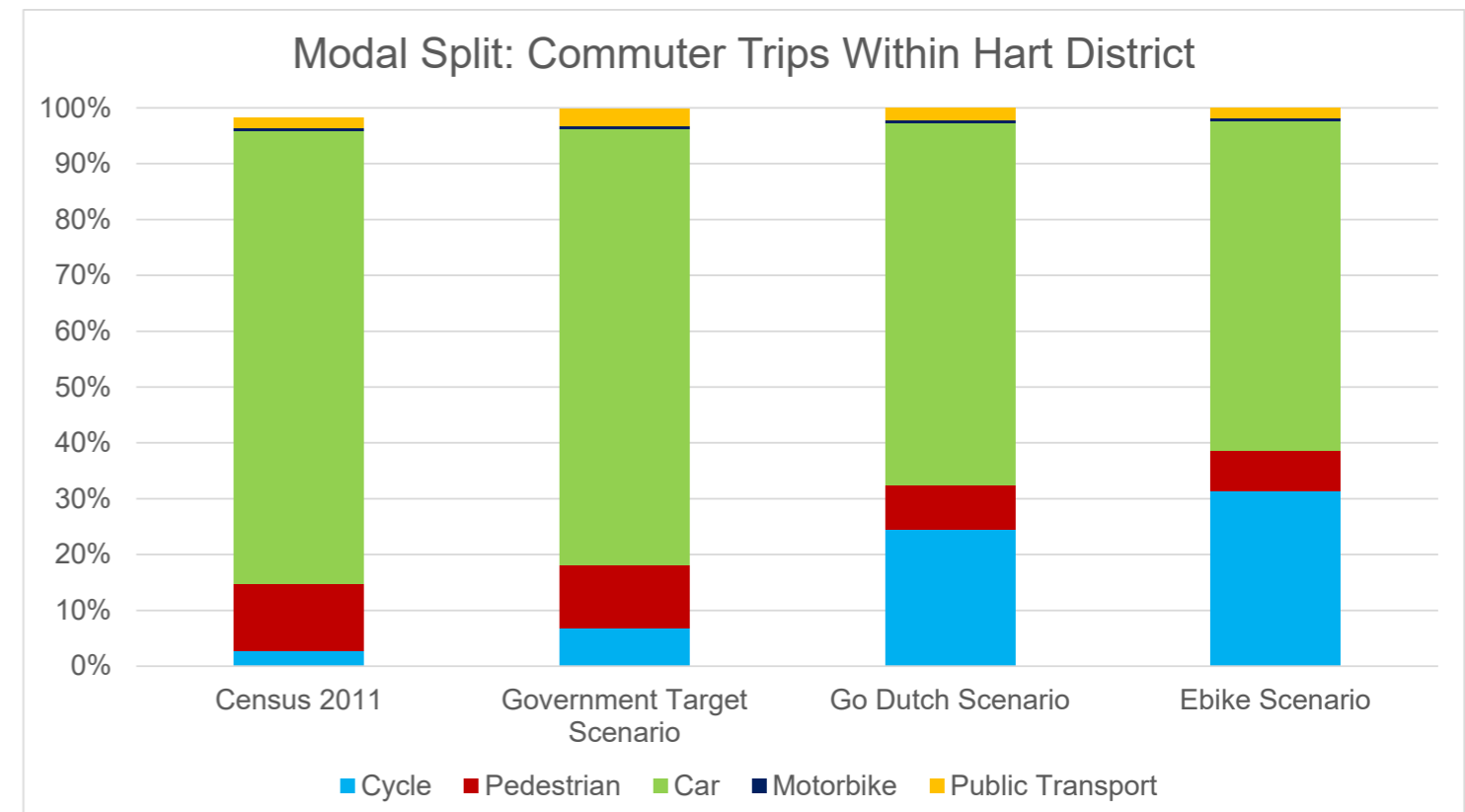
Whilst this model is a useful tool, there are a number of limitations which should be considered especially when making decisions based on the patterns shown. Firstly, the data only shows travel to work and school trips, only 27% of all journeys. Secondly, the data also misses out minor stages of multi-stage commuter trips so cycle journeys to railway stations and bus stops are not represented. Lastly the distribution of journeys is a prediction of the likely route taken based on the Cycle Streets routing algorithm and not the actual route being used.

It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into people on foot.

Although this model does provide planners with

an overview to identify areas for appropriate investment for cycling trips to work, it does not provide further information on those potential cyclists and their personal attributes and behaviours to help design the most effective interventions.

In Hart district, there is huge potential for increasing cycle trips to work. The Government target scenario would see a 141% increase in trips, while the Go Dutch scenario suggests that cycling could increase more than eightfold. In the E-bike scenario, cycling to work trips could see an eleven fold increase.

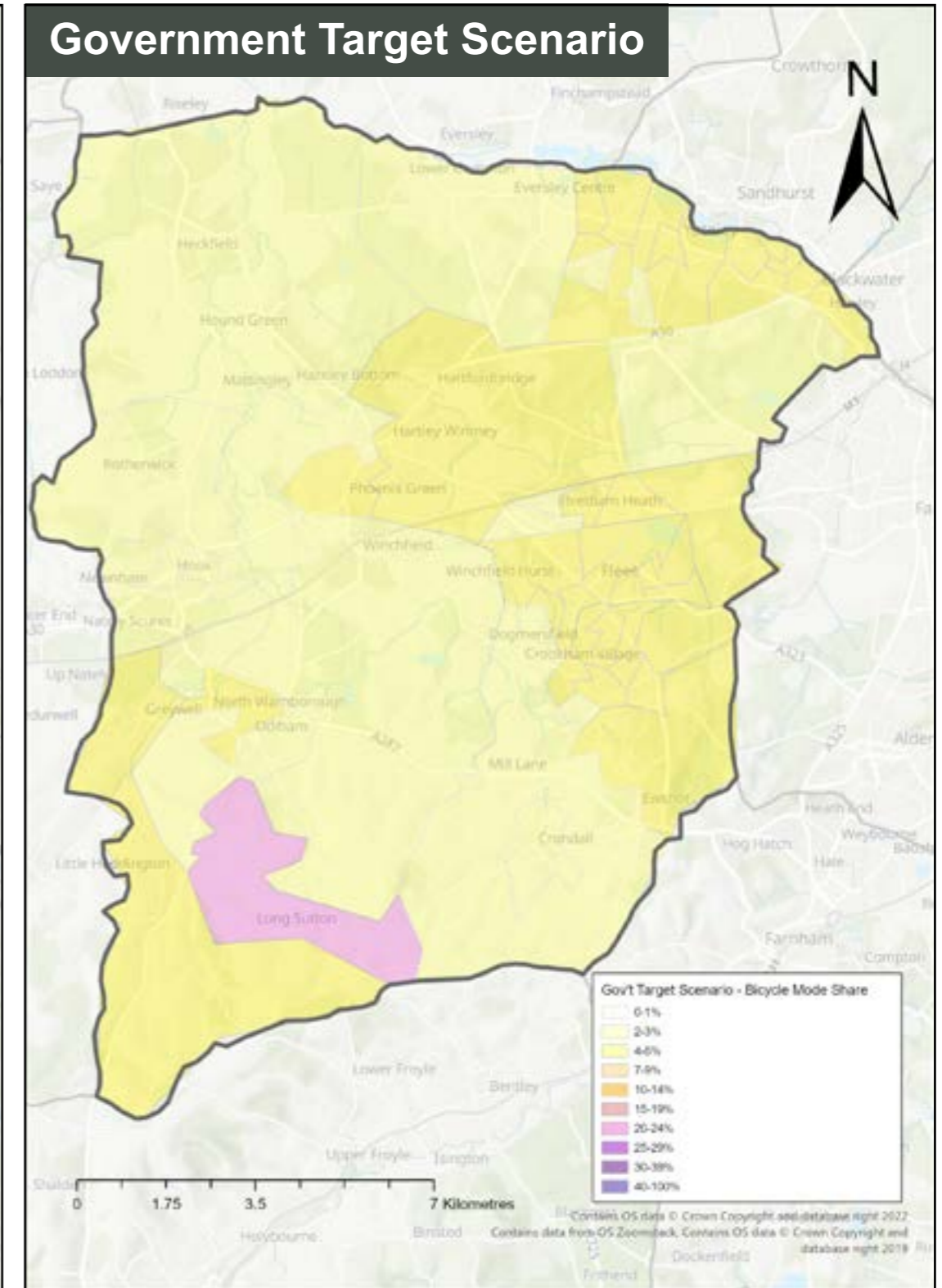
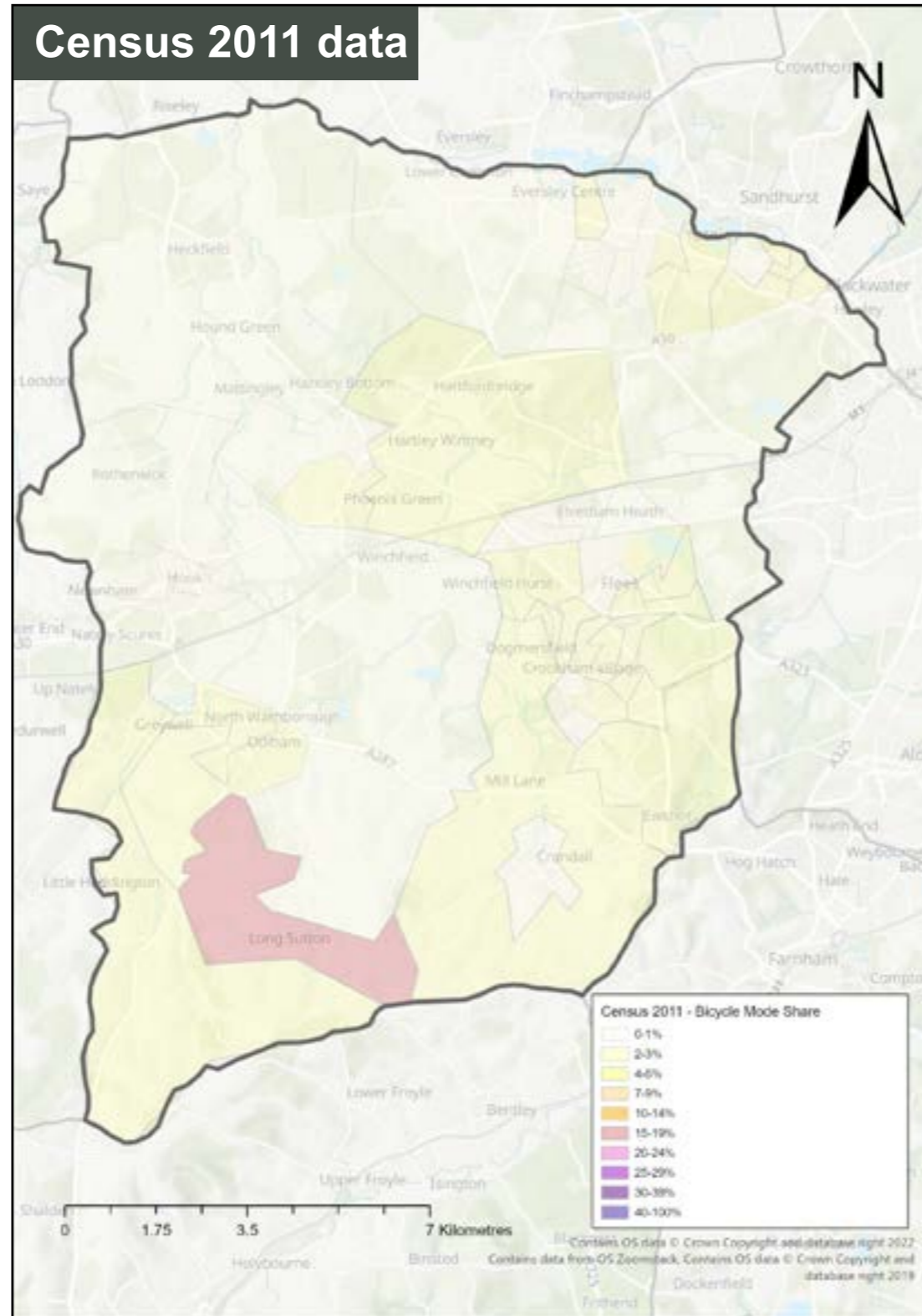


PCT commute data

According to Census 2011 commute data, there were no areas in Hart district with levels of cycle commuting above 1 to 3% of mode share, with the exception of the area including RAF Odiham and Long Sutton. Overall, levels of cycling in England for adults was 1.3%, with Hampshire reaching 1.5%.

In the Government Target scenario, there would be an increased cycle to work mode share, with most built up areas seeing 4 to 6% of trips to work taken by cycle.

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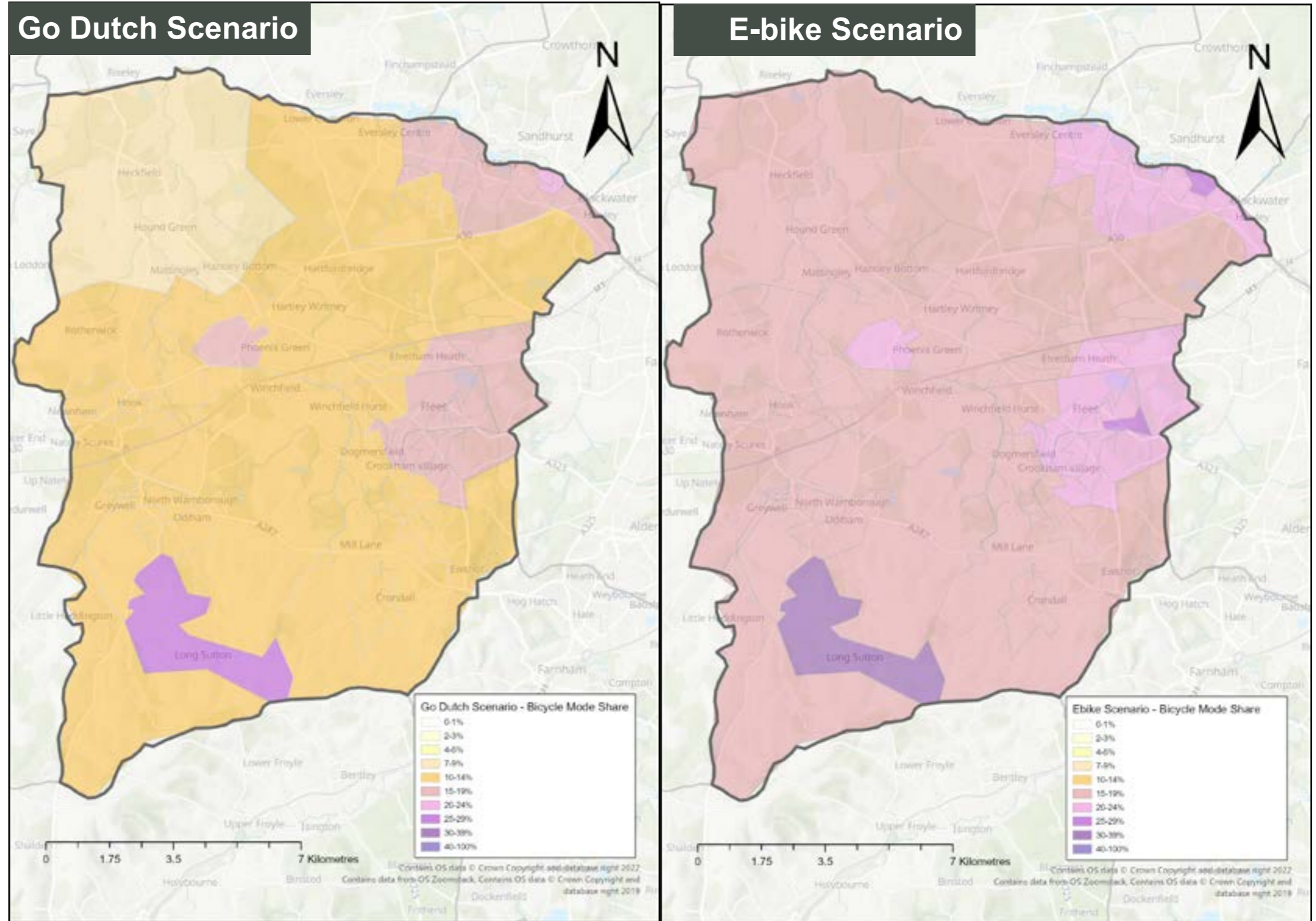


PCT commute data

In the Go Dutch scenario, most of Hart district would see a cycle to work mode share of greater than 10%. Fleet, Church Crookham, Elvetham Heath, Yateley, Blackwater and Hartley Wintney would see cycle to work trips comprise 20-24% of mode share.

In the E-bike scenario, there would be a further uplift in cycle to work trips, with areas in Fleet, Blackwater and near RAF Odiham seeing 30 to 40% of trips to work taken by cycle.

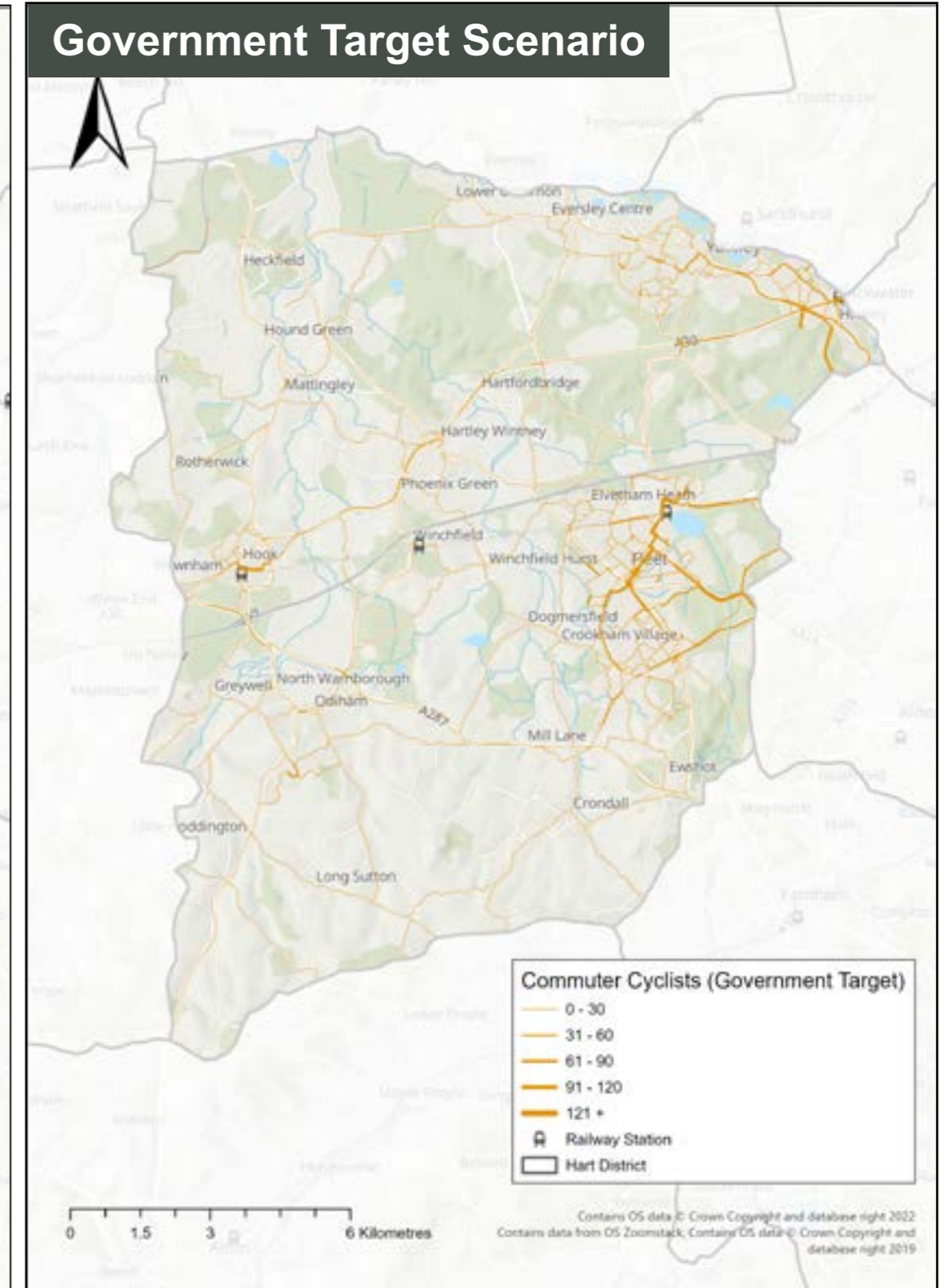
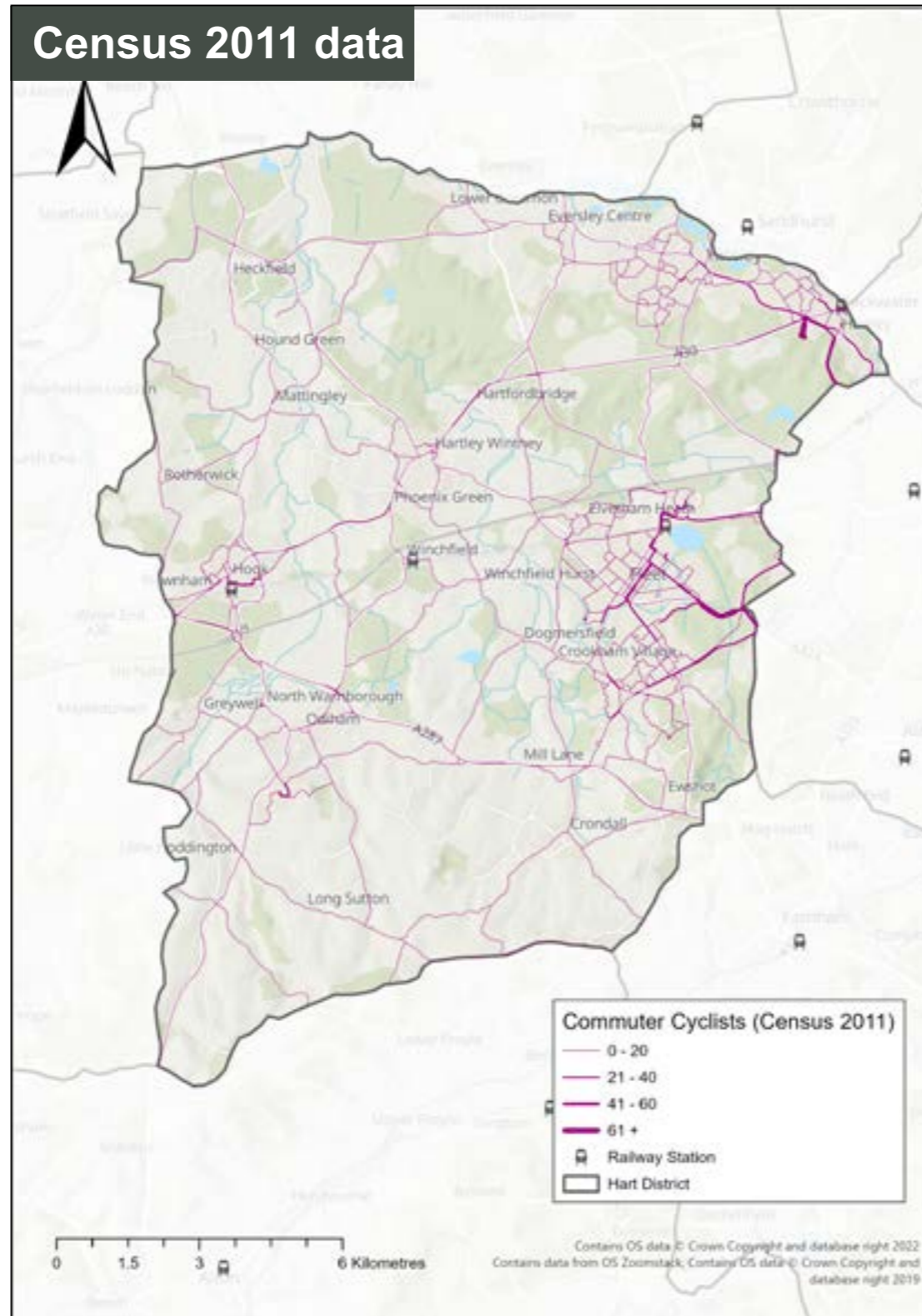
This uplift in both the Go Dutch and E-bike scenarios shows that there is a high propensity to cycle if a cycle of high-quality cycle provision were implemented in Hart district.



PCT commute data applied to the highway network

According to Census 2011 commute data, there were relatively few routes within Hart district with high levels of cycle commuting. Bloomsbury Way within Blackwater and Norris Hill Road/A327 in Fleet and connections to the town centre had the highest levels of cycle commuting.

The Government target scenario would see a modest increase in cycle commuting across the district.

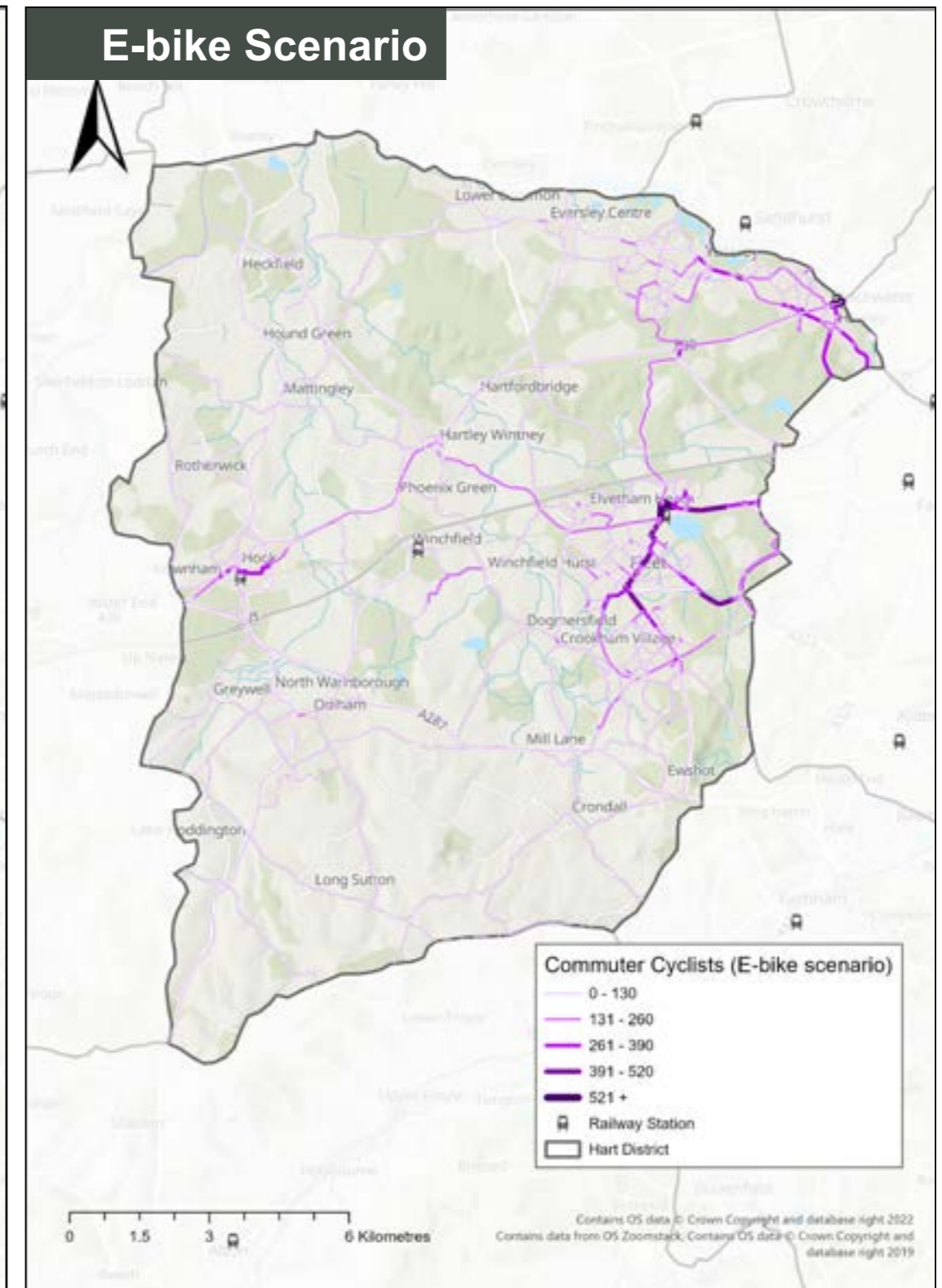
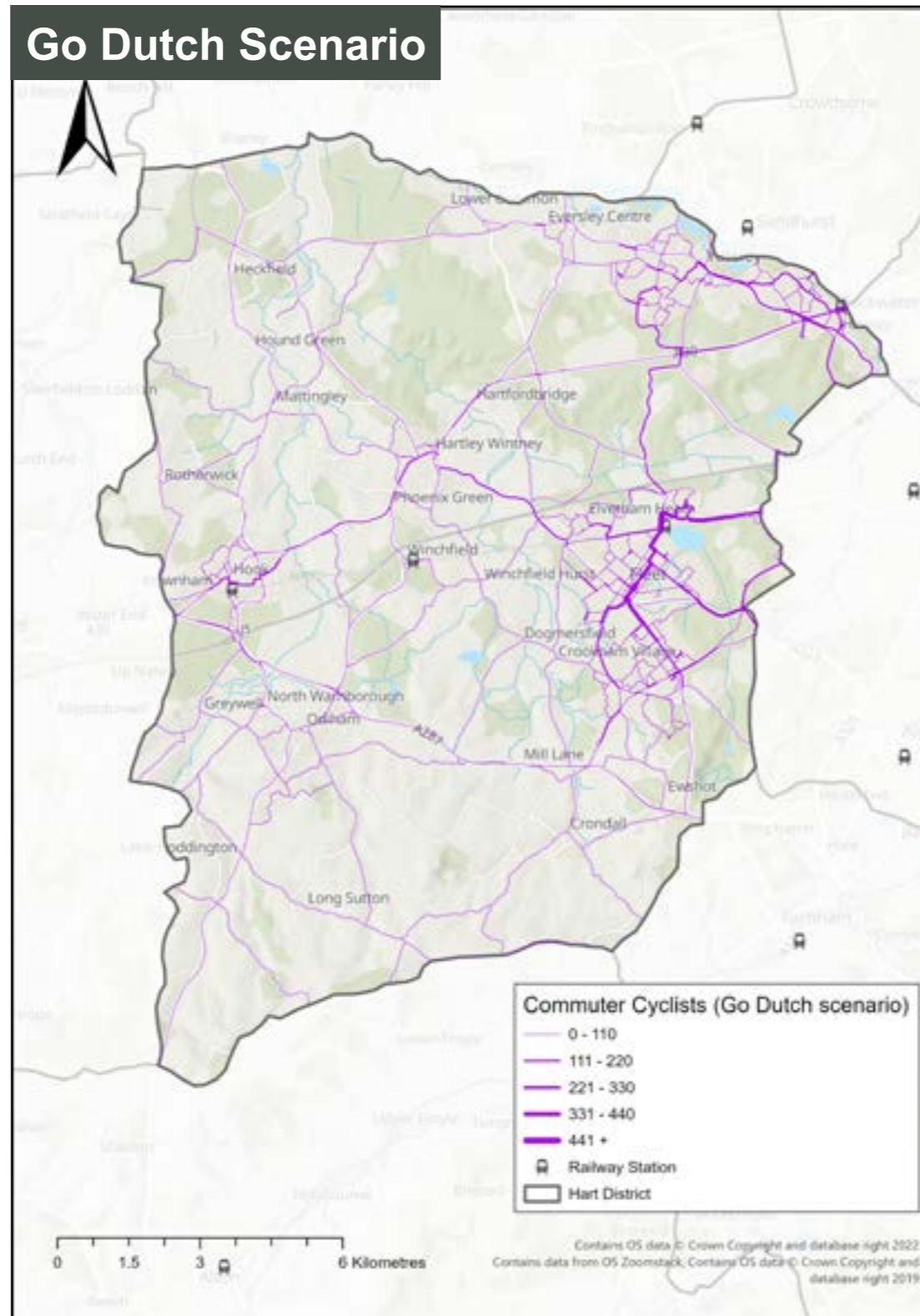


PCT commute data applied to the highway network

In the Go Dutch Scenario, there would be a substantial uplift in cycling, with the most popular routes in the Census 2011 Scenario seeing more than five times the number of potential commuter cyclists, particularly along the A3013/Fleet Road between Cove Road and Elvetham Road and other connections to the town centre had the highest potential for an uplift in cycle commuting.

E-bike provision combined with Dutch style cycling infrastructure and cycle propensity would lead to an uplift in cycling on a variety of routes throughout Hart district. Most routes from the Census 2011 scenario would see more than eight times the number of commuter cyclists per day. The highest existing network use is in Fleet town centre and north along the A3013/Fleet Road. According to census 2011, there were 46 commuter cyclists per day, in the E-bike scenario, this segment is projected to have 617 commuters.

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PCT school data

The maps of cycling to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education makes up only 13% of all trips.

2011 School Census:

Baseline data

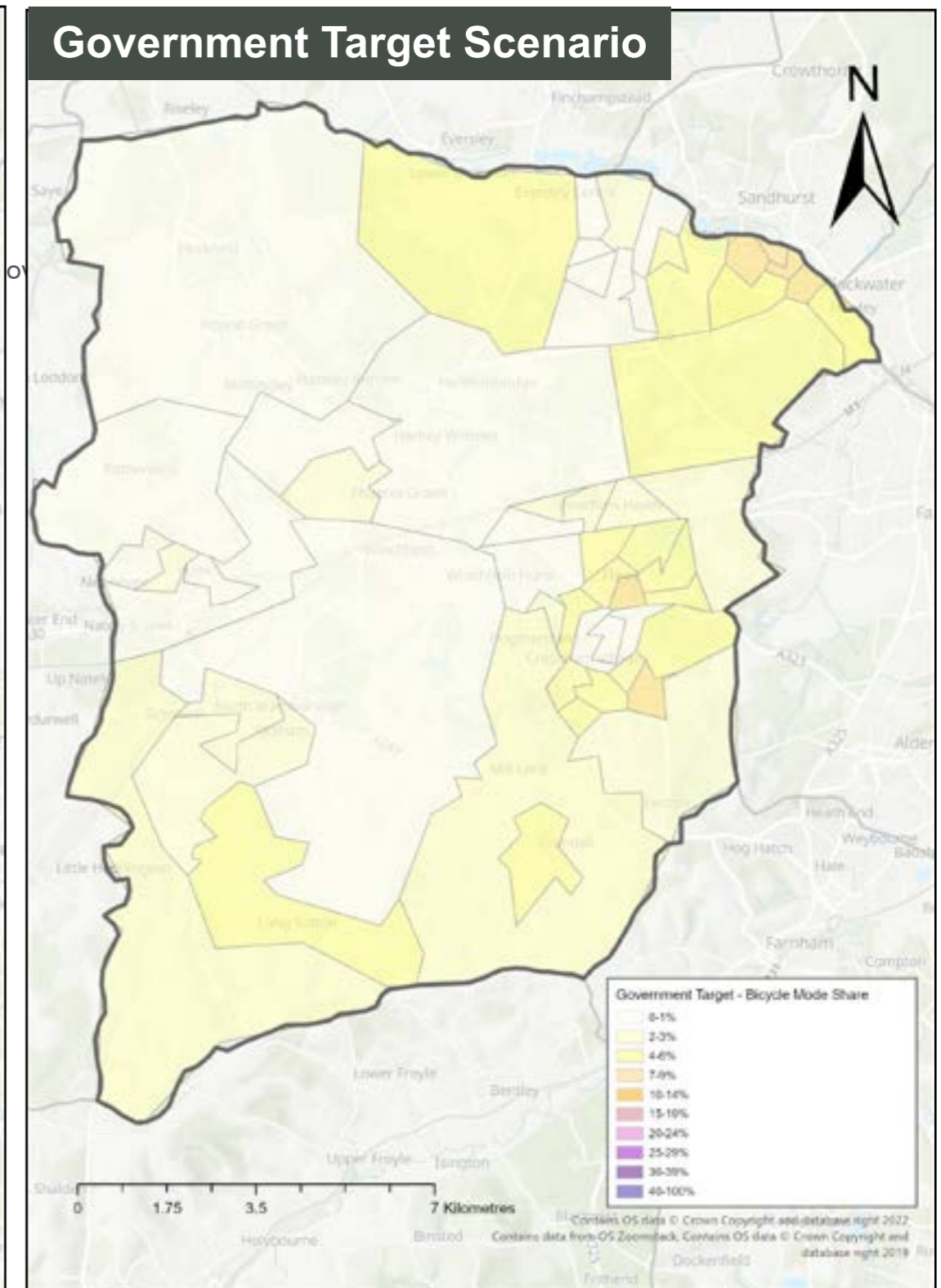
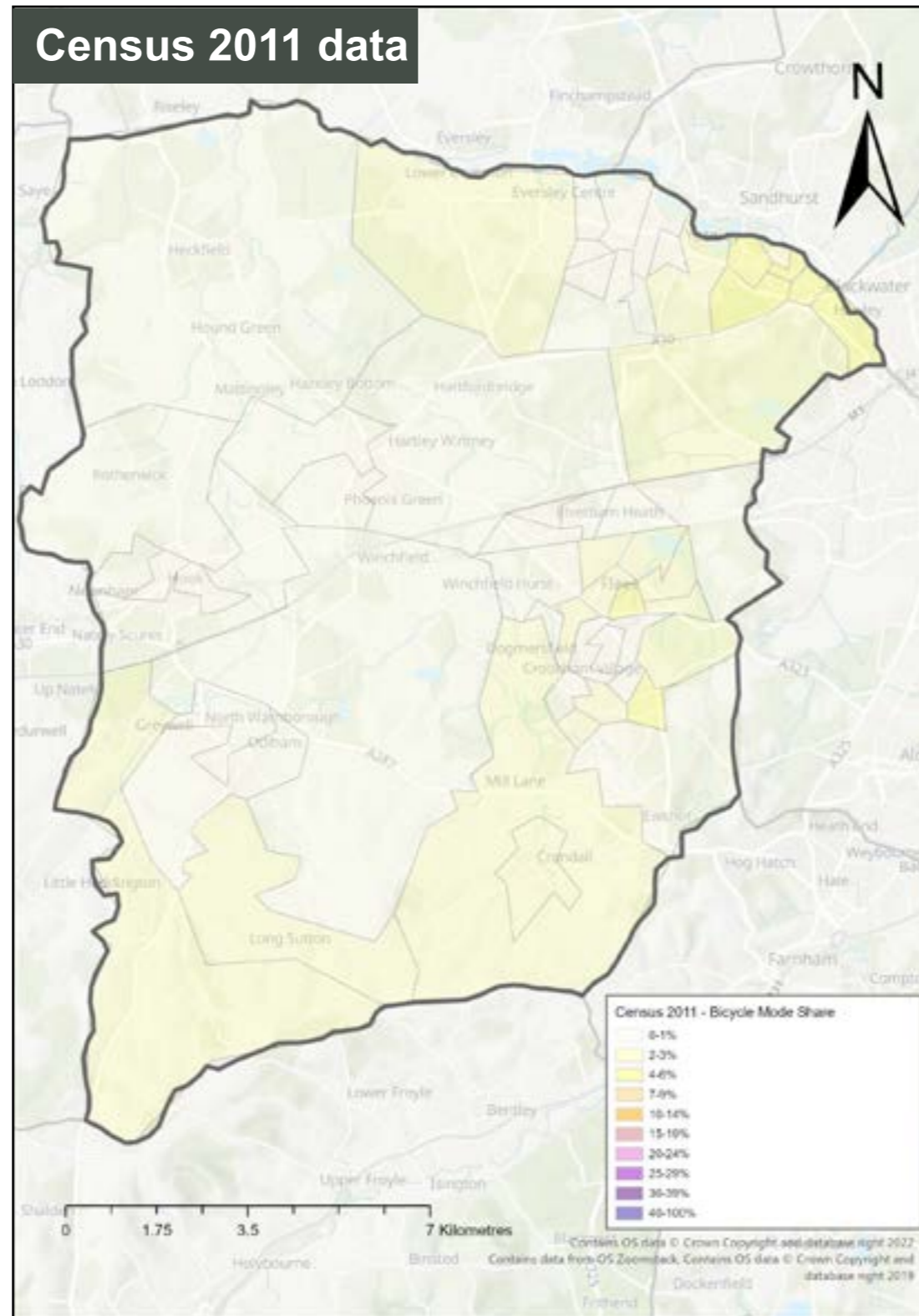
Government target:

Models a doubling of cycling nationally, corresponding to the proposed target in the UK government's draft Cycling Delivery Plan to double cycling between 2013 to 2025.

Go Dutch:

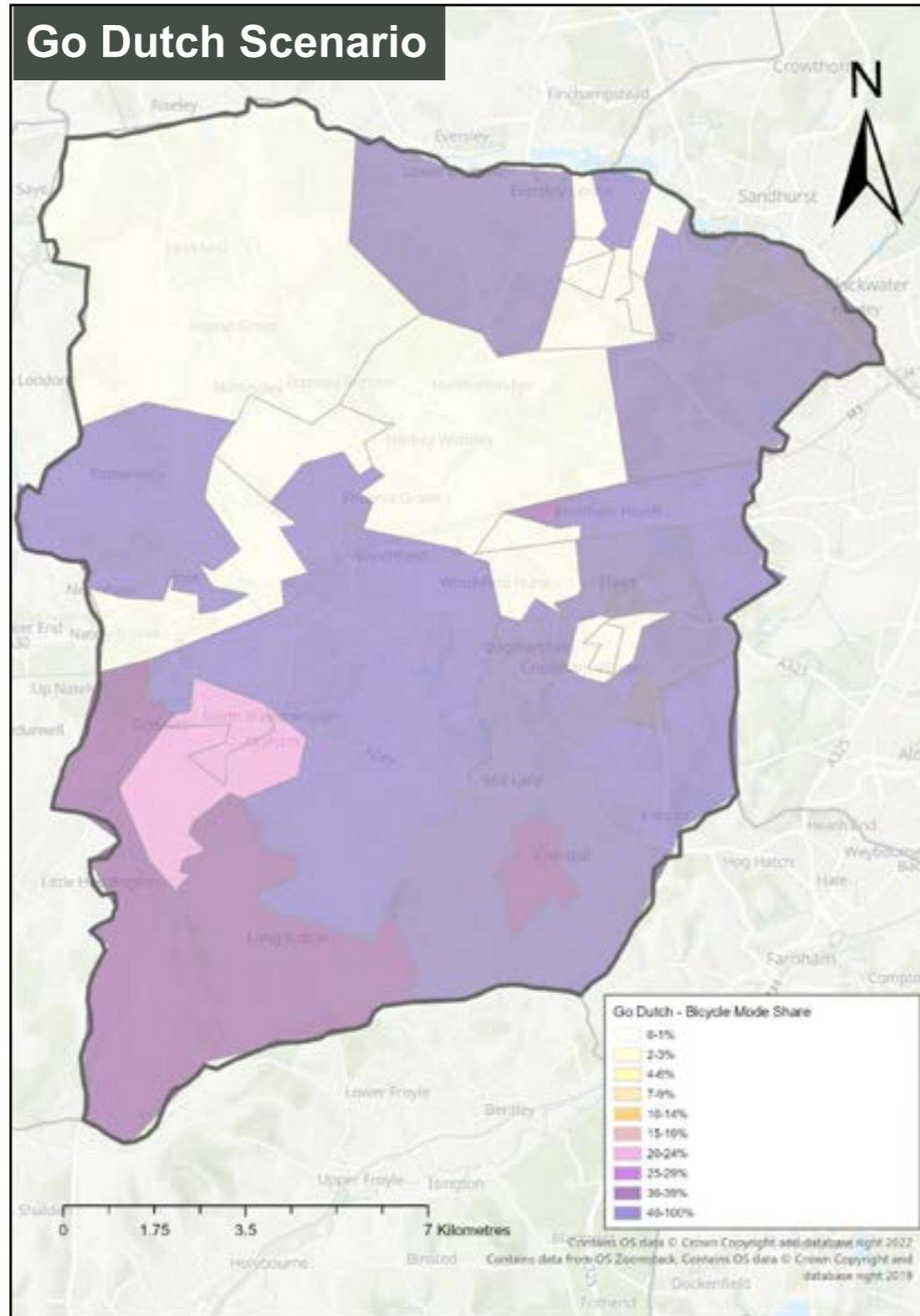
Models the level of cycling expected if English school children cycled to school as much as children in Netherlands, taking into account differences in the distribution of hilliness and trip distances

The data shows that in the 2011 School Census scenario, cycling made up a small share of school trips, with higher levels in Yateley, Blackwater and Fleet. In the government target scenario, cycling would marginally increase in most areas across the district.



PCT school data

In the Go Dutch scenario, all built up areas of the district achieve at least 20% bicycle mode share for school trips.

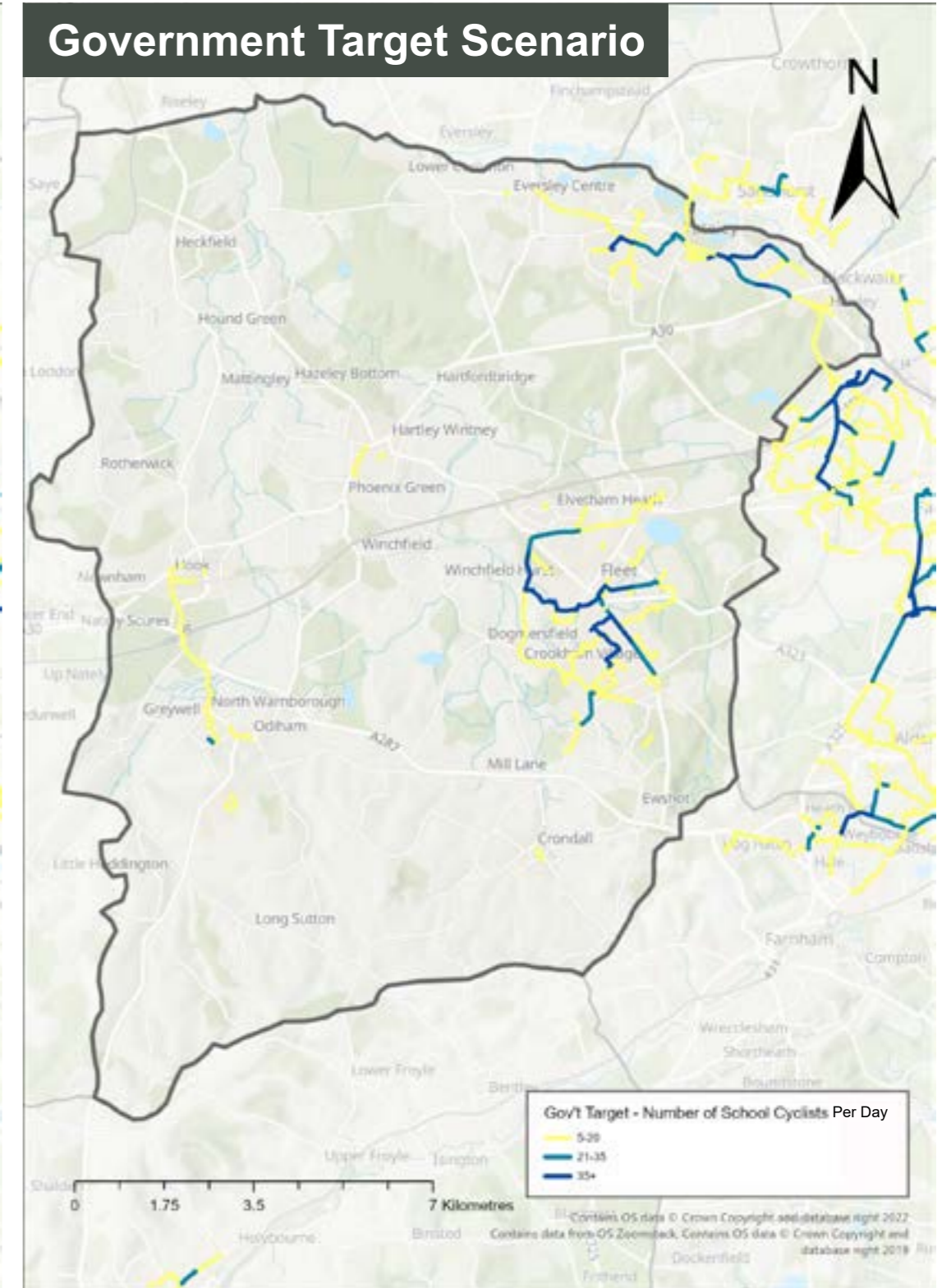
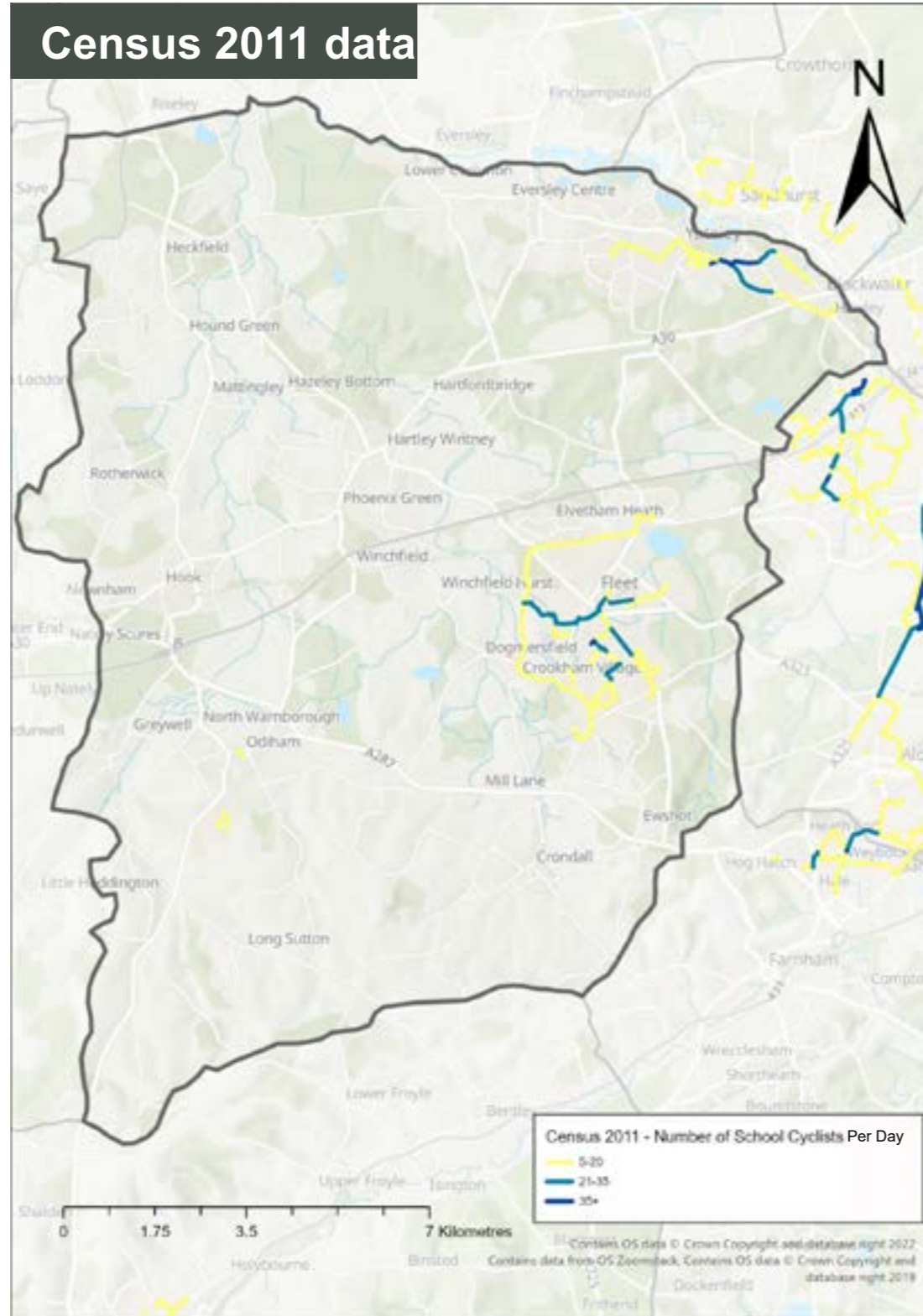


PCT Schools data applied to the highway network

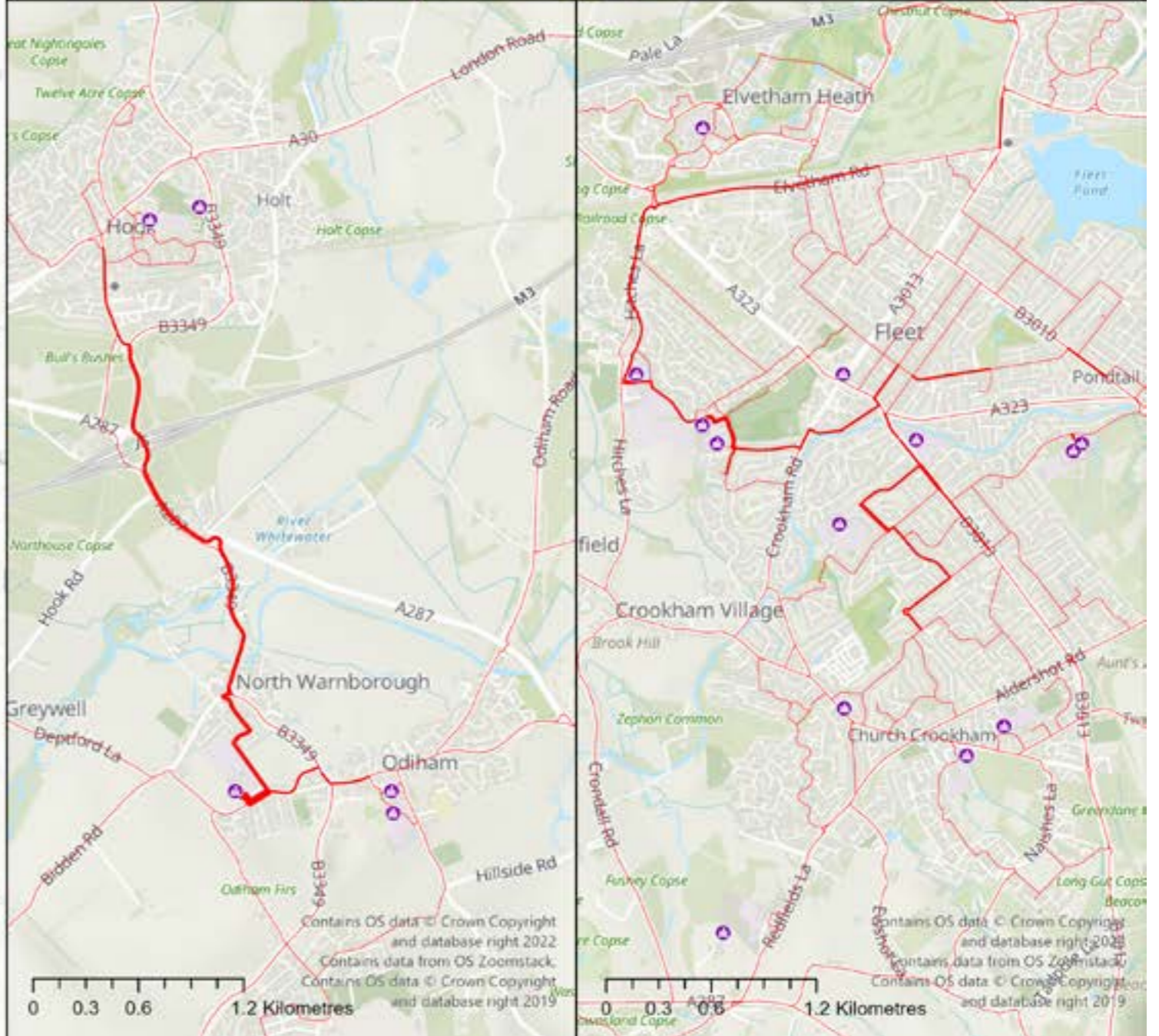
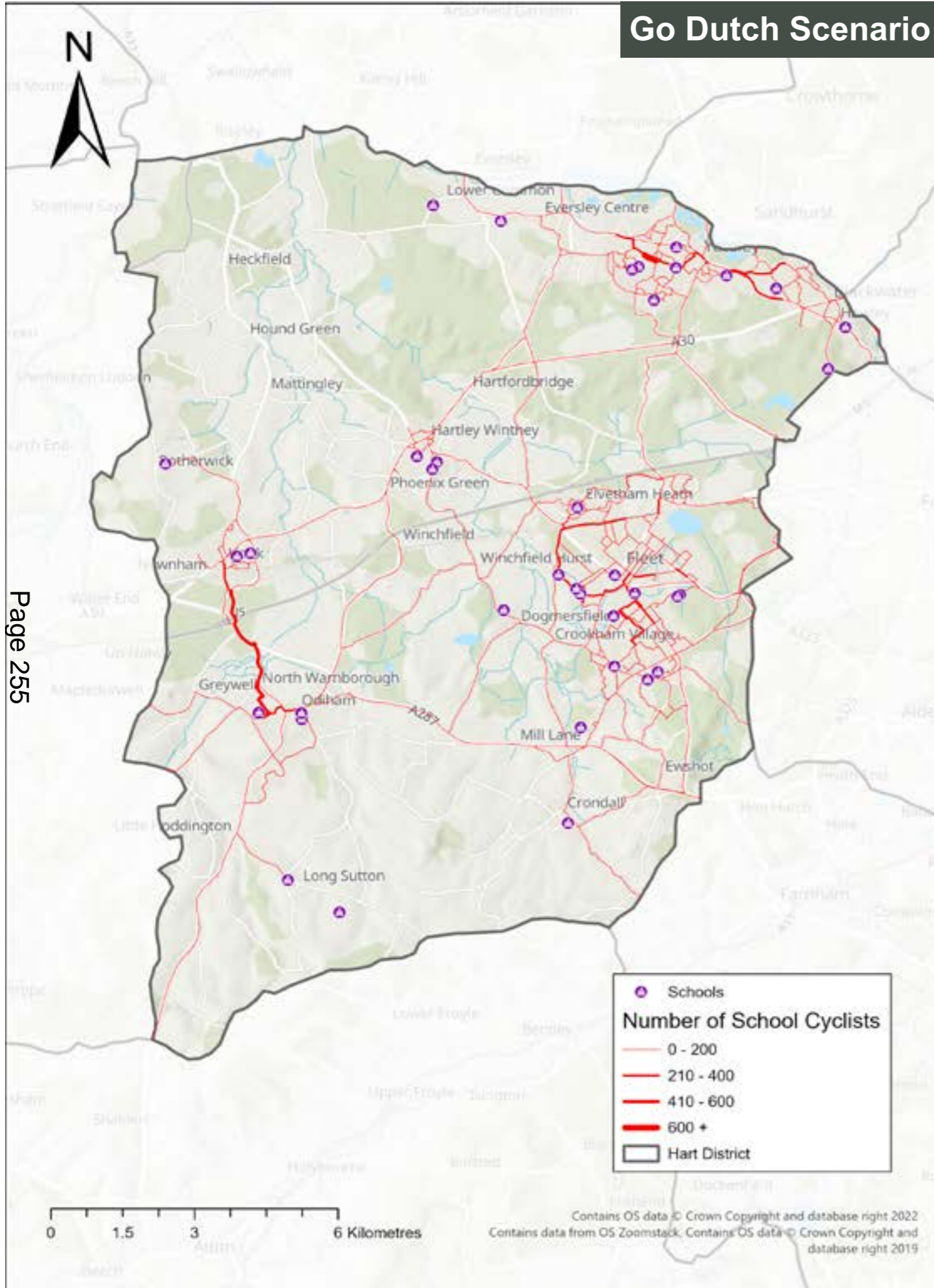
These maps of cycling routes to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education makes up only 13% of all trips.

