



Parish of Odiham Village Design Statement



TO HARTLEY WINTNEY

TO LONDON

ODIHAM PARISH