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 2011 School Census Route Network: Baseline data
 Government Target Route Network scenario shows the greatest projected increase in school cycling in the Fleet area along Elvetham Road and Hitches Lane and in Yatley in Firgrove Road.

The Go Dutch Route Network scenario on the following page shows the greatest projected increase in school cycling along the B3349 Griffin Way South connecting Hook to the Robert May's Secondary School in Warnborough, Firgrove Road and Cranford Park Drive within Yatley, and Fleet town centre.



Go Dutch Scenario

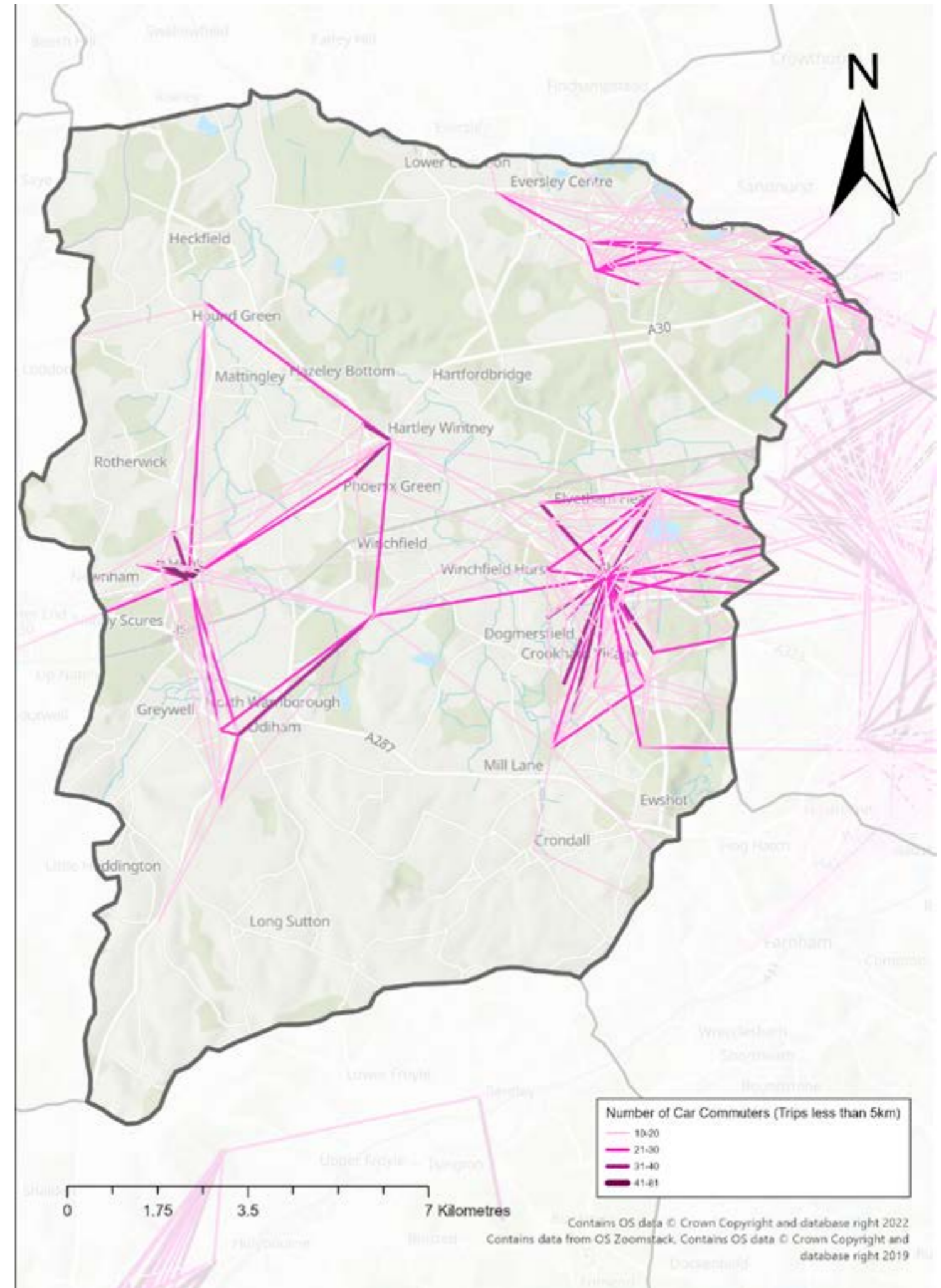


PCT short car trips

One weakness of the PCT cycle commute model is that it is based on existing trips by bike and will tend to emphasise those routes that are already being used. A key target market for new cycle trips is people currently driving short distances to work. This map shows the car trips under 5km from the Census 2011 travel to work data, with straight lines showing trips between Lower Layer Super Output Areas (LSOA).

Unsurprisingly, many of the same corridors are indicated for car trips as they are for cycle trips.

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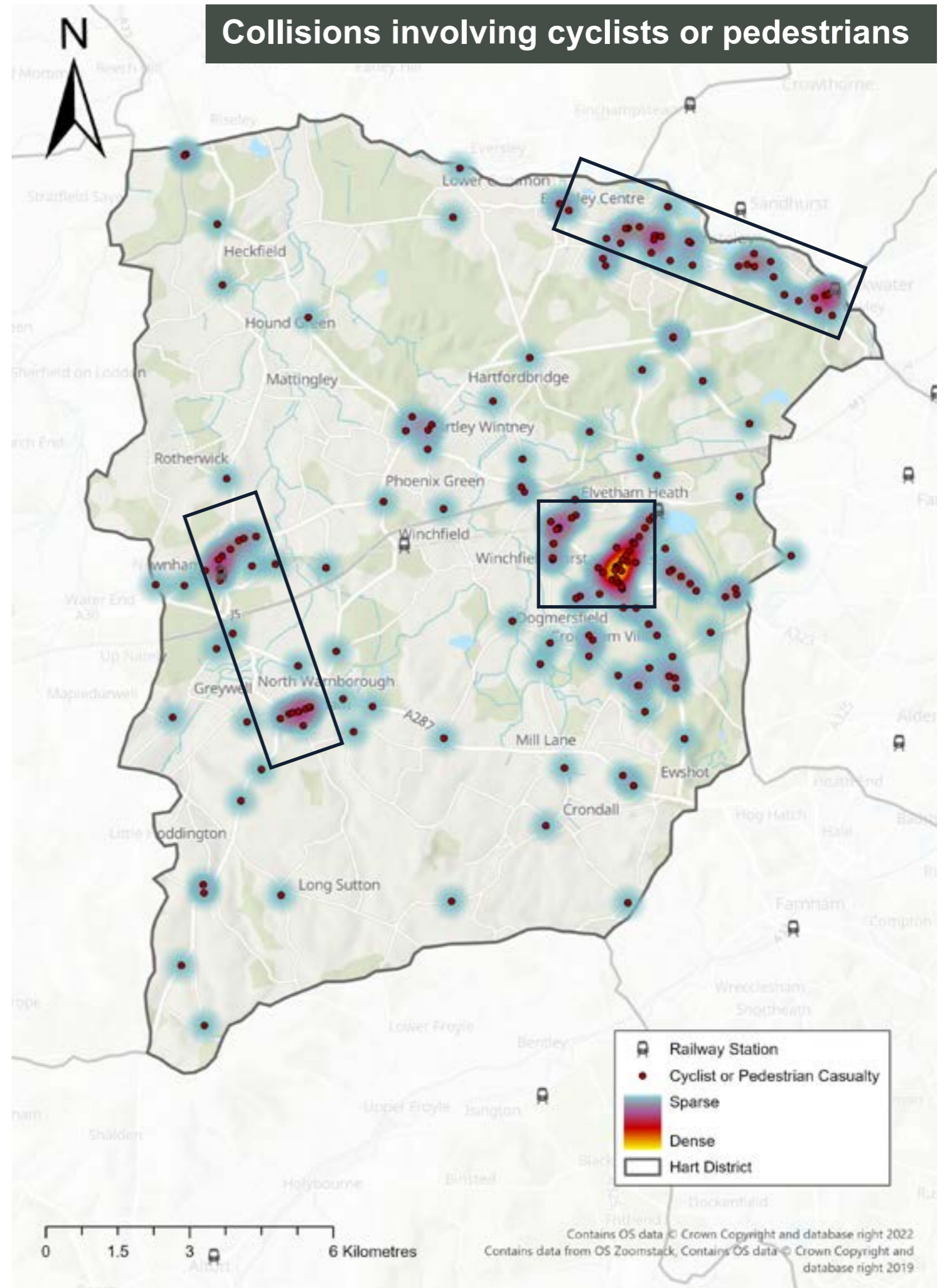


2.6 Collisions

This map shows collisions involving a cyclist or pedestrian casualty from 2017 to 2021 in the study area. Collisions hotspots within Hart District -shown in red- were concentrated in the built up areas of the District.

Examining areas with high collision rates is essential for determining where safety improvements are needed for pedestrians and cyclists. This analysis helps inform recommendations to enhance their safety.

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Collision hotspots

Yateley:

- B3272 intersection with West Green
- B3272 intersection with Hall Lane (roundabout)
- Along the B3272, near intersection with Manor Park Drive

Blackwater

- Along the A30 near the Blackwater train station

Hook

- Along the A30
- Along Station Road near Hook train station

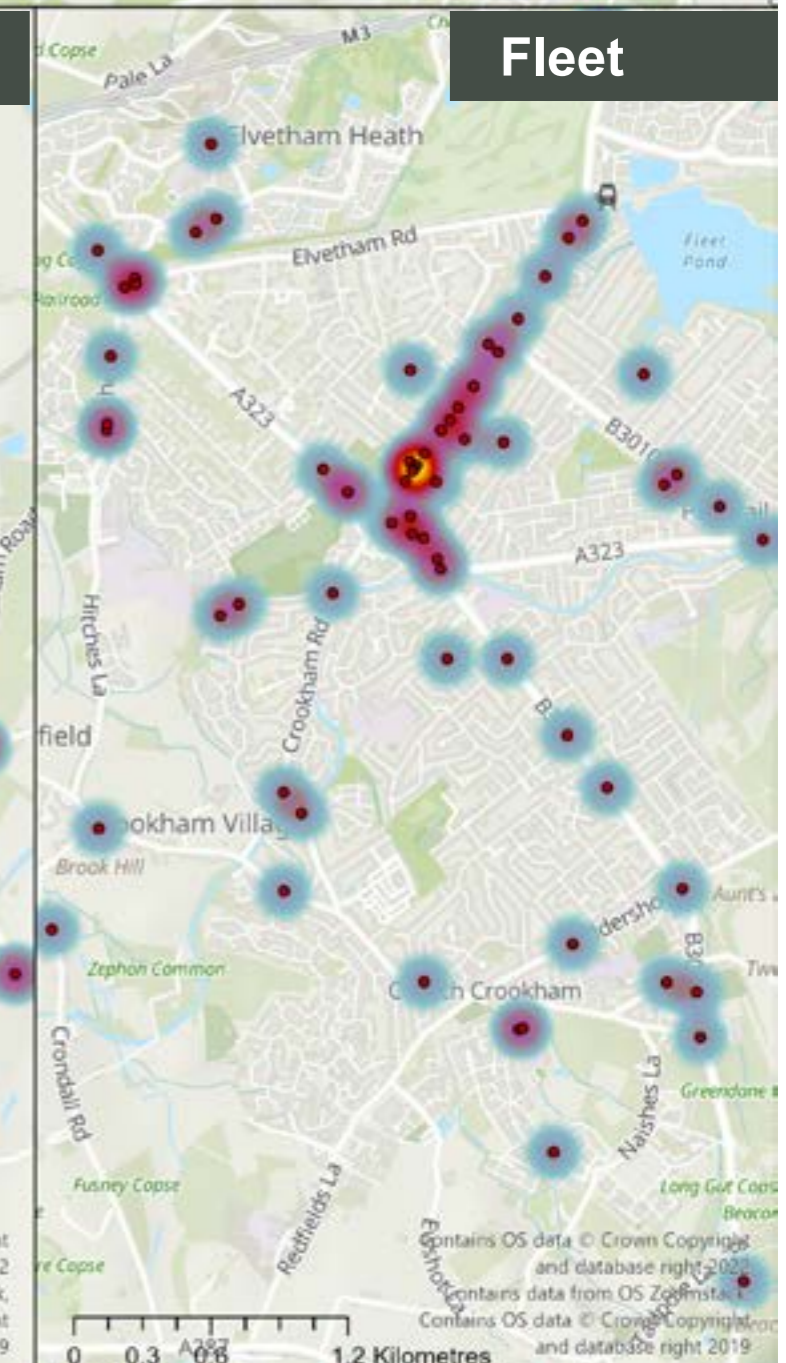
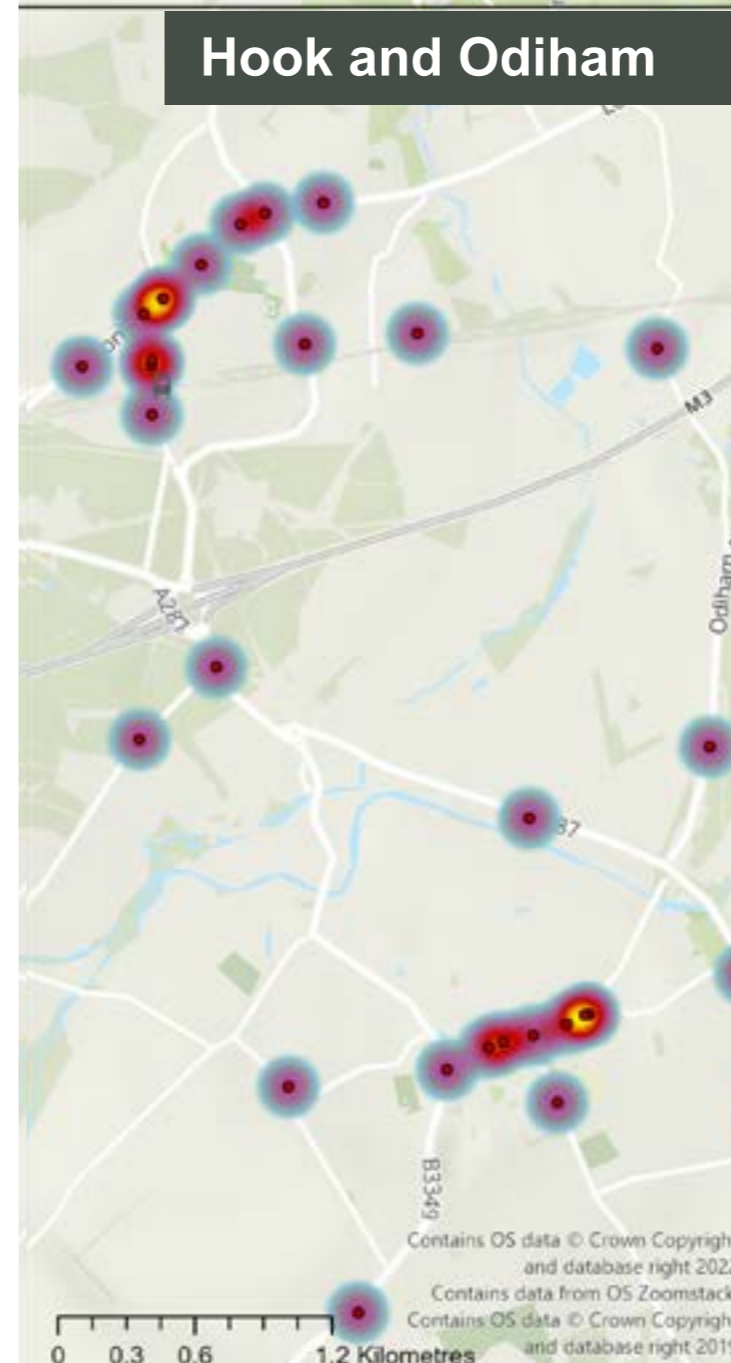
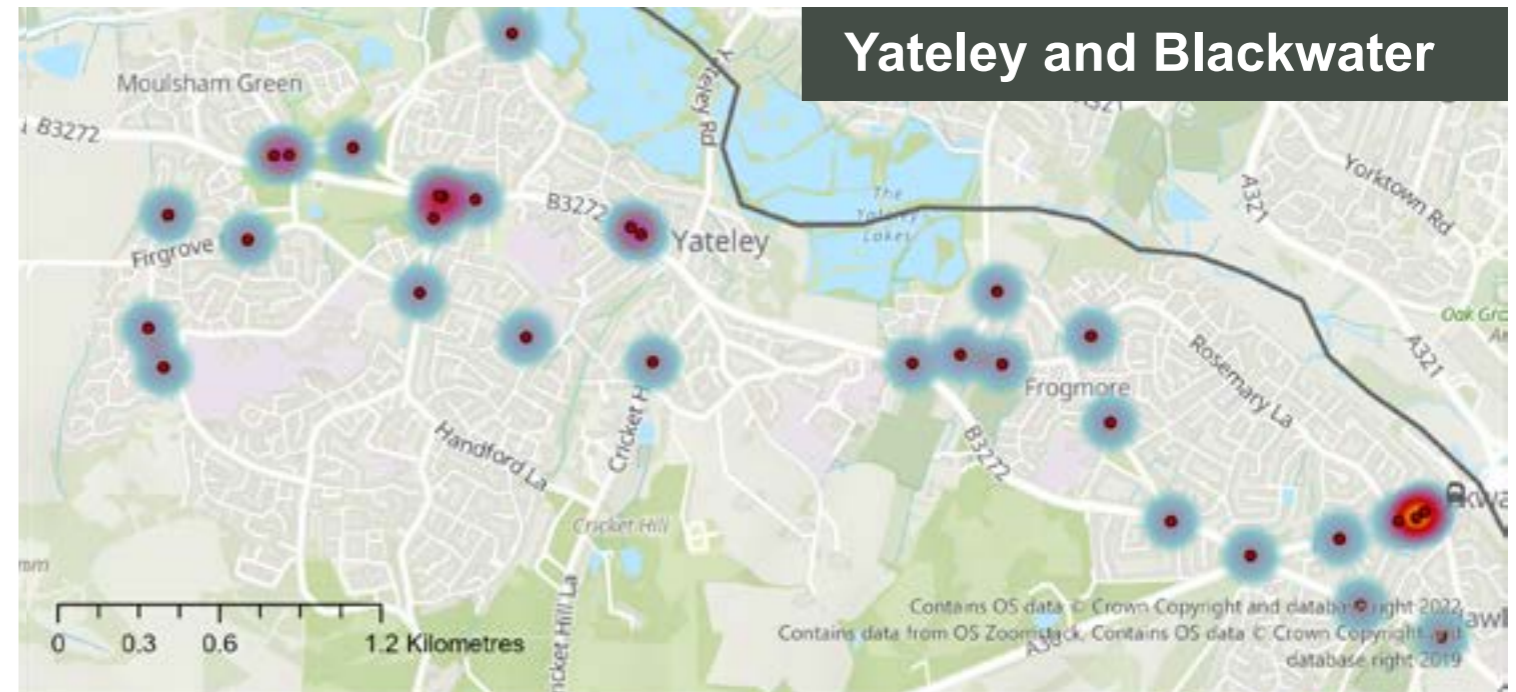
Odiham

- Along High Street
- Along Farham Road

Fleet

- Along A3013 Fleet Road
- Along Reading Road South
- A323 intersection with Elvetham Road and Hitches Lane (roundabout)

The A3013 Fleet Road section through Fleet is the most significant collision hotspot and so this area would benefit from walking and cycling infrastructure improvements. A high level of collisions in this location may be due to a speed limit of 30 mph and limited walking and cycling provision.



2.7 Stakeholder engagement

During the course of this LCWIP there were two rounds of stakeholder engagement.

The first round was during the information gathering phase and consisted of two workshops, one virtual on December the 13th and one hybrid (in-person/online) on December 14th 2022, to gather feedback from councillors and stakeholders on constraints and opportunities related to active travel in Hart district. Approximately 40 attendees contributed to these workshops. Feedback from these initial sessions was then used to shape the focus of the LCWIP and form the basis of its development moving to the next stage.

The second round of engagement was with the wider public and was held in the summer of 2023. This engagement consisted of a 10-week consultation period, to ensure the available time to respond was in line with other similar consultations. Consideration was also given that it would cover both term time and the holiday period to ensure a wide range of respondents would be available.

This 10-week public consultation consisted of both online survey and online mapping tools that could be used to respond to the proposals that had been developed in stages one to four of the LCWIP process as described in the Technical Guidance for Local Cycling and Walking Infrastructure Plans published by the Department for Transport. The responses from both the online surveys and the input into the mapping tool was reviewed and then considered against the emerging LCWIP document ahead of the prioritising section being prepared.

Blackwater

- London Road, near the Vicarage Road junction

The unsafety of this area was a common theme, and one user pointed out the need for better crossing facilities especially for children walking along this area to get to school. Comments related to seeing better traffic management and improved crossing facilities.

- Hawley Road

There were a series of comments along the Hawley Road (B3272) which related to the road being used for rat running, as well as the road having high speeds and traffic levels. Specifically, there was need for safer crossing points to enter Hawley Farm Open Space, and the issues revolving around cars parking in this area.

- London Road and Woodside roundabout

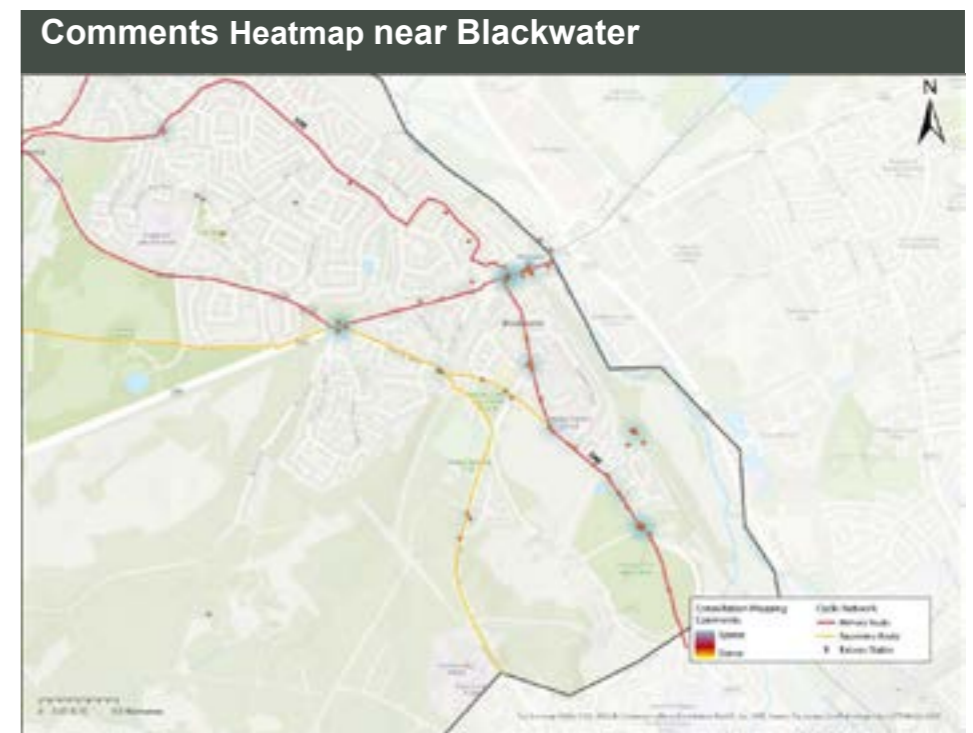
General sentiments in this area were rated as 'unhappy' or 'very unhappy' mostly due to difficulties with crossing across roads such as the A30 and the B3272.

- Adjacent to the railway line, west of Hawley Meadows

There were comments in this area relating to the need for a railway crossing so people can access Hawley Meadows.

- Fernhill and Vicarage Road junction

There were numerous comments at this junction relating to overgrown trees/bushes. This area has been deemed unfriendly for cyclist and pedestrians, as it is extremely narrow, making it hard for those in particularly in wheelchairs or children on bicycles, to use. Regular maintenance has been suggested and the need to improvement the pavement.



First round of engagement

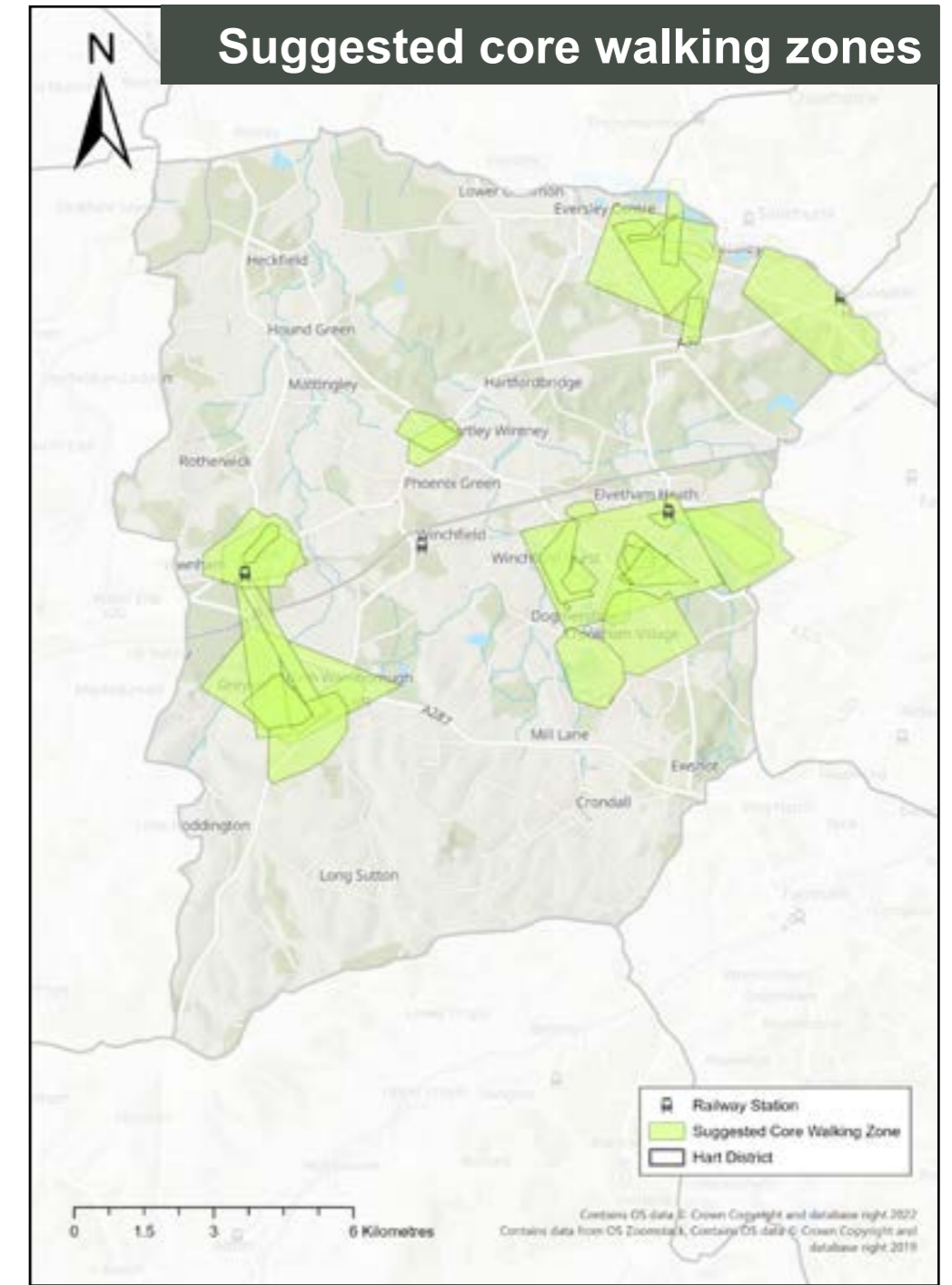
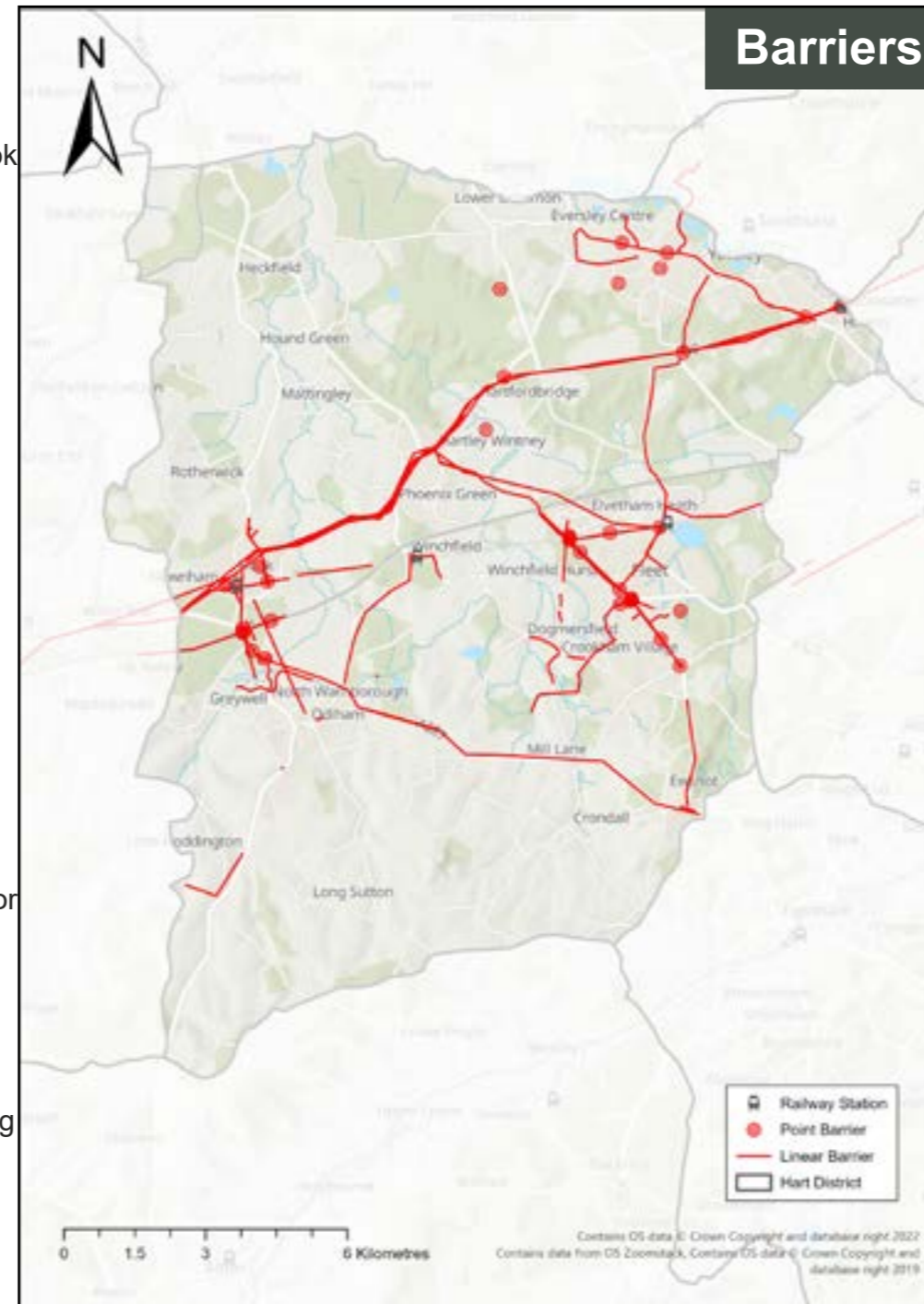
The following maps summarise feedback received from these workshops, as well as from the Green Grid consultation which took place in 2020.

Barriers

Red dots and lines indicate barriers to active travel within the settlements and on the routes connecting settlements within Hart district. The A30/London Road, A287, and A323 corridors were frequently identified as significant linear barriers. The comments provided at the A287 roundabout, on the A323 near Elvetham Heath, and at the A323 and B3013 junction in Fleet town centre indicated these places are challenging areas for walking and cycling safely.

Suggested Core Walking Zones

Green polygons show proposed Core Walking Zones (CWZ), or simply areas of high pedestrian and cycling activities. Most of the built-up areas in Hart are highlighted in green, showing that walking is popular within district centres. The B3349/A287 corridor connecting Hook and Odiham was highlighted as an area that lacks a safe pedestrian route but is much needed for students in Hook travelling to Odiham. In addition, significant stretches of the B3272 corridor have been highlighted as a potential core walking zones due to the concentration of local services and schools along the corridor. These suggestions were fed into the identification process for the seven Core Walking Zones.



Suggested cycle routes

Community feedback was integral to the development of the proposed cycle network. Suggestions were provided for potential cycle routes throughout the District.

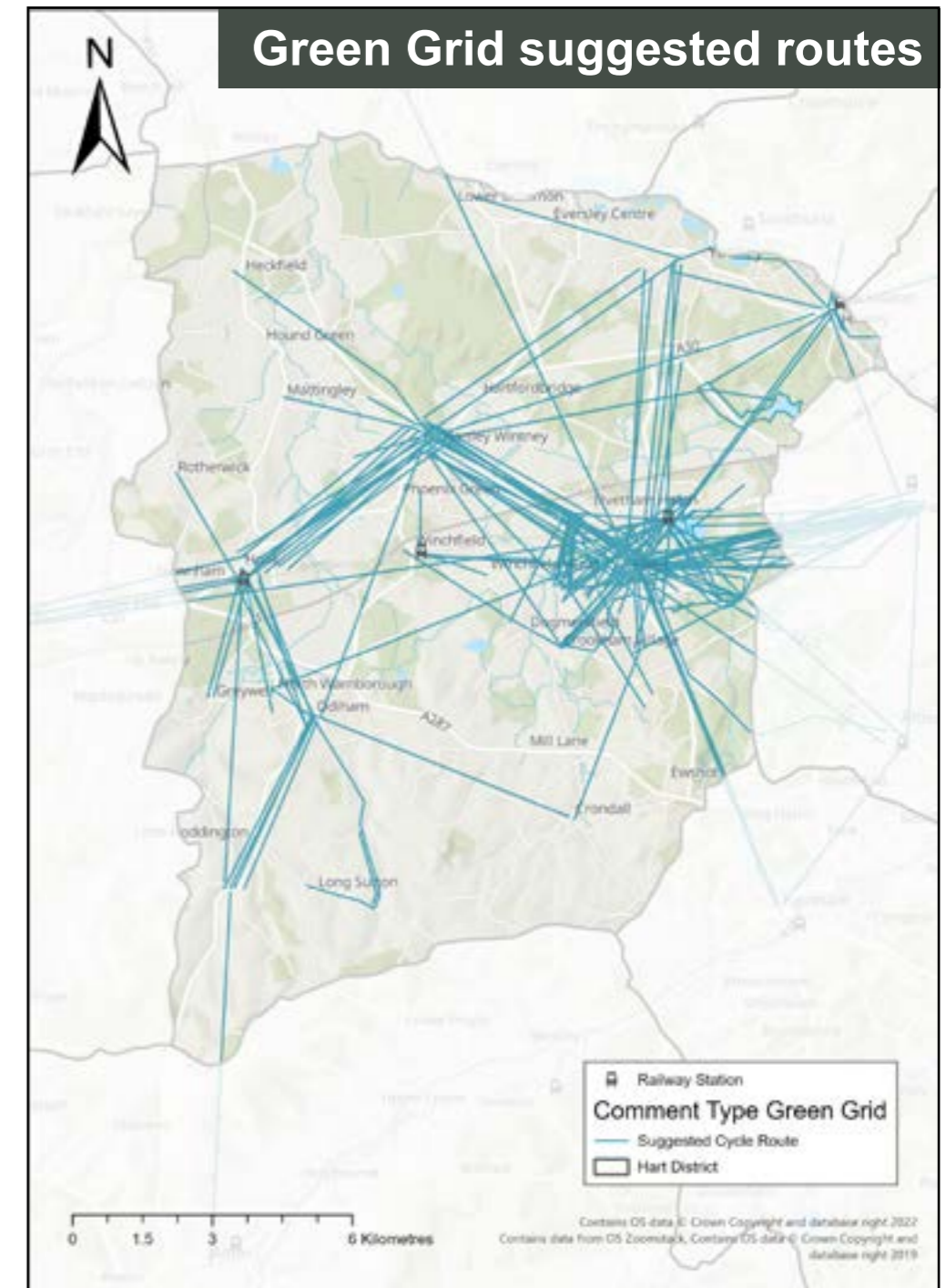
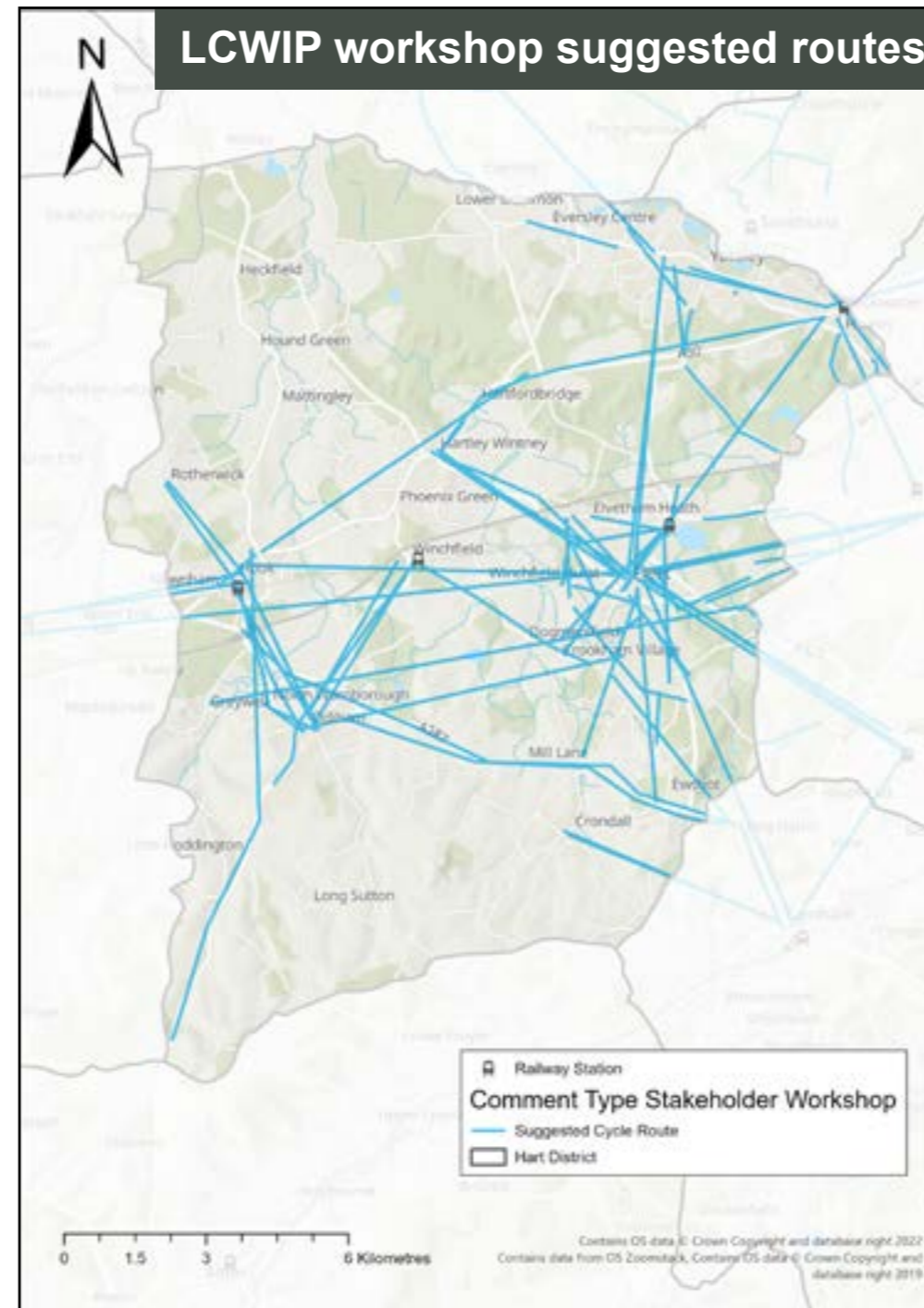
The map on the left shows suggestions provided at the two stakeholder workshops in December 2022.

In general, route suggestions were clustered within Fleet, connecting to the neighbouring settlements of Yateley, Hartley Wintney, Blackwater, and Hook. Cross-boundary connections to Farnborough, Aldershot and Farnham were also popular suggestions. A route from Hook town centre to North Warnborough and Odiham, was another frequently suggested route. There is a strong desire to connect the settlements and their respective railway stations through a comprehensive network of cycle routes.

This dataset was used to support the background data analysis in the development of the route network. The LCWIP's proposed route network includes the key corridors highlighted on this map.

Green Grid cycle route suggestions

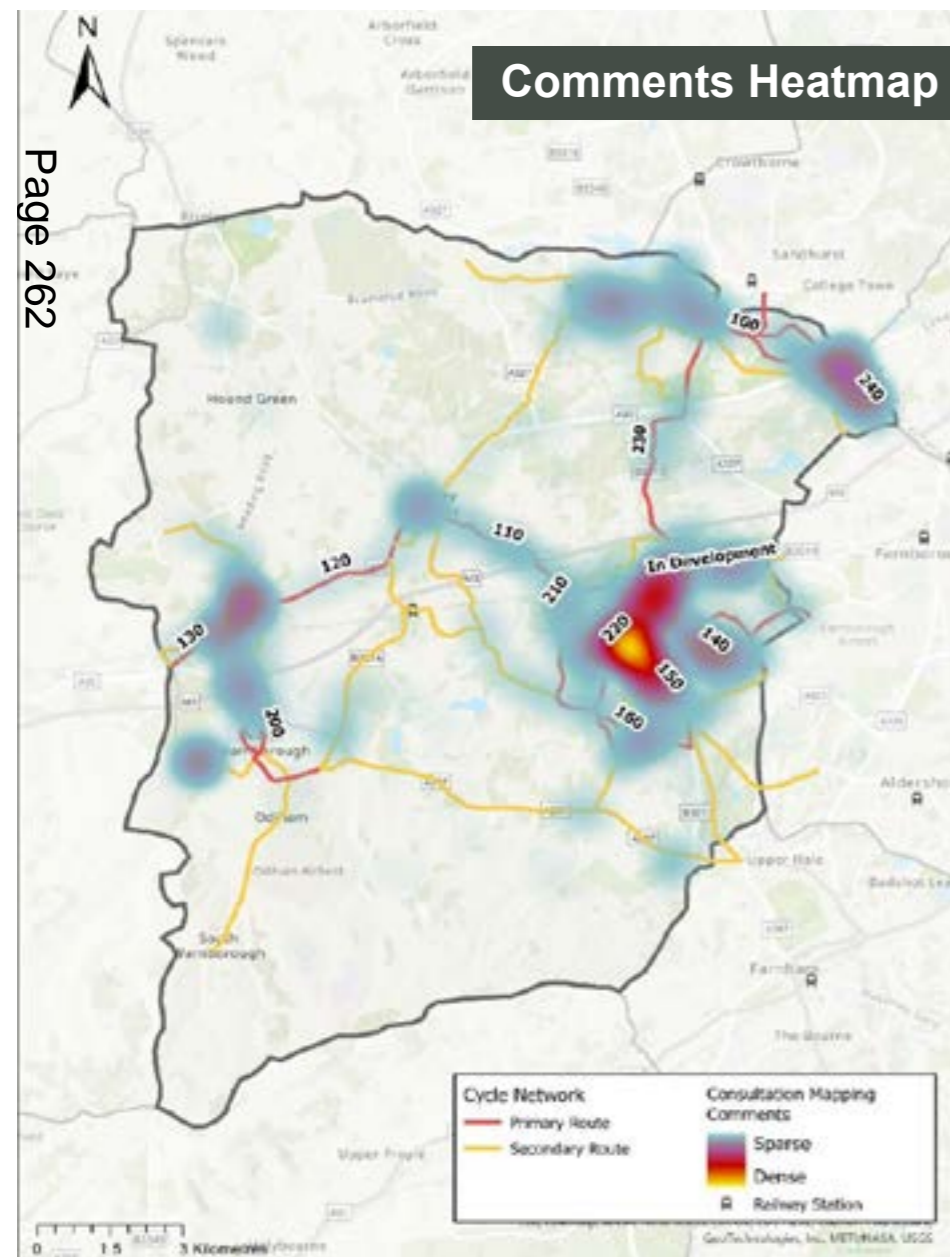
The map on the right depicts comments received from the 2020 Green Grid consultation. In general, route suggestions were clustered in the centre of Fleet, Hook, and Hartley Wintney. The route connecting Fleet to Hartley Wintney along the A3013 corridor received the most suggestions. Additionally, there are desire lines for the routes connecting Hook with Hartley Wintney and Odiham.



Second round of engagement

The following maps summarise feedback received from the online mapping tool which was online during the summer of 2023.

In total, 793 comments were received via the online mapping tool hosted by Hart District Council. When looking at the entire district, most of the comments were in relation to areas in Fleet. Other areas of high density include Church Crookham, Hook, Greywell, and Blackwater

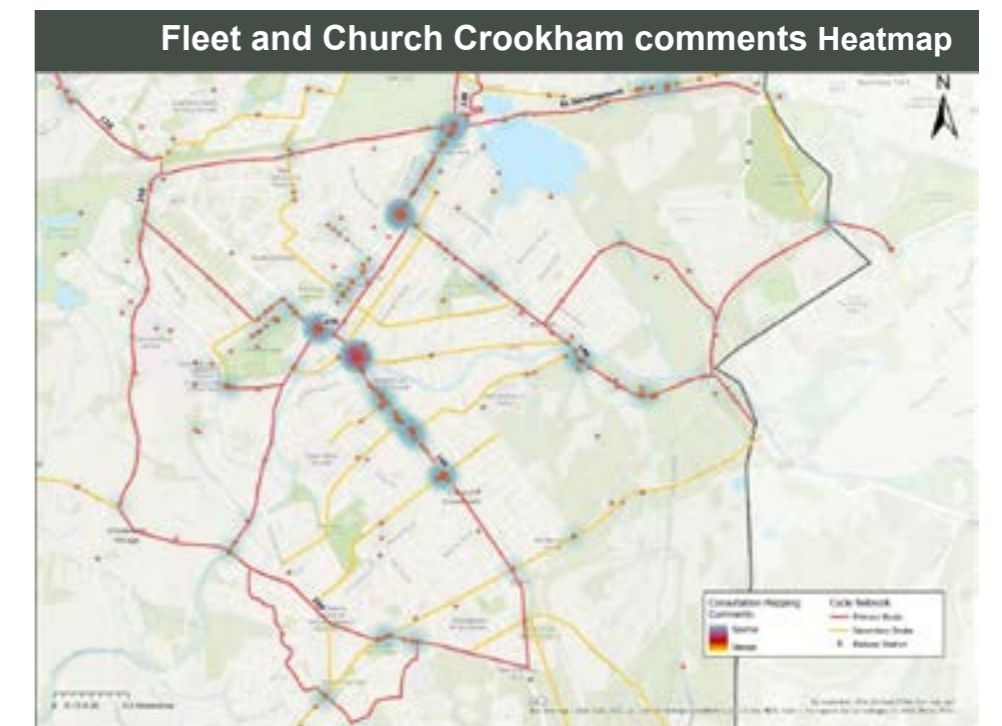


Fleet and Church Crookham

The highest density of comments in this area were in relation to the following:

- Crookham Road and Reading Road South (A323)
Comments were about the lack of proper crossing facilities, particularly for pedestrians. Ranks here were listed as ‘unhappy’ and ‘very unhappy.’
- Aldershot Road and A323 junction
Comments were about the lack of proper crossing facilities, with reasons listed as ‘not pedestrian friendly’ and ‘dangerous crossing point.’
- Basingbourne Road and Florence Road junction; Velmead Road and B3013 junction; Greenways and B3013 junction
Comments were about the need for cycle lanes, reduced or slower traffic, and the need for better pedestrian and cyclist crossing points.
- Fleet Road
Comments relating to the need for improved crossing facilities, reduced traffic and better cycle lanes. There was also a cluster comments on a stretch of Fleet Road (from the Kings Road to Crookham Road junction) which relate to reducing traffic and lowering traffic speeds.
- Kings Road to Aldershot
A cluster of comments were found at the southern end of Kings Road, which would take users to Aldershot. Most comments related to the traffic speeds and traffic volume of this road. There was feedback relating to potentially upgrading and using the Basingstoke Canal path as a better route to get from Fleet to Aldershot.

- Velmead Road and A323 junction
Comments at this junction related to the area being unfriendly for cyclists and pedestrians. Suggestions for improvement included better cycle lanes, and also the installation of a roundabout at the junction to help ease the traffic.
- Elvetham Road, including the Elvetham Road and Fleet Road junction
Comments near Elvetham Road related to the need for better maintenance of the verge, and wider footways. Additionally, there is poor visibility as it meets Fleet Road, making it a dangerous crossing point for pedestrians.
- Aldershot Road and Sandy Lane junction
Comments in this area related to the insufficient crossing facilities and traffic levels on the road. It was suggested that due to dangerous walking and cycling conditions, from Sandy Lane to Galley Hill Road, most people would choose to drive. Improvements suggested included lowered traffic levels, reducing speed limits, increasing footway widths, installing bus gates, and faster call times for pedestrians at the crossing points.



Hook

The highest density of comments in this area were in relation to the following:

- Station Road

When asked, “What would you like to see here?”, Most comments along this road were in relation to reducing traffic and lowering traffic speed. In particular, one user said that this should be a 20mph zone. Although some comments indicated that this was a pedestrian friendly area, majority of the feedback suggested otherwise.

- A30

When asked, “What would you like to see here?”, comments related to the need for better cycle lanes and lowered speed limits as feedback suggested that this road was neither cycle nor pedestrian friendly.

- Deptford Lane and Greywell Street junction

Feedback suggests that Deptford Lane is very narrow and that there isn't enough space for pedestrians to comfortably and safely use the road. At the junction with Greywell Street, this area becomes unfriendly for both pedestrians and cyclists. Suggested interventions via the survey include reducing traffic and lowering speed limits.

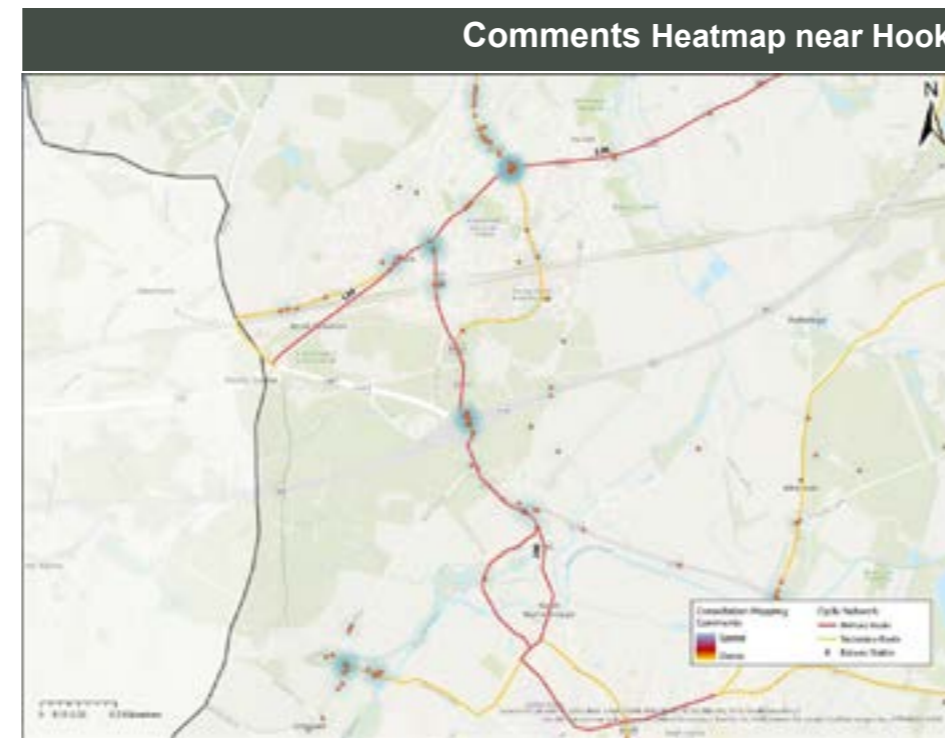
- M3 roundabout

Feedback for this area included the answers, ‘Not a pedestrian friendly area’, ‘Dangerous crossing point’, and ‘Not a cycle friendly area.’ When asked what interventions they'd like to see here, answered included lowering speed limits, better cycle lanes and better crossing points.

- B3349 road including the A30/B3349 junction

Feedback suggested dangerous crossing points at the A30/B3349 junction. There was also a trail of comments on the northern side

of this roundabout, which suggested that this road was neither pedestrian nor cycle friendly. When asked what they would like to see here, comments included reduced traffic, seating facilities, and lowered speed.



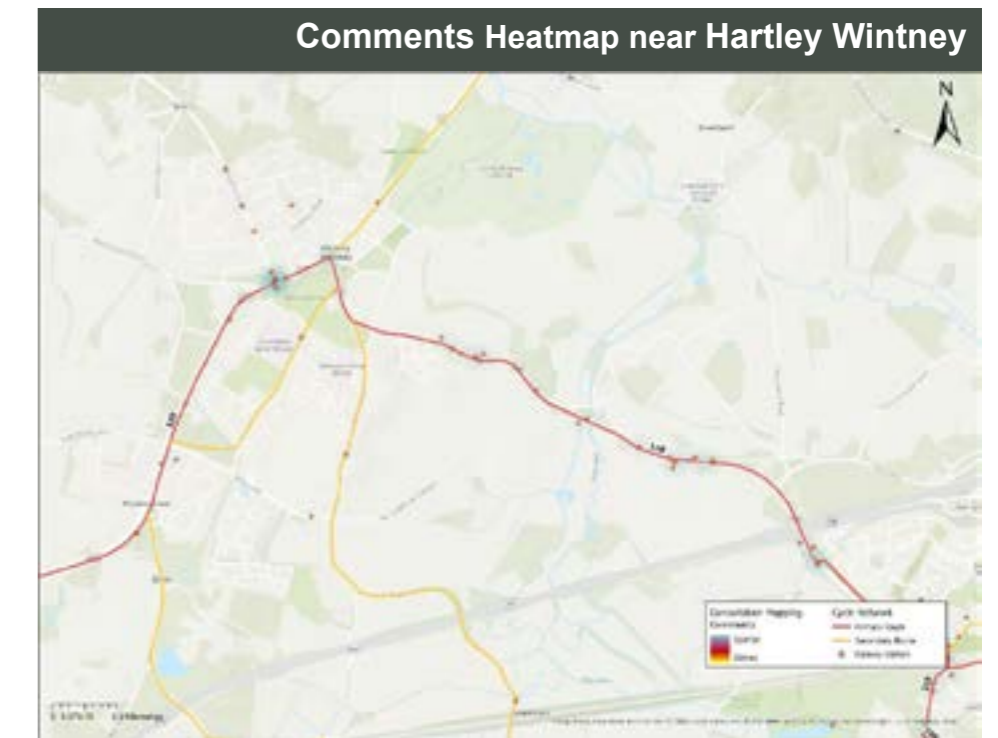
Hartley Wintney

- A30 and B3011 roundabout

Comments suggests that this area of the road is frequently flooded, and there is need for safer crossing facilities.

- A2323

There were a number of comments located along the A323. Numerous users voted ‘unhappy’ or ‘very unhappy’ for this stretch of road, with feedback suggesting better cycle lanes. Some users also gave brief explanations saying that there are currently no safe footpaths between Hartley Wintney and Fleet or Hook, and that buses do not run regularly.



Section Three - The network

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3.1 Proposed Hart district network overview

This section of the report presents an overview of the proposed core walking zones and cycle network in Hart district.

The map on this page shows an overview of the whole district, with the following three maps showing large scale maps focussing on different areas of the district.

The walking zones were identified based on clusters of pedestrian trip generators and attractors, including district and service centres.

Each cycle route has been assigned a three-digit reference number and divided up into two categories of routes - 'primary' which represent busy, direct, and main routes and 'secondary' which represent medium usage routes through local areas, feeding into the primary routes.

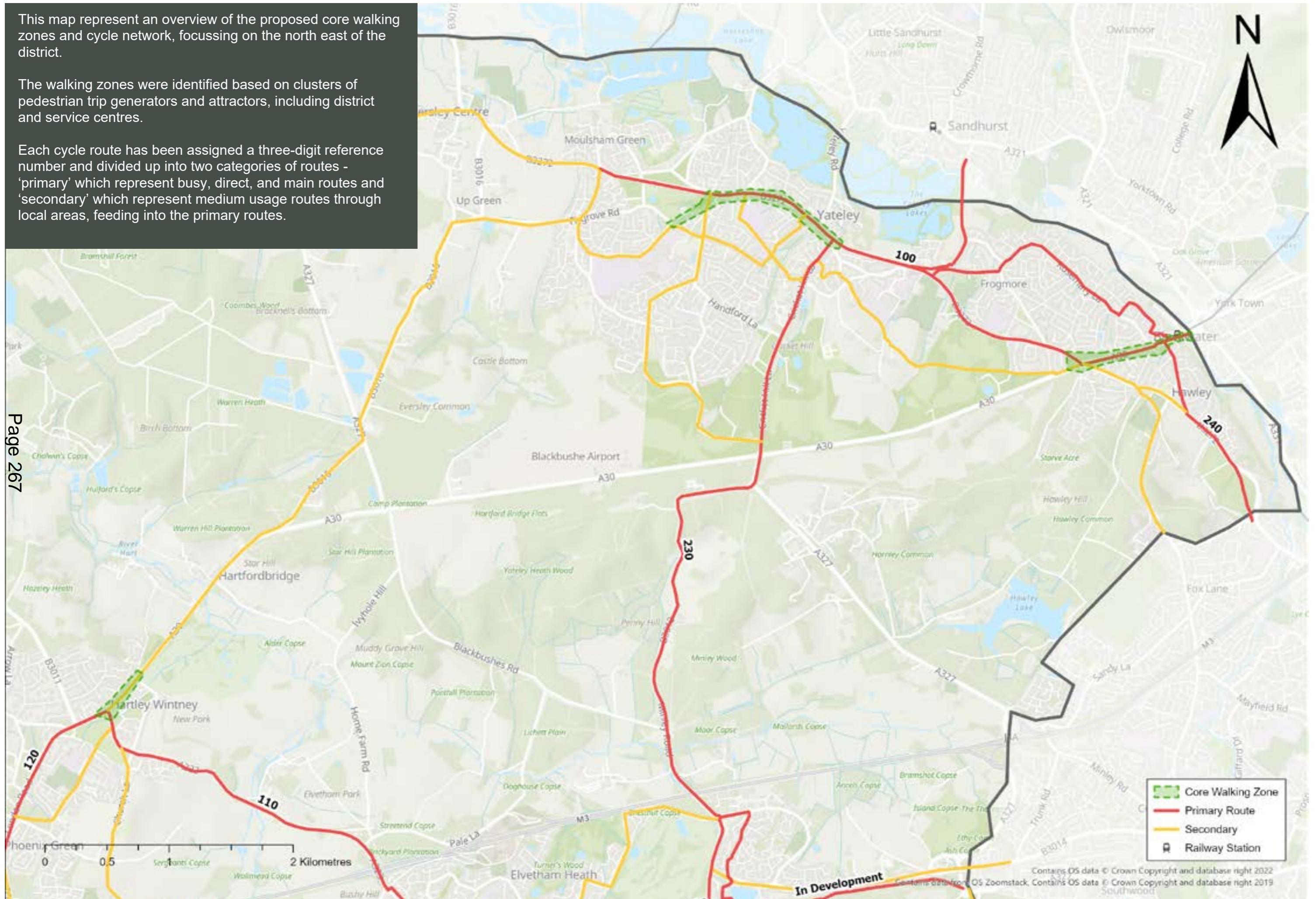
The method by which core walking zones and cycle routes have been identified and developed has been presented in detail in Section Two.



This map represent an overview of the proposed core walking zones and cycle network, focussing on the north east of the district.

The walking zones were identified based on clusters of pedestrian trip generators and attractors, including district and service centres.

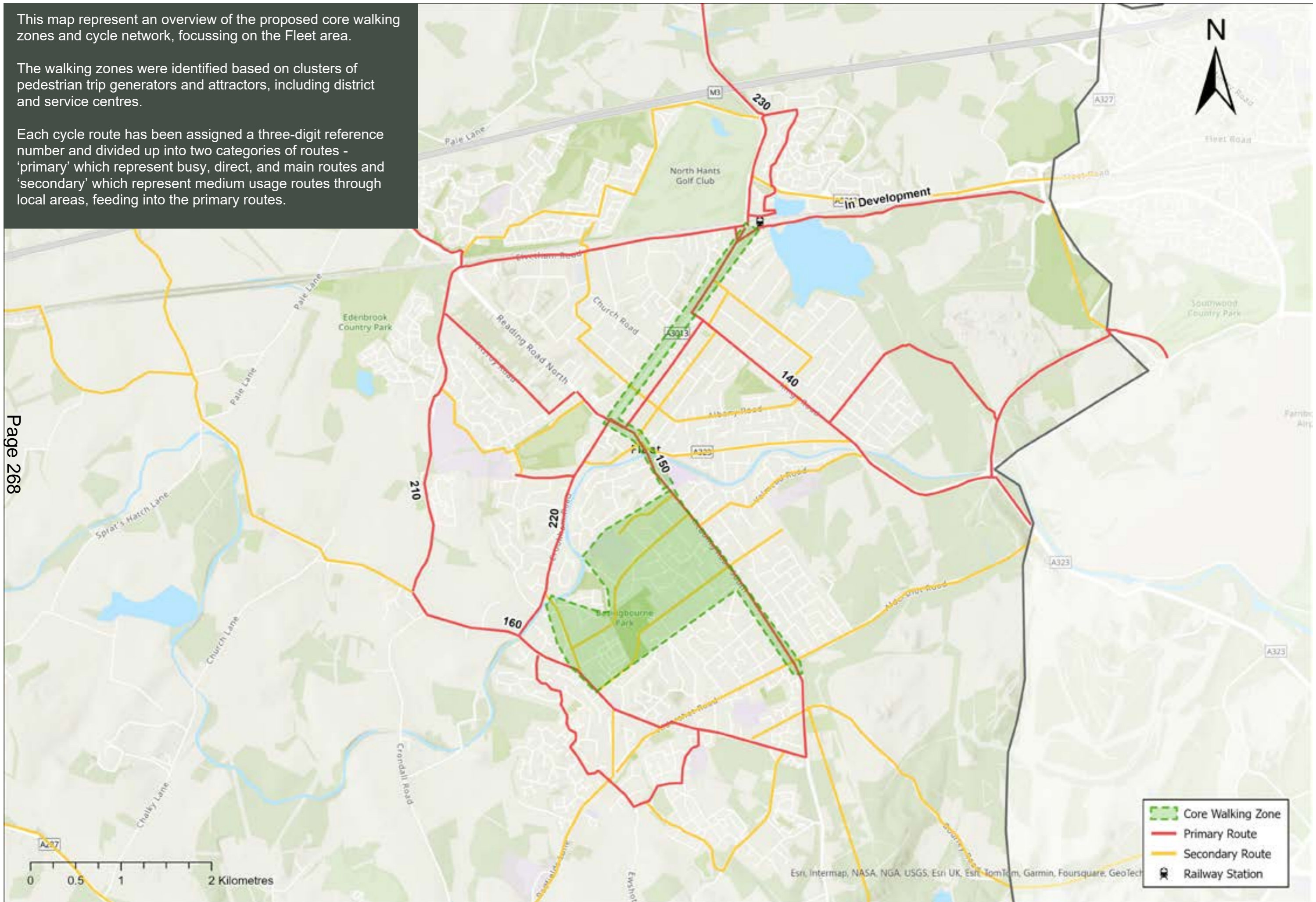
Each cycle route has been assigned a three-digit reference number and divided up into two categories of routes - 'primary' which represent busy, direct, and main routes and 'secondary' which represent medium usage routes through local areas, feeding into the primary routes.



This map represent an overview of the proposed core walking zones and cycle network, focussing on the Fleet area.

The walking zones were identified based on clusters of pedestrian trip generators and attractors, including district and service centres.

Each cycle route has been assigned a three-digit reference number and divided up into two categories of routes - 'primary' which represent busy, direct, and main routes and 'secondary' which represent medium usage routes through local areas, feeding into the primary routes.

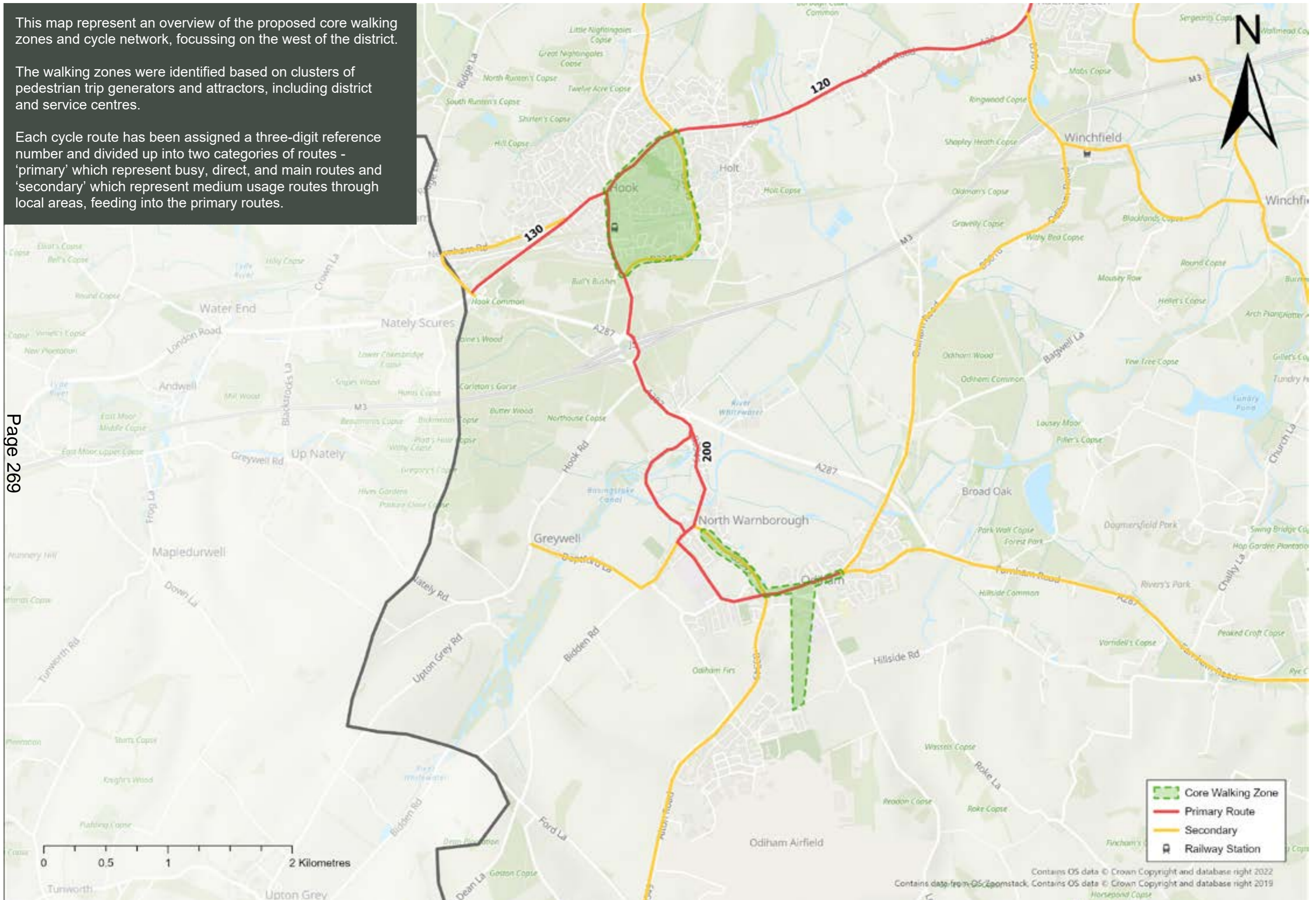


This map represent an overview of the proposed core walking zones and cycle network, focussing on the west of the district.

The walking zones were identified based on clusters of pedestrian trip generators and attractors, including district and service centres.

Each cycle route has been assigned a three-digit reference number and divided up into two categories of routes - 'primary' which represent busy, direct, and main routes and 'secondary' which represent medium usage routes through local areas, feeding into the primary routes.

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3.2 Core Walking Zones

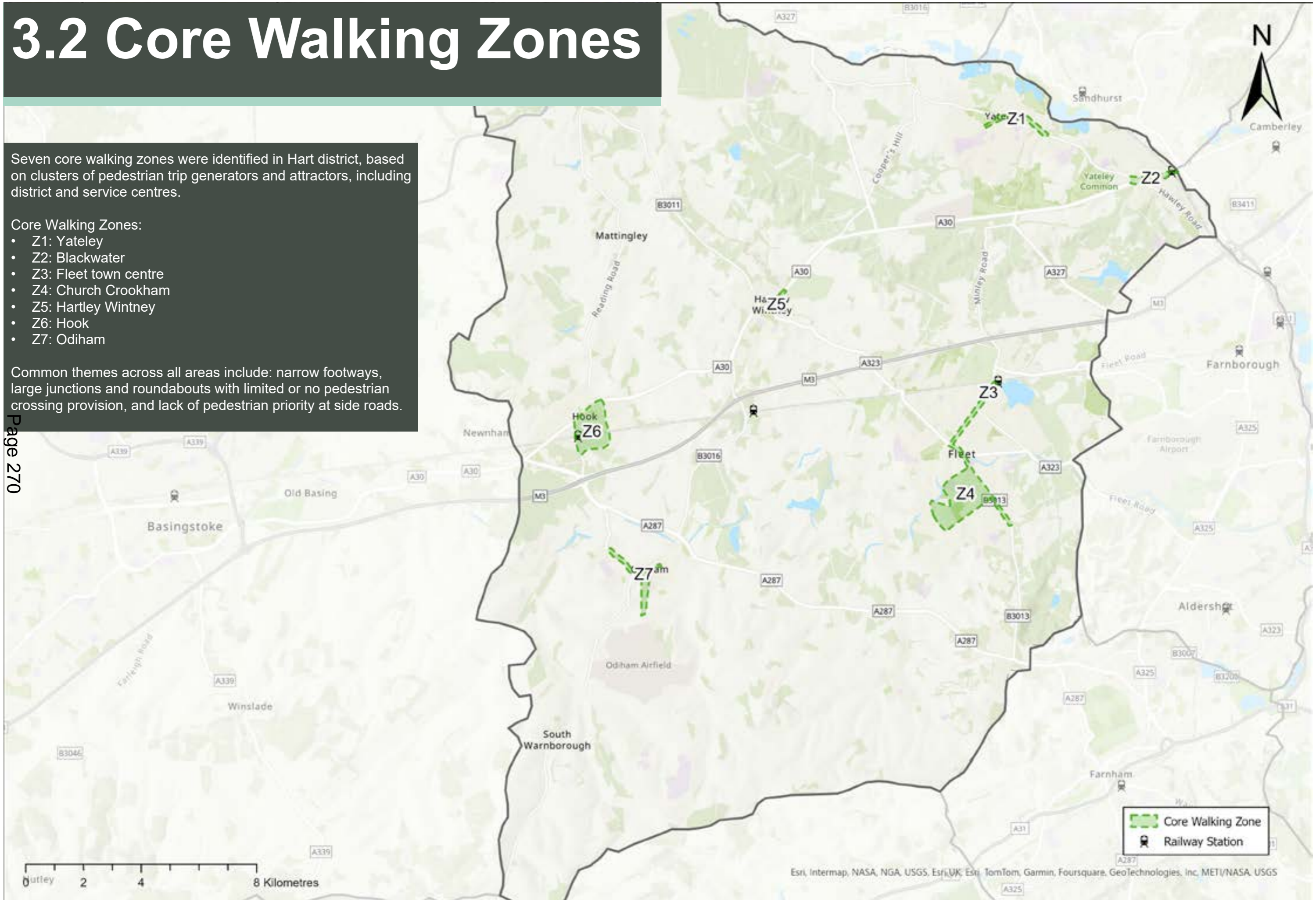
Seven core walking zones were identified in Hart district, based on clusters of pedestrian trip generators and attractors, including district and service centres.

Core Walking Zones:

- Z1: Yateley
- Z2: Blackwater
- Z3: Fleet town centre
- Z4: Church Crookham
- Z5: Hartley Wintney
- Z6: Hook
- Z7: Odiham

Common themes across all areas include: narrow footways, large junctions and roundabouts with limited or no pedestrian crossing provision, and lack of pedestrian priority at side roads.

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3.3 Prioritisation

Core Walking Zones (CWZ) and cycle route prioritisation aims to identify the routes and zones that are more likely than others to present higher benefits and achieve modal shift.

A robust prioritisation methodology is required to identify which of the routes and zones are likely to be of the greatest importance and have the highest impact. Combining the information derived from all previous LCWIP steps, the routes were appraised using the LCWIP prioritisation methodology provided by Hampshire County Council, which assessed each route against the following categories: effectiveness, policy, economics and deliverability.

- **Effectiveness** refers to what extent the cycle route or CWZ will deliver modal shift and affect positive change in the public realm. The LCWIP guidance suggests that the following are considered within the 'effectiveness' theme:
 - The forecast increase in the number of walking and cycling trips
 - The population who directly benefit from the intervention
 - Improvement in road safety
 - Air quality impact
 - Impact on other users
 - Integration with other schemes
 - Safe routes to school
- **Policy** refers to what extent the cycle route or CWZ will support wider policy objectives. The LCWIP guidance suggests that the following are considered within the 'policy' theme:
 - Delivery against policy objectives, such as improvements to health and inclusion
 - Importance of the intervention for particular target user groups, e.g. people without access to a car/van, or with higher levels of poor health
 - Classification by type of journey (e.g., education, workplace, utility, recreation) to aid alignment with particular funding streams
 - Performance against local transport plans/local plan policies
 - Priority/importance of the intervention as defined through the engagement process
- **Economics** sets out, for each route and CWZ, the estimated cost of construction and potential to attract funding. Whilst this theme is not included within the LCWIP guidance, it will aid

officers when considering the economic implications of the LCWIP potential options. This theme considers the following criteria:

- Cost of construction
- Potential to attract funding
- **Deliverability** (only for cycle routes) identifies to what extent each cycle route will be quick and easy to implement. The LCWIP guidance suggests that the following are considered within the 'deliverability' theme:
 - Scheme feasibility/deliverability
 - Environmental constraints, e.g. conservation areas

Each theme has several metrics. Some have more than others. In order to ensure the total score per theme is not affected by the number of metrics contained within each one, a "normalised" total score is provided as a percentage.

The normalised totals represent how each route/zone scores relative to the total possible score in that theme.

Priority Category	Criteria Assessed	Relative Weighting Factors
Effectiveness	7	25%
Policy	11	25%
Economics	2	25%
Deliverability	2	25%

Prioritisation criteria

A scoring system of 1 to 3, with 1 being the worst and 3 being the best score that a route or zone could receive, was put in place.

The overall score over the four priority categories was compared for all routes which were then ranked, revealing where priority should be given.

Please note that this prioritisation serves as a guide for initiating routes and CWZ development when no other constraints are present. However, it's essential to understand that the implementation may not always align precisely with the stated priority order. This can occur due to various factors, including funding availability in different areas, shifts in funders' priorities related to specific issues, updated information that may alter the priority order, and other considerations.

In addition, the scores relate to the whole route or CWZ, and some routes/zones may have sections which would score very high, and

others which would score very low if analysed by sections. Further analysis could be undertaken when delivery of part of a route or zone.

Prioritisation of Cycling Routes

The table below presents the results of the cycle route prioritisation process, with scores across the four priority categories and their final ranking based on the overall score.

Route	Normalised Priority Scores				Overall Score	Ranking
	Effectiveness	Policy	Economics	Deliverability		
	25%	25%	25%	25%		
Route 150	94%	73%	83%	83%	83.6%	1
Route 160	78%	67%	83%	100%	81.9%	2
Route 130	56%	77%	83%	83%	74.7%	3
Route 220	67%	77%	83%	67%	73.3%	4
Route 120	61%	63%	67%	100%	72.8%	5
Route 210	56%	63%	83%	83%	71.4%	6
Route 240	61%	73%	67%	83%	71.1%	7
Route 110	44%	67%	67%	100%	69.4%	8
Route 100	89%	77%	33%	67%	66.4%	9
Route 200	61%	77%	83%	33%	63.6%	10
Route 140	67%	57%	50%	50%	55.8%	11
Route 230	61%	60%	67%	33%	55.3%	12

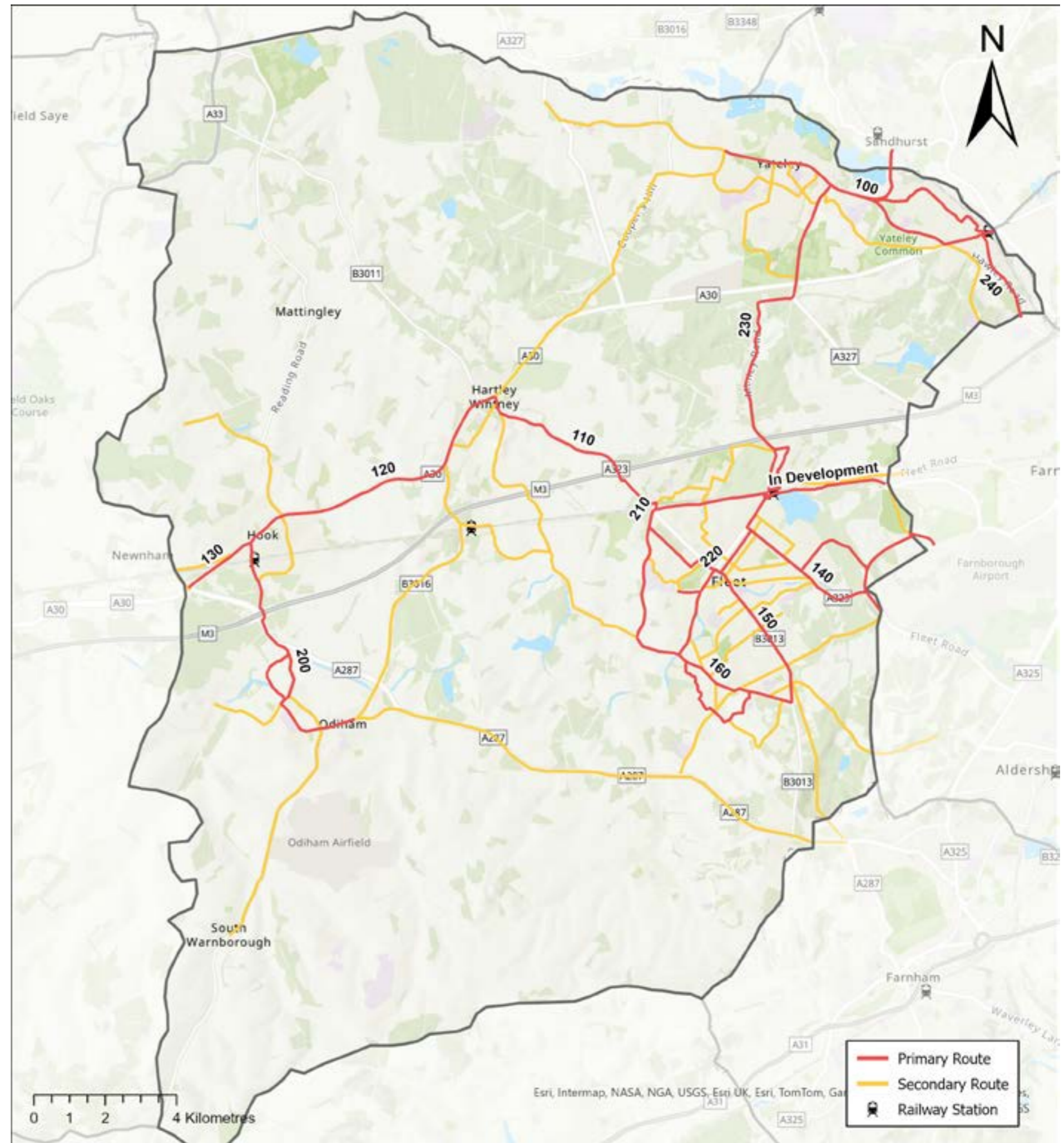
Prioritisation of Cycling Routes

The prioritisation process suggests that Route 150 should be prioritised over other routes, as it scored higher overall. Route 160 was ranked second, followed by Route 130 ranked third.

Routes 200 and 230 had the lowest scores in terms of deliverability, reflecting greater feasibility and environmental constraints.

Route 100 received low scores in the economics criteria, primarily due to low potential to attract funding and the higher cost estimate. The high cost is mainly attributed to its long length of segregated cycle track.

Route 110 performed low in terms of effectiveness, with low scores in almost all aspects within this criterion. The only exception is its 'integration with other schemes,' where it was rated as medium.



Prioritisation of Core Walking Zones

The table below presents the results of the CWZ prioritisation process, with scores across three priority categories and their final ranking based on the overall score.

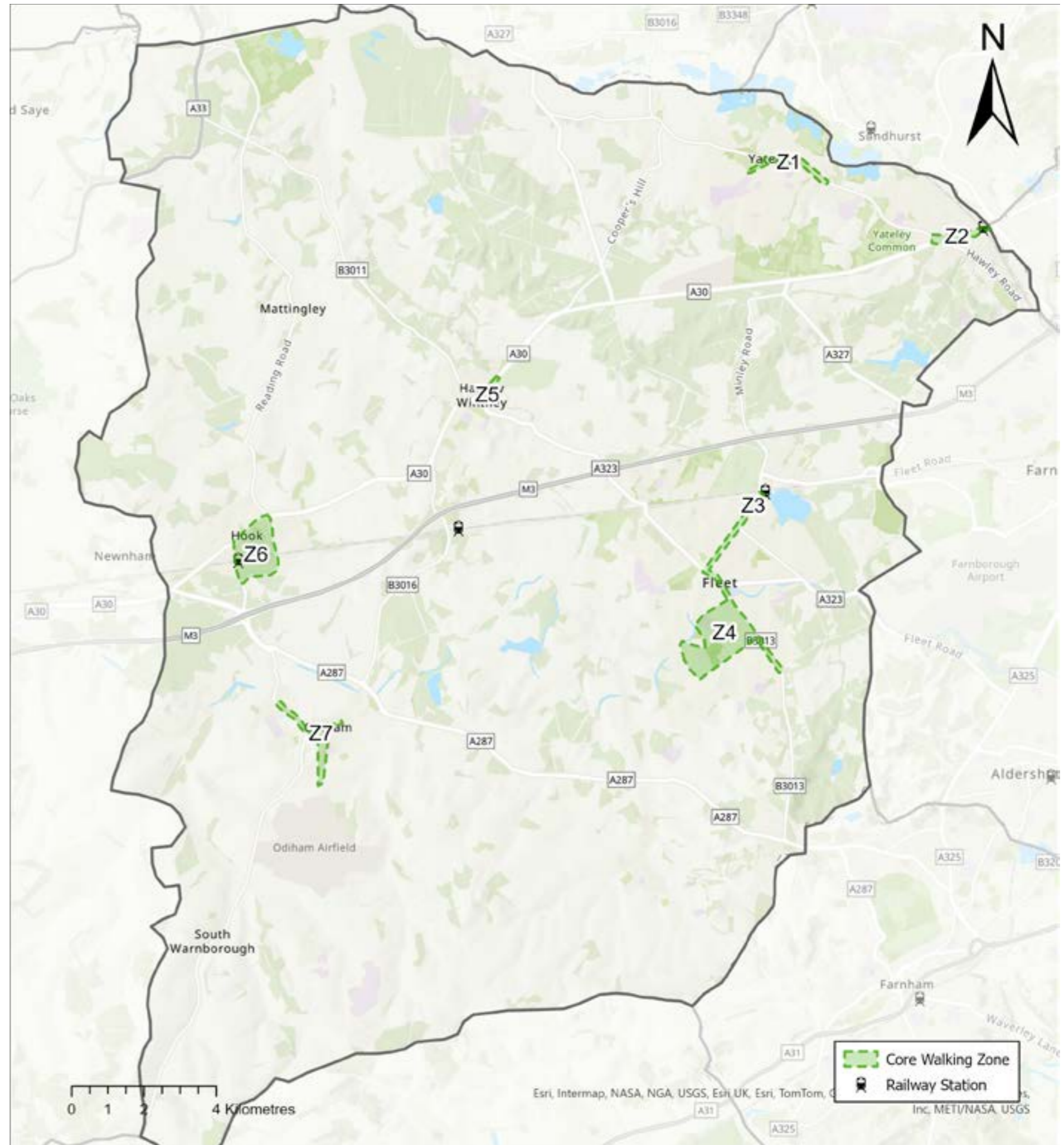
Core Walking Zone	Normalised Priority Scores			Overall Score	Ranking
	Effectiveness	Policy	Economics		
	33%	33%	33%		
Core Walking Zone Z6	67%	63%	83%	71.1%	1
Core Walking Zone Z3	73%	50%	83%	68.9%	2
Core Walking Zone Z4	67%	57%	83%	68.9%	2
Core Walking Zone Z1	53%	50%	67%	56.7%	3
Core Walking Zone Z7	33%	63%	67%	54.4%	4
Core Walking Zone Z5	33%	50%	67%	50.0%	5
Core Walking Zone Z2	47%	57%	33%	45.6%	6

Prioritisation of Core Walking Zones

The prioritisation process suggests that Z6 should be prioritised over other CWZ, as it scored higher overall. Z3 and Z4 were ranked second, followed by Z1 and Z7 which ranked third and fourth, respectively.

CWZ Z2, Z5 and Z7 scored low in terms of effectiveness, with low scores in the following criteria: “road safety”, “air quality impact”, “integration with other schemes” and “safe routes to school”.

CWZ Z2 also received low scores in the economics criteria, primarily due to its limited potential to attract funding and a higher cost estimate. The higher cost is primarily attributed to a major roundabout re-design (Recommendation Z2.2).



Section Four - Route/Zone Audits

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4.1 Introduction

Once the network of proposed cycling routes and walking zones was established, each route and zone was audited by an experienced member of the project team. Recommendations are made up of interventions which could bring those routes and zones up to the standard required to enable more walking and cycling in the local area. The recommendations for each are set out in the following section of this report. These were included in the consultation draft LCWIP and reviewed and amended as appropriate based on consultation feedback.

Issues are identified at specific locations on routes and in zones, with recommendations proposed by the auditor which respond to the identified issues. These recommendations give an indication of the type of measure likely to be required to bring a route or zone up to the desired standard rather than as a prescriptive list of measures that will be included when a scheme is brought forward. This helps understand the scale of change needed and provides a starting point for development of new schemes. Significant further community engagement and feasibility assessment will form part of the development of each route/zone as they are brought forward and changes may be made to route alignments and the package of specific interventions included based on this later more in-depth analysis work.

Any of the interventions identified in the core walking zones or cycle routes could be implemented in part, in full or not at all depending on the availability of different funding streams.

4.2 Walking Audits - Core Walking Zones

Core Walking Zones

Seven core walking zones were identified in Hart district, based on clusters of pedestrian trip generators and attractors, including district and service centres.

Core Walking Zones:

- Z1: Yateley
- Z2: Blackwater
- Z3: Fleet town centre
- Z4: Church Crookham
- Z5: Hartley Wintney
- Z6: Hook
- Z7: Odiham

Common themes across all areas include: narrow footways, large junctions and roundabouts with limited or no pedestrian crossing provision, and lack of pedestrian priority at side roads.

Recommended interventions are outlined on the following pages, incorporating infrastructure improvements described in the 'Walking Interventions Toolkit' on the following page. The recommendations are indicative, subject to detailed feasibility and design work and stakeholder engagement.



Walking interventions toolkit

All images provided by Sustrans unless otherwise noted.



Dropped kerbs with tactile paving

Necessary to create inclusive, accessible crossing points for pedestrians.

Controlled crossings



Zebra crossing

Pedestrian priority crossing requiring motorists to give way to pedestrians.



Parallel crossing

Similar to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing.



Continuous footway

Continuous footways extend across side roads at the same level and use paving consistent with footway, pedestrians have priority over motor vehicles.



Signalised crossing

Signal-controlled crossings comprising either a Pelican/Puffin for pedestrians or a Toucan which can be shared between pedestrians and cyclists.



Raised table

Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction.



Drop speed zones

Lower speed limit zones create safer environments for all. May need to be combined with infrastructure and enforcement changes to ensure compliance.



Tighten junction radii

Tightening the turning radii at side roads reduces vehicle turning speeds and makes it easier and shorter for people to cross on foot.



Wayfinding

Providing signage with key destinations helps improve the legibility of the pedestrian network.



Public realm improvements

Adding green infrastructure such as planters, rest areas, secure cycle parking and other placemaking interventions creates a more welcoming environment for pedestrians.



Traffic calming

Measures to create slower speed environments can include build-outs, road humps, chicanes and planters.



Modal filter

A bollard or planter in the carriageway which people can travel past by walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.

Z1. Yateley core walking zone

Zone description

Yateley is a primary local service centre, and is a district retail centre. The Yateley core walking zone (CWZ) is defined by the area encompassing Reading Road/B3272 and eastern side of Yateley Green which extends from the junction of Firgrove Road and School Lane (Southern side of Yateley Green) to beyond the point that Cricket Hill Lane meets Reading Road/B3272.

It encompasses Yateley Green space, residential areas and a series of shopping parades extending east to Cricket Hill Lane. The zone offers grocery shops, pubs, car parks and local shops such as estate agents.

Yateley CWZ links with cycle routes 100 and 230.

Existing conditions

Reviewing interventions to improve pedestrian priority and to enable a reduction in vehicle dominance along the B3272 will enhance the experience offered to visitors and residents of Yateley.

Footways of adequate width are mostly provided through the Yateley CWZ. There is a general need for improved pedestrian crossing facilities and pedestrian priority at side roads.

Barriers to walking

- Wide junction mouths at side roads make it hard for people on foot to cross as it allows high vehicle turning speeds and longer crossing distances.
- Lack of safe crossing facilities at key junctions, e.g. roundabout at east end of zone
- Lack of safe crossing facilities along Reading Road
- Lack of rest points

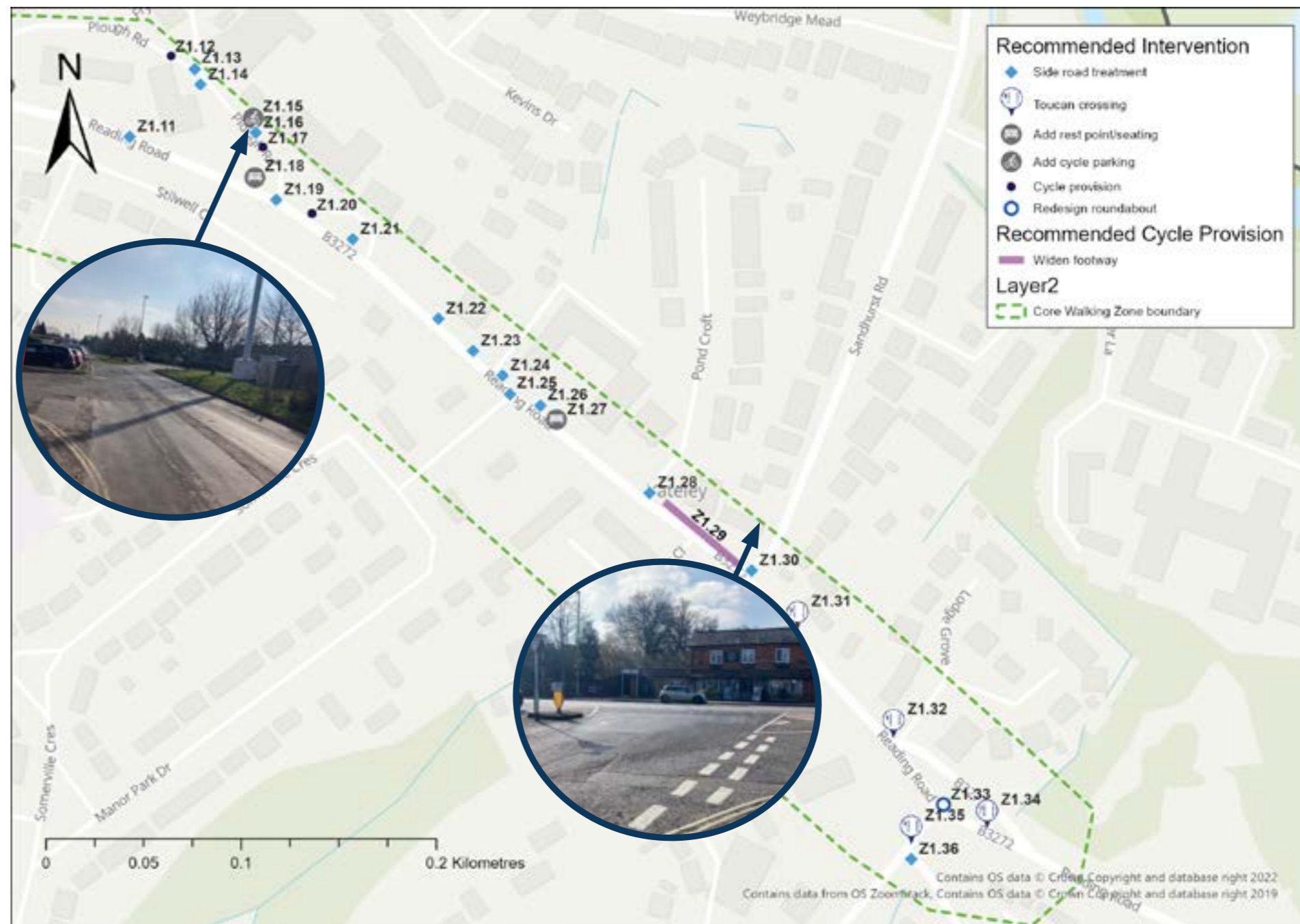


Intervention Number	Issue	Recommendation
Z1.1	Wide junction mouth at side road	Whilst this junction already has a raised table, it could be improved by tightening the kerb radii on School Lane to help reduce vehicle speeds.
Z1.2	Lack of rest points; Opportunity to improve the public realm	Opportunity to add seating and greenery at Firgrove Road/School Lane junction.
Z1.3	Street clutter	Consider removing existing guardrail at Firgrove Road/School Lane junction.
Z1.4	Barrier restricts legitimate access	Consider removing or redesigning barriers to improve accessibility.
Z1.5	Poor/no crossing facilities at junction	Investigate feasibility of installing Zebra crossing on eastern arm of roundabout, subject to safety checks.
Z1.6	Poor/no crossing	Conduct study to determine if controlled crossing warranted - to connect PROW with Mill Lane.
Z1.7	Wide junction mouth at side road	Tighten kerb radii significantly at Mill Lane.
Z1.8	Inadequate footway width	Investigate opportunities to widen footway - may require reallocating space from carriageway.
Z1.9	Poor/no crossing; Lack of pedestrian priority across junction mouth	Add signalised pedestrian crossing to cross Reading Road. Additionally tighten kerb radii on Plough Road and consider a continuous footway as part of a side road treatment to promote user accessibility
Z1.10	Lack of rest points	Consider adding seating and shelter at green space on north side of Reading Road

For recommendations Z1.1 - Z1.10 refer to map on previous page; for Z1.11 - Z1.26 refer to map on next page.

Intervention Number	Issue	Recommendation
Z1.11	Lack of pedestrian priority across junction mouth	Work with Texaco to improve crossing over their forecourt. Tighten kerb radii if possible - consider adding colour to paving to indicate pedestrian priority over turning vehicles.
Z1.12	Lack of footway	Add footway on southern side of Plough Road to fill gap to Texaco station.
Z1.13	Lack of pedestrian priority across junction mouth	Add continuous footway across Fry's Lane.
Z1.14	Lack of pedestrian priority across junction mouth	Improve pedestrian priority crossing across forecourt entrance.
Z1.15	Lack of secure destination cycle parking	Add secure cycle parking at Co-op to improve local access and rationalise street clutter
Z1.16	Lack of pedestrian priority across junction mouth	Ensure pedestrian priority over car park entrance - consider continuous footway.
Z1.17	Reduced footway width due to pavement parking	Investigate re-establishing footway with pavers or coloured painting. Consider eliminating pavement parking in this area.
Z1.18	Lack of rest points	Consider adding seating and shelter.
Z1.19	Wide junction mouth at side road	Tighten kerb radii significantly. If traffic volumes are low, consider adding continuous footway and/or a raised table.
Z1.20	Wide junction mouth at side road	Realign footway to desire line - reallocate carriageway space by tightening kerb radii as described in previous intervention point.
Z1.21	Wide junction mouth at side road	Tighten kerb radii and clarify carriageway/footway space - consider adding continuous footway or raised crossing.
Z1.22	Lack of pedestrian priority across junction mouth	Consider adding different surfacing or paving material to indicate pedestrian priority over forecourt entrance. Tighten kerb radii if possible.
Z1.23	Lack of pedestrian priority across junction mouth	Consider adding different surfacing or paving material to indicate pedestrian priority over forecourt entrance. Tighten kerb radii if possible.
Z1.24	Lack of pedestrian priority across junction mouth	Consider adding different surfacing or paving material to indicate pedestrian priority over car park entrance. Tighten kerb radii if possible.
Z1.25	Wide junction mouth at side road; Street clutter	Tighten kerb radii across Manor Park Drive and consider installing a continuous footway or raised table across the junction. Subject to further feasibility work, remove or reduce the length of guardrailling.
Z1.26	Wide junction mouth at side road	Tighten kerb radii - add pedestrian priority crossing or potentially continuous footway across shopping forecourt.

Intervention Number	Issue	Recommendation
Z1.27	Lack of rest points; Opportunity to improve the public realm	Consider adding seating or greenery along the footway in front of the shopping parade.
Z1.28	Wide junction mouth at side road	Significantly tighten kerb radii at Pond Croft. Investigate feasibility of adding continuous footway and/or raised table.
Z1.29	Opportunity to improve the public realm	Investigate feasibility of removing slip lane - convert excess carriageway space into green area with wider footways, planting, seating
Z1.30	Wide junction mouth at side road	Significantly tighten kerb radii to create shorter and safer crossing for pedestrians. If possible, add a raised table or continuous footway, in addition to a cycle priority crossing.
Z1.31	Poor/no crossing	Due to high traffic volumes, consider upgrading uncontrolled pedestrian crossing south of Sandhurst Road to a controlled crossing.
Z1.32	Poor/no crossing	Add a controlled pedestrian crossing at Lodge Grove. Following further feasibility work, it may be that only one of this and Z1.31 are required.
Z1.33	Poor/no crossing facilities at junction	Complete re-design of junction required to prioritise active travel. Close southern slip lane and repurpose to area for cycle track as well as widened footway.
Z1.34	Poor/no crossing	Add signalised pedestrian crossing.
Z1.35	Poor/no crossing	Add signalised pedestrian crossing.
Z1.36	Lack of pedestrian priority across junction mouth	Realign Potley Hill Road exit to remove slip lane.



Z2. Blackwater core walking zone

Zone description

Blackwater is a primary local service centre and a district retail centre. The Blackwater core walking zone (CWZ) is defined by the area encompassing London Road/A30 which are bordered to the west by the Reading Road and London Road junction to the east by the entry to Blackwater train station.

This zone includes supermarkets, car parks and shops on Kings Parade extending east to the train station. The Blackwater CWZ is a concentrated retail areas offering dining, shopping, entertainment, and various services focused on Green Lane junction.

Blackwater CWZ links to cycle routes 100 and 240.

Existing conditions

Reviewing interventions to enable a reduction in vehicle dominance along London Road will enhance the experience offered to visitors and residents of Blackwater Town. There is a general need for improved pedestrian crossing facilities and pedestrian priority at side roads.

Additionally, re-imagining the design of Kings Parade offers an opportunity to create an engaging and welcoming environment for people walking and cycling in Blackwater.

Barriers to walking

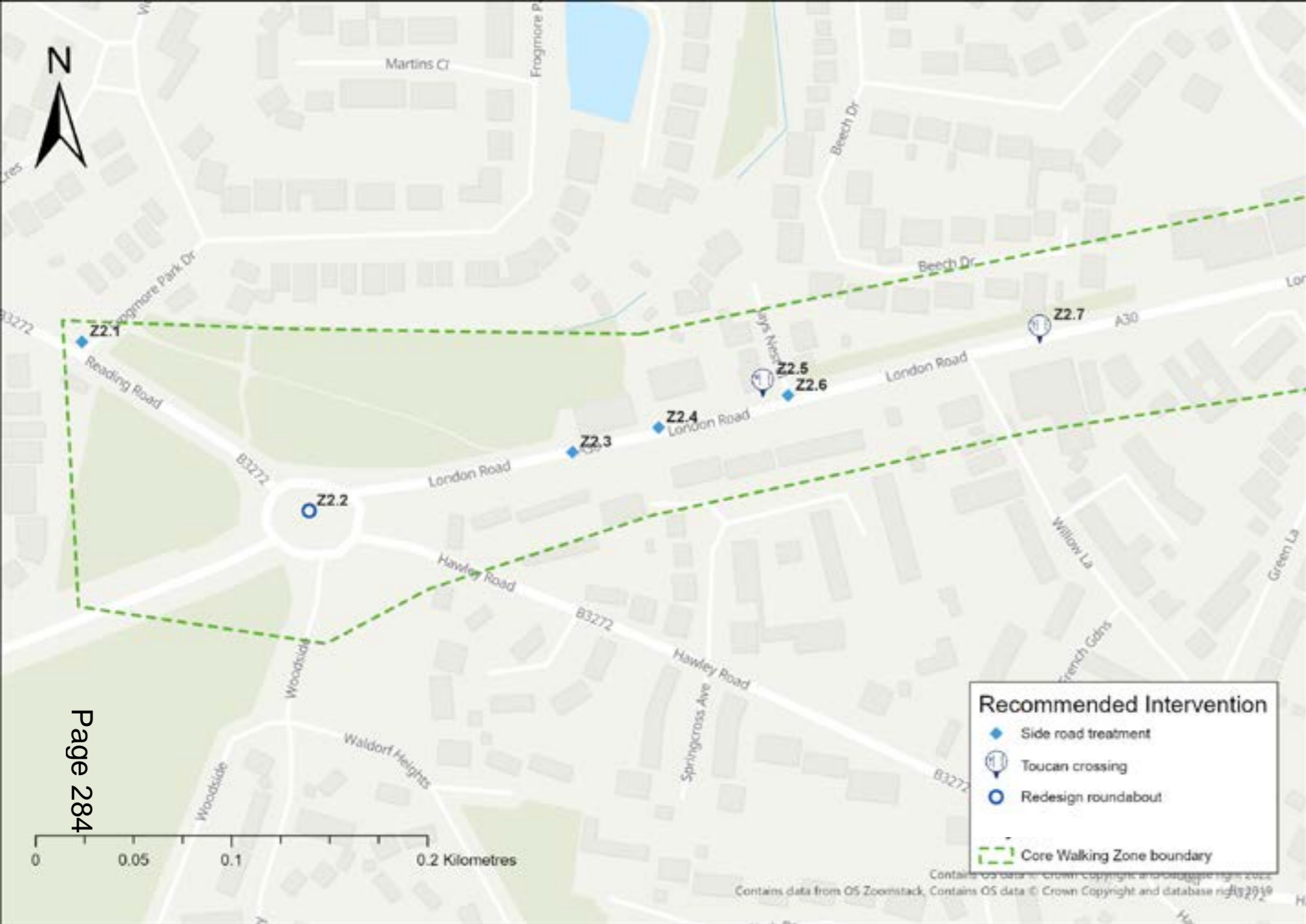
- Wide junction mouths at side roads make it hard for people on foot to cross as it allows high vehicle turning speeds and longer crossing distances.
- Lack of safe crossing facilities at key junctions, e.g. roundabout at west end of zone, Rosemary Lane / A30 crossroads
- Lack of safe crossings points of the A30



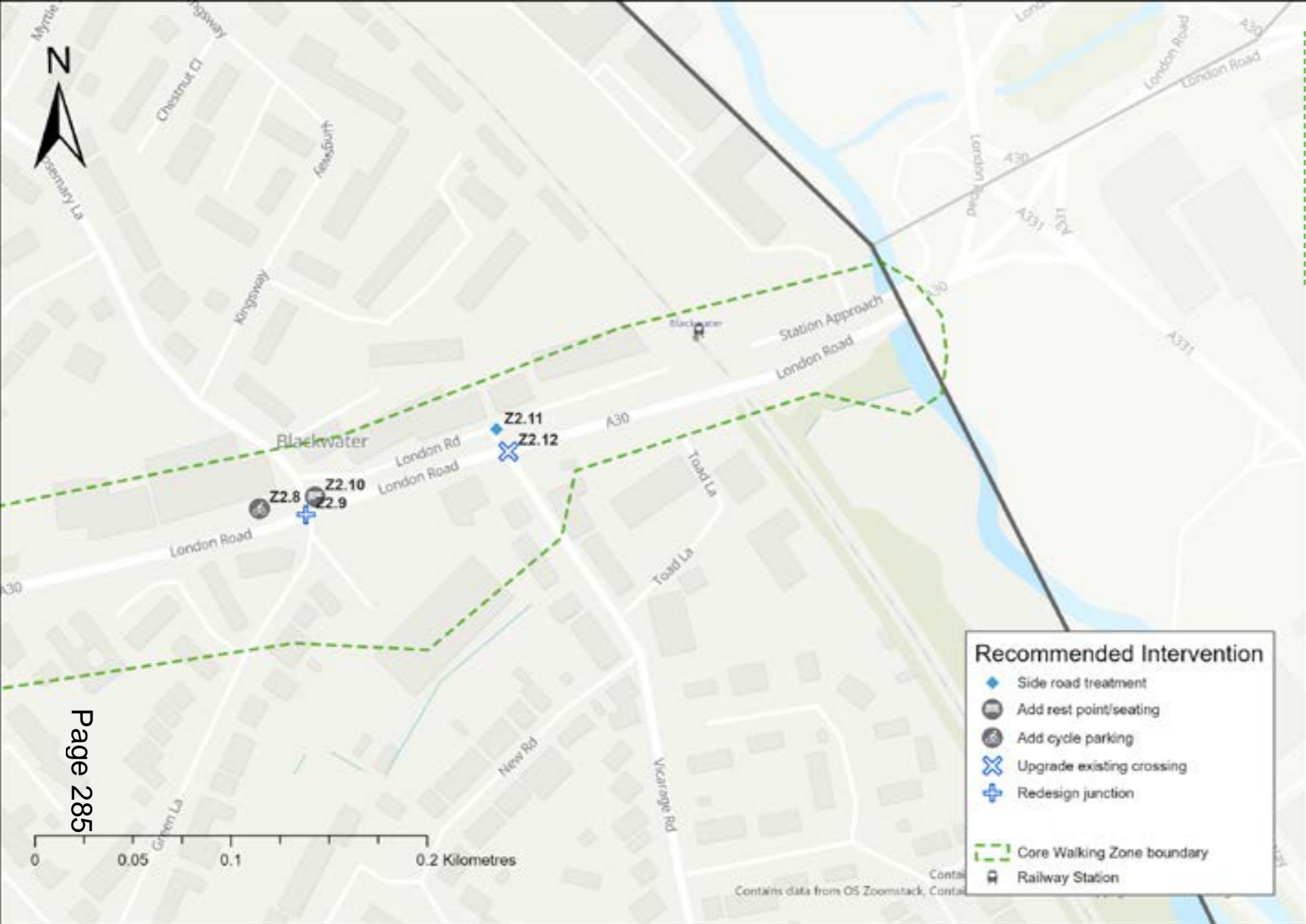
A30/Rosemary Lane junction



Car parking and some planters on Kings Parade



Intervention Number	Issue	Recommendation
Z2.1	Wide junction mouth at side road	Tighten kerb radii over Frogmore Park Drive. Investigate feasibility of adding continuous footway and/or raised table.
Z2.2	Poor/no crossing facilities at junction	Major re-design of roundabout is required to improve experience for active travel. This should include separate controlled crossings on all arms of the roundabout for cyclists and pedestrians.
Z2.3	Lack of pedestrian priority across junction mouth	Investigate feasibility of adding different surfacing or pavement to indicate pedestrian priority over station forecourt entrance.
Z2.4	Lack of pedestrian priority across junction mouth	Investigate adding different surfacing or pavement to indicate pedestrian priority across Tesco entrances.
Z2.5	Poor/no crossing	Due to high traffic volumes, consider upgrading existing uncontrolled crossing to signalised crossing.
Z2.6	Wide junction mouth at side road	Tighten kerb radii. Consider adding raised table/continuous footway across Jays Net Close
Z2.7	Poor/no crossing; Inadequate maintenance	Subject to width availability, consider upgrading existing uncontrolled crossing to signalised crossing. Additionally, consider area wide maintenance of the existing verge as parts of the footway is covered by foliage



Intervention Number	Issue	Recommendation
Z2.8	Lack of secure destination cycle parking	Add secure cycle parking near supermarket.
Z2.9	Poor/no crossing facilities at junction; Street clutter	At the A30/London Road and Rosemary Lane junction, install pedestrian crossings with timers at all arms of the junction. Consider removing guardrails to improve attractiveness.
Z2.10	Opportunity to improve the public realm	Consider re-allocating parking on Kings Parade to create a pedestrian plaza. This location would benefit from additional greenery.
Z2.11	Wide junction mouth at side road	Significantly tighten kerb radii over White Hart Parade to reduce pedestrian crossing distance if possible.
Z2.12	Poor/no crossing facilities at junction	At the A30/London Road and Vicarage Road junction, install pedestrian crossings with timers at all arms of the junction.

Z3. Fleet core walking zone

Zone description

Fleet is the main urban area and the High Street forms the main retail town centre for the Hart district. The Fleet core walking zone (CWZ) is defined as the built-up core of the town centre including Fleet Road, High Street, Crookham Road and Lea Wood Road.

This zone includes the shopping centre, council offices with the major shopping parades located on both sides of Fleet Road extending south to Crookham Road and Leawood Road where it meets the school zone.

The Fleet CWZ links to the cycle routes 150, 210 and 220.

Existing conditions

Reviewing interventions to enable a reduction in vehicle dominance along the high street will enhance the experience offered to visitors and residents of Fleet.

Footways of adequate width are provided through the whole Fleet CWZ however maintenance of surface condition could be improved. There is a general need for improved pedestrian crossing facilities and pedestrian priority at side roads.

Barriers to walking

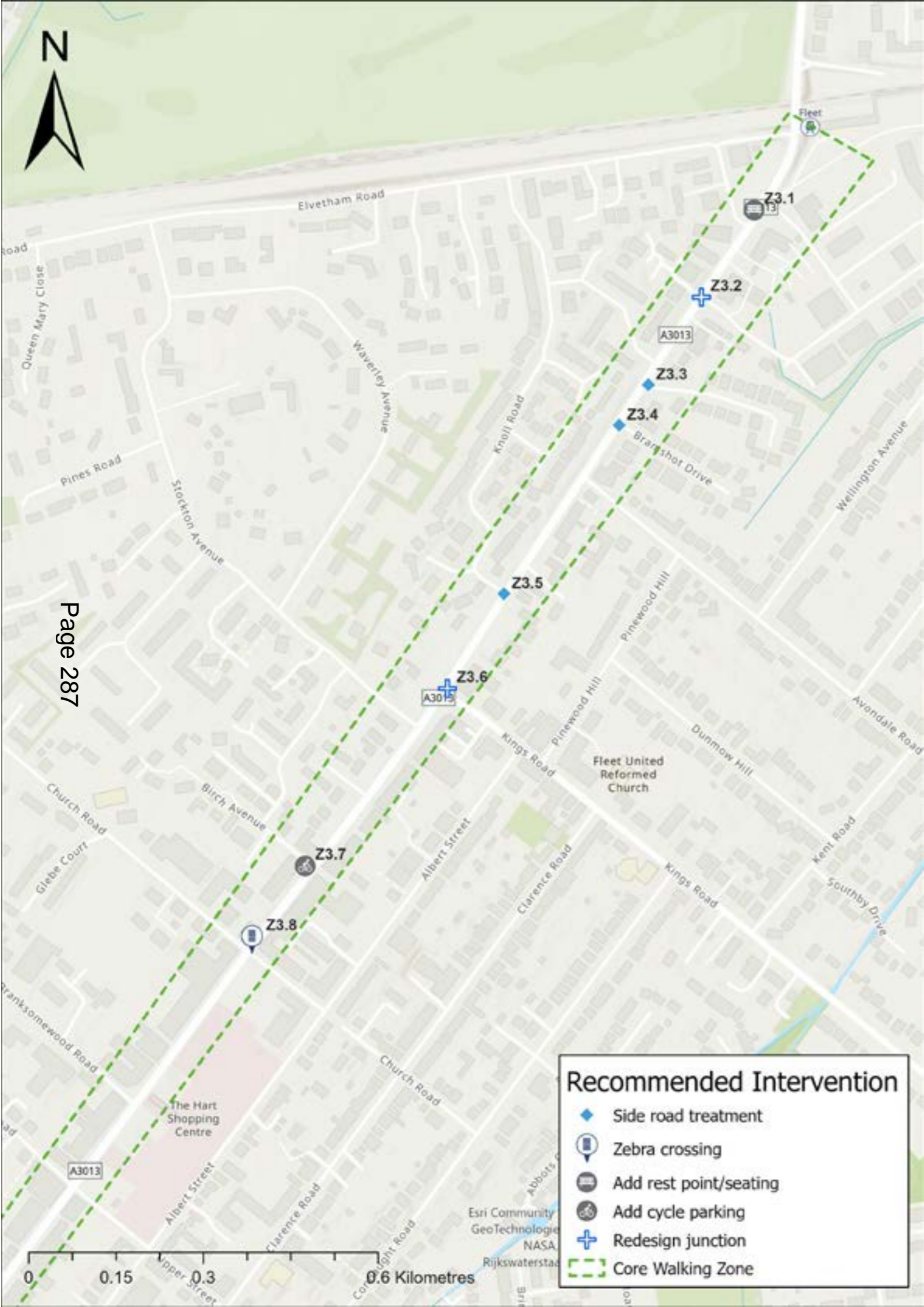
- Wide junction mouths at side roads make it hard for people on foot to cross as it allows high vehicle turning speeds and longer crossing distances.
- Lack of safe crossing facilities at key junctions, e.g. roundabout near Fleet train station
- Lack of safe crossing facilities along the length of Fleet Road
- Lack of rest points



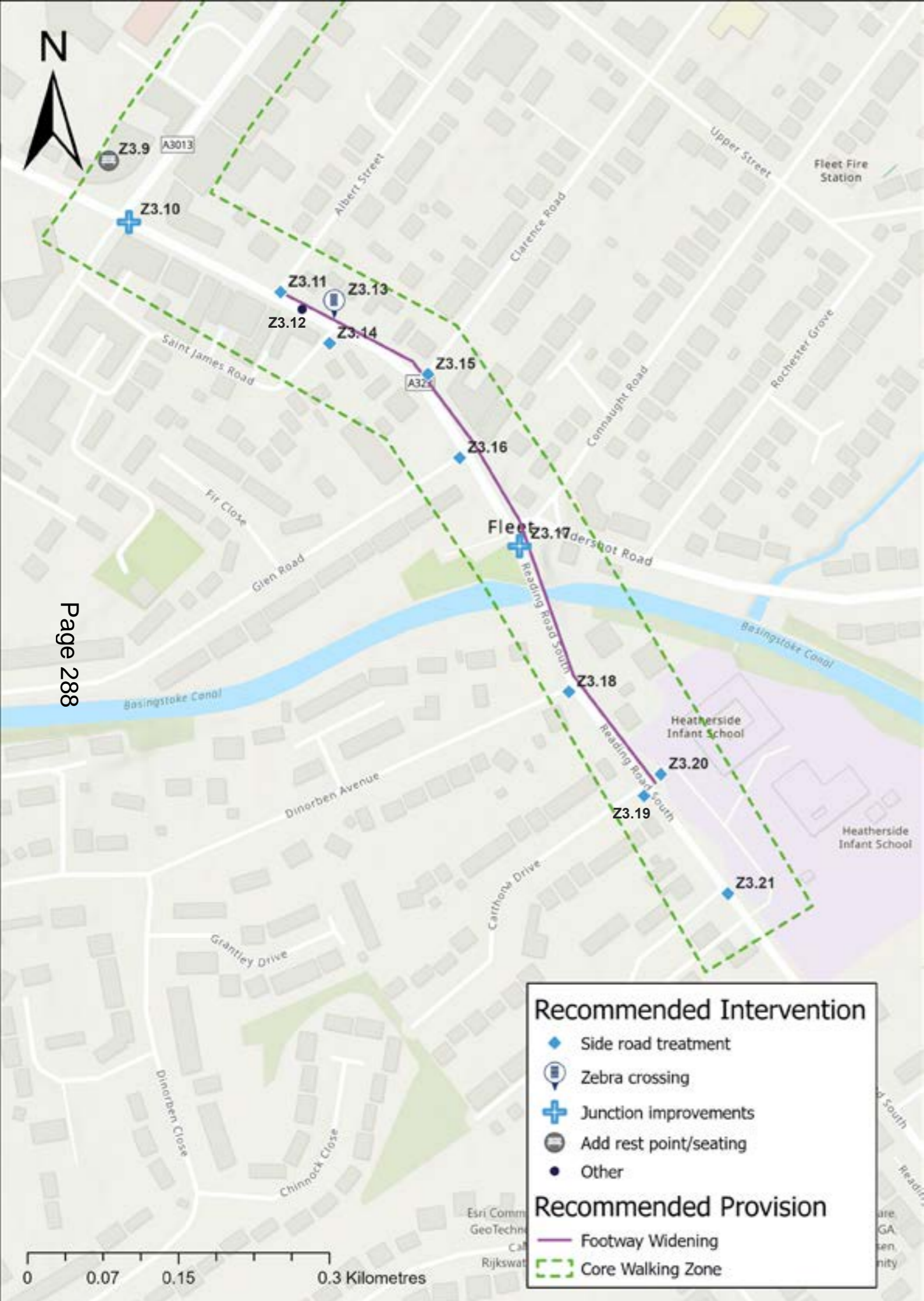
Pedestrians crossing the B3010 at Fleet Road



Fleet Road and Reading Road junction



Intervention Number	Issue	Recommendation
Z3.1	Poor/no crossing facilities at junction; Lack of rest points	Investigate the feasibility of re-designing the roundabout on Fleet Road to provide controlled crossing facilities on all arms for pedestrians and cyclists. Excess carriageway space provides an opportunity to widen footways, install seating and enhance greenery.
Z3.2	Poor/no crossing facilities at junction	Improve the Fleet Road and Bramshott Place junction, south of the Premier Inn, to include controlled pedestrian crossing facilities with pedestrian crossing buttons and countdown timers.
Z3.3	Wide junction mouth at side road	Tighten kerb radii where Darset Avenue meets Fleet Road.
Z3.4	Wide junction mouth at side road	Tighten kerb radii where Bramshot Drive meets Fleet Road.
Z3.5	Wide junction mouth at side road	Tighten kerb radii, at the junction where Knoll Road meets Fleet Road.
Z3.6	Poor/no crossing	Install pedestrian signals with countdown timers at all arms of the junction of Fleet Road/B3010.
Z3.7	Lack of secure destination cycle parking	Install secure cycle parking to enable access by sustainable transport.
Z3.8	Poor/no crossing	Consider adding controlled crossing over Church Road, near the junction with Fleet Road to improve access from this important walking route to and from Fleet town centre.



Intervention Number	Issue	Recommendation
Z3.9	Lack of rest points; Lack of wayfinding	Add a bench outside shops at the Fleet Road - Crookham Road junction. Also, add signs to improve wayfinding at junction.
Z3.10	Poor/no crossing facilities at junction	In conjunction with cycling improvements, re-design junction to include pedestrian signals, countdown timers and reallocate carriageway space to include wider footways and an improved public realm.
Z3.11	Wide junction mouth at side road	Tighten kerb radii where Albert Street meets Reading Road South. Investigate the feasibility of installing a continuous footway over this side road.
Z3.12	Inadequate footway width	There are sections of narrow footway along Reading Road South, particularly at bus stops. Investigate the feasibility of widening the footways, ensuring a width of at least 2m, by cutting into the verge or by using carriageway space where possible. Note that there are areas along the road, such as near Heatherside School, where there are possible width constraints.
Z3.13	Poor/no crossing	Consider upgrading the current uncontrolled crossing near Albert Street to a controlled crossing, subject to analysis of traffic data.
Z3.14	Lack of pedestrian priority across junction mouth	Investigate the feasibility of installing a continuous footway over St James Road.
Z3.15	Lack of pedestrian priority across junction mouth	Investigate the feasibility of installing a continuous footway over Clarence Road.
Z3.16	Wide junction mouth at side road	Tighten the kerb radii where Glen Road meets Reading Road South. Consider bringing the existing raised table forward, closer to the junction with Reading Road South, to better cater to the crossing desire line.
Z3.17	Poor/no crossing facilities at junction	Investigate the feasibility of tightening the Aldershot Road and Reading Road South junction. Install crossing facilities with pedestrian and cyclist priority at all junction arms, and consider re-allocating excess carriageway space to widen the footways.
Z3.18	Wide junction mouth at side road	Tighten the kerb radii on Dinorben Avenue to reduce pedestrian crossing distance.
Z3.19	Wide junction mouth at side road	Tighten the kerb radii on Carthona Drive to reduce pedestrian crossing distance.
Z3.20	Lack of pedestrian priority across junction mouth	Consider tightening the kerb radii and installing a raised table or continuous footway over Heatherside Junior School driveway entrance.
Z3.21	Wide junction mouth at side road	Tighten the kerb radii on Lyndford Terrace, and consider moving the raised table closer to the junction with Reading Road South, to meet the crossing desire line.

Z4. Church Crookham core walking zone

Zone description

Church Crookham, in association with Fleet and Elvetham Heath, forms the main urban area in Hart district. The Church Crookham core walking zone (CWZ) focuses on Reading Road South and its connection to Court Moor Secondary School.

This zone includes residential areas and green spaces located along Reading Road South and Award Road.

The zone provides a key link for access to Church Crookham centre and includes popular walking routes to Court Moor School from Coxheath Road and Greenways.

Church Crookham CWZ links to the cycle routes 150 and 160.

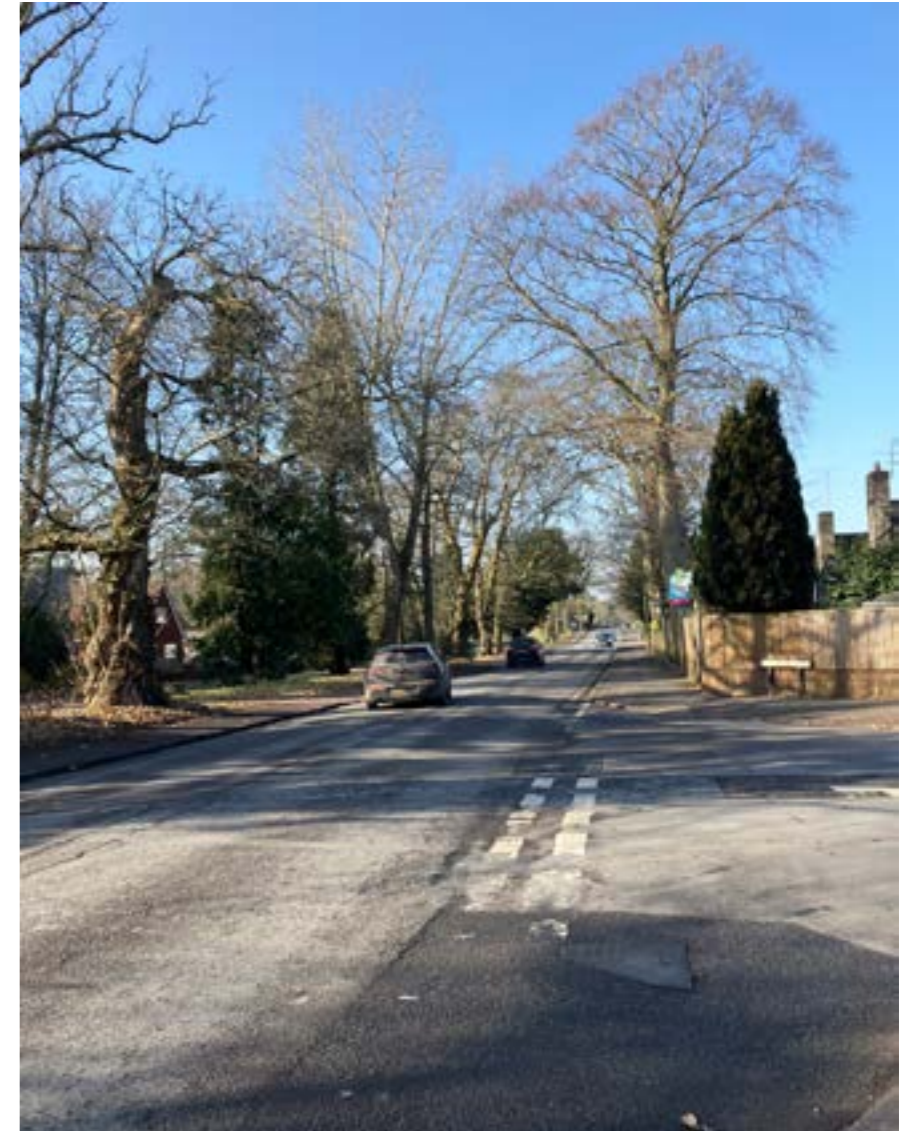
Existing conditions

Reviewing interventions to improve pedestrian priority and reduce traffic dominance at key locations in the zone will enhance the experience offered to visitors and residents of Church Crookham.

Footway width and condition is generally adequate across Church Crookham. There is a general need for improved pedestrian priority at side roads.

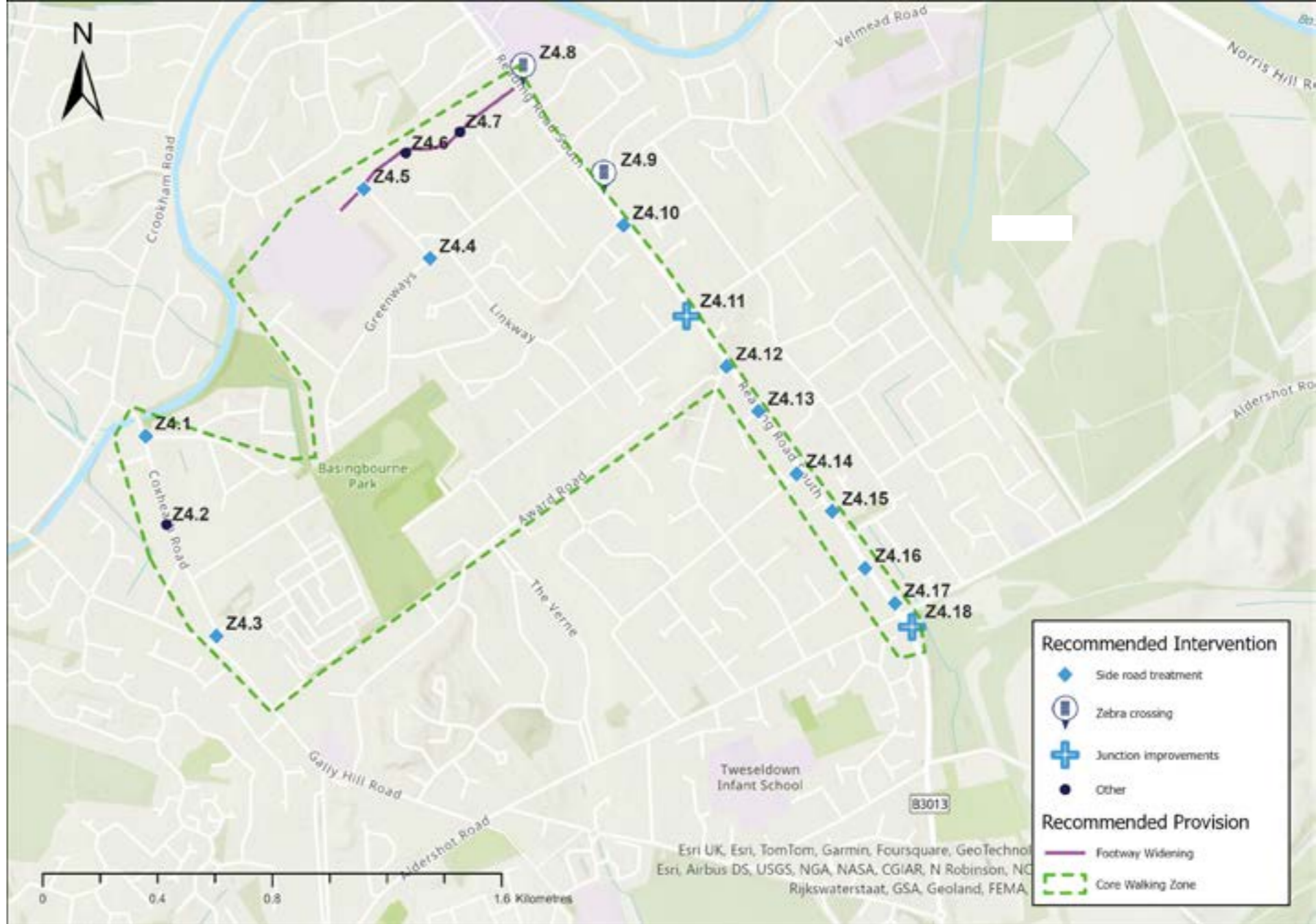
Barriers to walking

- Wide junction mouths at side roads make it hard for people on foot to cross as it allows high vehicle turning speeds and longer crossing distances.
- Lack of safe crossing facilities at key junction, e.g. roundabout in south east corner of CWZ
- Lack of footway in limited locations
- Pavement parking in certain locations



Reading Road South at Velmead Road

Z4.1	Wide junction mouth at side road	Tighten turning radii over Wickham Road. Consider installing raised table or continuous footway if possible.
Z4.2	Lack of footway	Missing footway on western side of Coxheath Road from Copse Lane to Basingstoke Canal Bridge. There appears to be space within the highway boundary to install a 2m footway. Would improve accessibility of existing bus stops.
Z4.3	Wide junction mouth at side road	Tighten turning radii at Coxheath Road at Gally Hill Road to shorten pedestrian crossing distance.
Z4.4	Wide junction mouth at side road	Tighten kerb radii on Beech Ride at Spring Woods. Add dropped kerbs at a minimum. Consider installing continuous footway or raised table.
Z4.5	Wide junction mouth at side road	Tighten kerb radii on Beech Ride. Add dropped kerbs at a minimum. Consider installing continuous footway or raised table.
Z4.6	Busy school area	Consider potential for a school zone around Courtmoor School
Z4.7	Reduced footway width due to pavement parking	Ban pavement parking on Spring Woods/ Castle Street. Pavement parking and narrow carriageway due to cars parked on both sides severely limits visibility and safety for non-motorised users.
Z4.8	Poor/no crossing; Wide junction mouth at side road	Install a Zebra crossing over B3013 near Castle Street, for those crossing over to and from Court Moor School. Additionally, consider reducing the junction radii at the Castle Street junction
Z4.9	Poor/no crossing	Install a zebra crossing over B3013 near Velmead Road. This may be helpful for those travelling to Fleet Infant School and Velmead Junior School.
Z4.10	Wide junction mouth at side road	Tighten turning radii on Longmead Road to reduce pedestrian crossing distance.
Z4.11	Lack of pedestrian priority across junction mouth	Investigate feasibility of installing a raised table across the staggered junction of Basingbourne Road/ Reading Road South and Florence Road
Z4.12	Wide junction mouth at side road	Tighten turning radii at Rounton Road to reduce pedestrian crossing distance.



Intervention Number	Issue	Recommendation
Z4.13	Wide junction mouth at side road	Tighten turning radii to reduce pedestrian crossing distance at Vivian Close.
Z4.14	Wide junction mouth at side road	Tighten turning radii on Ryelaw Road.
Z4.15	Wide junction mouth at side road	Tighten turning radii on Sian Close.
Z4.16	Wide junction mouth at side road	Tighten turning radii on Compton Road.
Z4.17	Potential for vehicle conflict	Introduce right turn ban from petrol station exit.
Z4.18	Poor/no crossing facilities at junction	Investigate feasibility of installing controlled crossings at junction arms.

Z5. Hartley Wintney core walking zone

Zone description

Hartley Wintney is a secondary local service centre and a local retail centre. The Hartley Wintney core walking zone (CWZ) is defined by the area encompassing High Street/A30 which is bordered to the south by the Hartley Wintney Commons nature reserve to the north by the Hartley Wintney Golf Club junction where London Road and High Street merge.

This CWZ is a concentrated retail area offering eating, shopping and services located on both sides of High Street.

Hartley Wintney CWZ links to the cycle routes 110 and 120.

Existing conditions

Reviewing interventions to improve pedestrian priority and reduce traffic dominance at key locations in the zone will enhance the experience offered to visitors and residents of Hartley Wintney.

The majority of the High Street already includes wide footways, seating and greenery, as well as cycle parking, however there are opportunities to improve the public realm and pedestrian priority at side roads.

Barriers to walking

- Wide junction mouths at side roads make it hard for people on foot to cross as it allows high vehicle turning speeds and longer crossing distances.
- Opportunity to improve the walking environment at the north east end of the CWZ



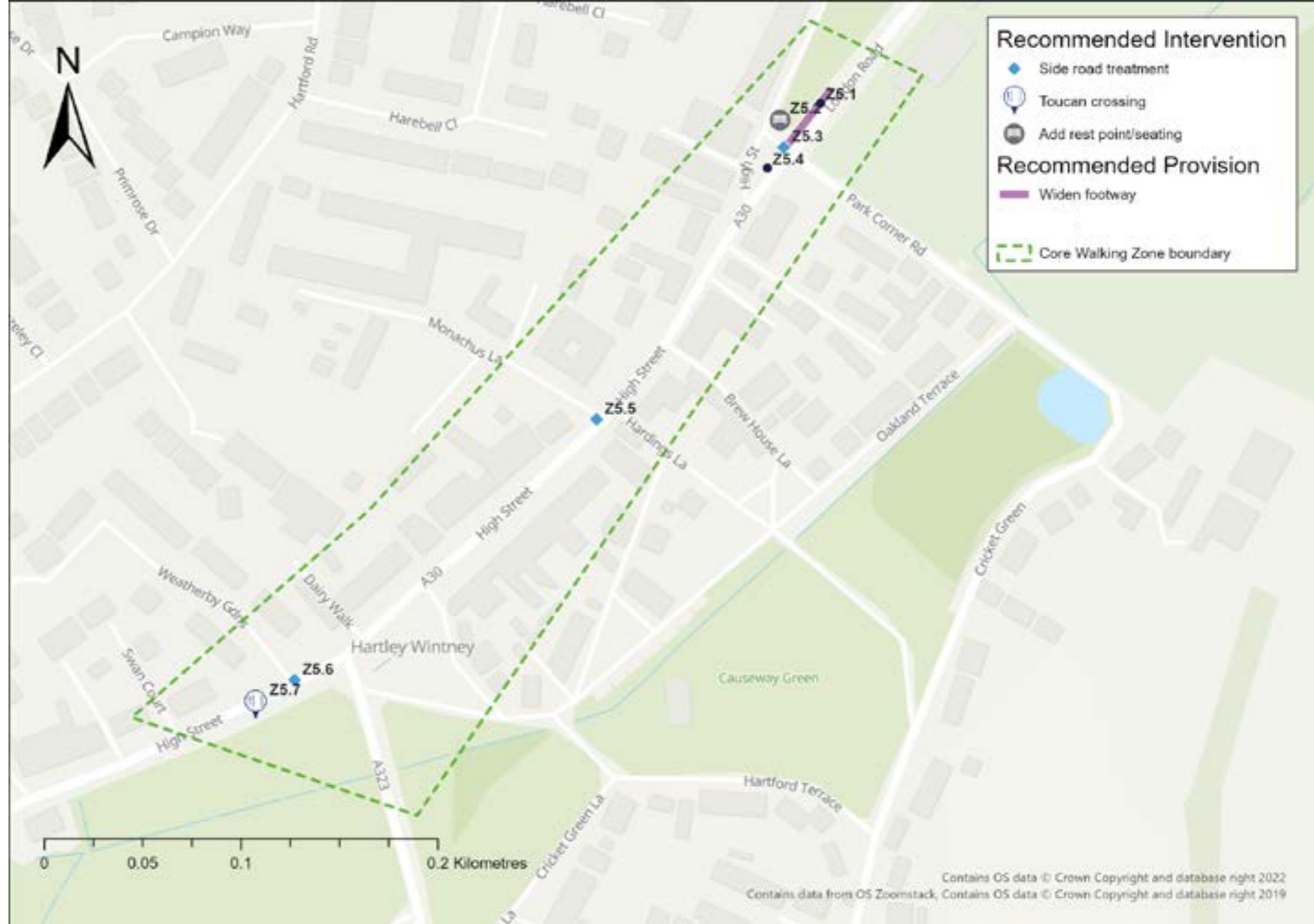
Hartley Wintney High Street



High Street, Fleet Road roundabout

Z5.1	Inadequate footway width	Widen existing footway on London Road (A30) to 2m minimum, and continue this widening to reach Hartfordbridge
Z5.2	Lack of rest points	Add seating.
Z5.3	Opportunity to improve the public realm	Evaluate feasibility of removing one of the access roads onto Hunts Common to reduce vehicle dominance. Only one 'slip road' is needed.
Z5.4	Inadequate footway width	Widen existing footway to 2m minimum.
Z5.5	Lack of pedestrian priority across junction mouth	Consider adding raised table or continuous footway across Monachus Lane.
Z5.6	Lack of pedestrian priority across junction mouth	Tighten kerb radii and consider installing raised table or continuous footway across Weatherby Gardens
Z5.7	Poor/no crossing	Investigate upgrading existing uncontrolled crossing to signalised pedestrian crossing.

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Z6. Hook core walking zone

Zone description

Hook is a primary local service centre, and is a retail district centre. The proposed core walking zone includes the railway station, schools and retail in the west of the zone, including a supermarket and pubs. It also includes important employment and business sites located in the south of the zone.

The Hook core walking zone (CWZ) focuses on access from and across the boundary roads: London Road, B3349, and Station Road.

This CWZ is bordered by Primary and Secondary Cycle Routes - routes 120, 130 and 200 - therefore some recommendations for pedestrian improvements are also included in the cycle route recommendations.

Existing conditions

There is a general lack of safe, controlled crossing points of the boundary roads which creates severance for local communities and people on foot. There is also a lack of pedestrian priority across junction mouths. Footways in much of the zone should be widened to meet minimum desirable widths.

While not fully within the core walking zone, consultation feedback highlighted Griffin Way North, which has a high speed limit and lack of controlled crossings. To maximise the benefits from the measures included in the CWZ, this issue should also be addressed.

Reviewing interventions to improve pedestrian priority and reduce severance will enhance the experience offered to visitors and residents of Hook.

Barriers to walking

- Wide junction mouths at side roads make it hard for people on foot to cross as it allows high vehicle turning speeds and longer crossing distances.
- Lack of safe crossing facilities at key junctions, e.g. roundabouts in each corner of the CWZ
- Lack of safe crossing facilities across the primary roads
- Lack of rest points
- Consultation feedback highlighted generally poor lighting on key routes in Hook, for which further work is required to identify areas for upgrades.



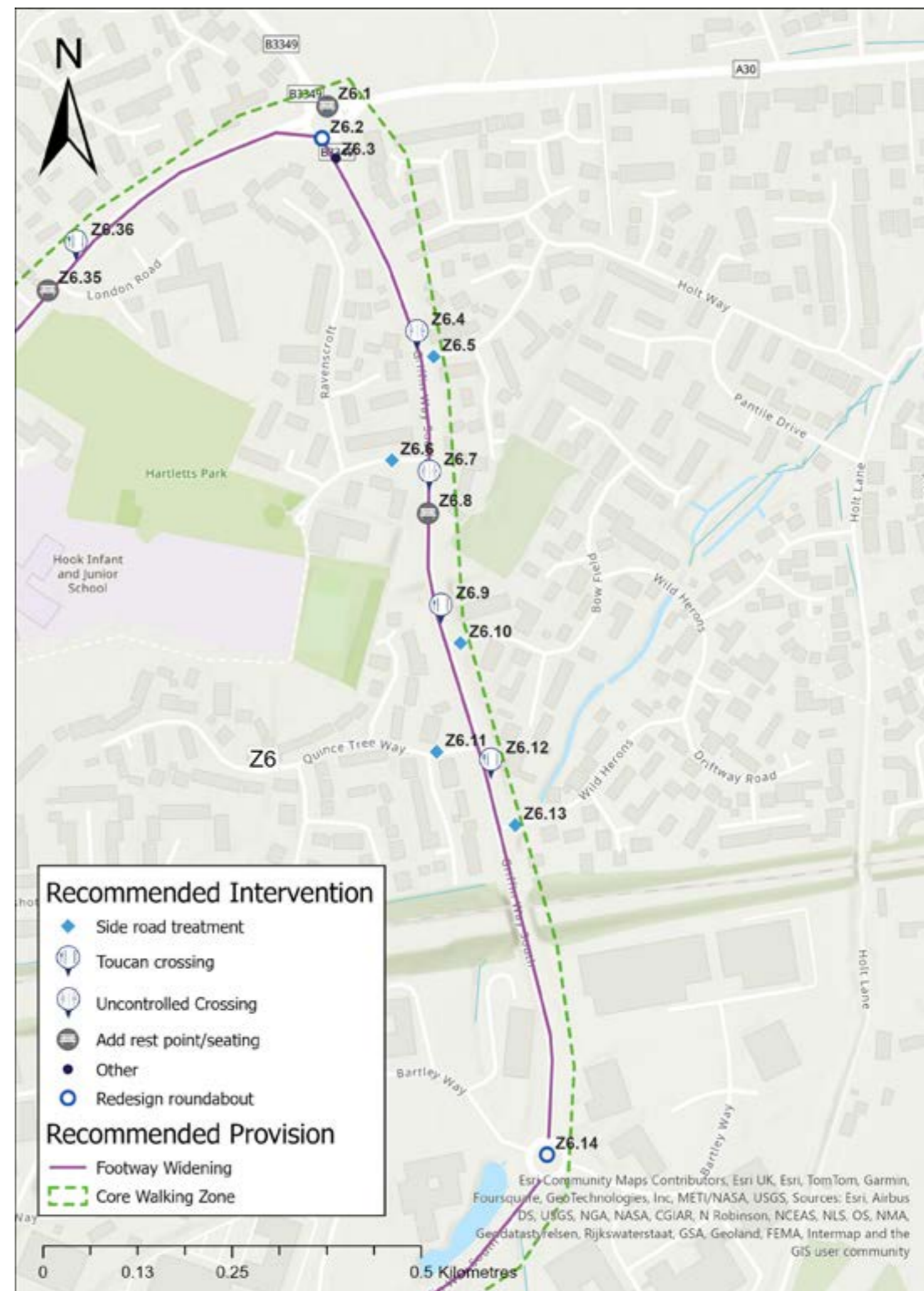
Station Road/London Road roundabout, Hook



Station Road, Hook

Intervention Number	Issue	Recommendation
Z6.1	Lack of rest points	Provide resting / seating facilities at the B3349 and A30 roundabout
Z6.2	Poor/no crossing facilities at junction	Investigate the feasibility of upgrading the B3349 and A30 roundabout to provide crossing facilities on all roundabout arms that prioritise pedestrians and cyclists
Z6.3	Inadequate footway width	Widen the footway on both sides of the B3349 to 2m minimum by using the existing verge space and/or excess carriageway space if necessary
Z6.4	Poor/no crossing	Investigate the feasibility of installing an uncontrolled crossing in place of the traffic island over the B3349, north of Four Acre Coppice (note that a Toucan crossing is present approximately 50m away)
Z6.5	Wide junction mouth at side road	Tighten turning radii to shorten pedestrian crossing distance over Four Acre Coppice
Z6.6	Wide junction mouth at side road	Tighten turning radii to shorten pedestrian crossing distance over Ravenscroft
Z6.7	Poor/no crossing	Investigate the feasibility of installing an uncontrolled crossing in place of the traffic island over the B3349 south of Ravenscroft
Z6.8	Lack of rest points	Provide more resting / seating facilities on green verges along the B3349
Z6.9	Poor/no crossing	Consider upgrading the current uncontrolled crossing to a Toucan or Zebra crossing, subject to analysis of traffic data
Z6.10	Wide junction mouth at side road	Tighten turning radii to shorten pedestrian crossing distance over Bow Field
Z6.11	Wide junction mouth at side road	Tighten turning radii to shorten pedestrian crossing distance over Quince Tree Way
Z6.12	Poor/no crossing	Consider upgrading the current uncontrolled crossing south of Quince Tree Way to a Toucan or Zebra crossing, subject to analysis of traffic data
Z6.13	Wide junction mouth at side road	Tighten turning radii to shorten pedestrian crossing distance over Wild Herons
Z6.14	Poor/no crossing facilities at junction	Investigate the feasibility of upgrading the Griffin Way South (B3349) roundabout to provide crossing facilities that prioritise pedestrians. For example, consider installing controlled crossing facilities on all roundabout arms and install wayfinding signage

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Intervention Number	Issue	Recommendation
Z6.15	Wide junction mouth at side road	Tighten turning radii to shorten pedestrian crossing distance over Bartley Way
Z6.16	Poor/no crossing	Consider upgrading the current uncontrolled crossing west of Bartley Way to a Toucan or Zebra crossing, subject to analysis of traffic data
Z6.17	Poor/no crossing	Consider upgrading the current uncontrolled crossing east of the Griffin Way South and Station Road roundabout to a Toucan or Zebra crossing, subject to analysis of traffic data
Z6.18	Lack of rest points	Provide resting / seating facilities on at Griffin Way South and Station Road roundabout
Z6.19	Poor/no crossing	Consider installing a Zebra crossing across Station Road, subject to analysis of traffic data
Z6.20	Lack of pedestrian priority across junction mouth	Consider installing a raised table or continuous footway over Hook Road
Z6.21	Inadequate footway width	Note that there are narrow sections of footway along Station Road, with highway width constraints. Investigate the feasibility of cutting into the verge to widen the footway where necessary to at least 2m minimum. Landownership and/or ecological constraints may be present
Z6.22	Lack of rest points	Add seating, shelter and bins at both bus stops near Berry Court. Note that there are width constraints, however, investigate the feasibility of cutting into the verge
Z6.23	Wide junction mouth at side road	Tighten turning radii to shorten pedestrian crossing distance over Osborn Way
Z6.24	Wide junction mouth at side road	Tighten turning radii to shorten pedestrian crossing distance over Rawlings Road
Z6.25	Poor/no crossing	Install a Toucan or Zebra crossing over Station Road, north of the Tesco car park entrance, subject to analysis of traffic data
Z6.26	Lack of rest points	Add seating, shelter and bins at the bus stop south of Raven Road
Z6.27	Wide junction mouth at side road	Tighten turning radii over Bell Meadow Road. Consider installing a continuous footway, subject to analysis of traffic data
Z6.28	Poor/no crossing	Consider installing a Zebra crossing over Station Road. Further traffic counts may be necessary, however, note that traffic calming measures are already in place in some sections, near Bell Meadow Road

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Intervention Number	Issue	Recommendation
Z6.29	Poor/no crossing facilities at junction	Investigate the feasibility of redesigning the Station Road and London Road (A30) roundabout to make it more pedestrian friendly. For example, install controlled crossing facilities at roundabout arms, and add resting points and wayfinding signage
Z6.30	Poor/no crossing	Install a parallel crossing over London Road (A30)
Z6.31	Wide junction mouth at side road	Tighten turning radii over Reading Road, and consider installing a continuous footway or raised table
Z6.32	Lack of pedestrian priority across junction mouth	Install a continuous footway over the Shell and Texaco petrol station entrances
Z6.33	Inadequate footway width	There are sections of narrow footway on London Road, particularly near the petrol stations. Explore options to widen the footway, ensuring that it is at least 2m wide. This may involve cutting into the verge or using carriageway space if possible
Z6.34	Wide junction mouth at side road	Tighten turning radii on Rookwood Close and install missing tactile paving
Z6.35	Lack of rest points	Add seating, shelter and bins at the bus stop north of Wagon Lane
Z6.36	Poor/no crossing	Consider installing a Toucan or Zebra crossing over London Road near Geffery's House bus stop, subject to analysis of traffic data

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Z7. Odiham core walking zone

Zone description

Odiham is a secondary local service centre and a local retail centre. The Odiham Core Walking Zone (CWZ) focusses on Dunleys Hill/B3349 and High Street and their junction.

The CWZ contains a local supermarket, as well as a parade of shops and businesses near the King Street junction on both sides of High Street. The zone provides a key link for access to Odiham centre.

This CWZ overlaps with primary cycle route 200. Some pedestrian recommendations are included within the cycle route recommendations.

Existing conditions

Reviewing interventions to improve pedestrian priority and reduce traffic dominance at key locations in the zone will enhance the experience offered to visitors and residents of Odiham.

The majority of the zone includes wide footways; the single footway provision on Dunleys Hill is appropriate given it connects two built up areas. Some seating, greenery and cycle parking are present on High Street, however there are opportunities to improve formal crossings and pedestrian priority at side roads.

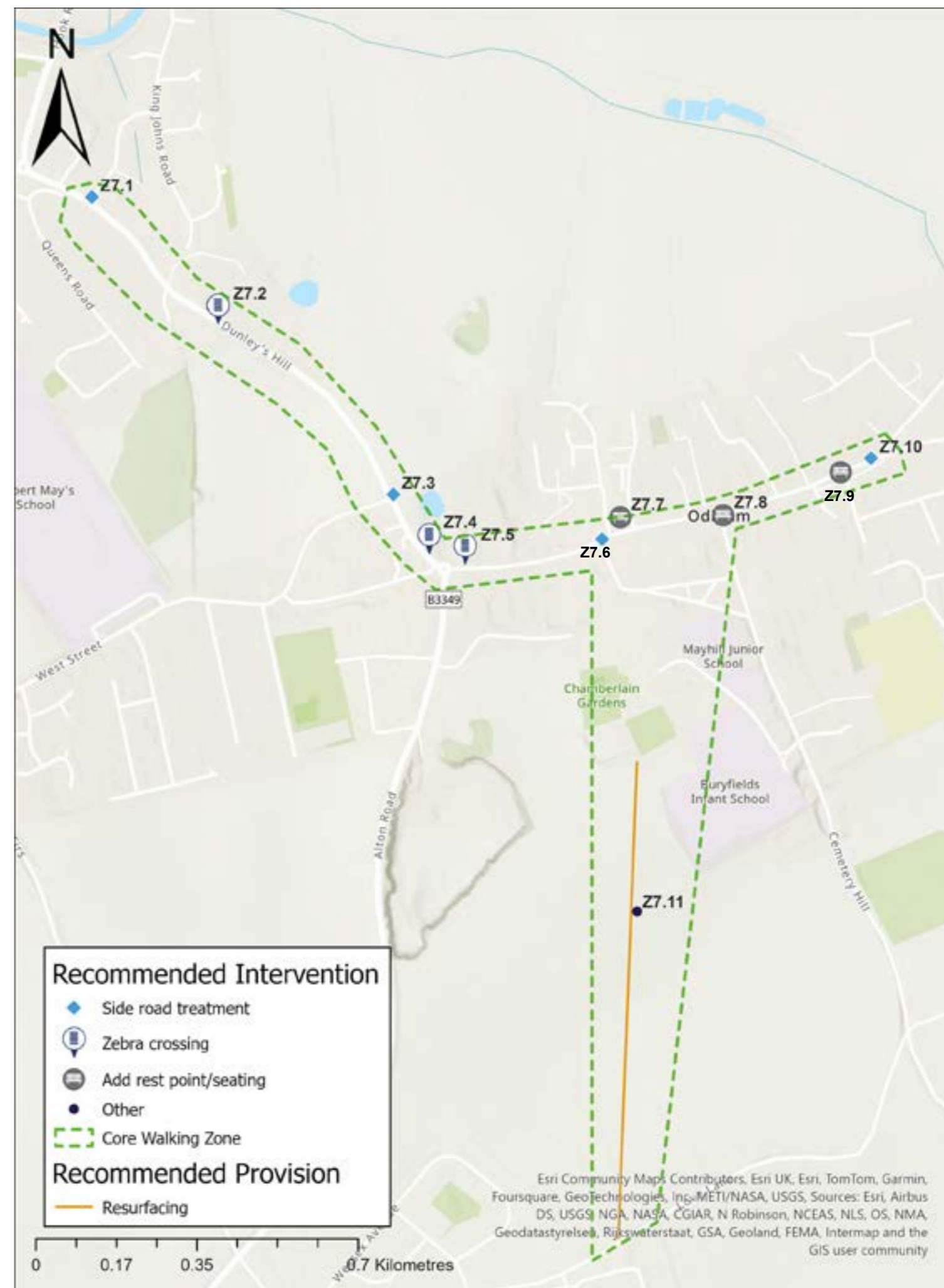
Barriers to walking

- Wide junction mouths at side roads make it hard for people on foot to cross as it allows high vehicle turning speeds and longer crossing distances.
- Opportunities to add more seating and greenery for resting points
- Lack of safe crossings, e.g. of Dunleys Hill and near mini roundabout



Intervention Number	Issue	Recommendation
Z7.1	Wide junction mouth at side road	Tighten kerb radii at Whitewater Road.
Z7.2	Poor/no crossing	Consider upgrading the current uncontrolled crossing of Dunleys Hill to a Toucan or Zebra crossing, subject to analysis of traffic data.
Z7.3	Wide junction mouth at side road	Tighten kerb radii at Western Lane - consider adding raised table/continuous footway.
Z7.4	Poor/no crossing	Consider upgrading existing uncontrolled crossing north of mini roundabout to Toucan or Zebra crossing, subject to analysis of traffic data.
Z7.5	Poor/no crossing	Consider upgrading existing uncontrolled crossing east of mini roundabout to Toucan or Zebra crossing, subject to analysis of traffic data.
Z7.6	Wide junction mouth at side road	Tighten kerb radii at Church Street. Opportunity to realign footway taking space from the carriageway to align crossing points at junction.
Z7.7	Lack of rest points	Add seating.
Z7.8	Opportunity to improve the public realm	Consider adding seating and planting in area of stone setts either side of King Street / High Street junction
Z7.9	Lack of rest points	Consider adding more seating on the green space near London Road junction
Z7.10	Wide junction mouth at side road	Tighten kerb radii at London Road - consider adding raised table/continuous footway.
Z7.11	Opportunity to upgrade existing walking infrastructure	Investigate the feasibility of upgrading the existing path south west of Buryfields Infant School, which leads to RAF Odiham, by making surfacing, lighting and wayfinding improvements

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4.3 Cycling Audits - Proposed Cycle Network

Cycling Interventions Toolkit



Fully kerbed segregated cycle track

Cycle facility protected from motor traffic by a full-height kerb, with some buffer space between the cycle track and carriageway.



Stepped segregated cycle track

Cycle track is set below footway level, typically protected from the carriageway by a lower height kerb and usually directly next to it.



Mandatory cycle lane w/ light segregation

Cycle lane with the use of intermittent physical features placed along the inside edge of a mandatory cycle lane to provide additional protection from motor traffic.



Modal filter

A bollard or planter in the carriageway which people can travel past by walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.



Mandatory cycle lane

Area of the carriageway reserved for the use of cycles, marked with a solid white line.



Contraflow cycle lane

Mandatory cycle lane that allows cyclists to travel opposite the flow of vehicle traffic, allowing for greater permeability of the cycle network.



Off-carriageway cycle track

Cycle facility separated from motor traffic typically through green space.



20mph zones

Lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.



Pedestrian/cyclist priority street

Street design that prioritises pedestrian and cyclist travel. Characterised by lower traffic speeds, restricted motor vehicle access, and coloured paving materials.



Dutch style street/quietway

Street without a centre line encourages slower vehicle speeds and helps create a shared street environment.



CYCLOPS junction

A roundabout that provides a segregated facility for cyclists and pedestrians through all arms of the roundabout. In a mini-roundabout the central island is replaced by road markings.



CYCLOPS stands for 'Cycle Optimised Protected Signals'. The unique design of the junction completely separates pedestrians and cyclists from motor traffic, reducing the possibility of collisions or conflict.

Pedestrians are also able to get where they want to be in fewer stages with more space to wait than on other junction designs.

Controlled crossings



Zebra crossing

Pedestrian priority crossing requiring motorists to give way to pedestrians.



Parallel crossing

Similar to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing.



Signalised crossing

Signal-controlled crossings comprising either a Pelican/Puffin for pedestrians or a Toucan which can be shared between pedestrians and cyclists.

Proposed Hart district cycle network

12 primary cycle routes were audited as part of the LCWIP.

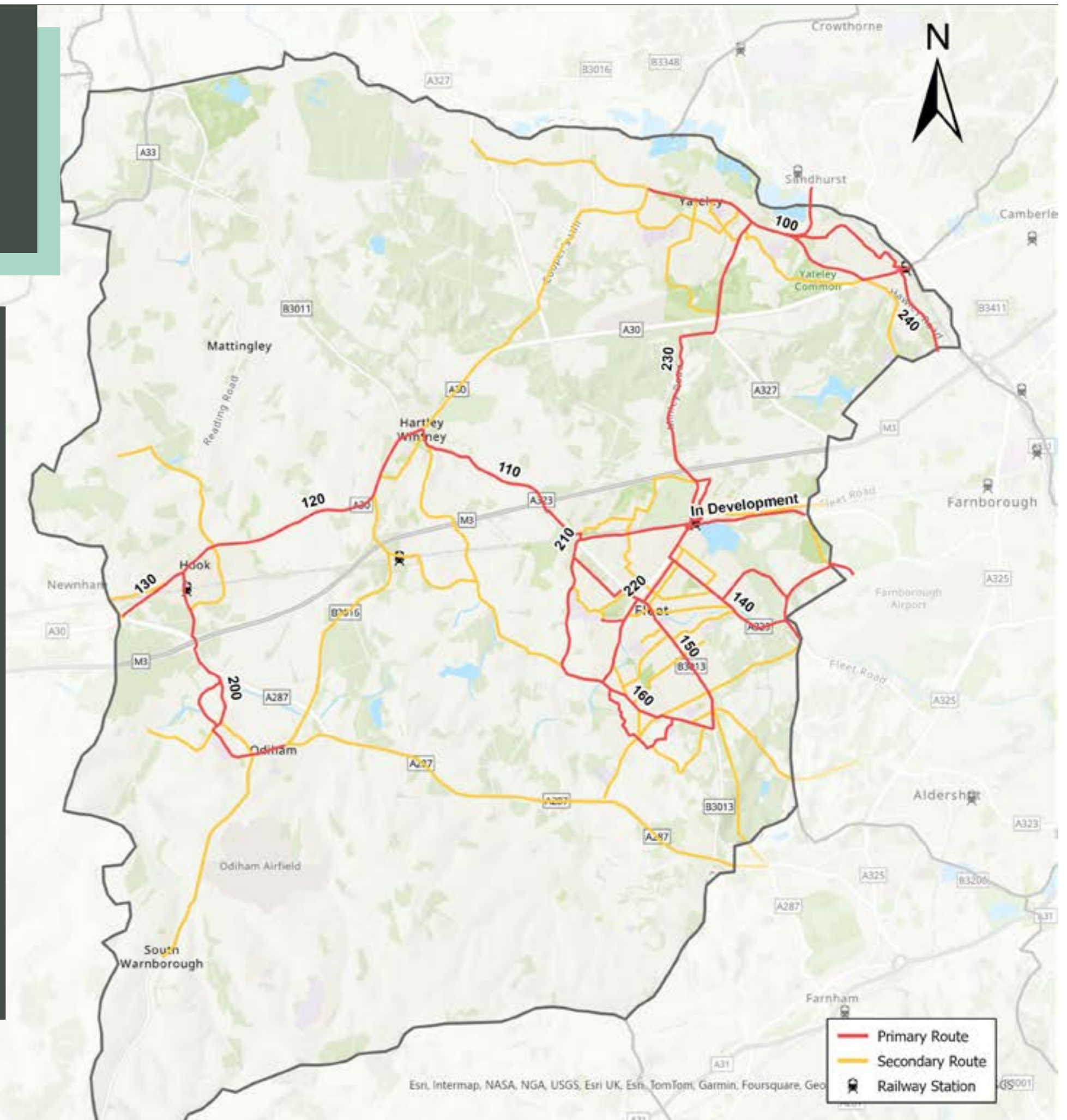
Horizontal routes are numbered beginning from 100 going from north to south. Vertical routes are numbered beginning from 200 from east to west. Route number does not indicate priority.

Recommended interventions for each route, in accordance with LTN 1/20, are outlined in this section. Each route incorporates a variety of infrastructure improvements described in the 'Cycling Interventions Toolkit' on the previous page.

A significant transformation of existing carriageway space and priorities would be required in order to bring about a step-change in cycling within Hart district.

Implementation of cycle routes may use a variety of techniques. Where traffic volumes and speeds are higher, physically separated cycle tracks will be needed. On quieter streets, mixing cycling with motor traffic will often provide a suitable environment, but traffic speeds and volumes need to be low. Current guidance recommends a maximum speed limit of 20mph for mixed traffic, and this report follows that approach. Where individual streets are noted as requiring a 20mph limit, it may be more appropriate to cover a longer section, or several streets as part of a zone for consistency. This would be addressed in more detail at the feasibility stage of any route.

In some areas tracks shared with pedestrians are suggested; these should be designed to meet the needs of both types of user and not simply footways where cycling is permitted. Local Transport Note 1/20 provides further guidance on this issue.



Route 100: Yateley to Blackwater

Route description

Route 100 starts at the junction of the B3272 and Moulsham Copse Lane in Yateley. It follows the B3272/Reading Road through Yateley and into Blackwater, where it follows the A30/London Road until reaching Blackwater railway station at the Hart district boundary with Surrey Heath.

The route also includes two 'spur' alignments. A cross-boundary connection to Sandhurst railway station in Bracknell Forest is recommended along Darby Green Lane/Swan Lane. Due to high traffic volumes on the B3272, a cycle route on Rosemary Lane is recommended as a potential alternative link to Blackwater railway station.

At Blackwater railway station there is a lack of accessible crossing provision for cyclists and pedestrians over the North Downs Line. In the long-term, it is recommended that a new shared pedestrian/cyclist overbridge be constructed to provide a safe link onwards into Camberley and Sandhurst.

This route will support safer and more direct active travel links between Yateley, Blackwater, and key cross boundary destinations such as Sandhurst and Camberley.

Route length

Approximately 9km (includes Rosemary Lane spur).

Existing conditions

The B3272/Reading Road has no dedicated cycle provision. The route includes several large roundabouts at Cricket Hill Lane, Darby Green Road and at the A30 which are major barriers to active travel, as they lack dedicated cycle provision and signalised pedestrian crossings. The A30/London Road carries high traffic volumes, and currently only has an intermittent advisory cycle lane.

Rosemary Lane has some advisory cycle lane markings and signage, and is more frequently used by local cyclists. This corridor is also a bus route.

Barriers to walking and cycling

- High traffic volumes on the B3272 and the A30.
- The A30 bridge over the North Downs Line is a pinchpoint, with no cycle facilities and narrow footways. It is a major barrier to cyclists and pedestrians crossing into Surrey Heath.
- The B3272/A30 roundabout

Potential options

- A segregated cycle track is recommended along the entirety of the route on the B2372 and the A30. In some locations, excess carriageway space can be re-purposed to accommodate a cycle track.
- One-way segregated cycle lanes are recommended on Rosemary Lane
- Darby Green Lane/Swan Lane could be acceptable for cycling mixed with motor vehicle traffic, if traffic volumes are less than 2,000 per day- this segment will require further study.



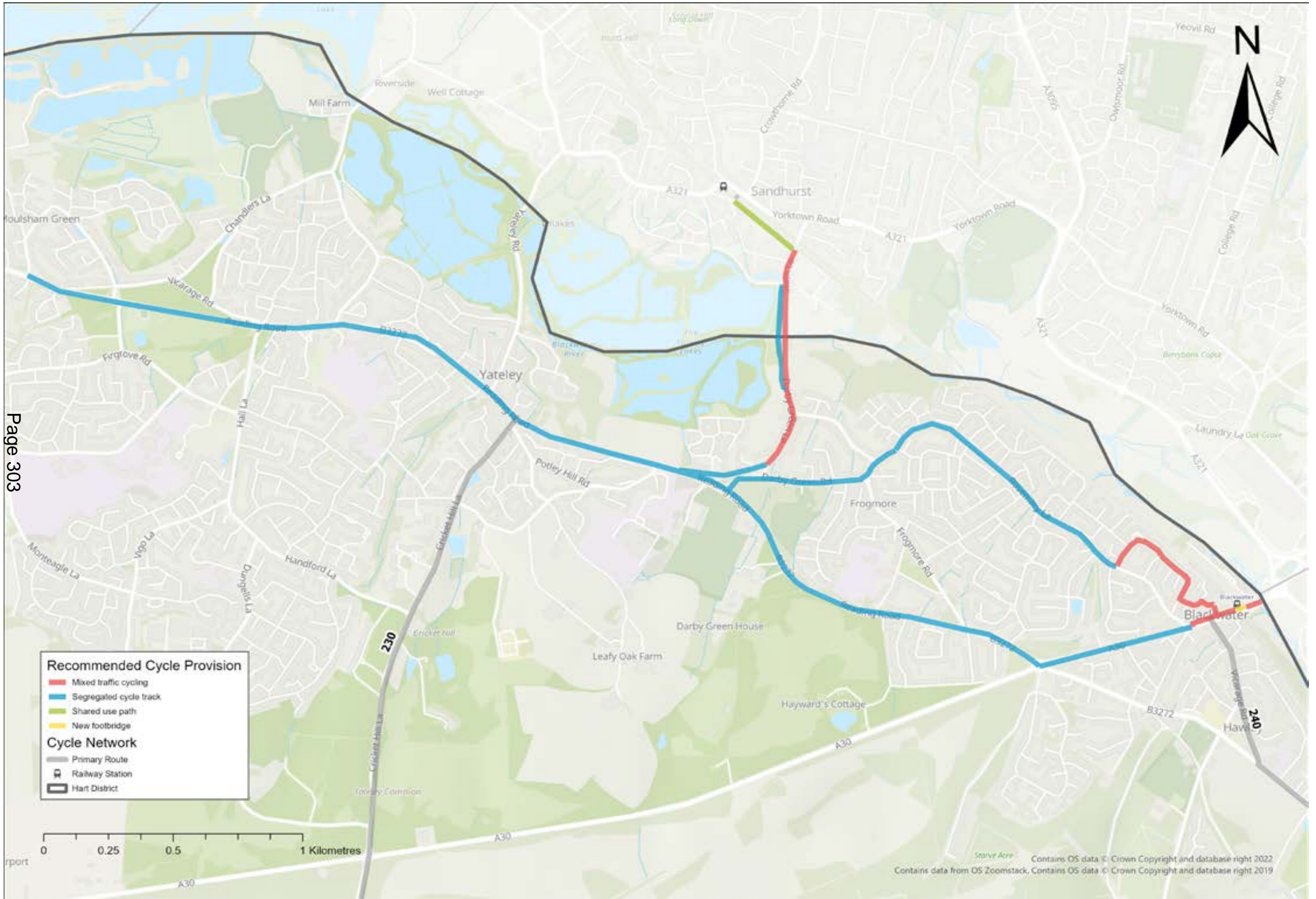
The B3272 east of Cricket Hill Lane



Rosemary Lane



The A30 in Blackwater

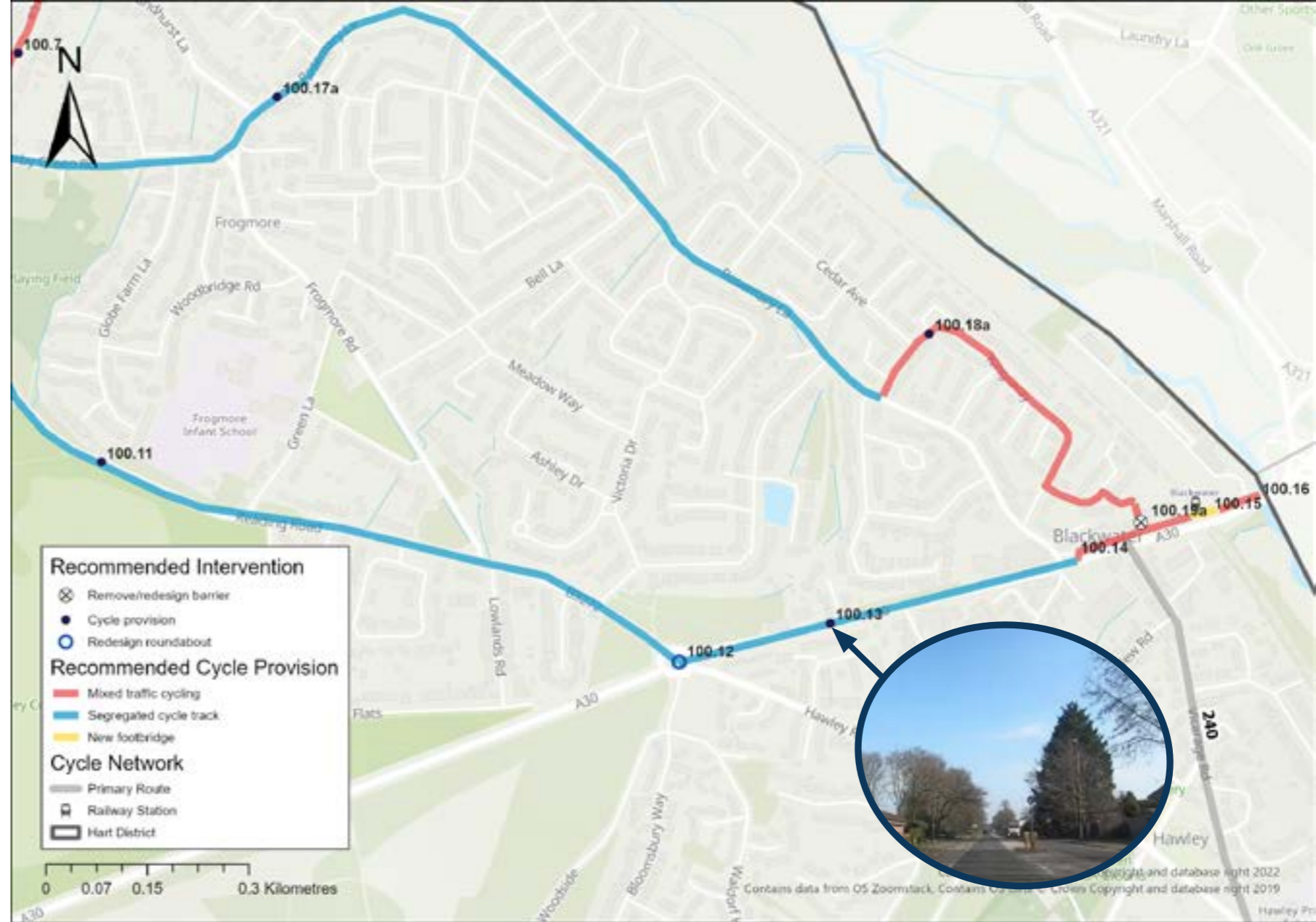




Intervention Number	Issue	Recommendation
100.1	Lack of cycling infrastructure	Investigate the feasibility of installing segregated cycle tracks on the B3272 Reading Road between The Link/Moulsham Copse Lane junction and Cricket Hill Lane roundabout. Due to space limitations, some sections may need to be a shared use path, with continuous crossings across side roads to provide priority along the route.
100.2	Poor/no walking and cycling facilities at junction	A review of the B3272/ The Link/ Moulsham Copse Lane junction should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the junction.
100.3	Poor/no walking and cycling facilities at junction	A review of the B3272/Vicarage Road/Village Way/ Hall Lane roundabout should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the roundabout.
100.4	Poor/no walking and cycling facilities at junction	A review of the B3272/ Sandhurst Road junction should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the junction. Investigate the potential for providing a Cyclops style junction to improve east/west cycle route continuity and connectivity.
100.5	Poor/no walking and cycling facilities at junction	A review of the B3272/ Cricket Hill Lane roundabout should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the junction. Investigate the potential for providing a Dutch style roundabout to improve east/west cycle route continuity and connectivity.
100.6	Lack of cycling infrastructure	Investigate the feasibility of installing segregated cycle tracks on the B3272 Reading Road between Cricket Hill Lane roundabout and Darby Green Lane roundabout.
100.7	Potential for high vehicle speeds/flows	Mixed traffic cycling provision on Darby Green Lane/ Swan Lane from Darby Green Road to the North Downs Line. Speed limit must be reduced to 20mph, traffic calming and modal filters will be required to reduce motor traffic volumes.
100.8	Lack of cycling infrastructure	Option: Investigate feasibility of installing segregated two-way cycle track using green space on western side of Swan Lane. Note: Likely to have ecology and landownership constraints.
100.9	Opportunity to upgrade existing cycling infrastructure	Due to space constraints consider upgrading existing footpath to Sandhurst Station to permit cycling. Ensure that lighting is provided on the path.
100.10	Poor/no walking and cycling facilities at junction	A review of the B3272/ Darby Green Road roundabout should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the junction. Investigate the potential for providing a Dutch style roundabout to improve east/west cycle route continuity and connectivity.

Intervention Number	Issue	Recommendation
100.11	Lack of cycling infrastructure	Investigate feasibility of installing segregated cycle tracks on the B323/Reading Road from Darby Green Road to A30/London Road, subject to land availability.
100.12	Poor/no walking and cycling facilities at junction	A review of the B3272/ A30/ London Rd / Hawley Rd roundabout should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the junction.
100.13	Lack of cycling infrastructure	Investigate feasibility of installing segregated cycle tracks on the A30/London Road between the B3272 and Rosemary Lane.
100.14	Lack of cycling infrastructure	Create a cyclist and pedestrian priority street on Kings Parade/White Hart Parade from Rosemary Lane to Blackwater Station.
100.15	Lack of cycling infrastructure	Long term: New shared use bridge over railway line with accessible ramps is required.
100.16	Potential for high vehicle speeds/ flows	Mixed traffic cycling provision would be suitable on Station Approach Road, if volumes are low. Also consider adding traffic calming measures as required.
100.17a	Lack of cycling infrastructure	Investigate feasibility of installing two-way segregated cycle track on Darby Green Road/ Rosemary Lane from the B3272 to Kingsway.
100.18a	Potential for high vehicle speeds/ flows	Use low traffic Kingsway to connect to rear of Blackwater parade of shops.
100.19a	Barrier restricts legitimate access	Remove/redesign barrier to allow for cycle access to White Hart Parade.

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Route 110: Hartley Wintney to Elvetham Heath

Route description

Route 110 starts in Hartley Wintney on its northern end, specifically at the High Street (A30) and Fleet Road (A323) roundabout. It then travels south along the A323, crosses the M3 and the railway bridge, and ends at the Elvetham Road / Hitches lane roundabout where it meets route 210.

This route is mostly rural, but will allow for more direct and safer travel for those moving between Hartley Wintney and Fleet, allowing for easier access to key areas such as Fleet train station. Although there are existing Public Rights of Way, and Church Lane which may be used as quieter alternatives with less motor traffic, they are indirect routes which would increase cycle travel

Page 3

Route length

Approximately 4km.

Existing conditions

There is minimal cycling infrastructure along route 110, with no dedicated cycle provision. There are also poor crossing points throughout the route, with no controlled crossings available at the Fleet Road / High Street roundabout, the Fleet Road / Elvetham Heath Way roundabout, and at the Hitches Lane / Elvetham Road roundabout.

Additionally, there are a number of side roads, such as Baldwin Close, with large turning radii which increase crossing distance and time, and are also lacking continuous footway infrastructure. There is existing verge along the route which could potentially be used to create walking and cycling infrastructure.

Barriers to walking and cycling

- Speed limit of up to 50mph along Fleet Road
- Lack of dedicated cycle path on Fleet Road (A323)
- High traffic flows on Fleet Road, at over 8,000¹ per day.

Potential options

Given the existing verge along Fleet Road and the speed limit, there is opportunity to create a shared use path with a minimum width of 3m, along with a 1.5m horizontal separation from the carriageway. However, this is subject to ecological and landownership permission relating to this location.

¹ Department for Transport (2021) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/78178>



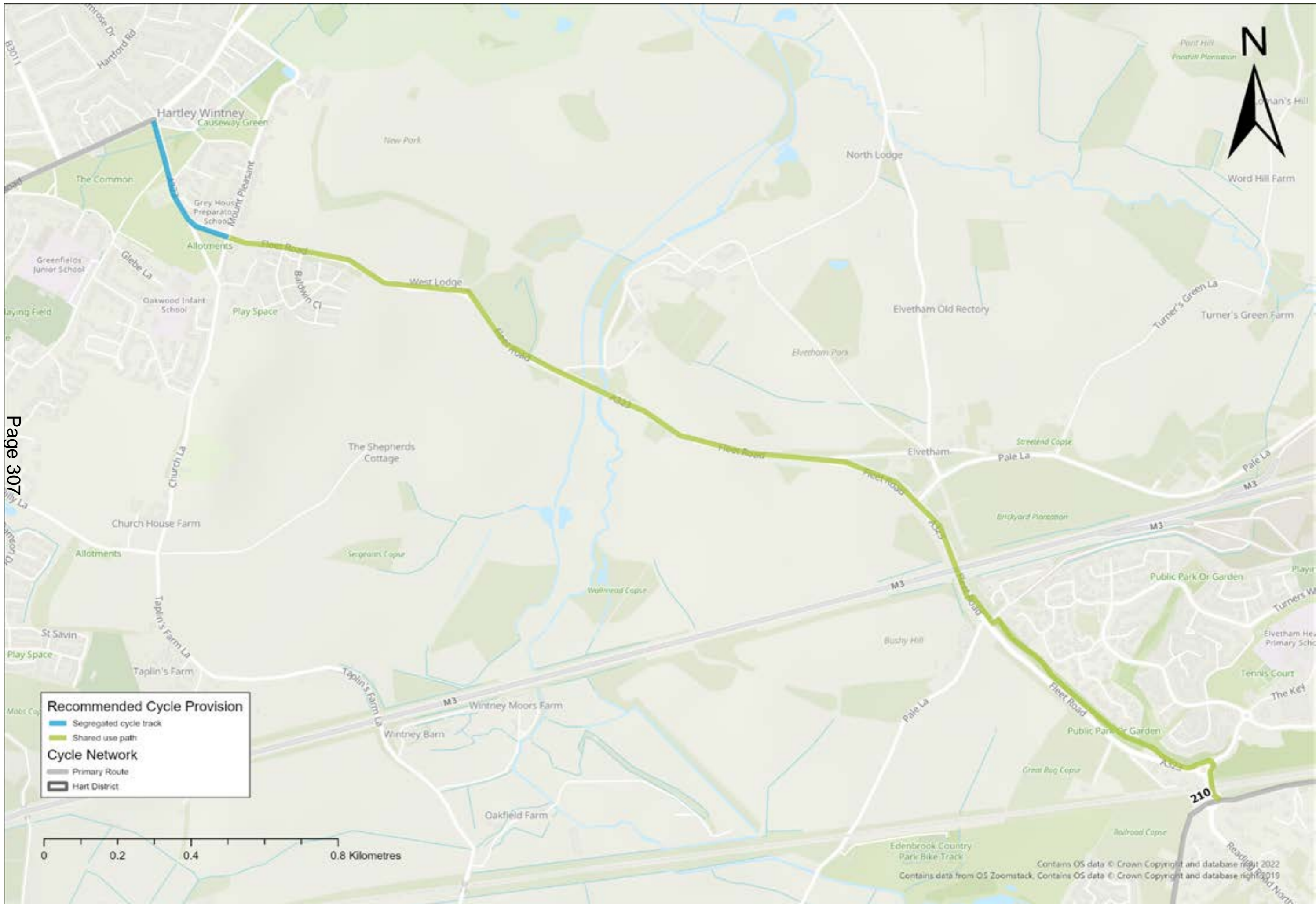
Hitches Lane / Fleet Road roundabout



Verge along Fleet Road

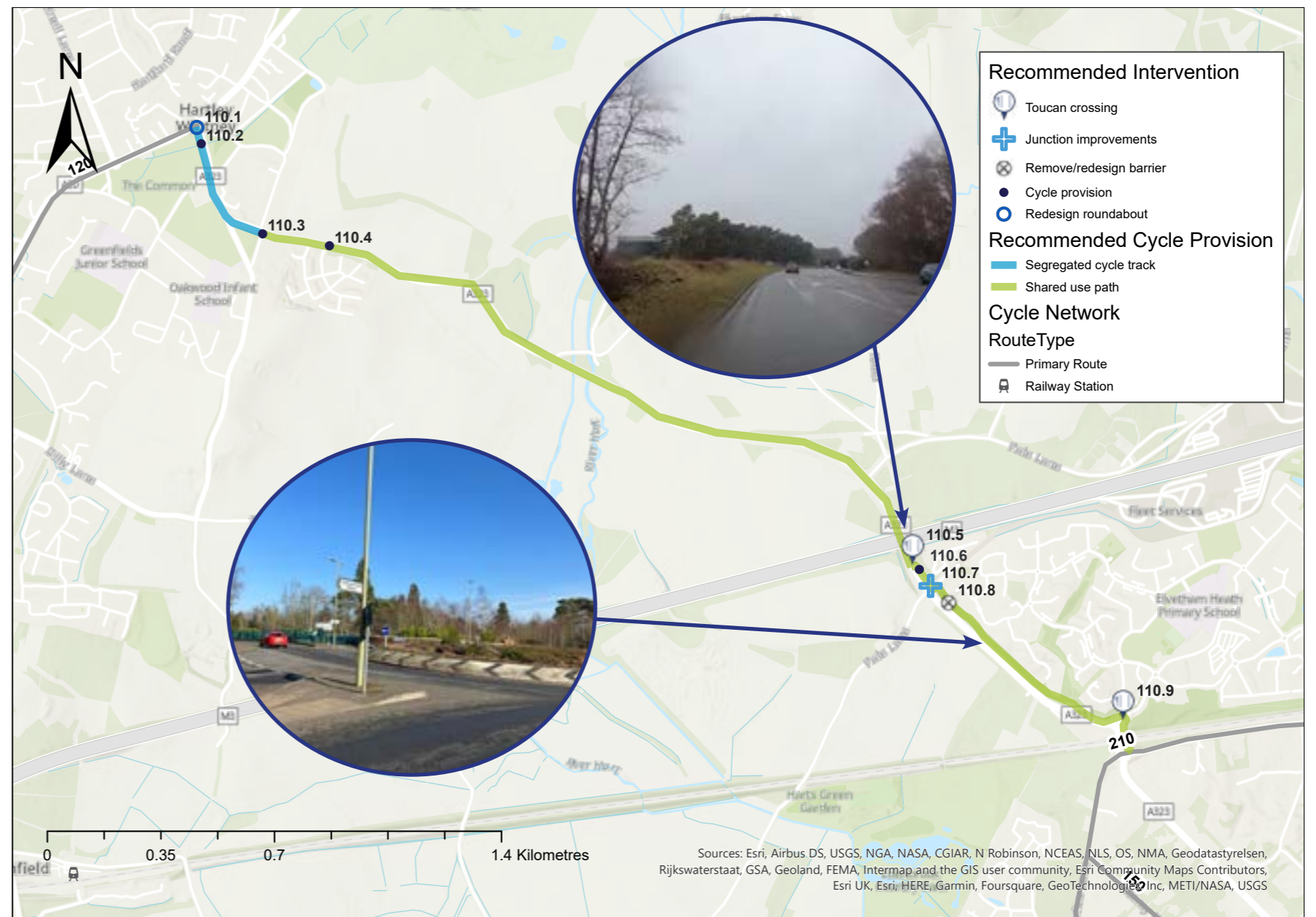


Fleet Road / Elvetham Heath way roundabout



Intervention Number	Issue	Recommendation
110.1	Poor/no walking and cycling facilities at junction	Redesign A30/A323 roundabout. Also, investigate feasibility of installing a Toucan crossing on west side of roundabout.
110.2	Lack of cycling infrastructure	Investigate feasibility of installing a segregated cycle path (minimum 3m, and a minimum 2m footway) from the A30/A323 roundabout to the Mount Pleasant/A323 junction. This may require reallocating common land or private land may be needed.
110.3	Lack of cycling infrastructure	Investigate feasibility of installing a shared use path with a minimum width of 3m and a minimum of 1.5m horizontal separation from the carriageway (speed limit of 50mph) on the west side of Fleet Road, from the Mount Pleasant/A323 junction to Pale Lane. Note: There may be ecology and land ownership constraints involved with constructing a shared use path in this location.
110.4	Potential for high vehicle speeds/flows	Increase 30 mph zone to include Baldwin Close
110.5	Poor/no cycle crossing	Investigate feasibility of installing a Toucan crossing to provide a link between the existing shared path on the east side of Fleet Road and the proposed shared use path on the west side, near Pale Lane.
110.6	Opportunity to upgrade existing cycling infrastructure	Shared use path needs to be 3m in width with lighting provision, from Pale Lane to the Elvetham Road / Hitches Lane roundabout.
110.7	Poor/no walking and cycling facilities at junction	Consider redesign junction to allow cyclist to join Pale Lane safely.
110.8	Barrier restricts legitimate access	Modify barrier on shared use path near Pale Lane to allow for cycle access.
110.9	Poor/no cycle crossing	Consider upgrading the existing uncontrolled crossing to a Toucan Crossing, across Elvetham Heath Way at the A323 roundabout.

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Route 120: Hook to Hartley Wintney

Route description

Route 120 starts at Hartley Wintney at its north eastern end, specifically at the High Street (A30) / Fleet Road (A323) junction. It then heads west along the A30, passing Winkworth Business Park and Murrell Green Business Park, and into Hook. The route goes through Hook town centre and ends at the Station Road / Elms Road roundabout where it meets route 130.

Although there are existing side roads and Public Rights of Way that could be used to travel between Hartley Wintney and Hook, Route 120 provides the most direct passage between the two communities, providing a link to key destinations such as Hook train station.

Route length

Approximately 5.5km.

Existing conditions

There is minimal cycling infrastructure along the length of the route, with no dedicated cycle path on the road. Although there is a shared-use path in certain areas, for example near Murrell Green Business Park, this may not be safe enough and wide enough when considering the traffic flow and speed limit on London Road. There are also poor crossing points in numerous areas, for example at the London Road / B3011 roundabout, where there are no controlled crossings and narrow crossing refuges.

There are other areas along the route where there is extra carriageway space and verge, which could possibly be used to create new shared paths. Examples of these spaces can be seen at the Dilly Lane / London Road junction.

Barriers to walking and cycling

- High traffic levels along London Road with records showing daily traffic flows reaching over 11,500¹
- Poor crossing infrastructure along the route. For example, there are no controlled crossing points at the Fleet Road / High Street roundabout and at the London Road / Griffin Way South (B3349) roundabout
- On road parking near the Fleet Road / High Street junction

Potential options

- There is an opportunity to create a segregated cycle track across Oak Common between Fleet Road and West Green Road. However, this would require a further feasibility study which would consider land use and ownership.
- There is also opportunity to create a segregated cycle track on the north side of London road, up until near Dilly Lane. However, this would require the re-allocation of space on the carriageway and possibly require private land.
- Considering the speed of limit of 50mph on London Road (A30), it is recommended that a feasibility study be done to investigate the possibility of installing a minimum 3m cycleway and a minimum 2m footway, with a 1.5m horizontal separation from the carriageway) between Phoenix Green and Murrell Green Business Park.
- Considering that there is an existing shared use path, it is recommended that it be upgraded to create a minimum 3m cycleway and a minimum 2m footway between Murrell Green Business Park and Rookwood Close.
- Shared use provisions are also recommended up to the Elms Road / London Road roundabout by upgrading the existing path, re-allocating space from Hook Village Garden and Cemetary, and by re-allocating some frontage .

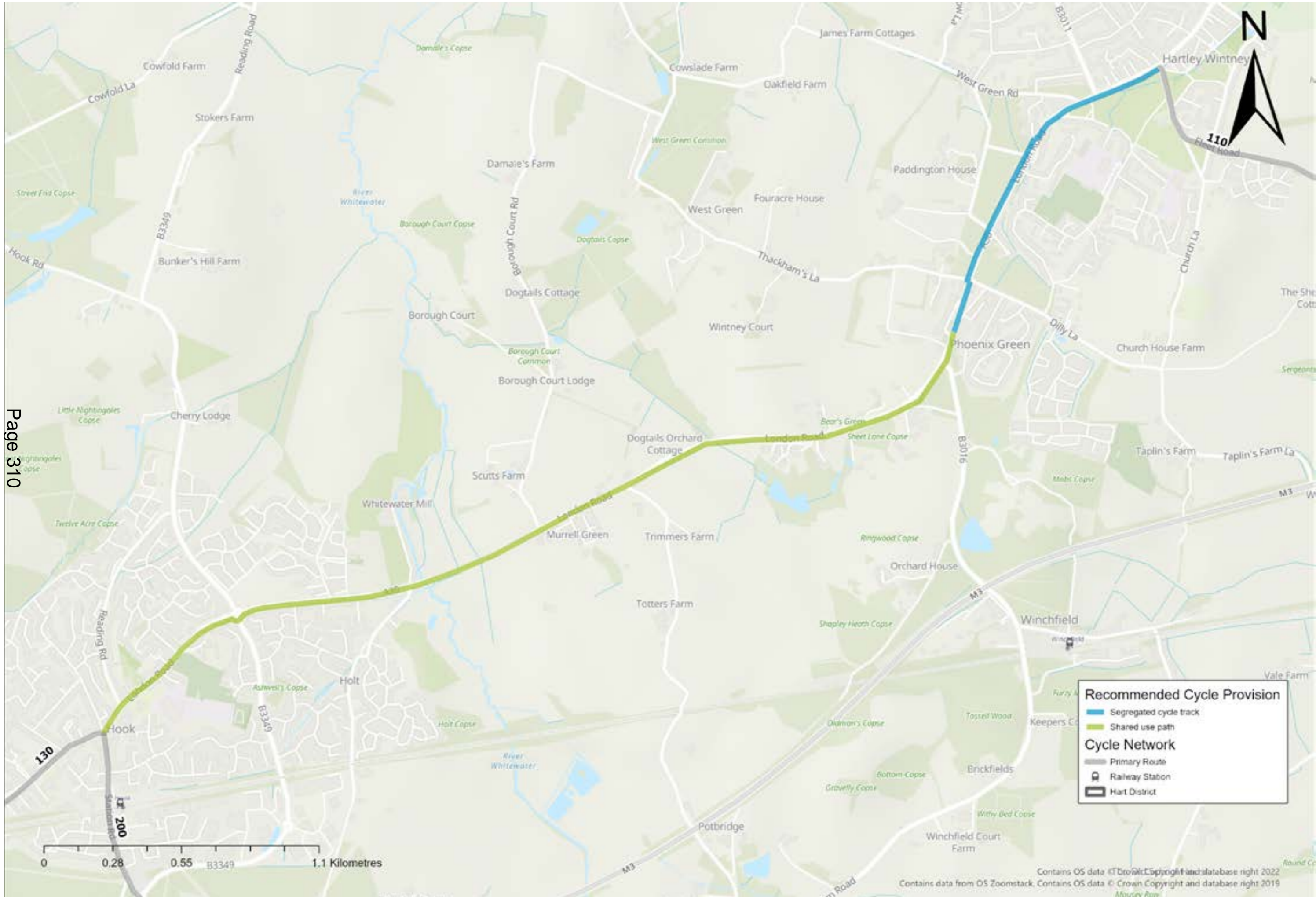


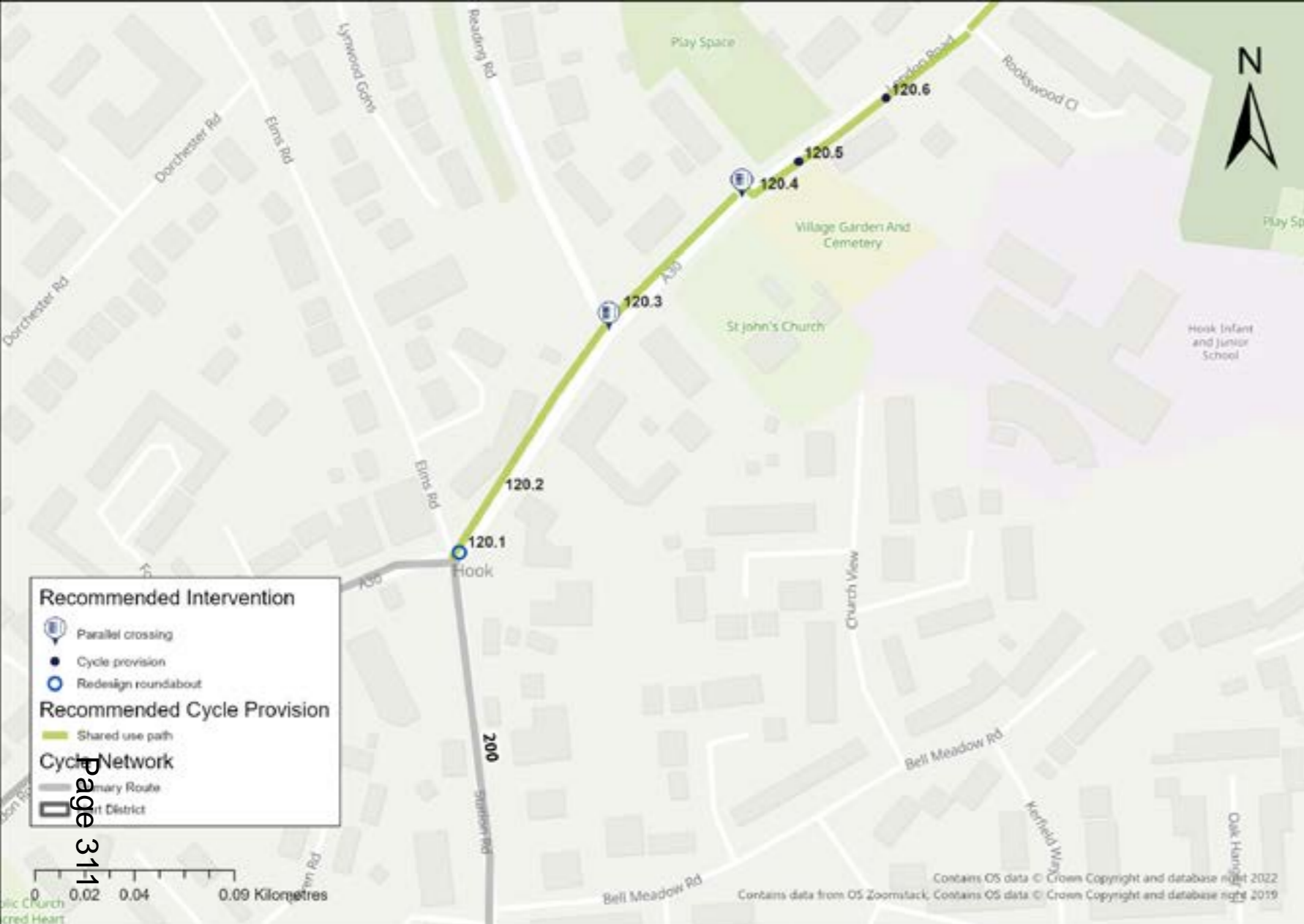
London Road / Dilly Lane junction



Fleet Road / London Road roundabout

¹ Department for Transport (2021) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/26316>



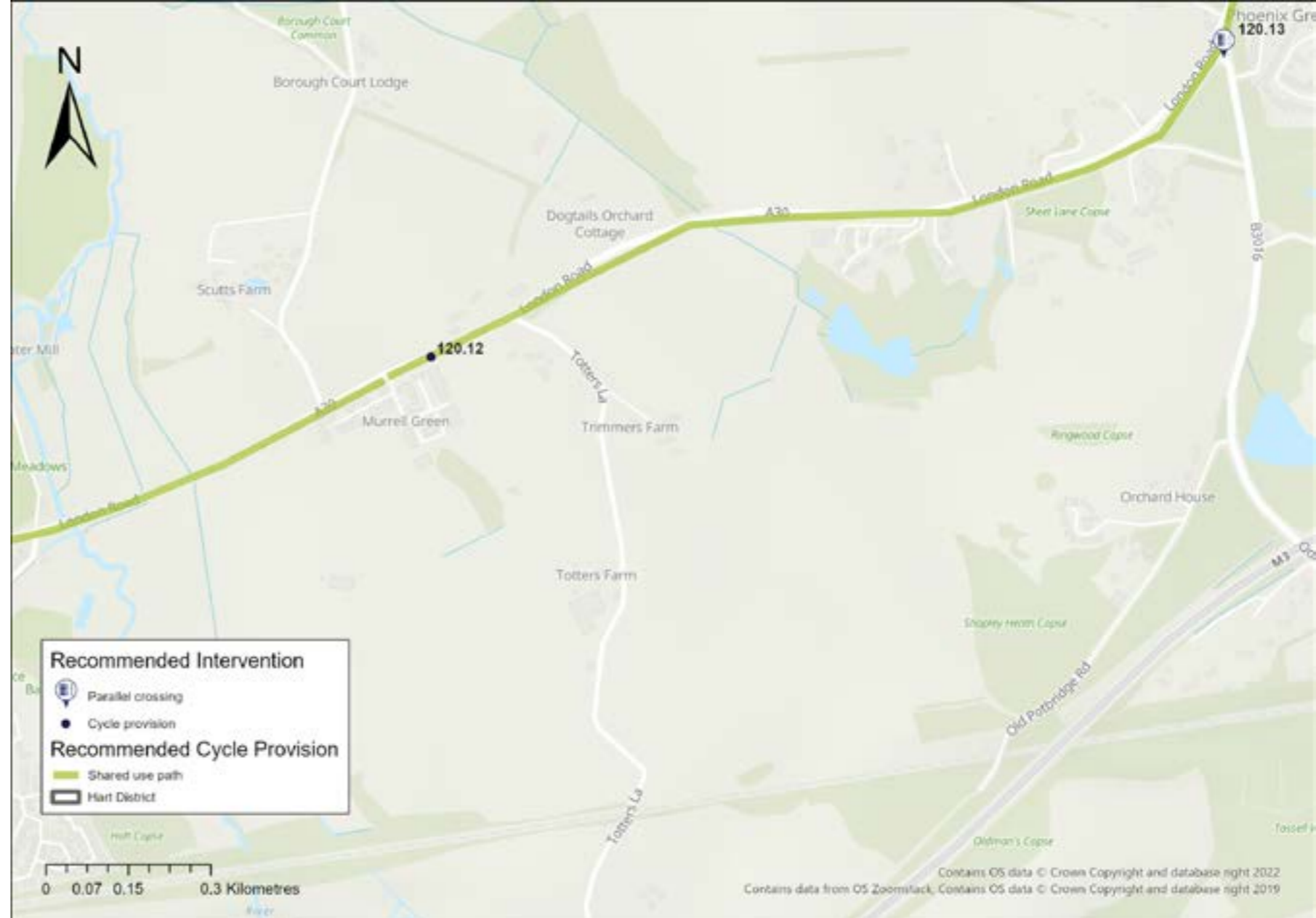


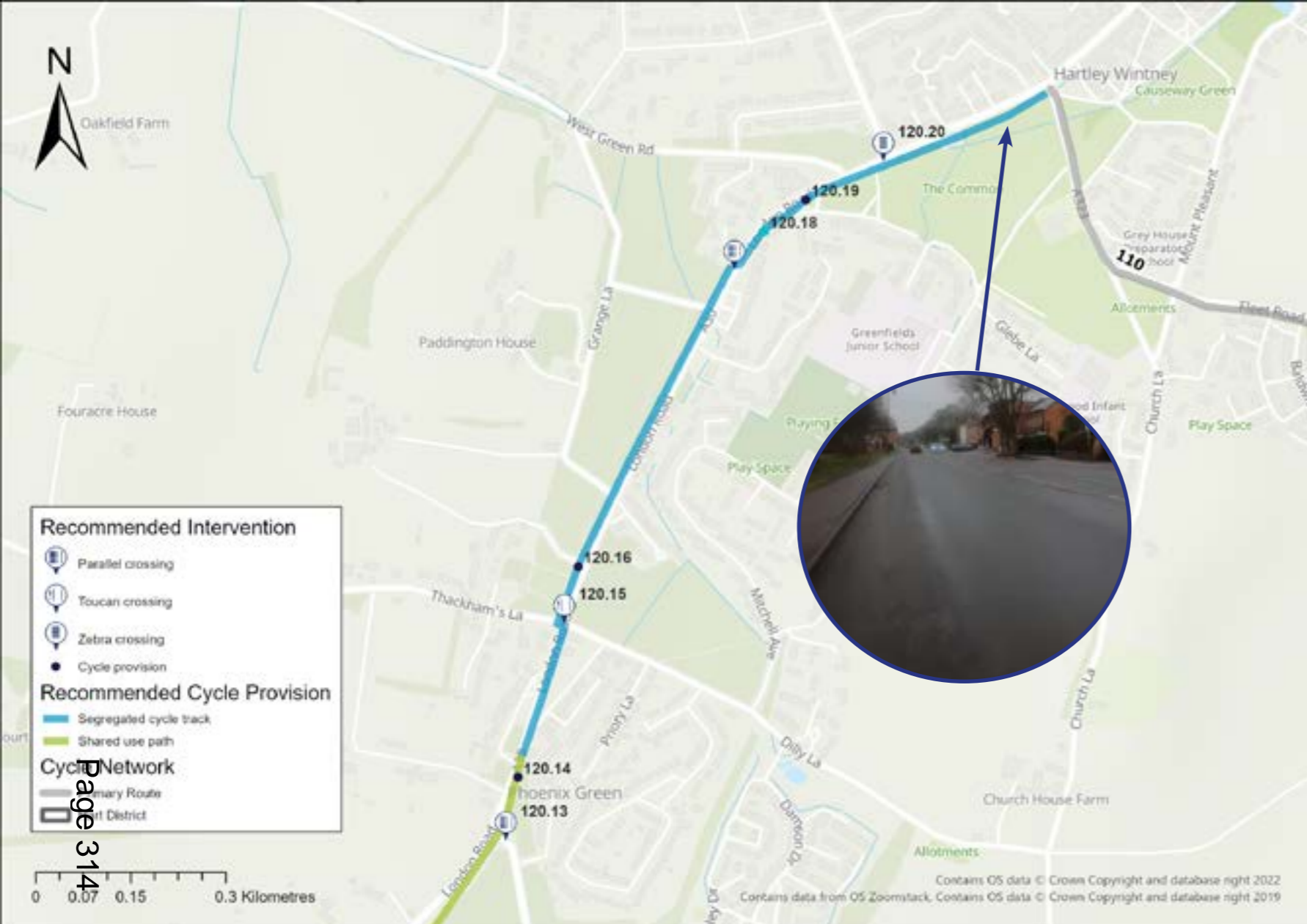
Intervention Number	Issue	Recommendation
120.1	Poor/no walking and cycling facilities at junction	Install parallel crossings on Elms Road arm and London Road arm, at A30 roundabout.
120.2	Lack of cycling infrastructure	Footway on A30/London Road could be upgraded to shared use path with the reallocation of some frontage and the removal of the bus layby.
120.3	Poor/no cycle crossing	A parallel crossing could be installed across Reading Road.
120.4	Poor/no cycle crossing	The existing pedestrian crossing could be upgraded to a parallel crossing over the A30/London Road.
120.5	Lack of cycling infrastructure	Investigate feasibility of providing a shared use path alongside Hook Village Garden and Cemetery.
120.6	Lack of cycling infrastructure	Footway on A30 to be upgraded to shared use, but will remain narrow in places due to physical constraints.

Intervention Number	Issue	Recommendation
120.7	Opportunity to upgrade existing cycling infrastructure	Investigate upgrading existing shared use path (minimum 3m cycleway, and a minimum 2m footway) on the south side of London Road between Murrell Green Business Park and Rookwood Close.
120.8	Barrier restricts legitimate access	Remove barrier on existing path.
120.9	Poor/no walking and cycling facilities at junction	A review of the A30/ B3349 roundabout should be undertaken to explore improvements for pedestrian and cycle priority, and continuity at the junction. Investigate the potential for providing a Dutch style roundabout to improve east/west cycle route continuity and connectivity
120.10	Poor/no cycle crossing	Consider upgrading existing uncontrolled crossing at Papermill Avenue to a parallel crossing.
120.11	Poor/no cycle crossing	Refuge on existing uncontrolled crossing should be made larger to accommodate shared use.



Intervention Number	Issue	Recommendation
120.12	Lack of cycling infrastructure	Investigate feasibility of installing a shared use path (minimum 3m cycleway, and a minimum 2m footway) with separation from the carriageway on the south side of London Road between Phoenix Green and Murrell Green Business Park. There appears to be ample carriageway space that can be reallocated for this purpose.
120.13	Poor/no cycle crossing	Parallel crossing to be considered at Odiham Road to support the shared use path. However, speed limit may dictate signalised crossing, or speed would need to be reviewed to support parallel crossing.





Intervention Number	Issue	Recommendation
120.14	Lack of cycling infrastructure	Consider a two-way segregated cycle track on the south side of London Road, from Croft Lane to Dilly Lane junction. Some space could be reallocated from the carriageway, but it may also require private land.
120.15	Poor/no walking and cycling facilities at junction	Consider installing Toucan crossings at southern and western arms of Thackhams Lane/London Road junction.
120.16	Lack of cycling infrastructure	Consider a two-way segregated cycle track on the north side of London Road from Dilly Lane/Thackhams Lane junction to Peel Court. Some space could be reallocated from the carriageway, but it may also require private land. An alternative option could be to upgrade the existing woodland footpath running parallel to the north west of the A30.
120.17	Poor/no cycle crossing	Parallel crossing could be installed south of Peel Court. However, speeds may dictate signalised crossing, or speed would need to be reviewed to support parallel crossing.
120.18	Lack of cycling infrastructure	Consider a segregated cycle facility on the south side of London Road between Peel Court and Oak Common. Some space could be reallocated from the carriageway, but it may also require private land.
120.19	Lack of cycling infrastructure	Investigate the feasibility of installing a segregated cycle facility between Fleet Road and West Green Road across the common. This would require reallocating common land or private land.
120.20	Poor/no walking and cycling facilities at junction	Consider upgrading uncontrolled crossing to Zebra crossing at the Bracknell Lane/London Road junction.

Route 130: A30 to Hook

Route description

Route 130 connects Basingstoke and Deane Borough's planned LCWIP route to Hook. The route starts at the boundary of Basingstoke and Deane Borough and Hart District. It continues on the A30 until reaching Hook.

Route length

Approximately 1.5km.

Existing conditions

The A30 is a wide, high speed road with no dedicated cycle provision, and a footway on one side of the carriageway. As it approaches Hook, the carriageway narrows substantially, although at some locations there remains a large painted central reserve. This corridor is also a bus route.

Barriers to walking and cycling

- A30/London is a high speed corridor with no dedicated cycle provision and limited footway provision.

Potential options

- Conduct feasibility study to determine if a two-way segregated cycle track can be accommodated along the length of this route.



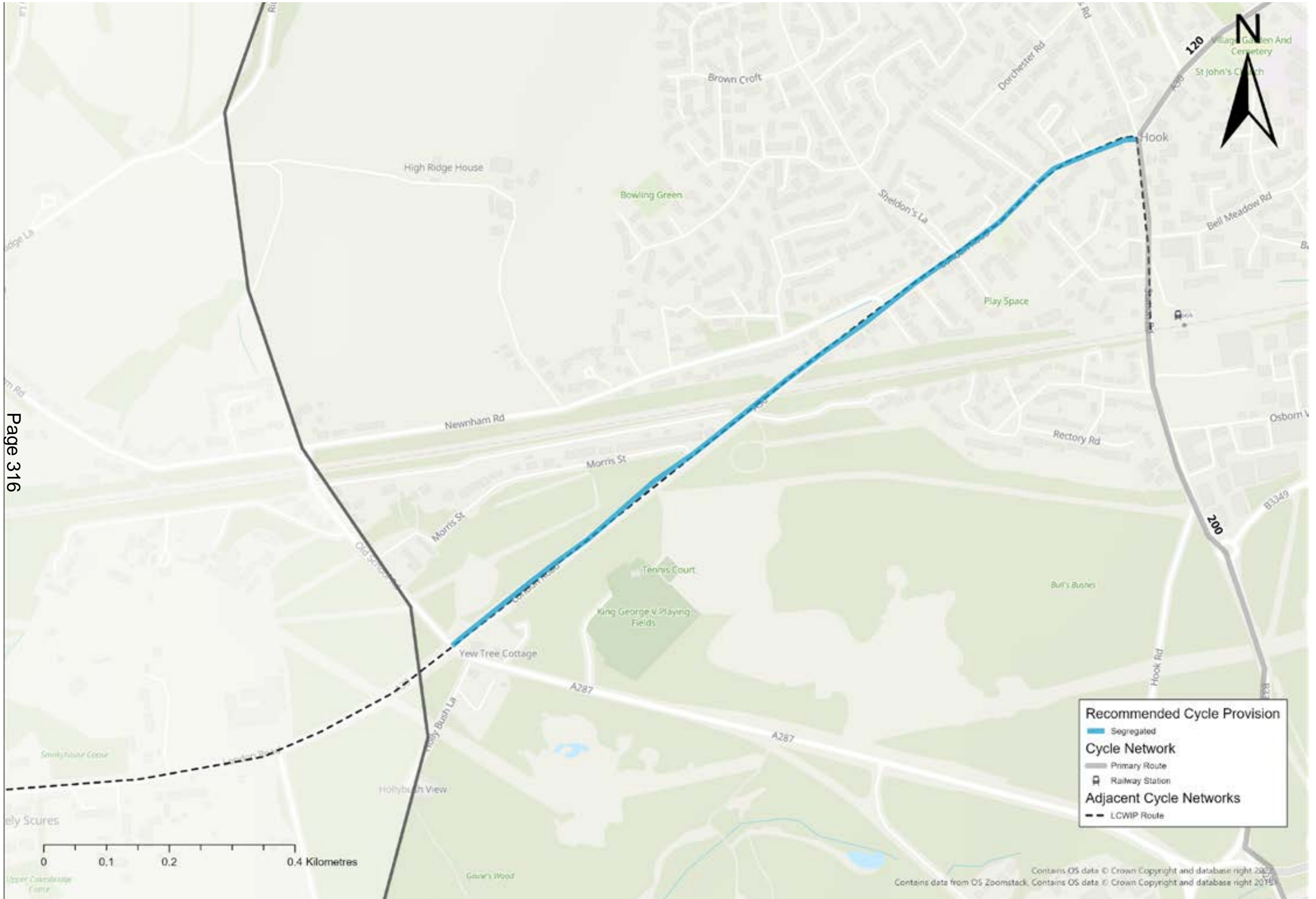
A30/ London Road in Hook



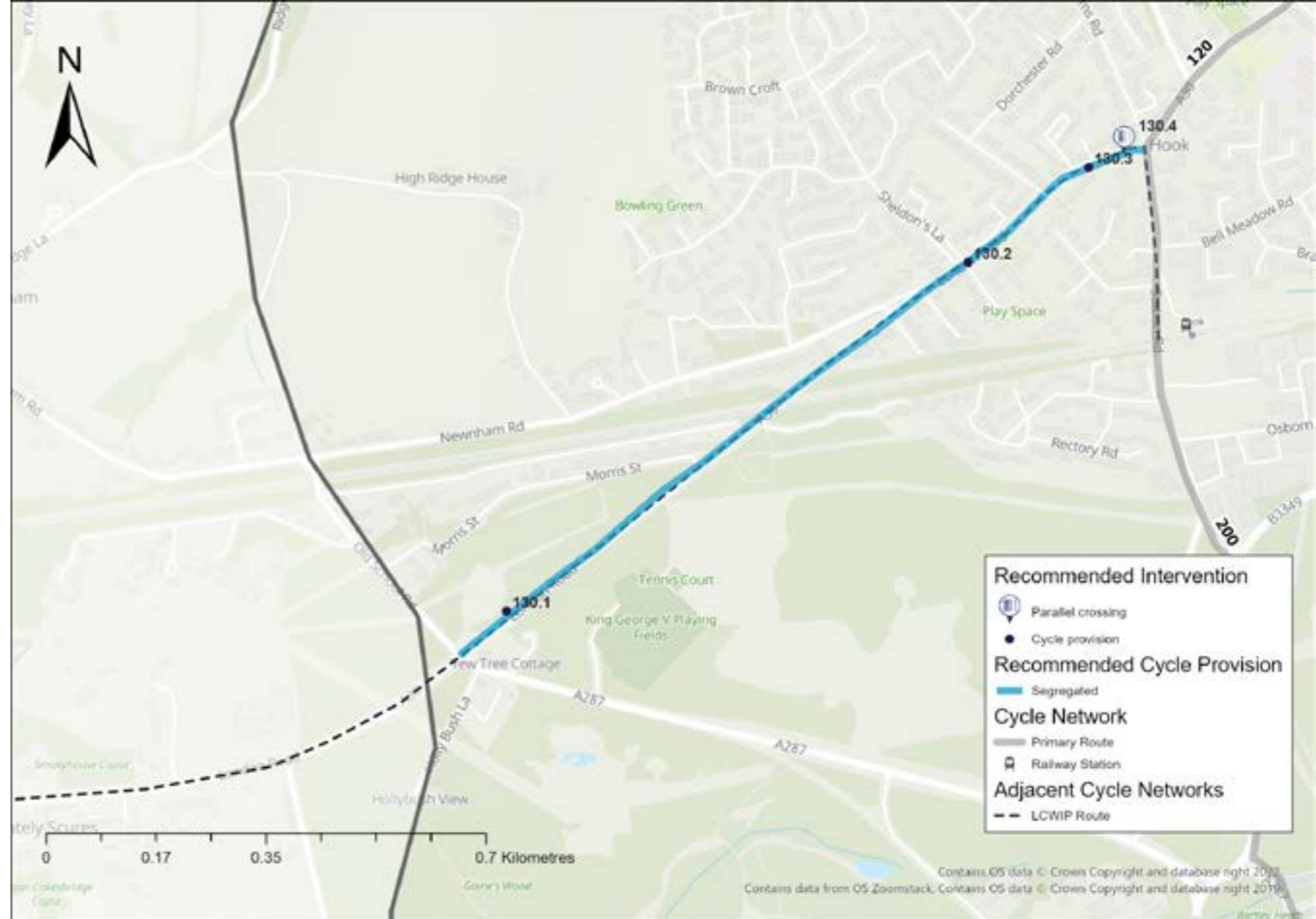
Fleet Road / London Road at Sheldon's Lane



A30/London Road near The Hogget bus stop



Intervention Number	Issue	Recommendation
130.1	Lack of cycling infrastructure	Investigate feasibility of installing a segregated cycle facility with separation from the carriageway on the A30/London Road from the A287 to New Road. Consider narrowing the existing 40mph carriageway to accommodate this.
130.2	Lack of cycling infrastructure	Investigate feasibility of installing a segregated cycle facility on the south side of A30/London Road from New Road to Station Road. Some space could be reallocated from the carriageway but it may also require private land.
130.3	Lack of cycling infrastructure	Consider removing bus layby to allow for space to be allocated for a segregated cycle facility.
130.4	Poor/no walking and cycling facilities at junction	Install parallel crossing on A30/London Road (west) arm. Remove existing uncontrolled pedestrian crossing.



Route 140: Fleet to Farnborough

Route description

Route 140 starts at the Fleet Road / Kings Road junction on its northern end, and travels down to the Norris Hill Road / Ively Road roundabout. One part of the route continues southwards and ends at the Aldershot Road / A323 junction, while another part of the route goes north-wards from the roundabout and heads along Ively Road, and ends on Old Kennels Lane.

There is also an additional part of the route that travels down Guildford Road, through an existing rural path, which then leads to Ively Road.

Overall, this route will help to promote safer and more direct travel between destination points such as Fleet station, the town centre, and Cody Technology Park and Hartland Park.

Route length

Approximately 5km.

Existing conditions

The existing space allocated to cyclists on the carriageway along Kings Road is narrow and not segregated, which may make some users feel unsafe on the busy road. There are also insufficient crossing facilities along the entire length of the route, particularly at roundabouts and along Kings Road.

Although the section of the route passing along Guildford Road provides a safer environment with less vehicle traffic, it also consists of an undeveloped path which requires re-surfacing works and improvements to lighting and wayfinding. These conditions are similar for the part of the route which follows the existing canal tow path.

There is an existing shared-use path when traveling down Ively Road, however, this is currently narrow and would need to be widened.

Barriers to walking and cycling

- High traffic flow on Ively Road previously reaching up to 15,000¹ vehicles per day
- Poor crossing facilities, particularly at major roundabouts
- The ability to create and/or improve cycling infrastructure may be subject to landownership and ecological data adjacent to the route

Potential options

Investigate the feasibility of installing segregated cycle track and a shared used path along Kings Road.

One option for Norris Hill Road is to install a 3m shared used path (from the A323 / Kings Road junction to the Aldershot Road / A323 junction). This should also include a minimum 2m horizontal separation from the carriageway. Shared use facilities may also be suitable along the route leading up to the Ively Road / Kennels Lane junction.

Assuming a 20 mph speed limit and low traffic levels along Guildford Road (less than 2,000 per day), there is the opportunity to allow for cycling in mixed traffic.

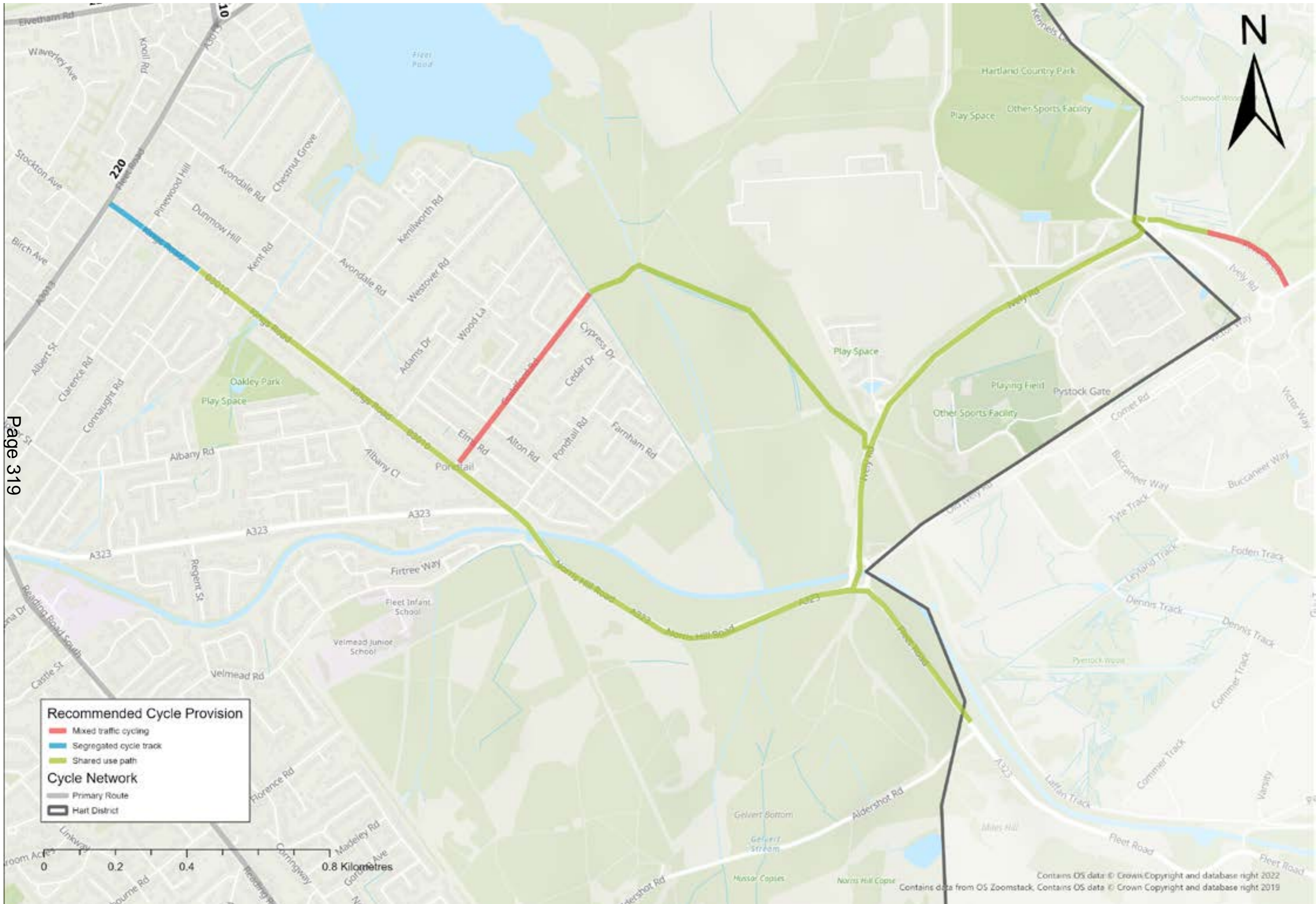
¹ Department for Transport (2019) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/945237>



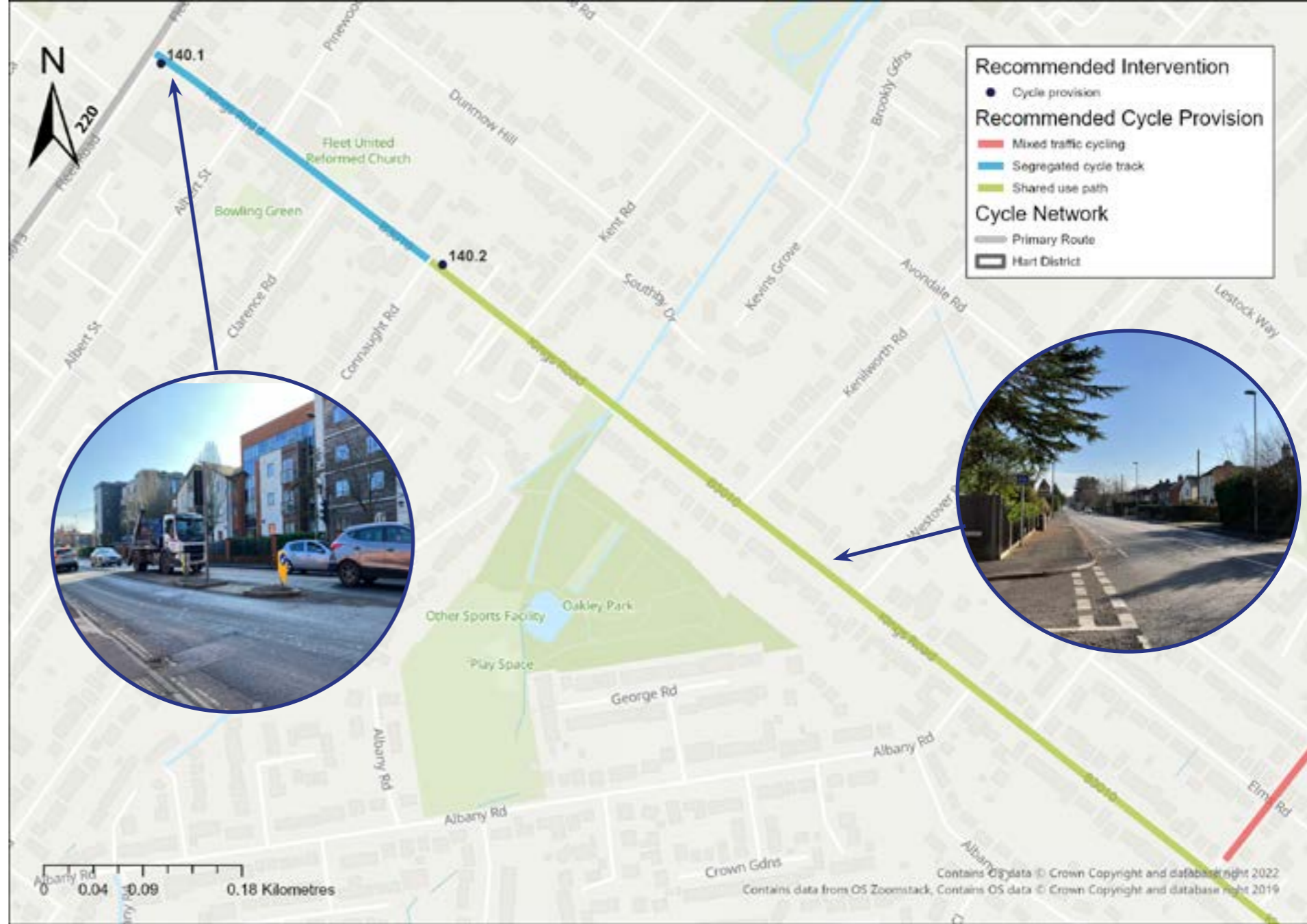
Narrow existing cycling facilities along Kings Road



Extra carriageway space at the Aldershot Road / Kings Road junction



Intervention Number	Issue	Recommendation
140.1	Lack of cycling infrastructure	Investigate the feasibility of installing a segregated two-way cycle track from Fleet Road to Connaught Road.
140.2	Lack of cycling infrastructure	Due high traffic flows and limited carriageway space, investigate the feasibility of installing a shared use path from Connaught Road to Aldershot Road, subject to pedestrian and cycle usage.



Intervention Number	Issue	Recommendation
140.3	Poor/no cycle crossing	Investigate feasibility of installing a Toucan crossing over Pondtail Road.
140.4	Lack of cycling infrastructure	Investigate the feasibility of creating a 3m shared use path on the north side of Norris Hill Road from Aldershot Road to Ively Road.
140.5	Opportunity to upgrade existing cycling infrastructure	Existing shared use path on Ively Road. Investigate the possibility of widening to a minimum of 3m where possible.
140.6	Lack of cycle priority at side road	Install cyclist priority crossing across Pyestock Way.
140.7	Poor/no cycle crossing	Consider upgrading existing uncontrolled crossing to parallel crossing at Kennels Lane.
140.8	Inadequate maintenance	Maintain existing shared use path on Old Kennels Lane.
140.9	Potential for high vehicle speeds/flows	Create pedestrian and cyclist priority street on Old Kennels Lane by adding signage and ensuring a 20 mph speed limit.
140.10a	Alternative route option	Cycling in mixed traffic is feasible on Guildford Road, from the B3010 to its terminus. This assumes that there is a 20mph speed limit and low traffic volumes. Note that this is an alternative route and would be less direct than a route on Norris Hill Road.
140.11a	Opportunity to upgrade existing cycling infrastructure	Upgrade existing paths in green space between Pondtail and Hartland Park to create a 3m wide shared use path. Surfacing works, lighting, and wayfinding signs should be installed. There is also the opportunity to link to Fleet Pond route through MoD Training Area.

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Route 150: Fleet to Church Crookham

Route description

Route 150 starts at the Hitches Lane / Fitzroy Road junction, and heads east on Tavistock Road. The route then goes down Reading Road South, and ends at the Sandy Lane / Beacon Hill Road roundabout.

This route offers a more direct travel from the Edenbrook area to Church Crookham, helping to link key destination points such as Fleet Business Park, Calthorpe Park and Heatherside Junior School. It will also help for safer travel as it provides an alternative to cycling down Reading Road North, which is a major A road with high daily traffic flows.

Route length

Approximately 4.5km.

Existing conditions

There is minimal cycling infrastructure along the length of the route, with insufficient crossing facilities and resting points at major junctions, such as at the Reading Road South /Aldershot Road roundabout where pedestrian countdown timers and crossing buttons are missing at all junction arms.

There are also poor crossing facilities across Reading Road South therefore current north - south movement over the road may be challenging.

Barriers to walking and cycling

- High traffic flows on Reading Road South
- Inadequate cycling facilities throughout entire length of route

Potential options

- Assuming low traffic levels and a speed limit of 20mph, there is the opportunity for mixed traffic cycling facilities on Fitzroy Road and Tavistock Road
- Due to limited carriageway space on Reading Road South, a shared use path may be appropriate
- There is opportunity to widen the existing footway along Beacon Hill Road to at least a 3m minimum. This could be done by either re-allocating the extra carriageway space, or using the existing verge



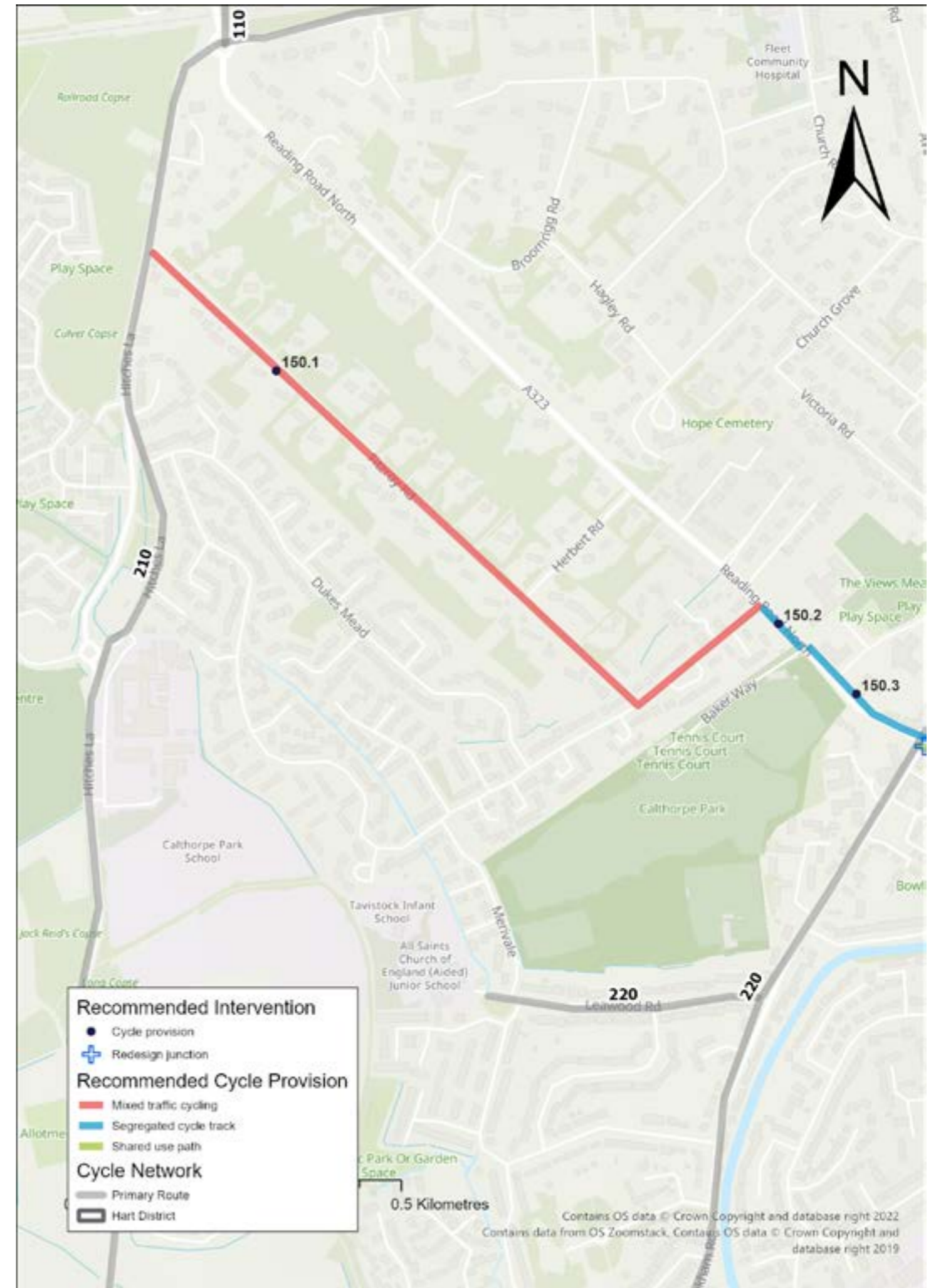
Lack of cycling facilities and narrow footway down Reading Road South



Opportunity to re-allocate extra carriageway space at Fleet Road / Crookham Road junction



Intervention Number	Issue	Recommendation
150.1	Potential for high vehicle speeds/flows	Mixed traffic cycling provision is suitable on Fitzroy Road/Tavistock Road from Hitches Lane to Reading Road North. Implement a 20mph speed limit, possible modal filters and other traffic calming measures as required.
150.2	Lack of cycling infrastructure	Widen footway on western side of Reading Road North to create a segregated cycle facility and 2m wide footway. Connect to existing Toucan crossing on Reading Road North.
150.3	Lack of cycling infrastructure	Re-allocate excess carriageway space to create segregated cycle facility on the eastern side of Reading Road North from Harlington Way to Fleet Road.



Intervention Number	Issue	Recommendation
150.4	Poor/no walking and cycling facilities at junction	A review of the A323/A3013/Crookham Road signalised junction should be undertaken to explore improvements for pedestrians and cycle priority, and continuity through the junction. Investigate the potential for providing a Cyclops style junction to improve east/west cycle route continuity and connectivity.
150.5	Lack of cycling infrastructure	Explore providing shared use path facilities on Reading Road South between Fleet Road and Aldershot Road, subject to pedestrian and cycle usage.
150.6	Poor/no walking and cycling facilities at junction	A review of the A323/B3013/Connaught Road signalised junction should be undertaken to explore improvements for pedestrians and cycle priority, and continuity through the junction. Investigate the potential for providing a Cyclops style junction to improve east/west cycle route continuity and connectivity .
150.7	Lack of resting points; Poor quality public realm	Investigate feasibility of reallocating excess carriageway space and guardrailling to add seating and greenery to improve attractiveness and potentially reduce vehicle speeds through junction.
150.8	Lack of cycle priority at side road	Consider redesign existing uncontrolled crossing to a parallel crossing at Courtmoor Ave and Haywood Dr.
150.9	Lack of cycle priority at side road	Consider redesign existing uncontrolled crossing to a parallel crossing (or side road treatment depending on traffic counts) at Velmead Road.
150.10	Lack of cycle priority at side road	Consider redesign existing uncontrolled crossing to a parallel crossing (or side road treatment depending on traffic counts) at Basingbourne and Florence Roads.

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Intervention Number	Issue	Recommendation
150.11	Poor/no walking and cycling facilities at junction	A review of the B3013/Aldershot Road/Beacon Hill roundabout should be undertaken to explore improvements for pedestrians and cycle priority, and continuity through the junction. Investigate the potential for providing a Dutch style roundabout to improve north/south cycle route continuity and connectivity.
150.12	Lack of cycling infrastructure	Investigate feasibility of installing a shared use path on Beacon Hill Road between Aldershot Road/B3013 roundabout and Sandy Lane roundabout, subject to pedestrian and cycle usage.
150.13	Poor/no walking and cycling facilities at junction	A review of the B3013/Twesledown Road/Bourley Road junction should be undertaken to explore improvements for pedestrians and cycle priority, and continuity at the junction.
150.14	Poor/no walking and cycling facilities at junction	A review of the B3013/Sandy Lane roundabout should be undertaken to explore improvements for pedestrians and cycle priority, and continuity. Investigate the potential for providing a Dutch style roundabout.



Route 160: Crookham Village and Sandy Lane

Route description

Route 160 starts at the Crondall Road / The Street junction from its northern end. The route continues south down Gally Hill Road, crosses Aldershot Road, and ends at the Sandy Lane / Beacon Hill Road roundabout.

There is an additional section of the route which travels down Brandon Way, and Ewshot Lane which then takes users through paths north of Crookham Park to eventually join Sandy Lane. This section takes users through quieter areas which are mostly residential properties, and avoids the busier Gally Hill Road where traffic flows can reach 6500 vehicles per day¹.

Overall, this route will help to promote more direct and safer travel between Church Crookham and Crookham Village, linking key destination areas such as Fleet Business Park, Church Crookham Senior School and Crookham Park.

Route length

Approximately 3km (The Street/Gally Hill Road option).

Existing Conditions

There is currently limited cycling infrastructure throughout the entire length of the route. There are also poor crossing points on the route, particularly at the Crookham Road / The Street junction where countdown timers and crossing buttons are missing.

Similarly, there are no controlled crossing points on numerous roundabouts such as at Jubilee Drive / Sandy Lane, Sandy Lane / Beacon Hill Road, and Sandy Lane / Naishes Lane.

The route also lacks wayfinding signage, particularly at the Gally Hill Road / Aldershot junction and at the Brandon Road roundabout which takes users through an alternative direction.

¹ Department for Transport (2009) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/945261>

Barriers to walking and cycling

- High traffic levels on Aldershot Road where traffic flows can reach 8,900 vehicles per day².
- Limited controlled crossings throughout entire length of route
- No dedicated cycle path on Gally Hill Road and The Street

Potential options

- Considering that there are limited road alternatives for motor traffic travel between Church Crookham and Crookham Village, mixed traffic conditions may be suitable from the Crondall Road / The Street junction to Gally Hill Road / Sandy Lane, subject to reductions in traffic volume, which may require modal filters
- An alternative option is to direct users down Brandon Road where mixed traffic provision may be suitable given a 20mph speed limit

² Department for Transport (2019) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/945274>



Existing conditions on Sandy Lane, with a shared use path



Poor crossing point at The Street / Crookham Road junction



Lack of controlled crossings on Gally Hill Road / Brandon Road roundabout

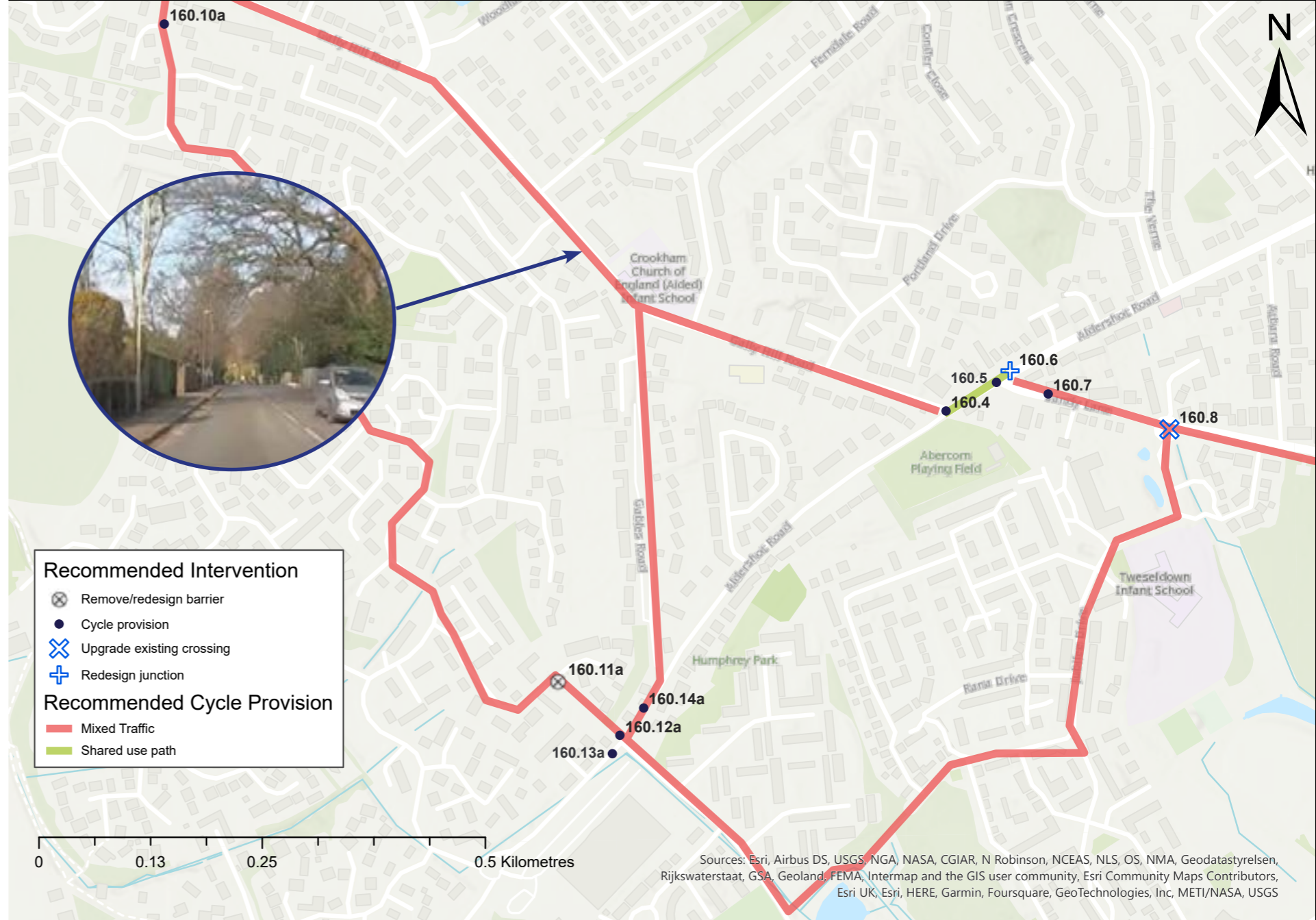


Intervention Number	Issue	Recommendation
160.1	Potential for high vehicle speeds/flows	If traffic volumes are low, mixed traffic cycling provision may be suitable from the Pilcot Road/Hitches Lane junction, to the Crookham Road/The Street junction. Reduce speed limit to 20mph and introduce physical traffic calming measures as required.
160.2	Poor/no walking and cycling facilities at junction	Investigate the feasibility of installing signalised crossing facilities at The Street / Crookham Road junction, including pedestrian crossing facilities on the southern arm.
160.3	Lack of cycling infrastructure; Potential for high vehicle speeds/flows	Considering the limited available width for segregated cycling facilities, mixed traffic cycling provision may be possible from Crookham Road junction to Aldershot Road subject to traffic speed reductions to 20mph, possible bus gate modal filters, and further traffic calming measures.

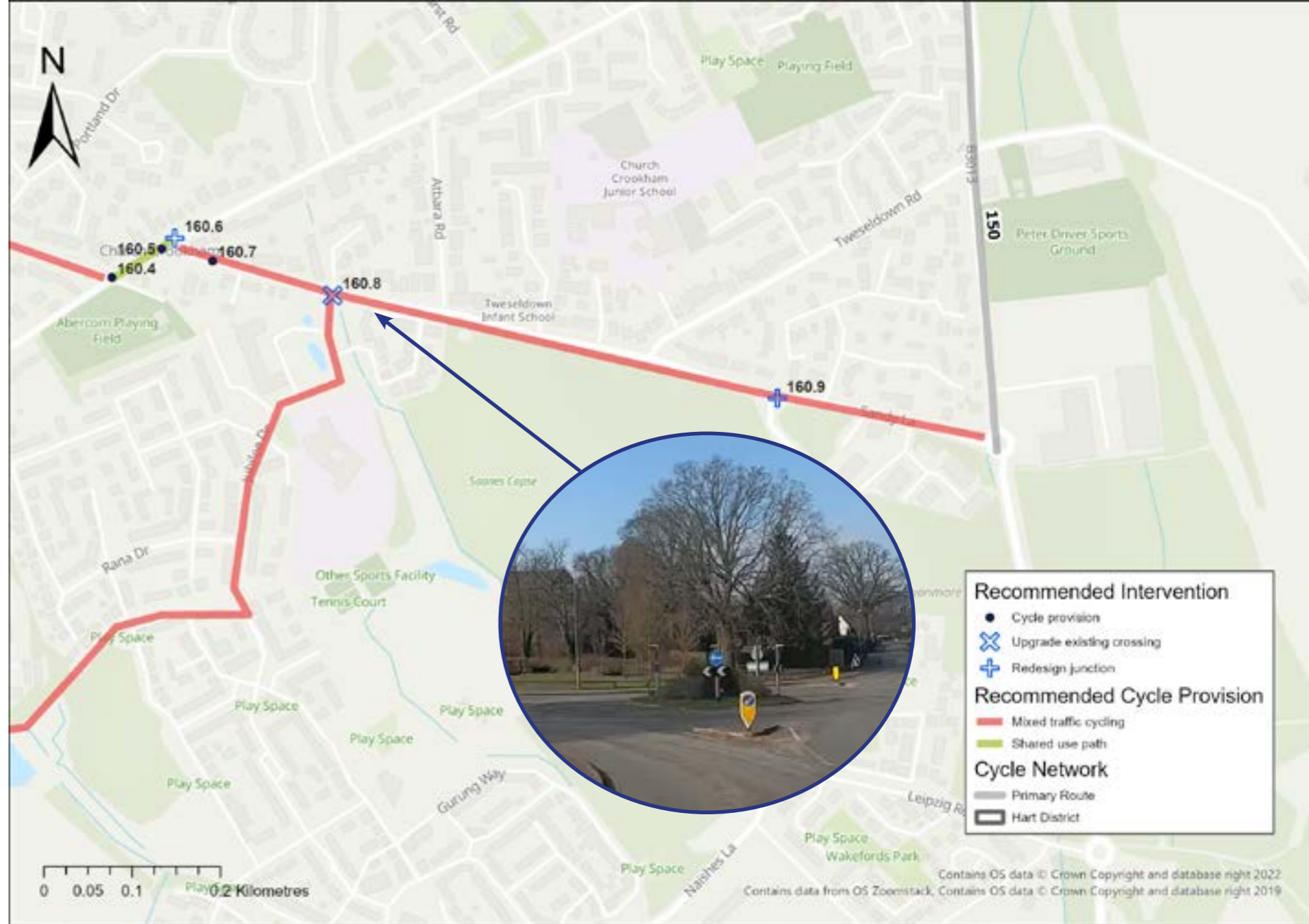


Intervention Number	Issue	Recommendation
160.4	Lack of cycling infrastructure	Investigate widening the existing footway as much as possible to provide a shared use path along Aldershot Road, between the Gally Hill Road and Sandy Lane junctions.
160.5	Lack of wayfinding	Add wayfinding signage to show route continuation down Sandy Lane.
160.6	Poor/no walking and cycling facilities at junction	Investigate the possibility of reducing the size of the Aldershot Road / Sandy Lane junction, and the possibility of providing a parallel crossing on the southern arm (across Sandy Lane).
160.7	Lack of cycling infrastructure; Potential for high vehicle speeds/flows	Insufficient width and level difference prevents widening of the existing shared use path to provide segregated conditions on Sandy Lane. Therefore, mixed traffic cycling provision may be suitable subject to a 20mph speed limit, possible bus gate, modal filters and further traffic calming measures may be required.
160.8	Poor/no walking and cycling facilities at junction	Install parallel crossings at the Sandy Lane / Jubilee Drive roundabout on the western, southern and eastern arms
160.10a	Alternative route option	This is an alternative cycling route. Reduce speed limit to 20mph to allow for mixed traffic conditions. Also consider adding cycle symbols to the carriageway for wayfinding.
160.11a	Barrier restricts legitimate access	Consider removing or redesigning barriers if access width is less than 1.5m.
160.12a	Poor/no cycle crossing	Investigate feasibility of installing controlled crossing facilities at Aldershot Road/Ewshot Lane junction. May be challenging due to land constraints.
160.13a	Lack of wayfinding	Install wayfinding signs at Aldershot Road/ Ewshot Lane junction to show continuation of route
160.14a	Potential for high vehicle speeds/flows	Gables Road identified as a 'link' route where mixed traffic conditions are appropriate.

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Intervention Number	Issue	Recommendation
160.9	Poor/no walking and cycling facilities at junction	Consider installing parallel crossing facilities at western and southern arms of the Sandy Lane / Naishes Lane roundabout



Route 200: Hook to Odiham

Route description

Route 200 links Hook with North Warnborough and Odiham. This route provides a critical active travel link between the larger settlement of Hook and Robert May's School in Odiham, a large secondary school with many pupils that reside in Hook.

The route begins at the A30/Station Road roundabout in Hook, travelling south along Station Road/B3349 before reaching the Hook interchange over the M3. South of this large interchange the route continues along the A287.

After the A287/B3349 roundabout, the route options include travelling along Mill Lane on low traffic rural roads, or continuing along the B3349. The route then joins an existing high quality shared use path on the eastern side of the Robert May's school, and then continues along West Street into Odiham.

Route length

Approximately 5km.

Existing Conditions

The only dedicated cycling provision on the route is the shared use path on the eastern side of the Robert May's School. Much of the route lacks footways and pedestrian crossings are very limited at the major roundabouts.

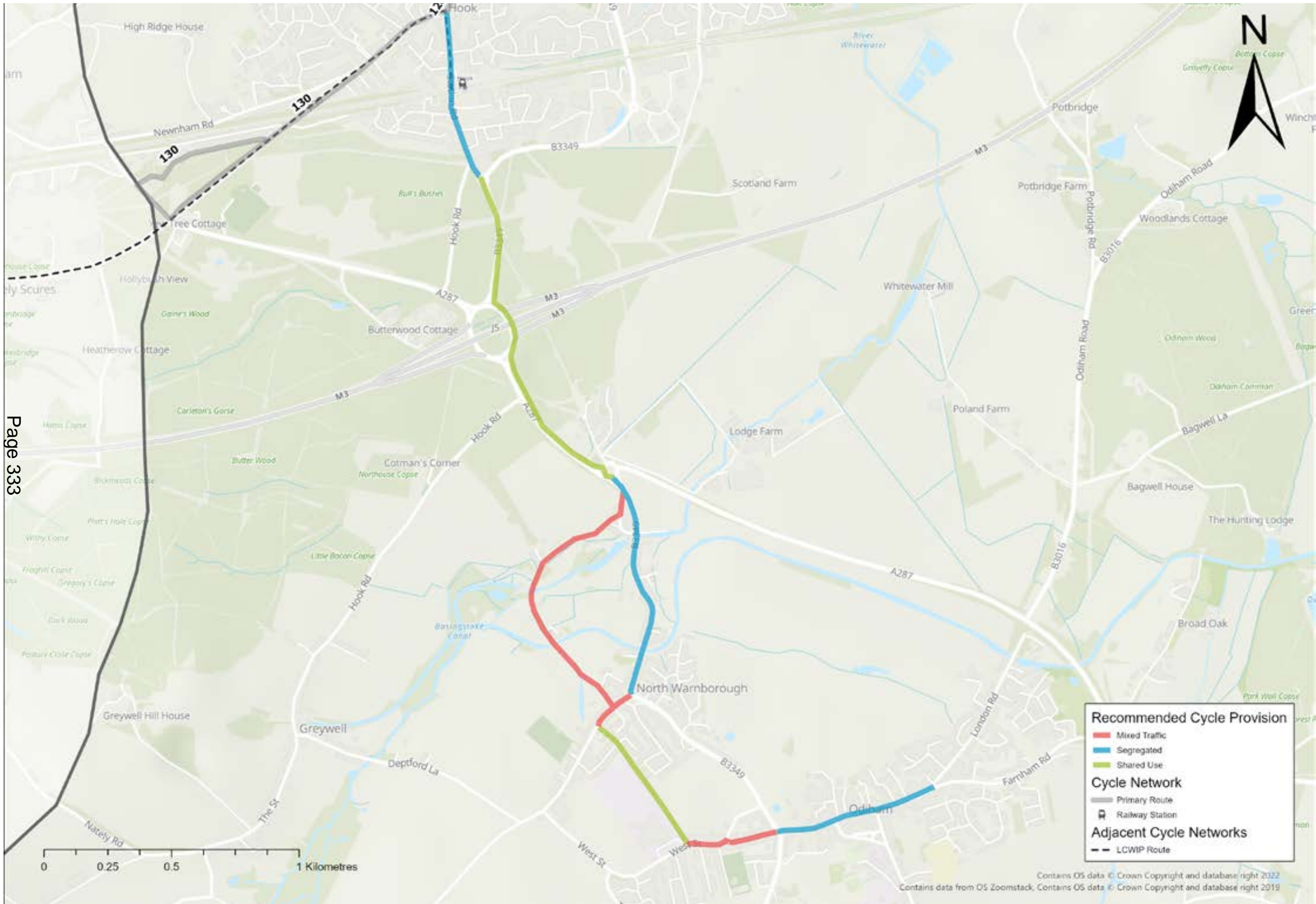
Barriers to walking and cycling

- The Hook interchange over the M3 is the most significant barrier, and will require significant upgrades in order to safely accommodate cyclists and pedestrians.
- High speeds and traffic flows on the B3349 in North Warnborough

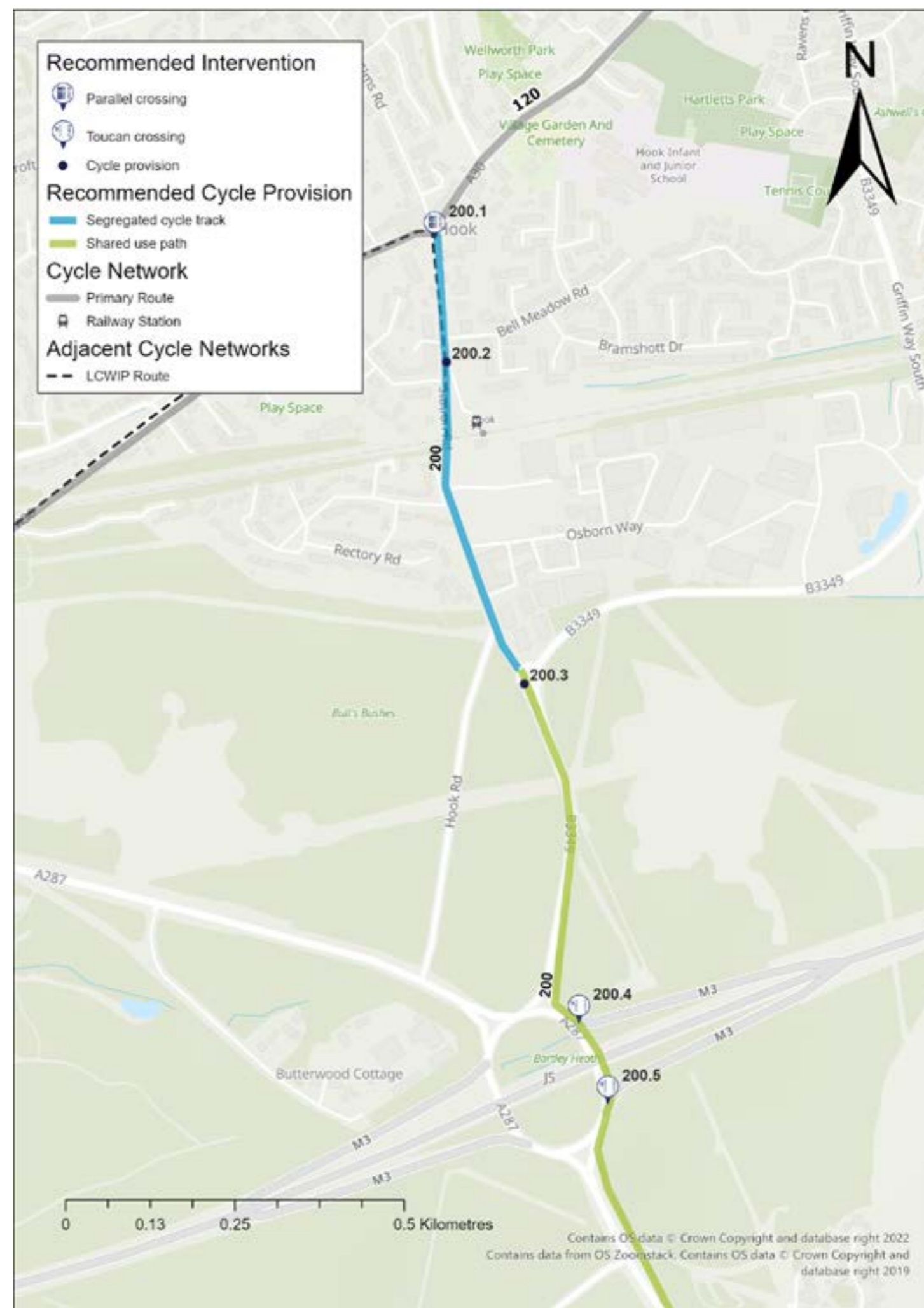
Potential options

- Segregated cycle provision is recommended along Station Road in Hook.
- As the route travels south and becomes more rural in character, a shared use path is recommended.
- At the M3 roundabout, a dedicated shared use path with signalised crossings will be required.
- In North Warnborough, there are two options to reach Robert May's School: 1) Investigate the feasibility of installing a segregated cycling facility on the B3349 2) Use low-traffic Mill Lane and Tunnel Lane to connect to North Warnborough Street.
- In Odiham, the route would continue as a segregated cycle facility on High Street

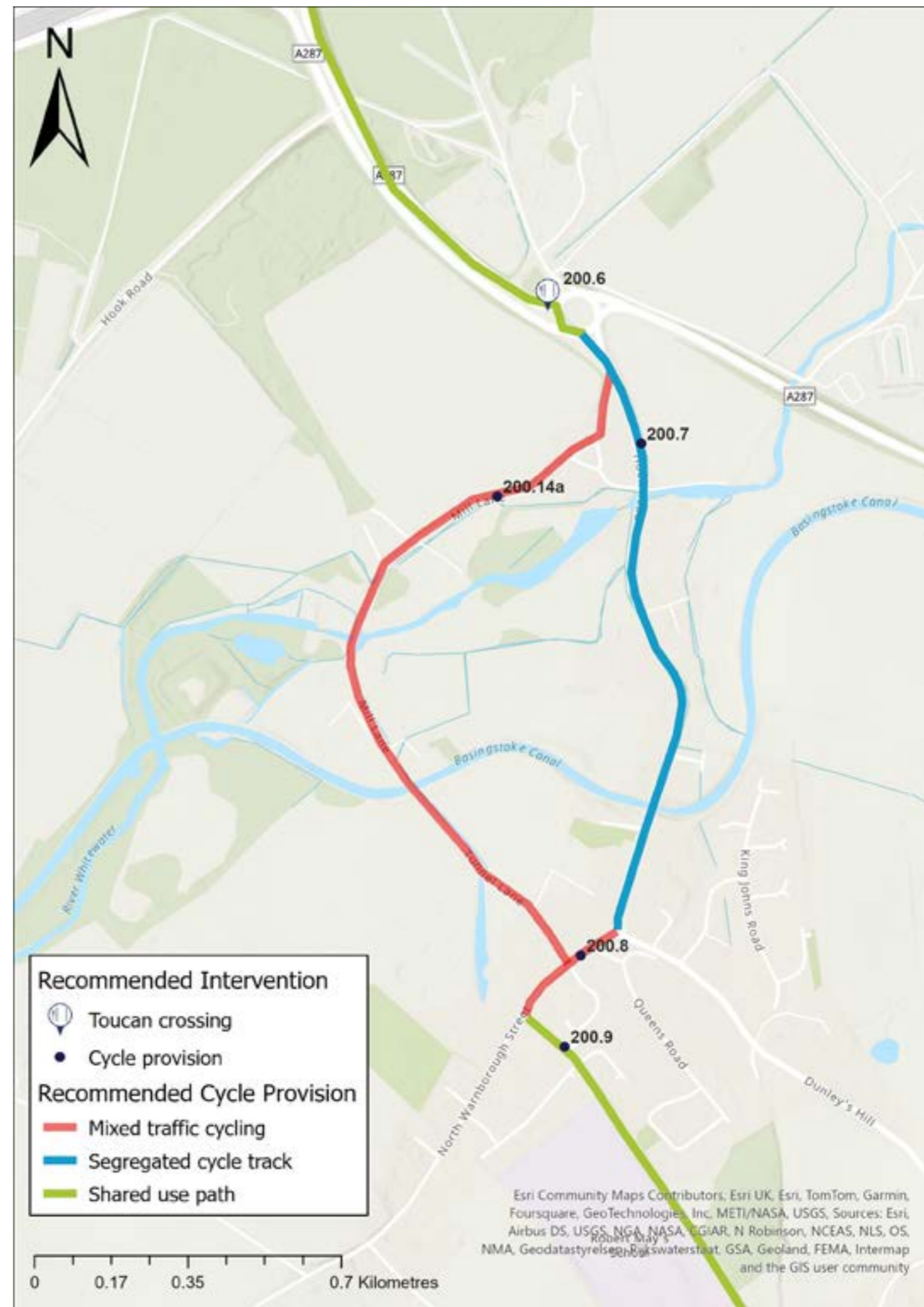




Intervention Number	Issue	Recommendation
200.1	Poor/no walking and cycling facilities at junction	Install parallel crossing on Station Road roundabout, south arm.
200.2	Lack of cycling infrastructure	Investigate feasibility of installing a segregated two way cycle track on Station Road from the A30 to B3349. If not possible investigate potential to add modal filter to reduce traffic flows on Station Road.
200.3	Lack of cycling infrastructure	Investigate feasibility of widening existing footway to create a minimum 3m wide shared use path with minimum 3m horizontal separation from the carriageway on the eastern side of the B3349 from the Station Road/B3349 roundabout to the A287/Hook Road/B3349 roundabout, this may require private land.
200.4	Poor/no cycle crossing	Install Toucan crossing at north side of Hook Interchange.
200.5	Poor/no cycle crossing	Install Toucan crossing at south side of Hook Interchange.



Intervention Number	Issue	Recommendation
200.6	Poor/no cycle crossing	Add Toucan (or potentially grade separated) crossing to transition to southern side of A287 roundabout.
200.7	Lack of cycling infrastructure	Investigate feasibility of implementing a segregated cycle facility, if not feasible, consider alternative routing option (see 200.13a).
200.8	Potential for high vehicle speeds/flows	Mixed traffic cycling provision suitable on North Warnborough Street from the B3349 roundabout to existing shared use path. Ensure 20mph speed limit.
200.9	Opportunity to upgrade existing cycling infrastructure	Investigate feasibility of lighting as well as improving wayfinding and drainage on this path.
200.14a	Alternative route option	Option to use narrow country lane with very low traffic volumes. Visibility improvements would be required, and the route is less overlooked.



Intervention Number	Issue	Recommendation
200.10	Potential for high vehicle speeds/ flows	If traffic volumes are sufficiently low, mixed traffic cycling provision would be suitable on West Street from Robert May's School to the B3349/Dunleys Hill, with traffic calming measures as required. If not, utilise the wide verges to provide an off-carriageway cycle track.
200.11	Barrier restricts legitimate access	Ensure there is a 1.5m gap between existing bollards at the end of West Street.
200.12	Poor / no cycle crossing	Upgrade current uncontrolled crossing on Dunleys Hill, north of West Street, and bring closer to the junction.
200.13	Lack of cycling infrastructure	Investigate feasibility of installing segregated cycle facility. Due to width constraints, this will be challenging and may require realignment of existing on carriageway parking.



Route 210: Fleet to Crookham Village

Route description

Route 210 starts at the Fleet Station roundabout on the eastern end, and travels west down Elvetham Road, up to the A323 (Hitches Lane / Elvetham Road) roundabout. The route then goes south down Hitches Lane and ends at the junction with Pilcot Road, where it meets with routes 110 and 160. There is a small section which continues down Pilcot Road, for which new footway has been recommended.

This route will allow for safer and more direct travel to and from key destination areas such as Crookham Village, Elvetham Heath, Fleet Hospital, and Fleet Station, reducing the need to navigate through the main town centre on Fleet Road which is typically busy, and where average traffic flows have reached up to 12,500 vehicles per day¹.

Route length

Approximately 4.5km.

Existing Conditions

The A3013 roundabout (near Fleet Station) currently has minimal provisions for active travel users consisting of poor crossings and no dedicated cycling infrastructure leading up to the station. These conditions are similar going down Elvetham Road, and up to the A323 (Hitches Lane / Elvetham Road) roundabout. There is then a narrow existing shared use path along Hitches Lane to the south side of Calthorpe Park School.

Barriers to walking and cycling

- Previous records showing average traffic flows reaching over 5,000 vehicles per day on Elvetham Road²

¹ Department for Transport (2021) Road Traffic Statistics <https://roadtraffic.dft.gov.uk/#16/51.2880/-0.8359/basemap-countpoints>

² Department for Transport (2009) Road Traffic Statistics <https://roadtraffic.dft.gov.uk/manualcountpoints/931069>

- Records showing average traffic flows reaching over 7,900 vehicles per day on Hitches Lane
- Lack of controlled crossing points throughout the route, particularly at the Elvetham Road / Hitches Lane roundabout
- Barriers to walking and cycling on the bridge near Elvetham Road.

Potential options

- Opportunity to widen the existing shared use path down Hitches Lane and potentially convert some sections into a segregated cycle facility, however this may be subject to land ownership data adjacent to the path
- Along Elvetham Road a shared use path is recommended due to limited space within the highway boundary



Narrow existing footway near the roundabout



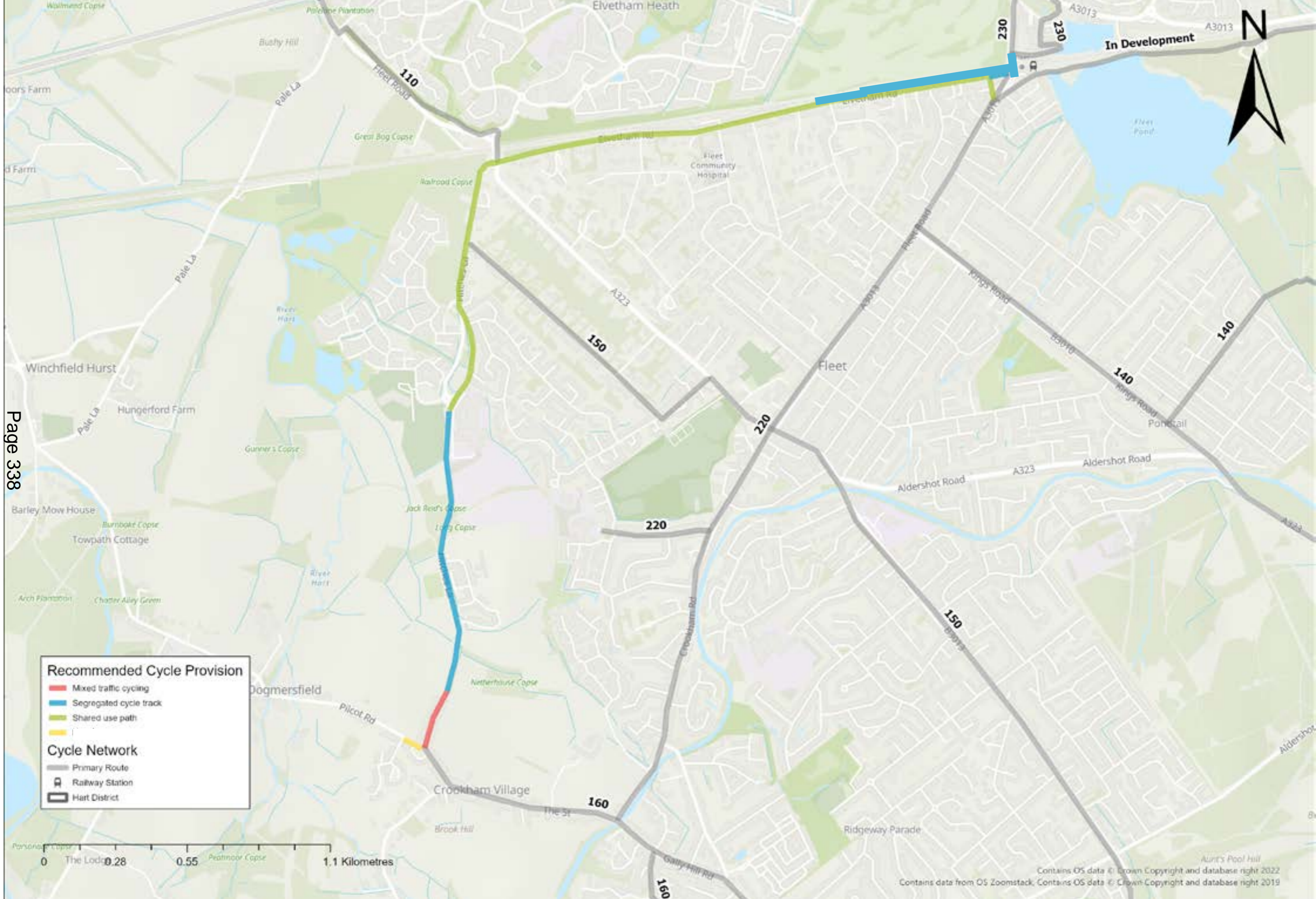
Additional barriers near Elvetham Road

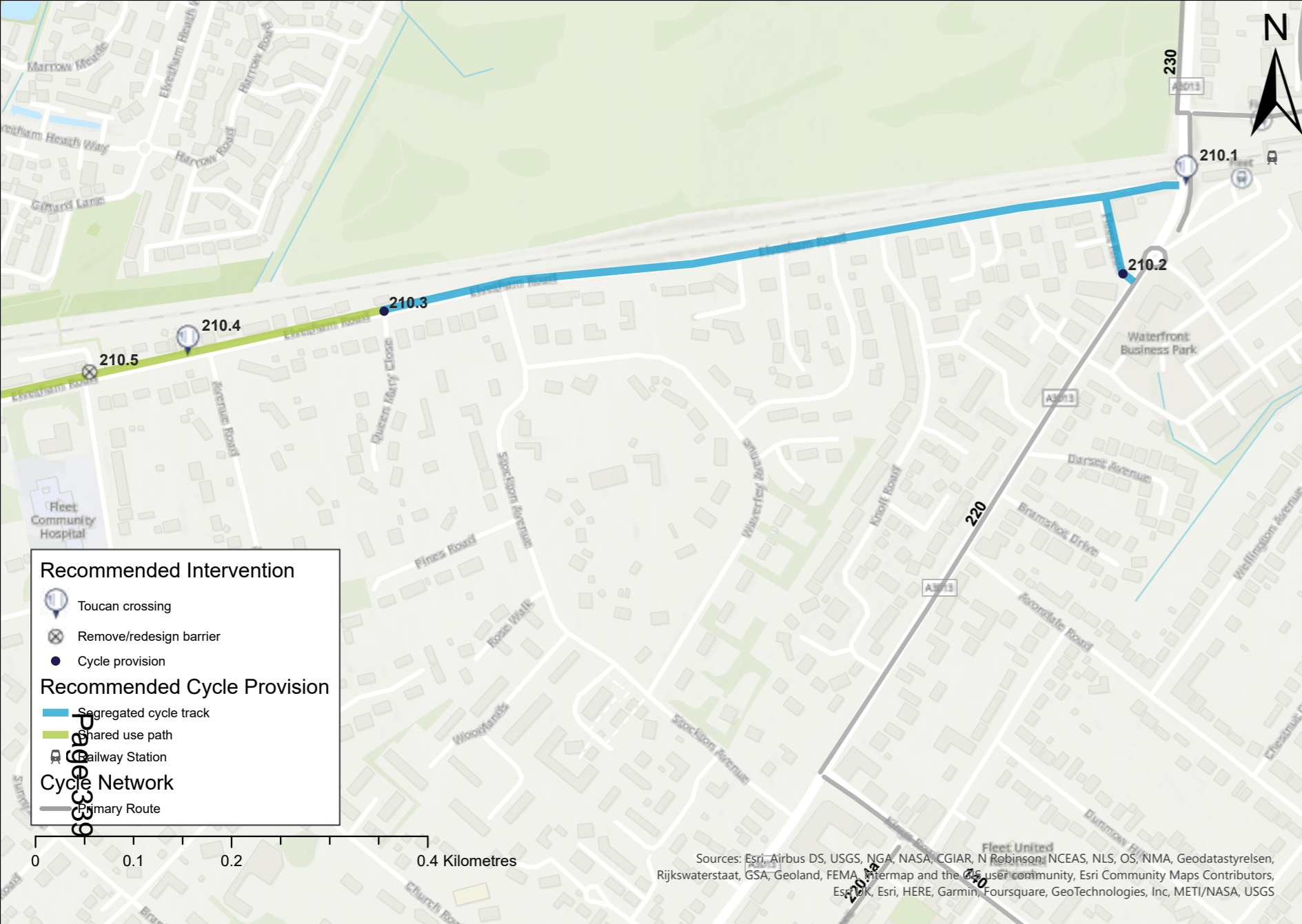


Narrow existing shared use path down Hitches Lane



Private land near the pavement Hitches Lane, which may act as a constraint to widening the path

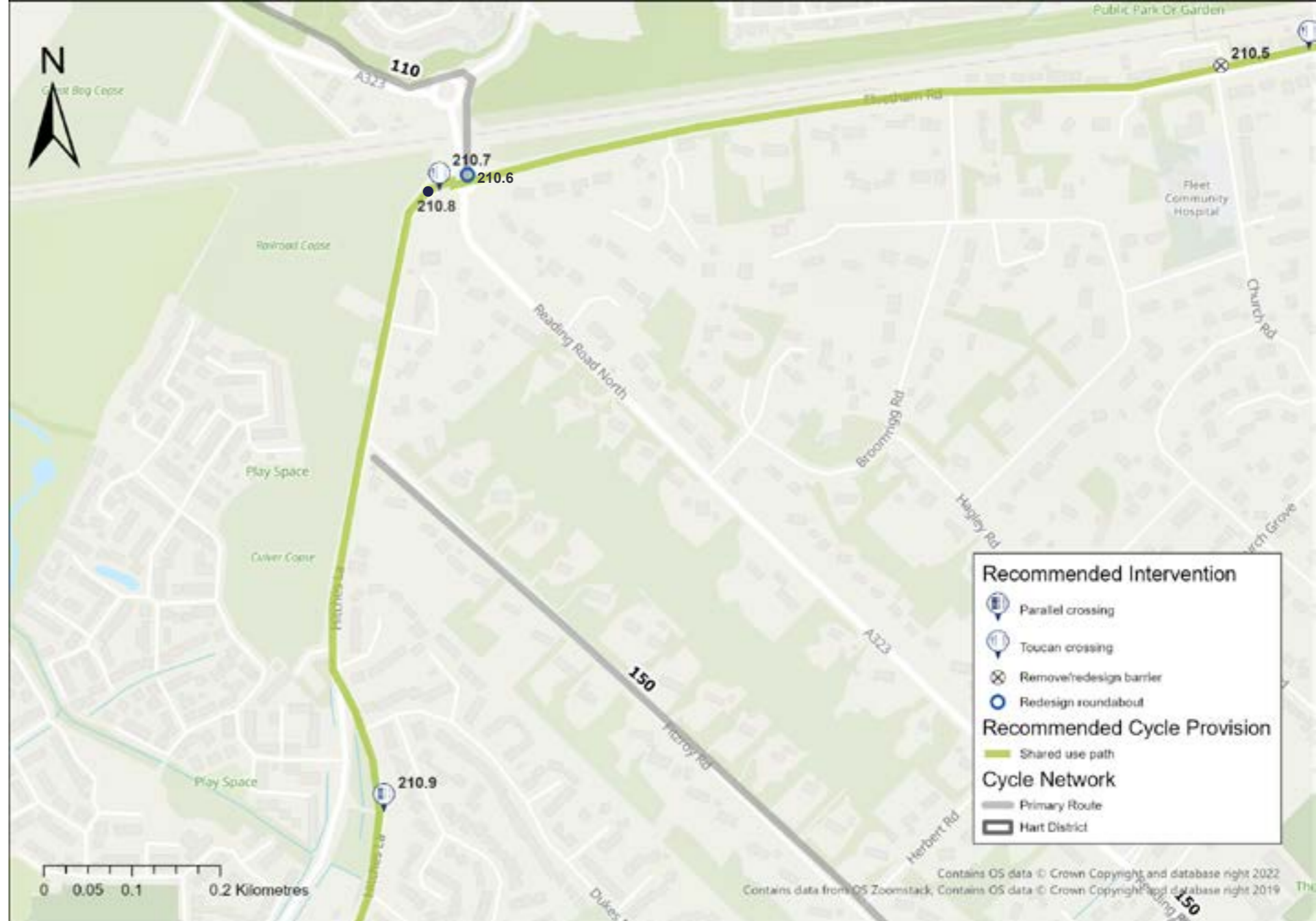




Intervention Number	Issue	Recommendation
210.1	Poor/no cycle crossing	Investigate feasibility of installing controlled crossing over the A3013.
210.2	Lack of cycling infrastructure	Investigate feasibility of installing a two-way segregated cycle track on Elvetham Road between A3013/Fleet Road and Queen Mary Close. Explore options for car park reallocation.
210.3	Lack of cycling infrastructure	Investigate feasibility of installing a shared use path between Queen Mary Close and the A323/Reading Road North.
210.4	Poor/no cycle crossing	Install a controlled crossing over Elvetham Road to connect to existing footbridge.
210.5	Barrier restricts legitimate access	Remove barriers on both sides of the footbridge (Elvetham Road and Giffard Lane). If a specific safety issue is identified, then barriers can either be replaced with a bollard, or widen the chicanes to allow for a minimum 1.5m gap.

Intervention Number	Issue	Recommendation
210.6	Poor/no walking and cycling facilities at junction	Consider implementing a Dutch style roundabout in the long term at Elvetham Road/Fleet Road/Hitches Lane.
210.7	Poor/no cycle crossing	Signalised Toucan crossing to be installed over Hitches Lane junction arm in summer 2023.
210.8	Lack of cycling infrastructure	Investigate the feasibility of providing a shared use path and widening the existing shared use path to a minimum of 3m, and reduce the speed limit to 20 mph on Hitches Lane from the Reading Road roundabout to Emerald Avenue roundabout. Alternatively, investigate potential to accommodate a segregated cycle facility in this location.
210.9	Poor/no cycle crossing	Install a signalised crossing over Hitches Lane.

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Intervention Number	Issue	Recommendation
210.10	Poor/no walking and cycling facilities at junction	Consider implementing a Dutch style roundabout Hitches Lane/Emerald Avenue.
210.11	Lack of cycling infrastructure	Investigate feasibility of installing segregated cycle facility on Hitches Lane from Emerald Avenue to Crookham Village.
210.12	Poor/no walking and cycling facilities at junction	Install parallel crossing on eastern roundabout arm at Featherfall Road.
210.13	Potential for high vehicle speeds/flows	Mixed traffic cycling provision through Crookham Village to Pilcot Road. Ensure a 20mph speed limit with supporting traffic calming measures and possible modal filters to reduce traffic volume.
210.14	Poor/no cycle crossing	Investigate feasibility of installing a parallel crossing over Pilcot Road.
210.15	Lack of footway	Gap in footway on south side of Pilcot Road - install new footway.

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Route 220: Fleet station to Crookham Village

Route description

Route 220 starts at Fleet station and proceeds to the A3013 roundabout. It travels south-west down Fleet Road (A3013), travelling along Albert Road to the southeast of the town centre, and continues south on Crookham Road. The route then ends at the Crookham Road and The Street junction.

This route will promote safer and more direct travel between Crookham Village and Fleet town centre and will help to link key destinations such as the railway station and Calthorpe Park.

Route length

Approximately 4.5km.

Existing conditions

Starting near the A3013 roundabout, there is minimal cycling infrastructure on the route. However, there is extra space on the carriageway.

There are a number of junctions which have insufficient crossing facilities. For example, at the Kings Road (B3010) and Fleet Road (A3013) junction, there are no pedestrian signals.

Barriers to walking and cycling

- High traffic flow on Fleet Road (A3013) previously reaching up to over 12,000 vehicles per day.
- Poor crossing facilities, with pedestrian countdown timers and crossing buttons missing at some junction arms, for example at the Fleet Road / Reading Road South junction

Potential options

- Implement a segregated cycle facility on Fleet Road until the B3010, then utilise Albert Road with mixed traffic cycling provision. South of Reading Road, implement mixed traffic

cycling provision, however this may require possible modal filters and other traffic calming measures

- Opportunity for mixed traffic provision on Lea Wood Road (spur leading to All Saints Church of England Aided Junior School). This is subject to low traffic flows and a 20 mph speed limit



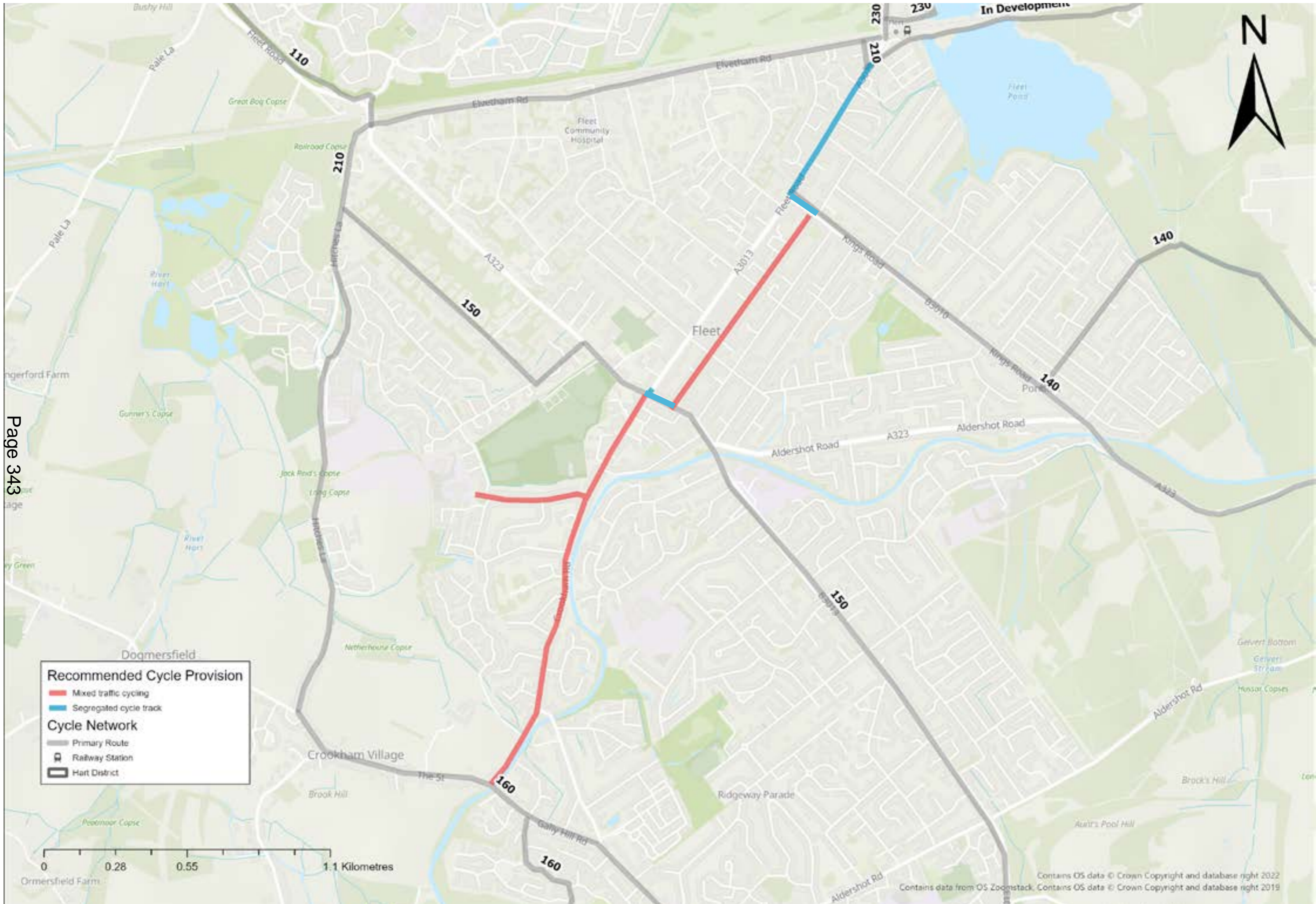
Extra carriageway space that could be re-allocated to cycling infrastructure at the Kings Road / Fleet Road junction



Inadequate crossing facilities at the A3013 junction (near Fleet train station)



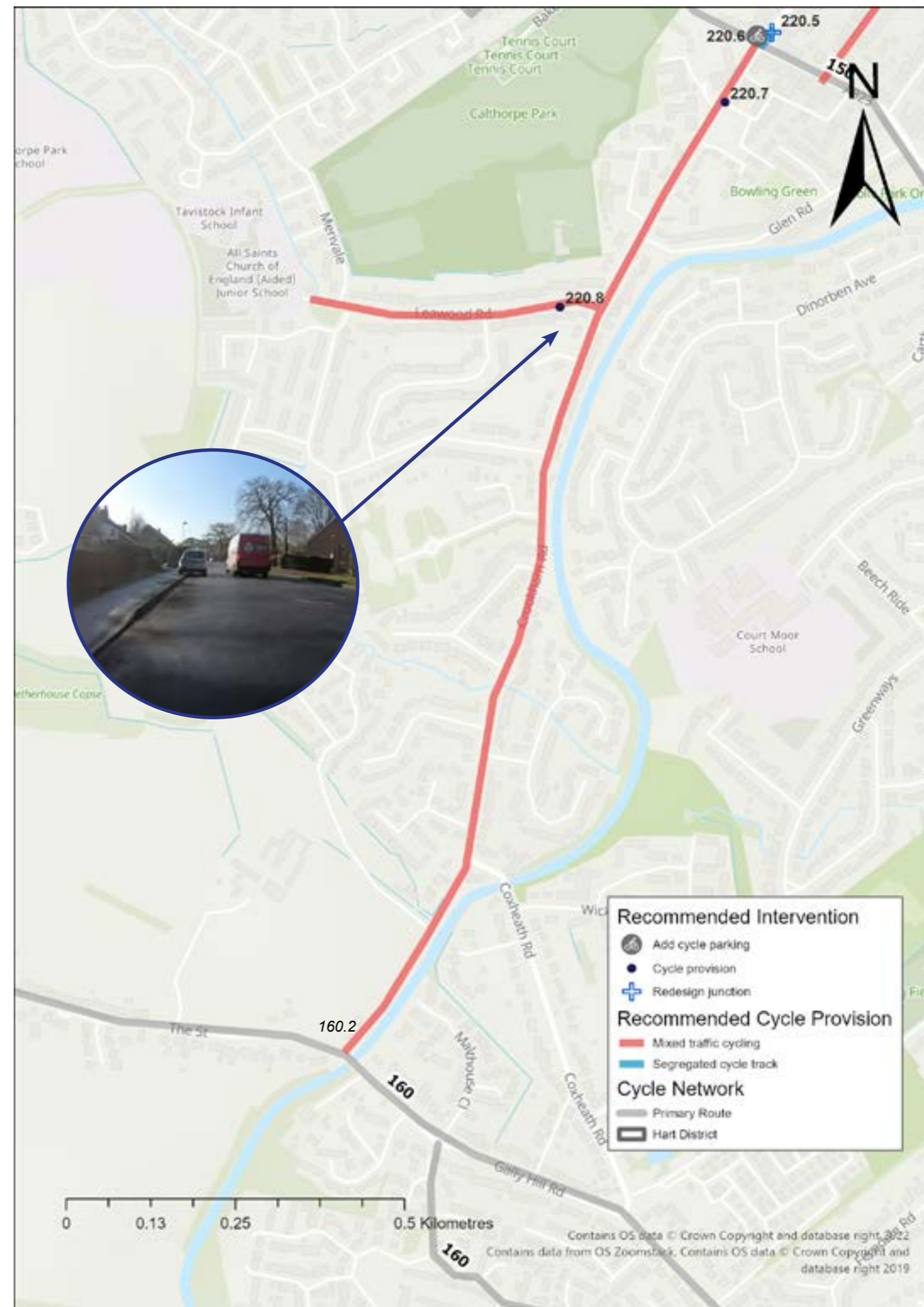
Inadequate crossing facilities at The Street / Crookham Road junction (southern end of route)





Intervention Number	Issue	Recommendation
220.1	Poor/no walking and cycling facilities at junction	Re-design of Fleet Road roundabout (near the station) required to improve safety for all users. High traffic volumes would require segregated cycling facilities and signalised/controlled crossings for pedestrians. Further feasibility study for roundabout re-design is needed.
220.2	Poor/no cycle crossing	Consider installing a Toucan crossing over Fleet Road, near the Shell Fleet (south of the station)
220.3	Lack of cycling infrastructure	Due to high traffic volumes, a segregated cycle track is required on Fleet Road from Fleet station to Kings Road. It is noted that this road is also a bus route. Bus operations will need to be considered as part of traffic study.
220.4	Potential for high vehicle speeds/flows	Mixed traffic cycling provision on Albert Road from the B3010 to the A323. This is subject to a 20mph speed limit, possible modal filters, and other traffic calming measures. This would also include segregated cycle provision on B3010, and A323, connecting to either end of Albert Street.
220.5	Poor/no walking and cycling facilities at junction	Complete re-design of junction required in order to meet the needs of all road users. Upgrades to include segregated cycle provision at all arms of junction, pedestrian signals and countdown timers. Opportunities to re-allocate excess carriageway space to create improved public realm.

Intervention Number	Issue	Recommendation
220.6	Lack of secure cycle parking	Install secure cycle parking facilities at junction.
220.7	Potential for high vehicle speeds/flows	Implement mixed traffic cycling provision on Crookham Road from the A323 to The Street. This would include a 20mph speed limit, possible modal filters and other traffic calming measures.
220.8	Potential for high vehicle speeds/flows	Implement mixed traffic cycling provision on Lea Wood Road, subject to low traffic volumes, as well as a 20mph limit, and physical traffic calming measures as required.
Cross-reference to 160.2	Poor/no walking and cycling facilities at junction	Investigate the feasibility of installing signalised crossing facilities at The Street / Crookham Road junction, including pedestrian crossing facilities on the southern arm.



Route 230: Yateley to Fleet railway station

Route description

Route 230 links Yateley with Fleet along Cricket Hill Lane and the B3013. This route provides a key active travel link between large settlements in Hart District.

The route begins at the junction of the B2372/Reading Road and Cricket Hill Lane in Yateley. It continues southward through the A30 and A327 roundabouts, before continuing on the B3013/Minley Road.

After crossing the M3, the route has two potential options. It may continue on the B3013/A3013 directly to Fleet railway station, or it may travel through the Ancells Farm development on parallel, but less direct alignment.

Route length

Approximately 6.5km.

Existing conditions

There is no dedicated cycling and walking provision on the majority of the route, with the section between the A30 roundabout and the M3 being primarily rural in character. There are narrow advisory cycle lanes on parts of Cricket Hill Lane.

South of the M3 the route runs between the Ancells Farm development to the east and the North Hants Golf club to the west. The route terminates at Fleet railway station. The B3013 is fairly narrow in this location.

Barriers to walking and cycling

- Lack of dedicated cycling and walking provision on the majority of the route.
- The A30 and Minley Road roundabouts are significant barriers to active travel.

- The existing A3013 bridge over the South Western Main line only has footways and lacks sufficient space for a dedicated cycling facility.

Potential options

- A segregated cycle track is recommended along Cricket Hill Lane in the built up area of Yateley
- South of Handford Lane, a feasibility study is recommended to evaluate the potential of creating a shared use path on the eastern side of Cricket Hill Lane, through the A30 and Minley Road roundabout, with the potential to use Ministry of Defence land further south
- There is excess carriageway space on the bridge over the M3, this could likely be re-purposed to accommodate a segregated cycling facility.
- Due to limited highway space on the B3013 between the M3 and Fleet railway station, an option using existing paths through the Ancells Farm development is proposed in addition to investigating the feasibility of a segregated cycle track on the western side of the B3013.



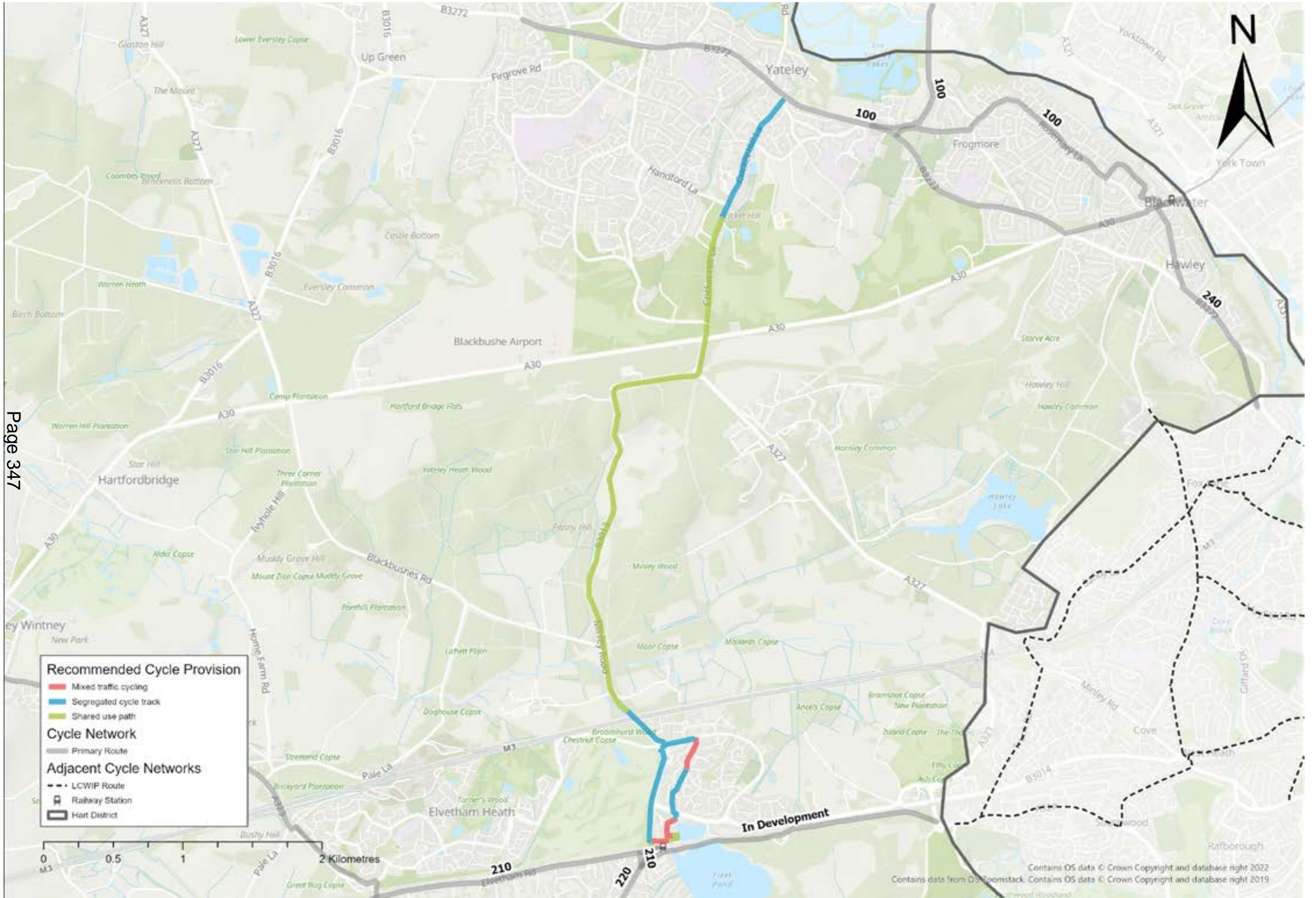
Minley Road near North Hants Golf Club



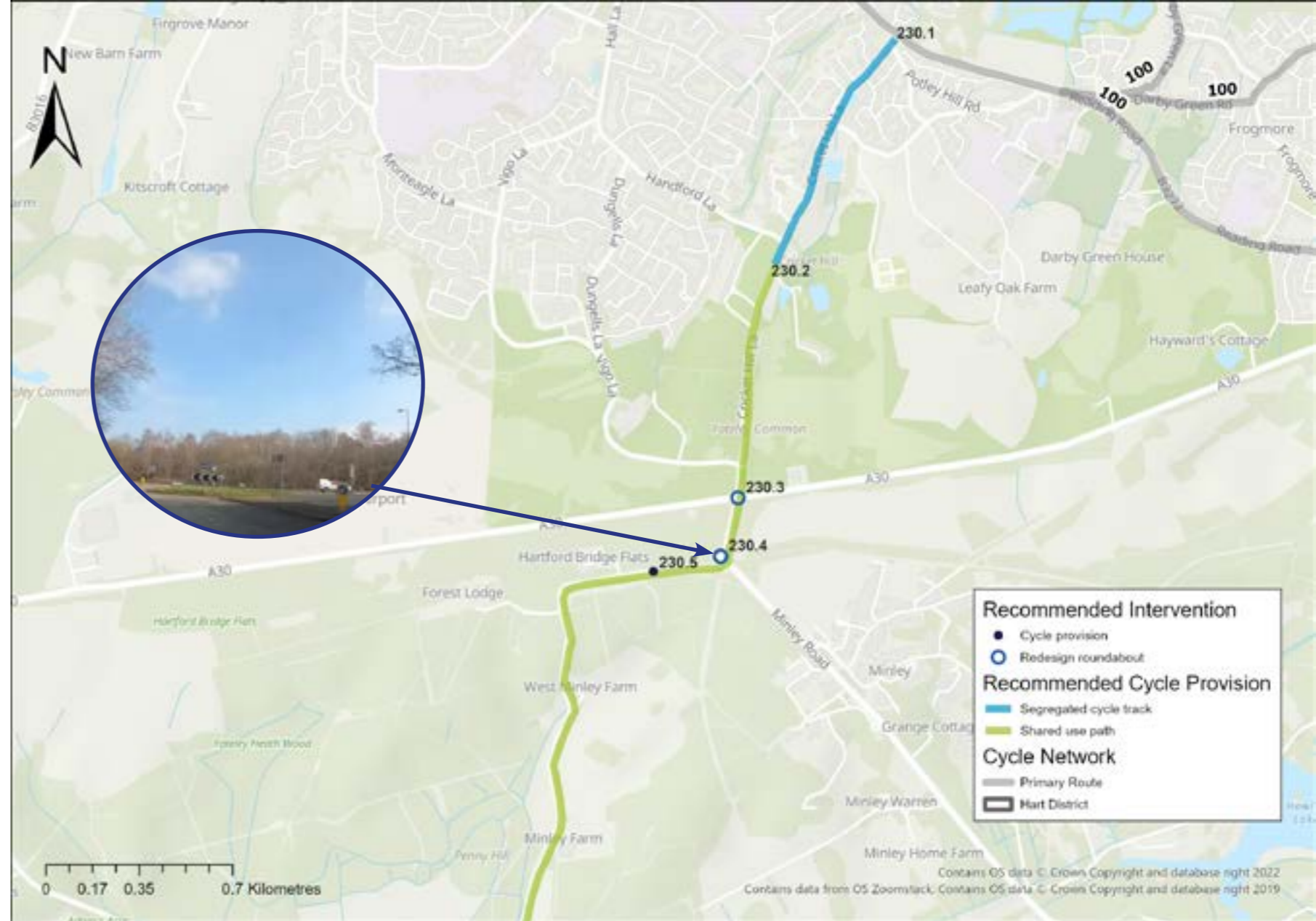
Minley Road M3 overpass



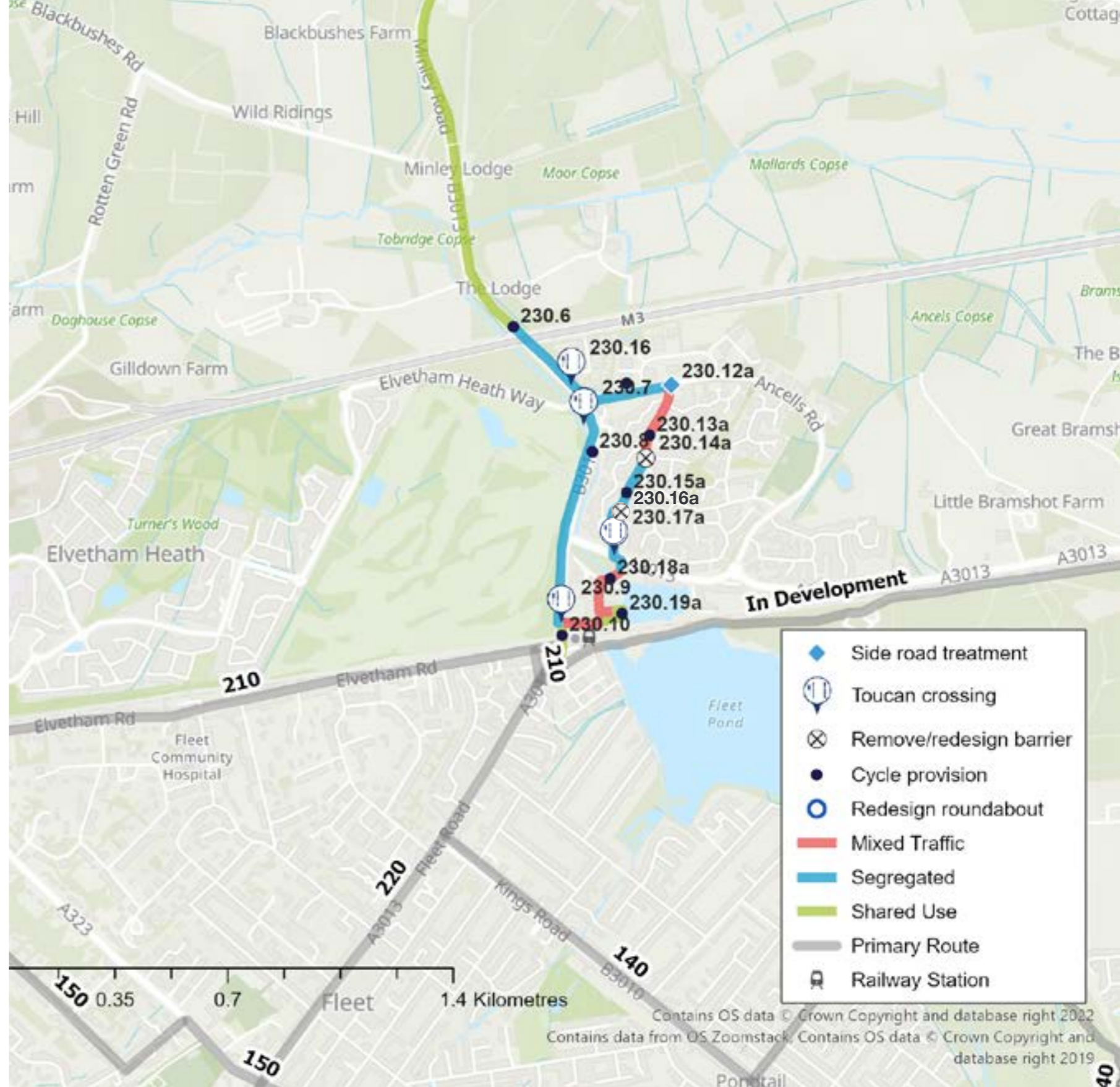
Minley Road



Intervention Number	Issue	Recommendation
230.1	Lack of cycling infrastructure	Investigate feasibility of using verge space to install a two-way segregated cycle track on Cricket Hill Lane from the B3272 to Handford Lane.
230.2	Lack of cycling infrastructure	Investigate feasibility of adding minimum 3m wide shared use path on Cricket Hill Lane from south of Handford Lane to Minley Road roundabout. Due to high traffic speeds, the path will need horizontal separation from carriageway.
230.3	Poor/no walking and cycling facilities at junction	Complete re-design of roundabout required. Re-designed roundabout must include controlled cyclist/pedestrian crossings.
230.4	Poor/no walking and cycling facilities at junction	Complete re-design of roundabout required. Re-designed roundabout must include controlled cyclist/pedestrian crossings.
230.5	Lack of cycling infrastructure	Conduct feasibility study on construction of minimum 3m wide shared use path with horizontal separation from the carriageway, on Minley Road from Minley Road roundabout to M3 overpass. Note: Will require use of private and MoD land. Subject to ecology studies - lighting also needed to ensure route is LTN 1/20 compliant. MoD land is also subject to potential restrictions.



Intervention Number	Issue	Recommendation
230.6	Lack of cycling infrastructure	Investigate feasibility of using verge, green space and unused carriageway space on the eastern side of Minley Road to add a two-way segregated cycle track on the M3 overpass to Ancells Road. There is space to fully accommodate a two-way segregated cycle track within the bridge over the M3 using the unused/excess lanes.
230.7	Poor/no cycle crossing	Install Toucan crossing over Minley Road.
230.8	Lack of cycling infrastructure	Investigate feasibility of using verge/private land on west side of Minley Road to create a two-way segregated cycle track and minimum 2m footway.
230.9	Poor/no cycle crossing	Install Toucan crossing over the A3013.
230.10	Opportunity to upgrade existing cycling infrastructure	Due to space constraints investigate widening existing path to minimum 3m. Long term: Install minimum 5m wide pedestrian/cyclist bridge over the railway line in order to be LTN 1/20 compliant.
230.11a	Lack of cycling infrastructure	Investigate using green space on south side of Ancells Road to allow for minimum 3m two-way segregated cycle track and minimum 2m footway.
230.12a	Lack of cycle priority at side road	Tighten kerb radii at Farm Drive and Ancells Road to reduce vehicle turning speeds onto Farm Drive.
230.13a	Potential for high vehicle speeds/flows	Implement mixed traffic cycling provision on Farm Drive from Ancells Road to Tamworth Drive. Reduce speed limit to 20mph, ensure traffic volumes less than 2,000 vehicles per day.
230.14a	Barrier restricts legitimate access	Remove or re-design existing barrier.
230.15a	Opportunity to upgrade existing cycling infrastructure	Investigate feasibility of widening existing shared use path between Farm Drive and the A3013 to 5m to allow for 3m of two-way segregated cycle track and 2m footway. May not be possible due to width constraints.
230.16a	Barrier restricts legitimate access	Remove or re-design existing barrier.
230.17a	Poor/no cycle crossing	Install Toucan crossing across Cove Road.



Intervention Number	Issue	Recommendation
230.18a	Potential for high vehicle speeds/flows	Implement mixed traffic cycling provision on Waterside Court. Ensure 20mph speed limit.
230.19a	Lack of cycling infrastructure	Investigate feasibility of constructing off-highway shared use path to connect Fleet Station Car Park to Waterside Court. Will require use of private land.

Route 240: Blackwater to Hawley

Route description

Route 240 links Blackwater and Hawley, providing a connection to Hawley Primary School, and through a new development site, Hawley Park Farm, at the boundary of Hawley and Frimley. The route is relatively short, but provides a key link to proposed cycle routes in the Rushmoor Borough LCWIP.

Route length

Approximately 2km.

Existing conditions

- There is no dedicated cycle provision on Vicarage Road on the B3272

Barriers to walking and cycling

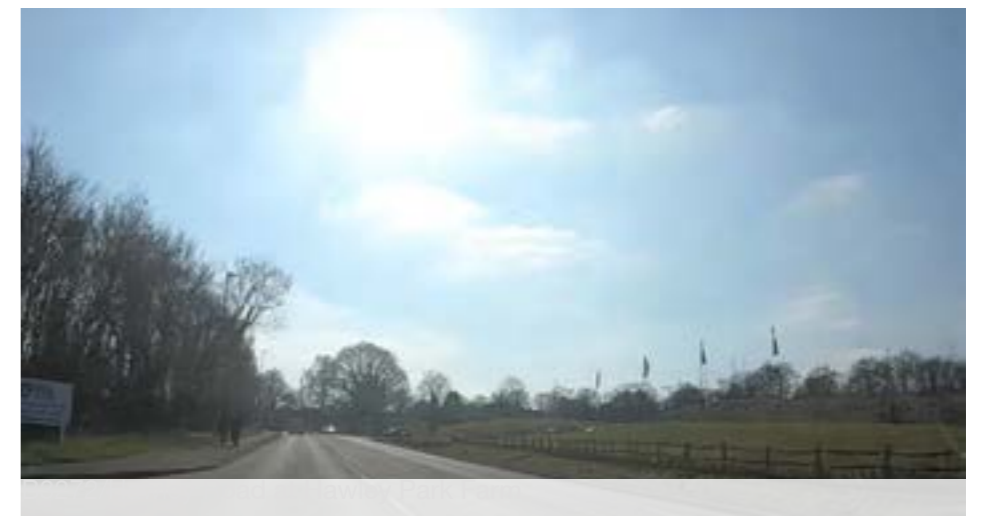
- High traffic volumes on both Vicarage Road and the B3272/Hawley Road

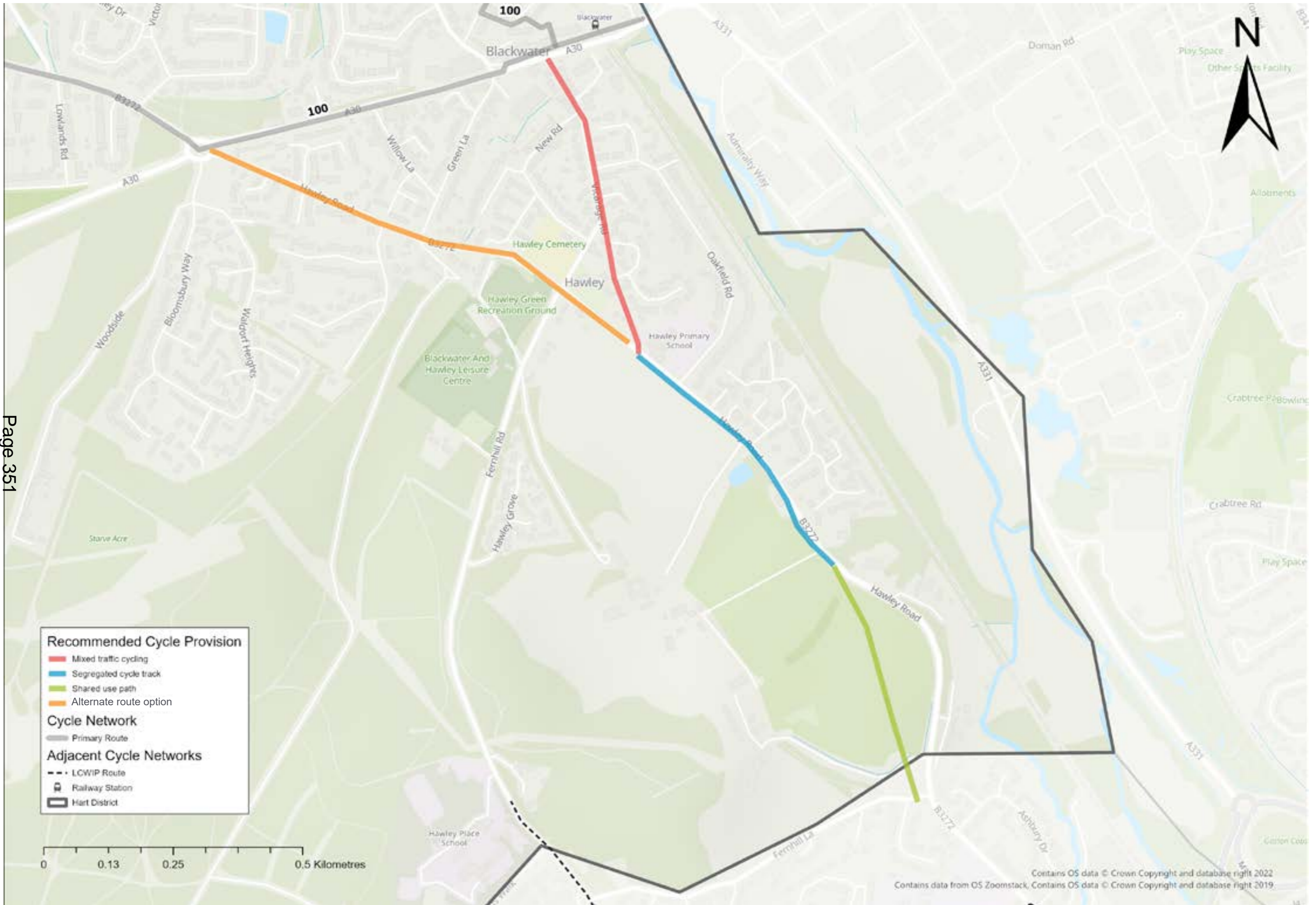
Potential options

- Due to limited space and high traffic volumes on Vicarage Road, it is recommended that a detailed traffic study is undertaken to assess the potential of traffic reduction through the use of a modal filter, in order to create a low-speed environment that is suitable for mixed traffic cycling.
- On the B3272/Hawley Road, a segregated cycle facility is recommended. There is potential to use the verge on the western side of the carriageway.
- There is potential to include a cycle route through the new development at Hawley Park Farm, this would be subject to further refinement and coordinated with the approved site plans.



B3272/Hawley Road







Intervention Number	Issue	Recommendation
240.1	Potential for high vehicle speeds/flows	Further study needed to determine if a modal filter could be installed on Vicarage Road to make the carriageway suitable for mixed traffic cycling.
240.2	Potential for high vehicle speeds/flows	Potential modal filter location. A modal filter would likely also be required on New Road/The Glebe. Further study is required.
240.3	Poor/no cycle crossing	Investigate feasibility of installing Toucan crossing over Hawley Road.
240.4	Lack of cycling infrastructure	Investigate using western verge to create a segregated cycle track from Vicarage Road to the SANG's northern boundary.
240.5	Lack of cycling infrastructure	Investigate feasibility of adding shared use path through SANG. This may align with site plans for this development. It may require widening pedestrian paths and ensuring permissive cycle access is allowed through the development.

4.4 Next Steps

Medium to longer term:

Further stakeholder and community engagement

This should fit into all stages of the design process. An example could include a mini-engagement package over two or three days involving members of the public in the street with targeted discussion of the results of route audits and the LCWIP. Testing the conclusions of the report will help ensure the solutions being advanced are appropriate as well as ensuring there is appetite and support for such change.

Identify sources of funding

Potential sources include:

- DfT LCWIP funding stream
- DfT Capability Fund
- DfT Active Travel Fund
- Local economic regeneration funding
- Community Infrastructure Levy (CIL) & s106 s278 contributions from developers

Integration into local policy and planning documents

Promote the LCWIP outputs for inclusion into local planning and transport policies, strategies and delivery plans and continually review and update the LCWIP as a working document.

Further studies and surveys

Consider commissioning further studies and surveys required as part of scheme development process and help de-risk schemes, for example:

- Business Case (making the case for investment for prospective funders, especially relevant if bringing the whole network forward together or the traffic-free sections).
- Feasibility design:
 - Engineering design review
 - Traffic count surveys
 - Traffic modelling
 - Topographic surveys
 - Land registry searches
 - Ecological surveys

Making the Case

Schemes that involve significant change to the existing highway network to improve cycling and walking provision can be a challenge in a car dominated context. The political, economic and policy element is often pivotal; therefore, ensuring any schemes are underpinned by strong and robust arguments that join up with the local political and community context is key.

Appendices

Design principles

The options outlined in this study have been based on the standards presented in the Department for Transport (DfT) Cycle Infrastructure Design guidance document Local Transport Note (LTN) 1/20.

All new scheme designs should meet the current highway infrastructure design guidance as identified by the Department for Transport and its new executive agency, Active Travel England.

Another resource for design guidance is the [Kent Design Guide](#). It communicates key guidance on placemaking for the county.

Some of the most relevant criteria considered for cycle corridor design guidance are presented as follows:

Local Transport Note 1/20

This national guidance provides a basis for design based on five core principles and 22 summary principles, as follows:

Core design principles

The five core design principles represent the essential requirements to achieve more people travelling by cycle, based on best practice both internationally and across the UK.

There are five core design outcomes for cycle routes:

- Coherent
- Direct
- Safe
- Comfortable
- Attractive

Summary Principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in towns and cities should be universal.
2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but

should be provided with a separate parallel route.

3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.
5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. The aim is that thousands of cyclists a day will use many of these schemes.
6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.
7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.
8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.
10. Schemes must be legible and understandable.
11. Schemes must be clearly and comprehensively signposted and labelled.
12. Major 'iconic' items, such as overbridges must form part of wider, properly thought-through schemes.
13. As important as building a route itself is maintaining it properly afterwards.
14. Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
15. Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.
16. Access control measures, such as chicane barriers and dismount signs, should not be used.

17. The simplest, cheapest interventions can be the most effective.

18. Cycle routes must flow, feeling direct and logical

19. Schemes must be easy and comfortable to ride.

20. All designers of cycle schemes must experience the roads as a cyclist.

21. Schemes must be consistent.

22. When to break these principles.

Cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport.

The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use.

LTN 1/20 states that:

Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.

Cycle parking would be considered as part of relevant schemes.

Accessibility for all

Coherent



DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.

Direct



DO Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.

Safe



DO Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.

Comfortable



DO Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.

Attractive



DO Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

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DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.



DON'T This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.



DON'T Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.



DON'T Uncomfortable transitions between on-and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.



DON'T Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

Design Standards

Relevant extracts from LTN 1/20 used as a basis for potential options in this report:

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Yellow	Yellow
	6000+	Green	Green	Green	Yellow	Yellow
30 mph	0	Green	Green	Green	Yellow	Yellow
	2000	Green	Green	Green	Yellow	Yellow
	4000	Green	Green	Green	Yellow	Yellow
	6000+	Green	Green	Green	Yellow	Yellow
40 mph	Any	Green	Yellow	Yellow	Yellow	Yellow
50+ mph	Any	Green	Yellow	Yellow	Yellow	Yellow

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- Notes:
- 1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 - 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
 - 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day
- Provision suitable for most people
■ Provision not suitable for all people and will exclude some potential users and/or have safety concerns
■ Provision suitable for few people and will exclude most potential users and/or have safety concerns

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

*Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
Cycle lane	1 way	>1000	4.0	3.0
		All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

Table 7-2: Minimum acceptable lane widths*

Feature	Desirable minimum	Absolute minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGVs, or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic.
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles** and/or peak hour <500 vehicles with minimal HGV/Bus traffic.

* these lane widths assume traffic is free to cross the centre line, see 7.2.9 for details on critical widths at pinch points
 ** While centre line removal is still feasible with higher flows, the frequency at which oncoming vehicles must enter the cycle lane to pass one another can make the facility uncomfortable for cycling.

Table 10-2: Crossing design suitability

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any	Yellow	Yellow	Yellow	Yellow	Green
40 mph and 50 mph	> 10000	Any	Yellow	Yellow	Yellow	Green	Green
	6000 to 10000	2 or more	Yellow	Yellow	Yellow	Green	Green
	0-6000	2	Yellow	Yellow	Yellow	Green	Green
	0-10000	1	Yellow	Yellow	Yellow	Green	Green
< 30mph	> 2000	> 2	Yellow	Yellow	Yellow	Green	Green
	> 2000	?	Yellow	Yellow	Yellow	Green	Green
	4000-2000	?	Yellow	Yellow	Yellow	Green	Green
	0-4000	2	Yellow	Yellow	Yellow	Green	Green
	0-4000	1	Green	Green	Green	Green	Green

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the actual 85th percentile speed is more than 10% above the speed limit, the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

Figure 10.39: Carriageway-level cycle track used with 'hold the left' traffic staging

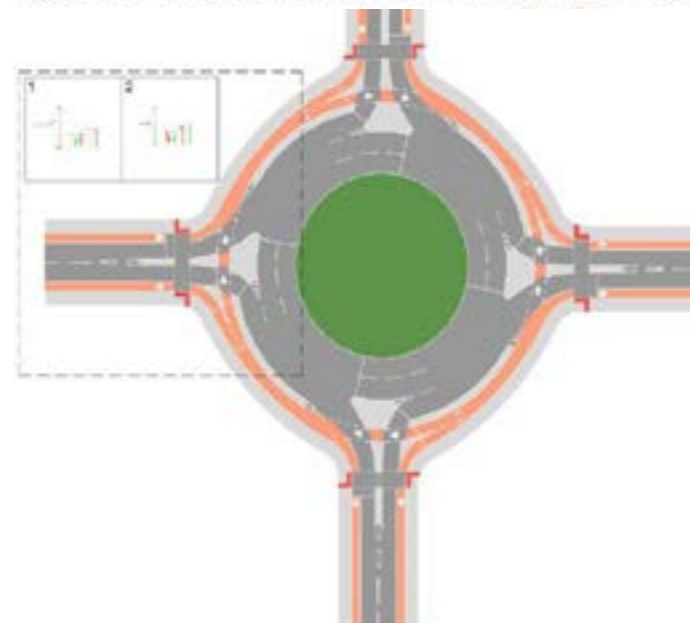


Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking.	5% of total capacity co-located with disabled car parking.
Retail	Small (<200m ²)	1 per 100m ²	1 per 100m ²
	Medium (200-1,000m ²)	1 per 200m ²	1 per 200m ²
	>1,000m ²	1 per 250m ²	1 per 500m ²
Employment	Office/Finance (A2/B1)	1 per 1000m ²	1 per 200m ²
	Industrial/Warehousing (B2/B8)	1 per 1,000m ²	1 per 500m ²
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m ² or 1 per 30 seats/capacity	1 per 5 employees
	Educational Institutions	–	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students: 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	–	1 per bedroom
	Sheltered/elderly housing/nursing homes	0.05 per residential unit	0.05 per bedroom
Public Transport Interchange	Standard stop	Upon own merit	–
	Major interchange	1 per 200 daily users	–

Cycle Dimensions and Cycle Design Vehicle: Figure 5.2 shows the range of dimensions for cycles typically in use. It is important that infrastructure can accommodate the full range of cycles to ensure routes are accessible to all cyclists. The cycle design vehicle referred to in this document represents a composite of the maximum dimensions shown in Figure 5.2 is assumed as 2.8m long and 1.2m wide. Table 5-1 shows the minimum turning radii suitable only for low speed manoeuvres such as access to cycle parking.

Figure 5.2: Typical dimensions of cycles



Table 5-1: Size and minimum turning circles of cycles

Type of Cycle	Typical length (m)	Typical width (m)	Minimum turning circle (m)	
			Outer radius	Inner radius
Cycle design vehicle	2.8 (max)	1.2 (max)	3.4 (max)	0.1 (min)* 2.5m (3 and 4 wheel cycles)
Solo upright cycle	1.8	0.65	1.65	0.85
Cycle plus 850mm wide trailer	2.7	0.85	2.65	1.5
Tandem	2.4	0.65	3.15	2.25

*applies only to some cycles that can pivot at very low speeds

Gradients: Table 5-8 shows the desirable maximum length for gradients. People can cycle steep gradients that are fairly short but typically cannot maintain high levels of effort for long distances. Cycle routes along existing roads and paths will usually have to follow the existing gradient, but there may be opportunities to divert onto alternative routes for short sections or reducing gradients through earthworks where space is available.

Speed of travel is also important to consider. Steep gradients can lead to high speeds for descending cyclists and low speeds for climbing cyclists, which can create hazards for all users on the route. Stopping sight distances increase on down gradients greater than 3%.

Table 5-8: Maximum length for gradients

Gradient %	Desirable maximum length of gradient (m)
2.0	150
2.5	100
3.0	80
3.5	60
4.0	50
4.5	40
5.0	30

Glossary

CWZ	Core Walking Zone
DfT	Department for Transport
HSDC	Healthy Streets Design Check
LCWIP	Local Cycling and Walking Infrastructure Plan
LTN	Low Traffic Neighbourhood
LTN 1/20	Local Traffic Note (1/20)
MoD	Ministry of Defence
PCT	Propensity to Cycle Tool
WRAT	Walking Route Audit Tool

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Draft Hart district Local Cycling and Walking Infrastructure Plan

Parish & Town Council responses to public consultation

Public consultation on the draft LCWIP to take place for ten-weeks from 12 June until 20 August 2023. This document provides a summary of the comments received from Parish and Town Councils during this consultation and a response to each one. It does not include any comments submitted directly into the on-line survey or onto the on-line interactive map as those were anonymous. It captures comments submitted in writing through emails.

Parish/Town Council and comment number	Issue raised	Response
Page 361 01 – Eversley Parish Council 01/01	There is concern that a cycle route along Coopers Hill will cause conflict with drivers. There is a narrow, steep section of road which would potentially cause serious issues, unless the road is to be significantly widened?	Coopers Hill was identified as a secondary route within the LCWIP network. Secondary routes were not audited and hence specific recommendations for these routes are not included in the report. These routes indicate key desire lines and will require further assessment work to identify whether, and how, a suitable route can be delivered and the most suitable approach to achieving this.
01/02	There is a SANG area of land that is being developed within Eversley, but no mention of this within the plans? Surely this should be included?	In general, parks and open spaces, including SANGS are considered as part of the assessment of trip attractors. The Everleigh SANG lies on a proposed secondary cycle route.
02 - Hook Parish Council 02/01	M3, Junction 5 Between Hook and Odiham would be a key route for travel by non-motorised modes as there are shops and schools that serve both communities, however the M3 represents a significant barrier to walking or cycling this route	This comment supports the inclusion of route 200, which links Hook and Odiham. The barrier created by the M3 is noted in the report and measure suggested to create an improved route through the junction. Changes here would be subject to significant further assessment and community engagement to ensure they were appropriate.

Parish/Town Council and comment number	Issue raised	Response
02/02	The M3 Junction 5 currently has no safe provision for use by either walkers or cyclists. Key routes either side of the motorway are also unsafe for both walkers and cyclists – for example, the A287/B3349 roundabout at North Warnborough - with narrow, poorly-surfaced footways and no safe crossings	See response to 02/01.
02/03	Safe cycle routes and footpaths are needed that cross and connect to and from the Junction 5 roundabout. Currently, Station Road to the M3 the footway along this stretch switches sides halfway along on a semi-blind corner	Delivering a new shared use route from Station Road to the M3, as suggested in the auditor's recommendations, would enable the provision of a consistent walking and cycling route. The detailed alignment would be subject to further feasibility study, but it would be expected to follow one side of the road consistently.
02/04	The motorway overbridge providing a bridleway route between Hook and Odiham is not suitable for pedestrian use except for leisure trips as it is located in isolated woodland, is discontinuous, muddy in winter and unlit	Noted. This route was not included in the proposed route network.
02/05	The route from Hook to Hartley Wintney (via the A30) is also an important travel corridor due to shared facilities but is currently not safe for either walkers or cyclists (narrow, overgrown, uneven pavement and lack of cycleway)	This comment supports the inclusion of route 120, which would link Hook and Hartley Wintney with upgraded infrastructure.
02/06	The A30 between Black Bridge and the Hogget: this is wide enough for formal cycle lanes to be installed, rather than just hatching at the edges.	See response to 02/05
02/07	The lack of safe 24/7 footway/cycleway provision from the Barratt Homes portion of the NE Hook development into the	A secondary route is included within the LCWIP along the Griffin Way North corridor, which would provide improved

Parish/Town Council and comment number	Issue raised	Response
	Hook village centre represents a significant barrier to walking/ cycling for residents living there. This situation for a new estate is particularly serious in the light of the policies to ensure good connectivity by non-motorised modes when considering planning applications.	<p>access to this development. The core walking zone recommendations also include controlled crossings on the Griffin Way/London Road roundabout. An addition has been made to the text on the core walking zone, highlighting the barrier that Griffin Way North forms to accessing facilities in the core walking zone.</p> <p>HCC are currently undertaking a feasibility study on a new footway linking the two parts of the NE Hook development.</p>
02/08	HPC also identifies the following barriers, specific to Hook	Please see below
02/09	A lack of formal crossing points across the busiest roads within Hook (i.e., A30, B3349 and Station Road) that correspond with key walking routes	The core walking zone for Hook has been reviewed and additional formal crossing points added to the recommendations.
02/10	A lack of formal crossing points along these routes providing safe passage for cyclists	A number of cycle crossings are included in the recommendations, particularly along route 120 (A30). Requirements for crossings of Station Road (route 200) and the B3349 (secondary route) are likely to be identified as part of feasibility work to deliver these routes, as requirements will depend on the approach taken to delivery.
02/11	A lack of continuous, safe cycle routes through Hook village, including to the village centre and train station (as set out in the Hook Neighbourhood Plan)	The LCWIP proposes routes which would provide a core network through the village, focused on the main roads with quieter roads off these routes extending their reach.
02/12	A lack of accessibility and connectivity for wheelchair users,	Proposals within the core walking zone should address

Parish/Town Council and comment number	Issue raised	Response
	walkers with pushchairs, those traveling with young children (walking or cycling), etc. because of a range of issues including lack of dropped kerbs, pavement parking, and poor condition and narrow/overgrown pavements	many of these issues. Outside of the area broader local work on improving accessibility and addressing local issues will continue where resources allow.
02/13	Poor lighting of key routes in the village after dark	Noted. The LCWIP has been updated to confirm that consultation highlighted concerns about inadequate lighting and further work will be taken to identify areas where upgrades to lighting may be required.
02/14	Speed limits above 30mph on roads serving residential areas e.g., the A30 east of the B3349.	Where speed limits directly impact proposed routes/walking zones these are addressed in LCWIP recommendations. Other areas fall outside of the scope of the LCWIP and will be addressed through normal process by HCC.
02/15	Key cycling routes that require improvement include: Rotherwick - Hook - Odiham; Hartley Wintney – Fleet; Odiham – Winchfield and Hook - Basingstoke	Noted. These routes are all included in the LCWIP (only the Hart portion of Hook-Basingstoke but the remainder is part of the Basingstoke & Dean LCWIP).
02/16	Generally, local roads are in poor condition (lack of formal cycleways, potholes, etc.) and are not conducive to safe cycling	General highways maintenance is outside of the scope of the LCWIP. Maintenance concerns can be reported via the HCC website.
02/17	HPC also identifies the following priority cycling routes: As well as routes between settlements, priority cycle routes include those within settlements, for example those within Hook village that would connect residents with key amenities (i.e., retail, schools, the railway station).	The LCWIP process priorities the key routes that will connect people with everyday destinations. These are typically designed to feed into quieter local streets allowing end to end journeys for more people.

Parish/Town Council and comment number	Issue raised	Response
02/18	HPC suggests that Hook village as a whole is considered as one walking zone (i.e., 20 minutes between all destinations and can be classed as a walkable neighbourhood) with good connectivity, including routes to and from the infant/junior schools and the railway station. However, many of these routes are unsuitable for less able persons and pushchairs due to uncontrolled growth of vegetation making the available residual width very narrow	Core Walking Zone boundaries are determined based on areas with high number of trip attractors in close proximity, such as town/village centres and major employment areas. The zone were drawn up in conjunction with local stakeholders in workshops earlier in the process.
02/19	There is a need for more and improved pedestrian crossings over major roads within the village (e.g., the A30, B3349 and Station Road) that connect with key pedestrian routes and existing footpaths.	See response to 02/09
03 – Church Crookham Parish Council 03/01	CCPC is in principle in favour of more pedestrian crossings along Reading Road South and other possible locations.	Noted.
03/02	The proposal for Florence Road should be considered carefully as Reading Road South is narrow at this location.	Noted. This would be assessed in more detail at the feasibility stage.
03/03	CCPC would also welcome a limit/ ban on pavement parking near schools.	Noted.
03/04	In an ideal world there would be cycle ways which are kept separate from roads used by cars, lorries and buses, but in Church Crookham, road widths make this difficult. For	The painted lanes in Kings Road and Fleet Road were delivered some time ago, and design standards have changed significantly since that scheme. The LCWIP

Parish/Town Council and comment number	Issue raised	Response
	instance, the cycle path between Kings Road and Fleet Station is narrow and full of potholes, so in many ways is more dangerous than using the main carriageway.	identifies interventions which are compatible with current guidance and seeks to deliver a high standard of infrastructure. As schemes are developed this will remain the case.
03/05	Where appropriate the idea of 20mph limits is supported.	Noted.
03/06	Prohibiting right turns for vehicles exiting Tesco Express garage onto Reading Road South is supported and should be enforced formally. Likewise, no right hand turn out of the Aldi/Home Bargains site should also be given consideration and enforced.	Noted. Both are currently being investigated by HCC with a view to delivering schemes, if feasible, using financial contributions received from the QEB development.
03/07	Specifically "Design principles. 3. Cyclists must be physically separated and protected from high volume motor traffic both at junctions and on stretches of road between them." This is a good idea, but CCPC consider difficult to achieve when the main routes proposed (RRS, GHR) have little in the way of spare capacity. It would be impractical to narrow the roadway without bringing Church Crookham to a standstill.	In some cases it may not be possible to deliver a compliant cycle route on the alignments outlined in the LCWIP. At the feasibility stage for any route more detailed assessments will be made and alternative route alignments considered where appropriate.
03/08	Of the individual points on the proposed routes , Z4.3, Reducing the turning radii at the junction of Coxheath and Gally Hill Road concerns CCPC as there is already conflict between larger vehicles here, this will only make it worse. The situation for pedestrians is also currently challenging at this junction. Buses turn left from Coxheath Road and if anything, vision to the right is poor as there is no enforcement of homeowners cutting back vegetation that	Noted. The approach suggested was to improve the situation for pedestrians. At the point measures in the core walking zone are taken forward there would be a more comprehensive assessment of this and other options for this junction, taking into account the range of vehicles using the junction.

Parish/Town Council and comment number	Issue raised	Response
	causes problems with line of sight.	
03/09	Route 150 mentions a “shared use path on RRS” CCPC would welcome more detail on where this would be located and made to work for all road users.	This recommendation is based on the LCWIP audit, and is a general recommendation based on overall observations of the capacity of the street rather than a detailed delivery plan. As routes in the LCWIP are developed there will be significant further assessment of the feasibility of recommended approaches and exploration of the most appropriate design approach. This will also include further community engagement.
03/10	Beacon Hill Road/Tweseldown/Bourley junction - “review to explore improvements for pedestrians and cycle priority and continuity at the junction”. CCPC believes this junction requires a complete rethink - adding crossing points for pedestrians and cyclists while leaving the road traffic unchanged may make this worse, not better. Any solution should not create other problems.	This junction is currently the subject of a feasibility study to improve the junction for all users.
04 – Yateley Parish Council 04/01	<p>Yateley</p> <p>So cycling and walking in the north of Hart is basically restricted in the main to:</p> <ul style="list-style-type: none"> • Schools and shops. • Cycling/walking to transport hubs is very localised and non existent beyond a few hundred metres. • To the few major workplaces is non existent. • To shopping centres, other than extremely local 	The LCWIP is not based around a network that just meets the needs of current users, rather one that provides opportunity for mode shift and broader changes in travel patterns. While data is limited on walking trips, there is data on commuting showing walking is significant as a mode in Yateley.

Parish/Town Council and comment number	Issue raised	Response
	access, cycling access barely exists.	
04/02	<p>This LCWIP plan depends on government funding, which is bound to be limited at best, relying on a proportion of local money. In other parts of the country schemes may be seeking to improve existing schemes, whilst in Hart so little currently exists that cycling and walking schemes would have to start from scratch based on an already crowded and restricted canvas and would find difficulty in achieving funding in competition with other areas where a little funding may go further.</p>	<p>Funding all measures contained in LCWIPs across Hampshire would take a long time based on current funding levels. However, funding in the other UK nations has changed significantly in recent years, and we need to ensure we are well placed to take advantage of future changes in the funding environment which allow faster delivery across more of the county. In addition, future development may yield opportunities to deliver in/around Yateley and it is important we have a planned approach to be ready to take advantages of opportunities that arise.</p>
04/03	<p>Mostly we are concerned with numbered paths 100 and 230.</p> <p>Path 230</p> <p>Connects Fleet Station to the north end of Cricket Hill and is 6.5km long, mostly rural with a few small settlements/workplaces between and is only likely to be used by cyclists rather than pedestrians along its whole length. It is likely that only the short stretch between the new developments south of the M3 and Fleet Station would achieve funding. Although the plan recommends a dedicated cycling lane along the settlement area of Cricket Hill, the cycling survey shows minimal use by cyclists, most coming via Vigo Lane. The B3013 is narrow, winding and hilly and the suggestion of using Military land for a dedicated</p>	<p>Comments noted. No change appears to be suggested to the proposals.</p>

Parish/Town Council and comment number	Issue raised	Response
	cycling/walking path away from motorised traffic is the only safe option. The roundabouts on the A30 and the A327 to the M3 are also of safety concern as traffic builds up at rush hours.	
04/04	<p>Path 100</p> <p>Runs from Moulsham Copse Lane to Blackwater Station, along Reading Road and an additional spur in Rosemary Lane, 9km total length. However, there is still no footpath on either side of the road from the new-builds in Moulsham Lane to the shops or schools and no safe pedestrian/cycle crossing other than an island across Reading Road.</p>	<p>Moulsham Lane itself lies away from route 100 and outside of the core walking zone so, along with many other areas is not directly considered in the LCWIP. A number of junctions along Reading Road are highlighted as requiring further study, which would also address pedestrian crossing facilities here. Further east on Reading Road, a requirement for new crossings has been identified through the consultation and added to the LCWIP recommendations.</p>
04/05	<p>The proposed plan recommends a dedicated cycle route along the whole length, some shared mixed traffic, various measures at the junctions and roundabouts and reduction to 20mph in one stretch. Most of the recommendations only state that there should be feasibility studies and broad considerations rather than make specific recommendations in this report. Where there is mixed traffic, cars, cycles and pedestrians should be segregated by more than simply lines on the ground.</p>	<p>Recommendations for mixed traffic are just that, with no segregation between cyclists and motor vehicles. This sort of treatment would only be used where traffic volumes and speeds are low or could be modified to be so. Additional text has been added to the report to make this approach clearer.</p>
04/06	<p>The Reading Road, which was downgraded from the A327 to B3272 over 25 years ago, is a hot spot in our area for collisions and pedestrian accidents. A positive improvement would be clearly cordoned off pedestrian and pedal ways,</p>	<p>Comment supports the measures proposed on route 100</p>

Parish/Town Council and comment number	Issue raised	Response
	narrowing the motorcar-only road as a consequence, putting on weight restrictions to reduce lorry traffic, and possibly restricting the road speed limit from Blackwater through to Eversley to 20mph along the whole length of the route.	
04/07	At the same time as making Reading Road suitable for cycling, HCC needs to finally get around to improving the A327 from M3 Junction 4a to the A30 and from the A30 to connect via a new Eversley bypass to the new A327 Swallowfield bypass at Arborfield. Thereby reducing the traffic through the B3272 to the trickle of local traffic that it should be.	This is outside of the scope of the LCWIP.
04/08	Z1 runs from the north end of School Lane and junction with Firgrove Road, east to Hall Lane, then north to the Reading Road through to the north end of Cricket Hill/Potley Hill Road junctions. One of the obvious shortcomings of the zone is that it stops well short of both the secondary schools in Yateley; they should encompass both schools and the roads leading from the residential areas they service.	There are limits to how widely the core walking zones can be drawn, and the zones were developed with key stakeholders to balance the requirements of LCWIP guidance with local needs at an earlier stage in the process.
04/09	Z1.5 the report recommends a zebra crossing at Hall Lane/Vicarage Road/Village Way junction, but this is too close to existing Saddlers Court pedestrian crossing which would be confusing for motorists, unless a toucan or pelican crossing at the junction replaces the existing pelican crossing.	The current toucan crossing is around 50 metres from the desire line for people walking n/s across this junction. Feasibility work would assess the potential for conflict/confusion around the two crossings.
04/10	Z1.6 at Pipsons Lane/Mill Lane, I'd prefer a signalled toucan crossing rather than a zebra crossing on the bend between	Any new controlled crossings would be subject to further assessment as to the type of crossing which would be

Parish/Town Council and comment number	Issue raised	Response
	Mill Lane to Pipson's Close PROW, and this is only worth doing if footpath Z1.8 is widened on the south side where there is space.	most suitable.
04/11	Between Z1.15 and Z1.16 needs a footpath on north of Plough Road and remove parking in front of the short strip of shops opposite Texaco, as there's plenty of car parking behind the shops only a short walk away.	Z1.17 addresses this issue.
04/12	Z1.25 Manor Park Drive guardrail is recommended for removal, but it is at the end of a slope which prevents children, pushchairs etc accidentally entering Reading Road and I would want it to stay. Perhaps some of its length in Manor Park drive could be shortened in conjunction with tightening the radius for cars turning into Manor Park Drive from the Blackwater direction.	The package of recommendations here would require comprehensive feasibility design work to assess how the junction would be laid out, including whether any guardrail needs to remain on safety grounds. The recommendation has been changed to clarify that guardrail should be removed or reduced in extent.
04/13	Z1.29 removing slip road in front of newsagent/laundry would exacerbate the already overcrowded parking in The Parade, which was built in the early 1970s when car ownership and use was much lower than now, and less parking would increase economic pressure on the shops in that location.	This is not the area outside the laundry, rather the dedicated left-turn lane into Sandhurst Road and would form part of changes to the junction to make it easier and safer for pedestrians to cross.
04/14	Z1.30 the Sandhurst Road junction, mentions tightening radii for turning cars, yet fails to note that the island is not wide enough for a cycle to take refuge while waiting for traffic and the junction really needs a Cyclops junction in order to make that junction safe for all users.	The measures mentioned in Z1.30 relate to improvements for people walking, through cross reference is made to the continuous cycle route proposed in the cycling section. In practice arrangements for the junction treatment would form part of the design process when that route is developed.

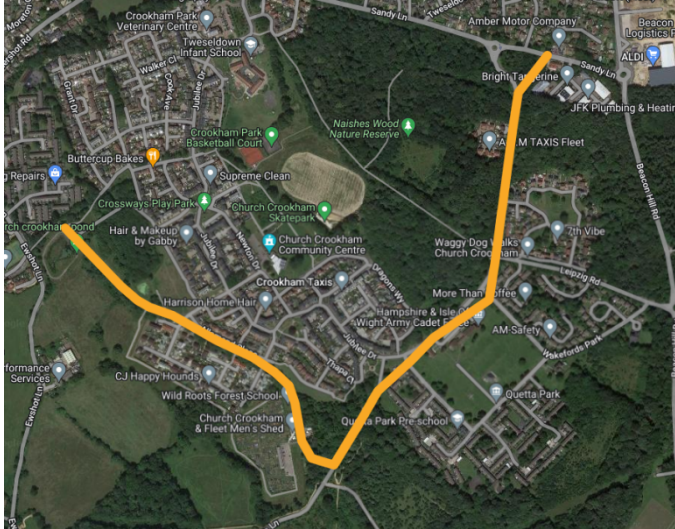
Parish/Town Council and comment number	Issue raised	Response
04/15	Z1.31 a pedestrian crossing at Lodge Grove is unnecessary if crossings at Sandhurst Road and Cricket Hill were adequate.	This was reviewed by the audit team who felt that both crossings warranted consideration, though in practice one may come forward as the preferred option. This would be addressed at the feasibility stage. The LCWIP has been updated to reflect this.
04/16	A Dutch style roundabout recommended at Cricket Hill? There is only 1 Dutch roundabout in use in the country, at Cambridge. It is a combination of roundabout and zebra crossings, but a recent report says that while there has been increased cycle use the unusual roundabout has also increased driver confusion and led to more accidents. Any style of improved junction/roundabout here would need to incorporate Potley Hill.	Noted. The junction suggestions are the recommendation of the route auditor and would be subject to considerably further assessment to ensure the most appropriate changes were made as part of later feasibility works.
04/17	Signage through these walking and cycling routes needs to be clear and repeated at junctions.	Appropriate signage and creation of legible routes would be a key element of any later design work.

Draft Hart district Local Cycling and Walking Infrastructure Plan

Hart District Councillor comments – January 2024

In late January/early February 2024 Ward Councillors were invited to comment on the revised draft LCWIP, relating to the indicative interventions shown for their Ward. This document provides a summary of the comments made and a response to each one.

Comment reference	Section of LCWIP	Issue raised	Response
01 – Crookham East Ward Cllr (Notes from meeting) 01/01	Fleet Core Walking Zone	Broadly happy with the Fleet CWZ: Discussed the potential change of direction in the Waterfront Business Park one-way system, which would have an impact on the cycling route.	Noted. Re. one-way system, this would be considered at the feasibility stage.
01/02	Z3.11	Queried the options for the Oatsheaf Junction crossings. Could the crossings be on raised platforms, with no clear rights of way, lights etc like a 4-way stop	This option could be considered at the feasibility stage.
01/03	Church Crookham Core Walking Zone	Broadly happy with the Church Crookham CWZ	Noted.
01/04	Route 140	Queried whether off-road routes should be used, such as across Velmead Common.	This route to be assessed as part of the wider work on the green grid.
01/05	Route 140	Queried whether Reading Road South was wide enough to incorporate the interventions proposed.	In some circumstances it may not be feasible to deliver on the proposed alignments. This will be assessed at the feasibility stage. If appropriate, alternative alignments may be investigated.

Comment reference	Section of LCWIP	Issue raised	Response
01/06	Route 160	Indicated that traffic lights on Malthouse bridge would not be appropriate.	<p>HCC are undertaking a feasibility study on this section of road as part of the mitigation of traffic works arising from the QEB development. HCC presented an options appraisal to the QEB Transport Steering Group meeting in January 2024.</p> <p>The feasibility study will consider Malthouse Bridge in much more detail than the LCWIP audit process allows for.</p>
01/07	Route 160	<p>Proposed the inclusion of a secondary route as shown below:</p> 	<p>Agreed.</p> <p>The LCWIP has been amended to include the new secondary route.</p>
01/08	Route 220	Queried options to connect into new development at Hares Hill.	<p>Agreed.</p> <p>The LCWIP has been amended to include</p>

Comment reference	Section of LCWIP	Issue raised	Response
			the new secondary route.
02 - Fleet East Ward Cllrs 02/01	Z3: Fleet core walking zone	We reviewed interventions Z3.1 – Z3.6 only, as these are in Fleet East ward. We agree that these interventions would be very beneficial, and we have no further additions / amendments to propose.	Noted.
02/02	Route 140: Fleet to Farnborough	We reviewed all interventions, as they are all in Fleet East ward.	Noted.
02/03	140.10a	Proposes a 20mph speed limit in Guildford Road, in order to facilitate an alternative route option. We doubt that this would be a wise change to make, given the rest of that side of Pondtail, made up of small similar grid-style roads, would stay on 30mph. Motorists would find that confusing and potentially ignore it.	In response to this point new text has been added to the introductory text at page 78 (introducing the proposed cycle network). The new paragraph states: <i>“Implementation of cycle routes may use a variety of techniques. Where traffic volumes and speeds are higher, physically separated cycle tracks will be needed. On quieter streets, mixing cycling with motor traffic will often provide a suitable environment, but traffic speeds and volumes need to be low. Current guidance recommends a maximum speed limit of 20mph for mixed traffic, and this report follows that approach. Where individual streets are noted as requiring a 20mph limit, it may be more appropriate to cover a longer section, or several streets as part of a zone for consistency. This</i>

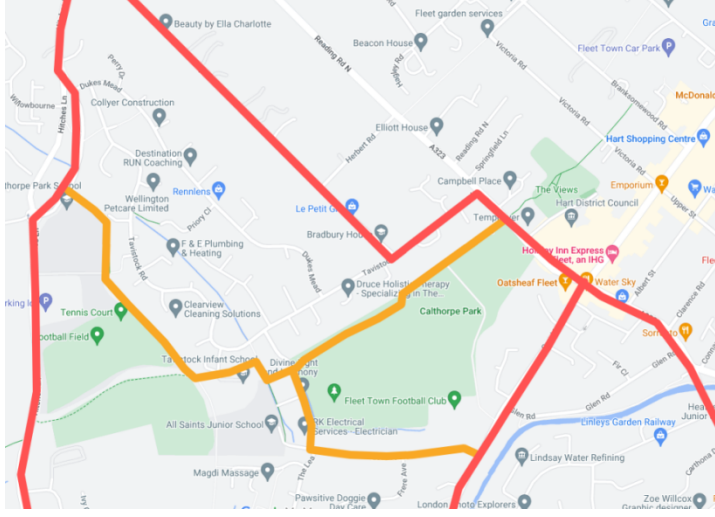
Comment reference	Section of LCWIP	Issue raised	Response
			<p><i>would be addressed in more detail at the feasibility stage of any route.”</i></p> <p>The detail of any speed limit change would be subject to local consultation.</p>
02/04	Route 140: Fleet to Farnborough	<p>We notice that this route is ranked 11 of 12 in the prioritisation table, and can't help but to agree with this, though for other reasons than those used in the ranking. We think that this route would 'compete' with the Green Grid route from the station to Hartland Village, via Fleet Pond, which surely is the route we would like cyclists to take advantage of.</p> <p>Saying that, we do feel that cycling along the very long Kings Road is a hazard, as though it has a cycling lane, this one is very narrow, and due to cars parking on it for much of the stretch, cyclists have to drive in the middle of the road together with the cars. So all the interventions on this route that would make Kings Road itself safer for cyclists would be much welcome – regardless of the whole route being considered.</p>	<p>The two routes serve different origins / destinations and are designed to form part of a wider network.</p> <p>While some longer trips may involve a choice between the two routes, for many one route would involve a significant diversion.</p> <p>The improvements also provide for shorter, local trips, as noted in the need to upgrade Kings Road.</p>
02/05	Route 220: Fleet Station to Crookham Village	<p>We reviewed interventions 220.1 – 220.3 only, as these are in Fleet East ward.</p> <p>All three interventions are indeed extremely necessary. We have been contacted by residents before, who have no choice but to use this stretch. Those who live in the cul-de-sacs off</p>	<p>Noted. HCC are undertaking a feasibility study on the section of road from Fleet Road to Kings Road as part of the mitigation of traffic works arising from the QEB development.</p>

Comment reference	Section of LCWIP	Issue raised	Response
		<p>Fleet Road cannot short-cut through Pondtail to get to Albert Street, which they then use as an alternative to staying on Fleet Road from thereon, but in order to get there, they have to use the first part of Fleet Road. They want their kids to be able to safely cycle to school (which of course are all on other side of Fleet) to encourage a more sustainable life style and so not to contribute to more car traffic, but with the very narrow cycle lane, the poor / non-existent maintenance of it and pot holes in it, in order not to damage their bicycles or hurt themselves – reports of which we've had - they have to swerve into the road, which becomes very dangerous. Not to mention of course all those who cycle this way to/from Fleet Station for work every day.</p> <p>Regardless of the whole route, we would like to stress that the interventions on this stretch of Fleet Road, from Fleet Station to Kings Road corner, must be given priority.</p>	
02/06	Route 230: Yateley to Fleet railway station	<p>We reviewed interventions 230.6 – 230.19a only, as these are in Fleet East ward.</p> <p>We agree that some of these would be tricky to implement due to lack of space in places, but cannot think of alternatives for these. We note that this route is on 'last place' on the prioritisation table, probably as it would require many difficult interventions.</p>	Noted.

Comment reference	Section of LCWIP	Issue raised	Response
02/07	Intervention 230.13a	We recommend that should a speed limit of 20mph be implemented, that it should cover the whole road, otherwise too confusing for motorists	In response to this point an additional paragraph has been added at page 78 to clarify this issue (see response to 02/03 above).
02/08	General	It would have been far easier to review the changes to the previous version of the document had we received a revised version with mark-ups where those changes were made.	Noted. However given the restructure of the document following consideration at Overview & Scrutiny Committee to do tracked changes would have been too complicated.
02/09	Other	There is a spot on Cove Road that we worry about, which we could not find on any of the routes. It's where Southwood Lane meets Cove Road. For the safety of cyclists and pedestrians, we would like to recommend a 3-way traffic management system (traffic lights) which could stay on 'green' until such time a vehicle wants to exit from Southwood Lane onto Cove Road. This would be an intervention worth pursuing in our ward, despite not being on any of the proposed routes.	This suggestion will be added to the list of suggested interventions that HCC maintain for the local area. This location is also on a secondary cycle route. These routes have not been audited at this stage, but it is anticipated they will be at a later date.
02/10	Other	Perhaps in order to not to give the impression (to residents, fund givers or developers) that we oblige ourselves to either implement any of these routes in full or not at all, a short paragraph on the first few pages of the document 'allowing' for the option to prioritise individual interventions, should the situation require it, might help. We understand the rationale and purpose of the document but it	Agreed. The LCWIP has been amended to confirm that any of the interventions identified in the core walking zones or cycle routes could be implemented in part, in full or not at all depending on the availability of different funding streams (p.53).

Comment reference	Section of LCWIP	Issue raised	Response
		is true, some of the interventions could be stand-alone improvement projects and should not depend on a whole route going ahead.	
03 – Fleet West Ward Cllrs (Notes from meeting) 03/01	General	Typo in HCC's foreword - 'day today journeys' should be 'day to day journeys'	Agreed. The LCWIP has been amended accordingly.
03/02	General	Use the phrase 'secure cycle parking' not just cycle parking	Agreed. The LCWIP has been amended accordingly.
03/03	General	Queried the broad principles of CWZs and whether they would improve walking in the area as well as whether near term, mid-term and long term goals could be set for each CWZ.	The LCWIP provides broad guidance on the nature of CWZs and the indicative interventions identified.
03/04	Fleet Core Walking Zone	Broadly happy with the Fleet CWZ	Noted.
03/05	Fleet Core Walking Zone	Remove the dogleg into Leawood Road and replace it with an extension south along Reading Road South, to join up with the Church Crookham CWZ.	Agreed. The LCWIP has been amended and the Fleet core walking zone have been extending to join with the Church Crookham core walking zone.
03/06	Z3.7	Proposes a bench near to an existing bench, which is never used - why put more in there? Maybe better places for benches should be identified.	Agreed. The intervention has been removed.
03/07	Z3.9	Proposes a zebra crossing over Church Road. Queried whether this could be delivered - Should	Agreed. The intervention has been

Comment reference	Section of LCWIP	Issue raised	Response
		reference just be for a crossing.	amended accordingly.
03/08	Z3.11	Concerns raised about the deliverability of the Kings Road and Oatsheaf Junction crossings. Both have been looked at in the past and any crossing would result in congestion problems	Similar comments raised under comment reference 01/02 (above). The potential impacts on traffic flow would be assessed in more detail as part of the feasibility stage.
03/09	Church Crookham Core Walking Zone	Broadly happy with Church Crookham CWZ.	Noted.
03/10	Church Crookham Core Walking Zone	Include the potential to consider a school zone around Courtmoor School (as a recommendation).	Agreed. The intervention has been added (Z4.6). Note that HCC are considering improved walking / crossing of Reading Road South as part of the traffic mitigation works from the QEB development.
03/11	Route 150	Add a small new section of secondary route to Calthorpe School via Leawood Drive to create an off-road option - please see map below (red - primary cycle routes, orange - secondary cycle routes):	Agreed. The LCWIP has been amended to include the new secondary route.

Comment reference	Section of LCWIP	Issue raised	Response
			
<p>04 – Hartley Wintney Ward Cllrs 04/01</p>	<p>Hartley Wintney Core Walking Zone Z5.1 – Z5.4</p>	<p>The widening of the footpath at Hunts Common would only serve to increase the width of the footpath at the outer edge of the Hartley Wintney Walking Zone. Beyond this point, along the A30 towards Hartford Bridge, the footpath narrows significantly, and this route is only listed as a secondary ‘cycle’ route.</p> <p>The road and vehicle access points to Hunts Common are narrow. Removal of one of these access roads would make entry and exit from Hunts Common onto the busy A30 difficult and potentially dangerous</p>	<p>Agreed.</p> <p>The LCWIP has been amended to confirm widening would need to continue further along the A30 to maximise the benefit of this change.</p> <p>The recommendation for Hunts Common is to investigate the feasibility of removing one of the access roads. Ensuring appropriate and safe access would be a key consideration of the feasibility assessment.</p>
<p>04/02</p>	<p>Z5.5</p>	<p>It is unclear what specific benefit a raised table or continuous footway across Monachus Lane</p>	<p>The rationale for all proposed walking interventions, including raised tables,</p>

Comment reference	Section of LCWIP	Issue raised	Response
		would achieve.	<p>continuous footways and tighter junction radii is shown in the Walking Interventions Toolkit page (p.56).</p> <p>Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction. Whilst continuous footways extend across side roads at the same level and use paving consistent with footway, pedestrians have priority over motor vehicles.</p>
04/03	Z5.6	Tightening the kerb radii at Weatherby Gardens would potentially hinder entry and access onto the A30. The junction is close to the A30/A323 (Fleet Road) roundabout, which is a busy junction.	<p>The revised draft of the LCWIP identifies why the indicative interventions are required. In this case, the intervention is identified because of a lack of pedestrian priority across the junction mouth.</p> <p>Reducing corner radii in locations like this reduces turning vehicle speeds, makes it easier for people to cross on foot by reducing the distance they must walk (this is particularly important for pedestrians who struggle with mobility) and allows crossing to follow desire lines more closely. This intervention follows national guidance and best practice and would be considered in a detailed feasibility assessment. This would include an assessment of the impact on vehicle turning movements, to ensure designs are</p>

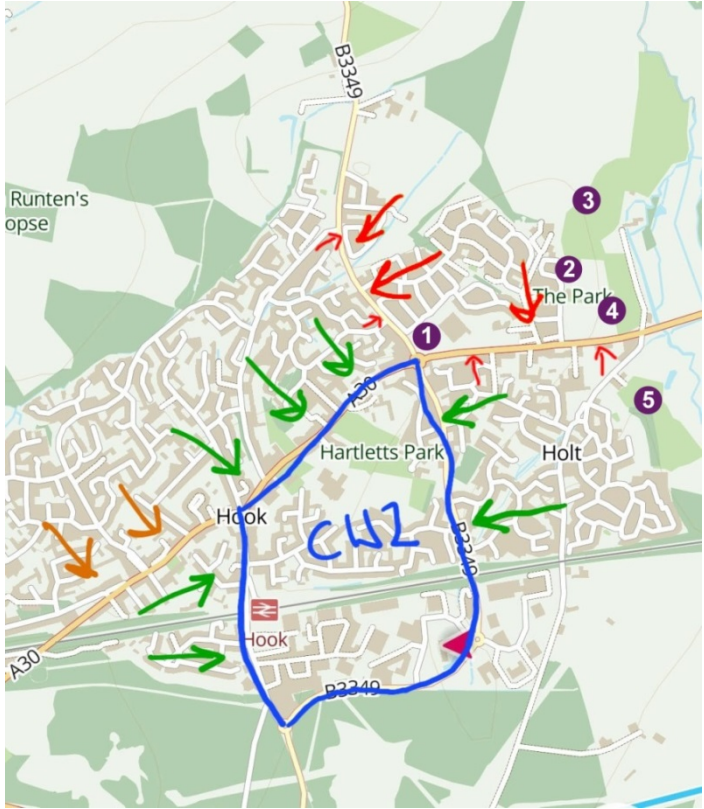
Comment reference	Section of LCWIP	Issue raised	Response
			suitable for the road conditions.
04/04	Z5.7	<p>There are already an existing signalised pedestrian crossings just the other side of the A30/A323 roundabout in Hartley Wintney Village and on the A323 opposite Green Lane.</p> <p>Further, adding an additional signalised crossing at this point could cause further congestion in the village on a busy section of the A30.</p>	Rationale for this location is to provide safe access to the bus stop, provide safe crossings on both sides of the roundabout and generally to accommodate a diverse range of desire lines.
04/05	<p>Proposed Hart district cycle network</p> <p>Route 110: Hartley Wintney to Elvetham Heath</p>	<p>The installation of a segregated cycle path (minimum 3m, and a minimum 2m footway) from the A30/A323 roundabout to the Mount Pleasant/A323 junction would not seem to be viable. The pathways are already narrow, and it is unclear where land could be made available (common land or private land) to achieve this. It may well prove costly and would serve no purpose if the ultimate objective of creating a 4km route to Elvetham Heath could not be achieved.</p>	<p>The LCWIP will assist in promoting a modal shift to help deliver of the Council's Climate pledges. It needs to be aspirational, but at the same time realistic and deliverable.</p> <p>HCC, as joint commissioners of the work, have reviewed all the routes/zones and indicative interventions in the LCWIP and are satisfied that the intervention is suitable for further investigation.</p> <p>In some circumstances it may not be feasible to deliver on the proposed alignments. This will become clearer as feasibility work is undertaken and, where appropriate, alternative alignments may be investigated.</p>
04/06	Route 110	A large part of the proposed route to Elvetham Heath has very narrow areas on the side of the road and would require the removal of many	Please see above. Options for this section would be investigated at the feasibility stage and this could include investigation

Comment reference	Section of LCWIP	Issue raised	Response
		hedges.	of a route behind existing hedges in some areas.
04/07	Route 110	Given the potential prohibitive cost of delivering this route, and the ecology and land ownership constraints involved with constructing a shared use path in this location, the proposal is unlikely to be viable.	<p>The LCWIP will assist in promoting a modal shift to help deliver of the Council's Climate pledges. It needs to be aspirational, but at the same time realistic and deliverable.</p> <p>HCC, as joint commissioners of the work, have reviewed all the routes/zones and indicative interventions in the LCWIP and are satisfied that the intervention is suitable for further investigation.</p> <p>A full assessment of viability of the route is beyond the scope of the LCWIP and will require further work as the route is prioritised for further investigation.</p>
04/08	Route 110	A toucan crossing on west side of the A30/A323 roundabout would not be required if the project could not be fully delivered. There are also concerns that it could cause increased congestion (as outlined above).	Noted.
04/09	Route 110	The increase to the 30-mph zone beyond Baldwin Close (110.4) is essential. It is a fast and dangerous stretch of road with a 'narrow' road into the housing development. Baldwin Close is also after the 'Hartley Wintney Village Sign as you drive towards the village from Elvetham	Noted.


Comment reference	Section of LCWIP	Issue raised	Response
		Heath.	
04/10	Route 110	We would fully support the redesign of the junction at Pale Lane. The 'right hand turn lanes' are exposed on this stretch of road. The turning into Pale Lane is 'tight' and lines of sight turning out of the junction are poor. The safety of this junction could be significantly improved.	Noted.
	Route 120: Hook to Hartley Wintney	There is significant concern about the potentially prohibitive cost and viability of delivering Route 120 between Hook and Hartley Wintney. Specific concerns exist on likelihood of securing the necessary common land or private land. The area next to the A30 is ancient woodland and it would be difficult to remove any trees. The pathway from Croft Lane to the dual carriageway is very narrow and unpleasant to walk on, due to speed of traffic.	<p>The LCWIP will assist in promoting a modal shift to help deliver of the Council's Climate pledges. It needs to be aspirational, but at the same time realistic and deliverable.</p> <p>HCC, as joint commissioners of the work, have reviewed all the routes/zones and indicative interventions in the LCWIP and are satisfied that the intervention is suitable for further investigation.</p> <p>In some circumstances it may not be feasible to deliver on the proposed alignments. This will become clearer as feasibility work is undertaken and, where appropriate, alternative alignments may be investigated.</p>
04/12	Route 120	Reallocating space from the existing carriageway would not appear to be a viable option as this is ordinarily a busy road. There are even greater volumes of traffic following closures, congestion,	Any reallocation of carriageway space would be subject to detailed feasibility assessment, bearing in mind the nature and purpose of the road.

Comment reference	Section of LCWIP	Issue raised	Response
		or accidents on the M3 motorway.	
04/13	Route 120	These proposals put five pedestrian/cycle crossings, mostly controlled by lights, on a 1.5-mile section of the A30 between Thackham's Lane and Hunts Common. This is in Hartley Wintney Village, a secondary local service centre and a local retail centre, on an important local route often used as a motorway overspill.	Noted. The potential impacts on traffic flow would be assessed in more detail as part of the feasibility stage.
04/14	Route 120	While it appears unlikely that the proposals for this cycle route between Hook and Hartley Wintney could be successfully delivered, consideration could be given to improving the existing pathways along this route, including removal of the access barrier (120.8). There is already a footpath in the trees on the north side of the A30 between West Green Road and Thackham's Lane. This is often very muddy but could be improved with surface treatment.	The LCWIP has been amended to identify the option to consider the upgrading of this existing footpath as an alternative option – see 120.16.
04/15	Secondary routes	In many cases, the secondary routes are not viable, with seriously narrow carriageways. Examples include Coopers Hill between the A327 and Up Green, along Taplins Farm Lane and under the railway line, and Odiham Rd passing under the motorway. The route from Yateley to Lower Common Eversley also appears to cross the A327.	Secondary routes have not been audited and largely show general desire lines. Further investigation work will be required on secondary routes to establish whether the proposed, or an alternative, alignment could be delivered.

Comment reference	Section of LCWIP	Issue raised	Response
05 - Hook Ward Cllrs 05/01	Hook CWZ	<p>We are pleased that the section for Hook has been improved with many further possible interventions noted along the entire boundary of the proposed CWZ. This is superior to the original proposal, especially with enhanced crossing points on the A30 abutting the Core Walking Zone.</p> <p>However, the LCWIP does miss the two most significant barriers to walking in Hook and we feel these must be addressed in the LCWIP in order for the proposals to have credibility - even though the two are outside of the CWZ as drawn.</p>	<p>Notes.</p> <p>See responses to specific issues identified below:</p>
05/02	Crossing the B3349 Griffin Way North and A30 east of the B3349 junction	<p>Griffin Way North has 50mph or 40mph speed limits other than immediately north of the A30. The A30 east of the junction with the B3349 is also 40mph almost immediately past the roundabout. The housing at North East Hook has been delivered in the last 5 years and there are no controlled crossings out of this area of housing, with high speed roads bounding it. There are large numbers of children needing to cross these roads to access Hook schools. Sainsburys is within the same boundary, with a need for pedestrians from outside of this area to cross those roads. The following sketch illustrates the areas outside the CWZ and how they access the CWZ. Green arrows indicate relatively easy access, orange inferior access and red terrible</p>	<p>The LCWIP has been amended to provide additional details about the existing conditions within the village.</p> <p>The roundabout on the junction of the A30 and the B3349 is included within Hook's core walking zone and the indicative interventions (Z6.2) propose investigating the feasibility of upgrading the roundabout to provide crossing facilities on all roundabout arms that prioritise pedestrians and cyclists. This will significantly increase access north/south and east/west to the benefit of the residents of Hook.</p>

Comment reference	Section of LCWIP	Issue raised	Response
		<p>access.</p> 	
05/03	Other	<p>In addition, there are facilities outside the CWZ that would naturally be accessed by foot, but which currently have no such safe access - these are the numbered circles:</p>	<p>Agree that the LCWIP should identify this as a locally important issue.</p> <p>With the exception of Sainsbury's, these facilities fall outside the core walking</p>

Comment reference	Section of LCWIP	Issue raised	Response
		1.Sainsburys 2.Proposed sports pavilion and sports pitches 3. Whitewater Meadow SANG 4. Whitewater Meadow Adventure Play Area 5. Bassets Mead SANG	zone, but text could be added to page 70, for example under “Existing conditions” or “Barriers to walking” so that this is flagged (similar to the way Griffin Way North is flagged as an issue). This can be addressed under delegated authority.
05/04	Implementing a pavement to join the northernmost section of the housing at North East Hook with the rest of the village	The area of housing bounded blue in the following map image has only road access to the rest of the village - no pavement. The sole walking route, other than on the roadway or across the B3349, is the boardwalk marked in yellow. This is unlit and not accessible. A footway link is required at the point marked in orange.	HCC are currently developing a scheme to improve the situation in this location in alignment with the orange link. This would be delivered through existing S106 funding held by HCC from developments in the area.

Comment reference	Section of LCWIP	Issue raised	Response
		 <p data-bbox="757 991 1391 1031">The lack of a pavement link is a huge failing.</p>	
<p data-bbox="118 1050 322 1134">06 – Cllr Dorn 06/01</p> <p data-bbox="118 1155 353 1374">Comments on core walking zones and cycle routes in or adjacent to the ward</p>	<p data-bbox="394 1193 517 1225">General</p>	<p data-bbox="757 1155 1469 1262">The 2 x A4 Landscape layout is difficult to read. Please can the published version be in a readable and workable format.</p>	<p data-bbox="1491 1150 2063 1273">Agreed. The LCWIP has been reformatted to the single page presentation.</p>

Comment reference	Section of LCWIP	Issue raised	Response
06/02	General	Use of Section (and sub-section) numbers would aid readability and hence accessibility.	Agreed. Section headings in the LCWIP have been numbered.
06/03	General	Links are included to GoggleMaps and StreetView to ensure clarity of the point being made or location referenced.	There are a number of free map-based products available on the internet, which are frequently used by the public. A number of these products would need to be referenced, which would be overtly costly and would make the relevant sections in the LCWIP lengthy.
06/04	General	A lot of what is proposed relates to the “creation” or “development” of walking routes and zones. It does not relate to the existing walking infrastructure (established green grid) that already connects settlements through green corridors.	The LCWIP is a strategic plan for the development of new infrastructure. In some cases, this includes sections of existing routes which require upgrading, but it does not encompass all existing interventions within the district as this would be beyond the scope of the document.
06/05	General	The LCWIP states that it will support and inform the development of the Green Grid, but the proposed works do not explain how they fit with the existing green grid. A more refined plan that links up parts of the existing Green Grid with others would be a better outcome.	The green grid framework is currently being developed and is not available to incorporate into the LCWIP. The LCWIP will support and inform the development of the green grid to provide a network across the district.
06/06	General	“Liveable Neighbourhoods” significantly increase emergency response time, increase journey distances (hence times and pollution), increase traffic on other routes, reduce resilience to avoid	The draft LCWIP does not include any specific plans for new liveable neighbourhoods within the district.

Comment reference	Section of LCWIP	Issue raised	Response
		<p>blockages caused by accidents or roadworks and provide get-away routes for criminals on mopeds etc.</p> <p>We need ensure that while improvements are delivered for walking and cycling that these do not impinge on existing traffic movements.</p>	<p>Various research suggests they can be a useful approach in many circumstances, although significant additional work would be required to ensure they would be the right solution for local neighbourhoods.</p>
06/07	General	<p>The document lacks any plan for education for safety and awareness improvements for cyclists, pedestrians and drivers. I am regularly witness to many near-misses and thoughtless acts by all 3 groups that could lead to accidents.</p>	<p>Whilst education to improve safety and awareness falls outside of the scope of an LCWIP, HCC does provide guidance on walking and cycling safety and supports educational programmes across schools in the district.</p>
06/08	Page 23 Trip Generators	<p>The summary of this at the district level is not helpful. Walking and cycling trips will occur at a smaller scale and be more linked to hyper-local travel within the town and village areas. This should be the scale for trip assessment.</p>	<p>With regards to both walking and cycling, in accordance with government guidance both longer and more local trips were considered as part of the process.</p> <p>Core walking zones and cycling routes have been developed to accommodate both.</p> <p>Routes and zones were planned using trip generators at a local scale as described in the feedback. This map shows the whole district on one page to keep the report concise.</p>
06/09	Page 24	<p>Given the listed drawbacks in the modelling for desired outcomes, the target scenarios listed have little validity.</p>	<p>The PCT is a tool recognised by central government and its use is specifically encouraged in producing LCWIPs.</p>

Comment reference	Section of LCWIP	Issue raised	Response
			It only forms one part of the network analysis with other evidence contributing.
06/10	Page 25	The “average” Hampshire figures are significantly skewed by urban concentrations of people. There must be a different approach and expectation for rural communities.	The different needs of urban and rural communities form a key part of the approach to planning future transport networks across the district. HCC is currently looking at how this can be achieved.
06/11	Page 26 -32	Where is the data on average current travel distances to show that these other options are feasible? (e.g “go Dutch”). As stated the scenarios are completely aspirational and have no discernible practical basis.	<p>The scenarios were developed as part of the PCT tool.</p> <p>The PCT is a tool recognised by central government and its use is specifically encouraged in producing LCWIPs.</p> <p>It only forms one part of the network analysis with other evidence contributing.</p>
06/12	Page 31	<p>The claimed “demand signal” has no basis in fact. The increased cycling routes appear to be based on simply increasing the number people cycling (<i>as an outcome</i>). Hence this is not a demand, it is an aspiration, and the process does not examine the wider issues that prevent cycling: time, weather, personal security etc.</p> <p>The assessment does not appear to include the many private schools in the area.</p>	<p>The sentence “This strong uplift along the given corridors indicates an unmet demand for cycle facilities that link schools across Hart district.” has been deleted.</p> <p>The PCT shows the parts of the network likely to see the most demand if cycling levels increase, but this does not necessarily tell us about overall levels of latent demand.</p> <p>The PCT data is drawn from the School Census, which does not include data from</p>

Comment reference	Section of LCWIP	Issue raised	Response
			independent schools. The PCT data however forms only part of the analysis of demand with other evidence contributing.
06/13	Page 34-35	The rate of collisions is correlated with the traffic density, the data does not appear to have been normalised to account for this.	This is correct, the data is not normalised for traffic density. There is not suitable data available to enable this.
06/14	Page 48-49	<p>Where are the cost estimates for the interventions proposed or the methodology used? This was a concern at the initial scoping meetings, with various very expensive ideas being used as examples - with very limited benefit.</p> <p>Given the expectation that S106 funding will pay for these schemes, a Hart-wide prioritisation doesn't have much practical application.</p> <p>Where are the detailed scores for the rankings and how were they determined? The economic criteria are especially subjective and depend strongly on the scale of benefits and ability to link them to future developments.</p>	<p>The Consultants drafting the LCWIP utilised HCC's prioritisation matrix that has been used for LCWIPs across the county, to ensure consistency of results.</p> <p>HCC's matrix includes circa 50 data points including health, environmental constraints and cost.</p> <p>HCC's approach to costing utilises costings from precedent schemes multiplied by the proposed length of route. Costs are based upon this DfT document - Cycle City Ambition: typical costs of cycling interventions</p> <p>Costs are calculated at this stage of work are indicative as it is not possible to do detailed costings at this early stage of design detail. Costs will be refined as the design process develops.</p> <p>With regards to the prioritisation analysis, where area specific funding is available, this may mean schemes which have a</p>

Comment reference	Section of LCWIP	Issue raised	Response
			<p>lower prioritisation score will be delivered ahead of schemes with a higher prioritisation score.</p> <p>The prioritisation process provides a useful starting point, particularly for schemes to be moved forward with other funding, such as Active Travel England grants and CIL/Infrastructure levy.</p>
06/15	Zone Z7, Odiham Core Walking Zone Page 73+	The claimed barriers to walking have issues. The road crossing are (for the main part) narrow and limited by buildings. Seating and greenery will not be practical in the British weather.	<p>The constraints in the zone are noted and would be fully explored as plans move to the feasibility assessment/design stage.</p> <p>Adding green infrastructure such as planters, rest areas, cycle parking and other placemaking interventions creates a more welcoming and inclusive environment for pedestrians.</p>
06/16	Zone Z7, Odiham Core Walking Zone Page 73+	The suggested improvements in Odiham are not generally very practical.	This point is addressed in more detail in comments below.
06/17	Zone Z7, Odiham Core Walking Zone Page 73+	The pedestrian controlled lights would be a benefit in most cases, but	Noted.
06/18	Z7.1	Remove. The reduction in crossing distance between the current arrangement (including textured surface) and a reduced radii turn is of the order 2m. This would not deliver any practical	<p>The revised draft of the LCWIP identifies why the indicative interventions are required.</p> <p>In this case, the intervention is identified</p>

Comment reference	Section of LCWIP	Issue raised	Response
		benefits.	<p>because of the wide junction mouth at the side road.</p> <p>Reducing corner radii in locations like this reduces turning vehicle speeds, makes it easier for people to cross on foot by reducing the distance they must walk (this is particularly important for pedestrians who struggle with mobility) and allows crossing to follow desire lines more closely.</p> <p>This intervention follows national guidance and best practice and would be reviewed in a detailed feasibility assessment.</p>
06/19	Z7.2	Supported.	Noted.
06/20	Z7.3, Z7.6	Remove. Tight corner radii will just lead to lorries over-running them and vehicles swinging out in to on-coming traffic.	<p>The revised draft of the LCWIP identifies why the indicative interventions are required. In this case, the intervention is identified because of the wide junction mouth at the side road.</p> <p>This intervention follows national guidance and best practice and would be considered in a detailed feasibility assessment.</p> <p>This would include an assessment of the impact on vehicle turning movements, to ensure designs are suitable for the mix of</p>

Comment reference	Section of LCWIP	Issue raised	Response
			users.
06/21	Z7.4 & 5	Remove. Would be unworkable as uncontrolled crossings, but even an integrated system would struggle to improve traffic flows and would create more dangerous traffic situations at that junction.	<p>The revised draft of the LCWIP identifies why the indicative interventions are required.</p> <p>In this case, the interventions are identified because of poor/no crossings. These interventions follow national guidance and best practice and would be considered in a detailed feasibility assessment. This would include a review of traffic impacts.</p>
06/22	Z7.7	Supported, but they should be better positioned to account for the existing seats and wide of pavement to avoid creating a blockage.	Noted.
06/23	Z7.8	Remove. This is narrower than several other road junctions along the high street and one of the least to benefit from the highly marginal gains that might be envisaged.	Agreed. The crossing point of Deer Park View is already quite narrow and therefore the auditor recommendation has been removed.
06/24	Z7.9	Remove. This is a bizarre suggestion at a junction that already has very poor sightlines and access issues.	<p>Auditors proposed this in this location as the area of stone setts behind bollards presents an opportunity to add seating etc. without adversely affecting sightlines.</p> <p>The wording of recommendation has been amended to clarify this.</p>
06/25	Z7.10	Is not shown on the map.	Agreed. The missing marker has been added to the map.

Comment reference	Section of LCWIP	Issue raised	Response
06/26	Other	If the zone extension (south) to RAF Odiham is to have real benefits, more focus needs to be given to that link. A key barrier is the 500m crossing of an open field. Unattractive in wet weather and a concern to many users after dark. Unless there are some direct plans, then the zone should be constrained to where improvements can be made.	An additional intervention has been included to consider the potential to upgrade the path and provide lighting.
06/27	Page 106, Route 200	A major barrier to cycling is the narrowness of the roads. This cannot be easily solved due to the ancient nature of these roads and narrow pavements.	Noted. In some circumstances it may not be feasible to deliver on the proposed alignments. This will become clearer as feasibility work is undertaken, and where appropriate alternative alignments may be investigated.
06/28	200.4 & .5	While a welcome improvement these would need to be linked and phased with the traffic lights on the road about to avoid dangerous backing up of traffic. The junction is already busy at peak times (when probably most cyclists might want to use it) hence the sensitivity to traffic flow impediments.	Noted.
06/29	Other	Options to make better use of the footpaths to the east of Junction 5 (and separate, existing motorway crossing bridge) have not been explored.	Off-road options were identified early in the process however given the remoteness of these routes, options with greater levels of natural surveillance were prioritised.
06/30	200.9	The shared path is rarely used by cyclists. This path is poorly lit and the entrance (off North Warnborough Street) is very poorly marked. The	The intervention has been amended to include reference to the need to consider

Comment reference	Section of LCWIP	Issue raised	Response
		regular flooding of this area is also apparent from 4 N Warnborough St - Google Maps	lighting and flooding.
06/31	Other	<p>There is a common problem around the area (the Iverly Road bypass being a major example). Cyclists simply don't realise that the shared path is for them to use and hence press-on along the main road. If this LCWIP does anything, better signage and education is needed for users. This needs to include mutual respect for both walkers and cyclists</p> <p>The Dunleys Hill cycle path is not discussed for improvement. This has few repeater signs to indicate its shared use.</p> <p>The existing crossing 50m north of West Street, could be useful expanded to make cycle crossing easier and a chicane created to slow traffic down (similar to those seen in Elvetham Heath, but a little wider.</p>	<p>Whilst education to improve safety and awareness falls outside of the scope of an LCWIP, HCC does provide guidance on walking and cycling safety and supports educational programmes across schools in the district.</p> <p>All interventions will be clearly marked to ensure that users understand priorities.</p> <p>The Dunleys Hill cycle path is beyond the reach of the route but could be considered in future LCWIP work.</p> <p>Reference to improving the existing crossing on West Street has been included into the LCWIP.</p>
06/32	200.13a	This option has viability issues due to the narrow paths around the fords and narrow roads. Personal security would be a huge issue for many users.	Issues with this route are noted and it is not highlighted as the preferred route.
06/33	200.10	The comment about high speed traffic flows is not applicable. School drop-off parking is the main issue here. To improve cycle access, there are very wide verges that could be improved to link the existing cycle path to the closed section of	The issue highlights either high vehicle speed or high volumes that make the carriageway unsafe for cycling. This wording is used consistently through the report where this kind of issue arises. The

Comment reference	Section of LCWIP	Issue raised	Response
		West Street and point 200.11.	recommendation has been updated to reflect the option of using the verge.
06/34	200.11	The comment is not understood, as there are existing bollards that cyclists can filter through. The smart alternation would be to bring the existing crossing refuge on Dunleys Hill closer to the junction (part of Z7.4) and widen it to facilitate access to the High Street and pedestrian crossing.	The issue highlighted in the report is regarding the spacing of the existing bollards. Bollards should be a minimum of 1.5m apart to enable all types of cycle to safely pass through. The need for an improved crossing at this location has been added to the report (see new 200.12).
06/35	200.12	The western end of the High Street is particularly difficult for cycling and a designation of one pavement for cyclists and one for walkers might be a good solution for all.	Noted. The LCWIP does identify this area is difficult for cycling. Options for this section would be assessed in more detail at the feasibility stage.
06/36	Other	The proposal does not include additional cycle parking that could be added at key locations along Odiham high street.	Cycle route recommendations throughout the report generally do not include cycle parking recommendations. In this instance, some on-street cycle parking is already provided on both sides of the road near the Bel & Dragon. Further cycle parking could be added if there is sufficient local demand.

Comment reference	Section of LCWIP	Issue raised	Response
06/37	Other	Any additional features need to respect the Conservation Area and other heritage designations.	Noted. Ensuring designated areas are properly accounted for would be a standard part of the scheme development process.
06/38 Comments on core walking zones and cycle routes outside of the ward	Page 94, Route 140	A huge issue with the cycle links between Fleet and Farnborough are their “loneliness” with many vulnerable users not wishing to use them due to there being a strong perception of risk to themselves on dark, lonely tracks. The proposals do not address this.	The main route option follows the main roads. The alternative route option does have safety limitations because of the isolated nature of some sections with little natural surveillance.
06/39	140.11a	“Lighting” on forest tracks (140.11a) is neither a practical proposition nor ecologically sound.	Various lighting technologies are available that may be suitable, but this would need to be fully considered at the feasibility stage.
06/40	Other	The links run out at the Hart boundary, but it would have been sensible to include a task to work more closely with Rushmoor.	Hart and Rushmoor Councils consulted each other with regards to the development of their respected LCWIPs. Hart’s routes join into Rushmoor’s LCWIP routes to create a wider network.
06/41	Page 105, Route 160 160.3	Malthouse Bridge is a very difficult junction and benefit from complete revision. Bus gate modal filters is a ridiculous suggestion. Speed is generally calmed by the give/take passing on the bridge. But conversion of the (vestigial) south-east pavement to marked cycle lane would be helpful. While the north-west bound cyclist	HCC are undertaking a feasibility study on this section of road as part of the mitigation of traffic works arising from the QEB development. HCC presented an options appraisal to the QEB Transport Steering Group meeting in January 2024.

Comment reference	Section of LCWIP	Issue raised	Response
		should have shared space with the footpath.	The feasibility study will consider Malthouse Bridge in much more detail than the LCWIP audit process allows for.
06/42	Page 121, Route 220	The junction of Crookham Road and The Street at Malthouse Bridge is a significant problem for cyclists and pedestrians. The road is very narrow and vehicles swing round the corners, making waiting vehicles (in Crookham Road) hug the kerb and preventing cyclists from passing. This is mentioned in Route 160.2, but the extent is into Route 200 and there should be cross-referencing.	Agreed. The LCWIP has been amended to include cross referencing between the two routes.

CABINET

Meeting Date: Thursday 7 March 2024
Issue Title: Funding of a Local Domestic Abuse Service
Report of: Executive Director - Community
Cabinet Portfolio: Community
Key Decision: No
Confidentiality: Non Exempt

Purpose of Report

1. To seek approval to use New Burden's funding to match fund a Hampshire County Council (HCC) grant to enable the Council to provide a dedicated outreach and advocacy service to survivors of domestic abuse.

Recommendation

2. It is recommended that Cabinet approves the use of the domestic abuse new burdens funding, totalling £36,606 to fund the proposed outreach and advocacy service.

Background

3. In 2023/24, the Council was awarded new burdens funding to deliver its new responsibilities relating to the Domestic Abuse Act and housing. The funding totals £36,606. The funding is "to ensure that victims of domestic abuse and their children can access the right support".
4. Hampshire County Council has launched a bidding round for "Whole Housing Approach Grant" for tier 2 authorities to secure funding to provide additional services for survivors of domestic abuse.
5. In talking to colleagues in neighbouring authorities, an opportunity has arisen to provide a joint service with Basingstoke and Deane (BDBC), working in partnership with You Trust, who are specialist domestic abuse service providers.

The Proposal

6. The proposal is to deliver a dedicated outreach and advocacy service to survivors of domestic abuse who approach for support and where the option of refuge accommodation is inaccessible for them. A Domestic Abuse (DA) Worker, who is a specialist, will be employed and supervised by YOU Trust. This worker will be co-located within both housing teams.
7. The DA Worker will provide support to survivors who have been placed in safe accommodation by the local authority. This support will be given to those with no access to or availability of other specialist support due to the determination of risk and/or waiting lists for community support. The survivors may be placed in different types of accommodation such as bed and breakfast, temporary accommodation, permanent homes or within family settings.
8. The DA Worker will also offer therapeutic, practical, and emotional support and customised outreach assistance, advice, and referrals. This service will be accessible within 24 hours of a survivor approaching the housing teams. As refuge facilities may not always be available or nearby, this supplementary

service will help individuals obtain the assistance they require during a crucial period. The key benefits for service users will be the ability to stay local to receive domestic abuse support and the ability to access this support without the need to go into refuge either locally or elsewhere in England.

9. The Whole Housing Approach Grant allocated to Hart is £55,702.

Main Issues

10. The new burdens funding is ringfenced for use in providing services for survivors of domestic abuse. By using it as match funding with the HCC grant, the Council can achieve much more than simply using it on its own for in-house provision.
11. By pooling resources with BDBC, the councils can commission You Trust to provide services for residents of both areas.
12. HCC has approved the grant award, and the project will be ready to go live in April 2024, subject to Members approving the use of new burdens funding as match funding at Cabinet.
13. You Trust can provide the service for a period of 2 years.

Alternative Options Considered and Rejected

14. There is no other viable alternative use of the new burdens funding currently.

Corporate Governance Considerations

15. A grant funding agreement will be signed with HCC, and a Memorandum of Understanding will be placed between Hart, BDBC, and You Trust to support the project.

Relevance to the Corporate Plan and/or The Hart Vision 2040

16. This proposal relates to the “People” element of the corporate Plan, focusing on “helping those in need”.

Service Plan

- Is the proposal identified in the Service Plan? NO
- Is the proposal being funded from current budgets? Yes
- Have staffing resources already been identified and set aside for this proposal? Yes (to oversee the project)

Legal and Constitutional Issues

17. There are none arising from these recommendations.

Financial and Resource Implications

18. The service will be funded by new burdens funding of £36,606, which will be matched by HCC grant. There are no additional costs to the council.

Risk Management

19. There are no risks associated with this project. The council will fund a third party to deliver the service. Governance will be via a Memorandum of Understanding, and an officer in the Community Team will monitor outcomes.

Equalities

20. There are no equalities issues arising from this report.

Climate Change Implications

21. The recommendations have no direct carbon or environmental implications.

Action

22. Cabinet is asked to approve the request to use new burdens funding of £34,000 to fund this project.

Contact Details: Kirsty Jenkins, Executive Director - Community

Appendices

None

Background Papers:

None

CABINET

KEY DECISIONS / WORK PROGRAMME AND EXECUTIVE DECISIONS MADE

March 2024

Cabinet is required to publish its Key Decisions and forward work programme to inform the public of issues on which it intends to make policy or decisions. The Overview and Scrutiny Committee also notes the Programme, which is subject to regular revision.

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
Local Enforcement Plan	To consider an new Local Enforcement Plan following consideration by Overview and Scrutiny. The plan brings together the Environmental Health & Licensing Enforcement Plan and the Planning Enforcement Plan under one overarching document.	7 Mar	No	Portfolio Holder - Planning Policy and Place	PL	Open
Adoption of Local Cycling and Walking Infrastructure Plan (LCWIP)	Following the end of the consultation period, to consider adopting the updated LCWIP.	7 Mar	No	Portfolio Holder - Planning Policy and Place	PL	Open
Crandall Conservation Area Appraisal	Cabinet to consider adopting the updated Crandall Conservation Area Appraisal	7 Mar	No	Portfolio Holder - Planning Policy and Place	PL	Open

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
Crookham Village Conservation Area Appraisal	Cabinet to consider adopting the updated Crookham Village Conservation Area Appraisal	7 Mar	No	Portfolio Holder - Planning Policy and Place	PL	Open
Funding of a Local Domestic Abuse Service	Members are asked to approve the use of New Burdens funding, to match fund Hampshire County Council Grant, to enable the council to provide a dedicated outreach and advocacy service to survivors of domestic abuse.	7 Mar	No	Portfolio Holder - Communities	COM	Open
Fly Tipping Task and Finish Group Report	To ask Cabinet to review the recommendations and to carry out an appraisal of options for service delivery moving forward	7 Mar	No	Portfolio Holder - Regulatory	PL	Open
Draft Service Plans 2024/25	Cabinet to review and approve draft service plans for 2024/25 having regard to O&S comments and the approved budget.	4 Apr	No	Chief Executive	ALL	Open

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
Management Structure of Butterwood Homes		4 Apr	Yes	Leader and Portfolio Holder - Strategic Direction and Partnerships	CX	Open
Food Safety Plan	To recommend to Council that the Food Safety Plan for 2024-2026 is adopted.	4 Apr	Yes	Portfolio Holder - Regulatory	PL	Open
Appointment of Representatives on Outside Bodies	To confirm membership of Representatives of the Council on Outside Bodies	6 Jun	Yes	Leader and Portfolio Holder - Strategic Direction and Partnerships	CX	Open

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
Corporate Risk Register (Half Yearly Review)	To ask Cabinet to review and approve the Corporate Risk Register	6 Jun	Yes	Portfolio Holder - Climate Change and Corporate Services	ALL	Open
Climate Change Update	Cabinet to receive than update on progress against plans to facilitate Hart's Carbon Pathway	11 Jul	Yes	Portfolio Holder - Climate Change and Corporate Services	CS	Open
End of Capita Contract		11 Jul	Yes	Portfolio Holder - Climate Change and Corporate Services	CS	Open
Q4 Performance Plan Review	Q4 performance plan review report, following information reviewed at O&S	11 Jul	Yes	Portfolio Holder - Finance	ALL	Open

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
Revenue, Capital and Treasury Outturn 2023/24	To report the final position against budget and agree carry forward requests	1 Aug	Yes	Portfolio Holder - Finance	FIN	Open
Corporate Risk Register (Half Yearly Review)	To ask Cabinet to review and approve the Corporate Risk Register	7 Nov	Yes	Portfolio Holder - Climate Change and Corporate Services	ALL	Open
MTFS Emerging Pressures and Budget Strategy	To note emerging pressures on the Council's finances and agree a budget strategy for the coming year and consider changes to the Medium Term Financial Strategy	7 Nov	Yes	Portfolio Holder - Finance	FIN	Open
Q2 Forecast 2024/25 Revenue, Capital and Treasury Outturn	To report the forecasted position against budget	7 Nov	Yes	Portfolio Holder - Finance	FIN	Open
Ongoing Items throughout the year						

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
Climate Change updated and request for funding allocations for projects to deliver Action Plan	To update Cabinet on progress against Hart's Climate Change Action Plan		No	Portfolio Holder - Climate Change and Corporate Services	CS	

Executive Decisions

Note 1

A “key decision” means an executive decision which, is likely to –

- a) result in Council incurring expenditure or the making of savings which amount to £30,000 or 25% (whichever is the larger) of the budget for the service or function to which the decision relates; or
- b) be significant in terms of its effects on communities living or working in an area comprising two or more wards within the area of the district of Hart.

Note 2

Cabinet Members

D Neighbour	Leader and Strategic Partnerships
J Radley	Deputy Leader and Finance
A Oliver	Development Management and Community Safety
T Clarke	Digital and Communications
T Collins	Regulatory
R Quarterman	Climate Change and Corporate
S Bailey	Community
G Cockarill	Planning Policy and Place

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Note 3

Service:

CX	Chief Executive	CS	Corporate Services	PL	Place Services
CSF	Community Safety	PP	Planning Policy		
FI	Finance	COM	Community Services		
SLS	Shared Legal Services	MO	Monitoring Officer		

Note 4

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
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*This item may contain Exempt Information – Regulation 5 of the Local Authority (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

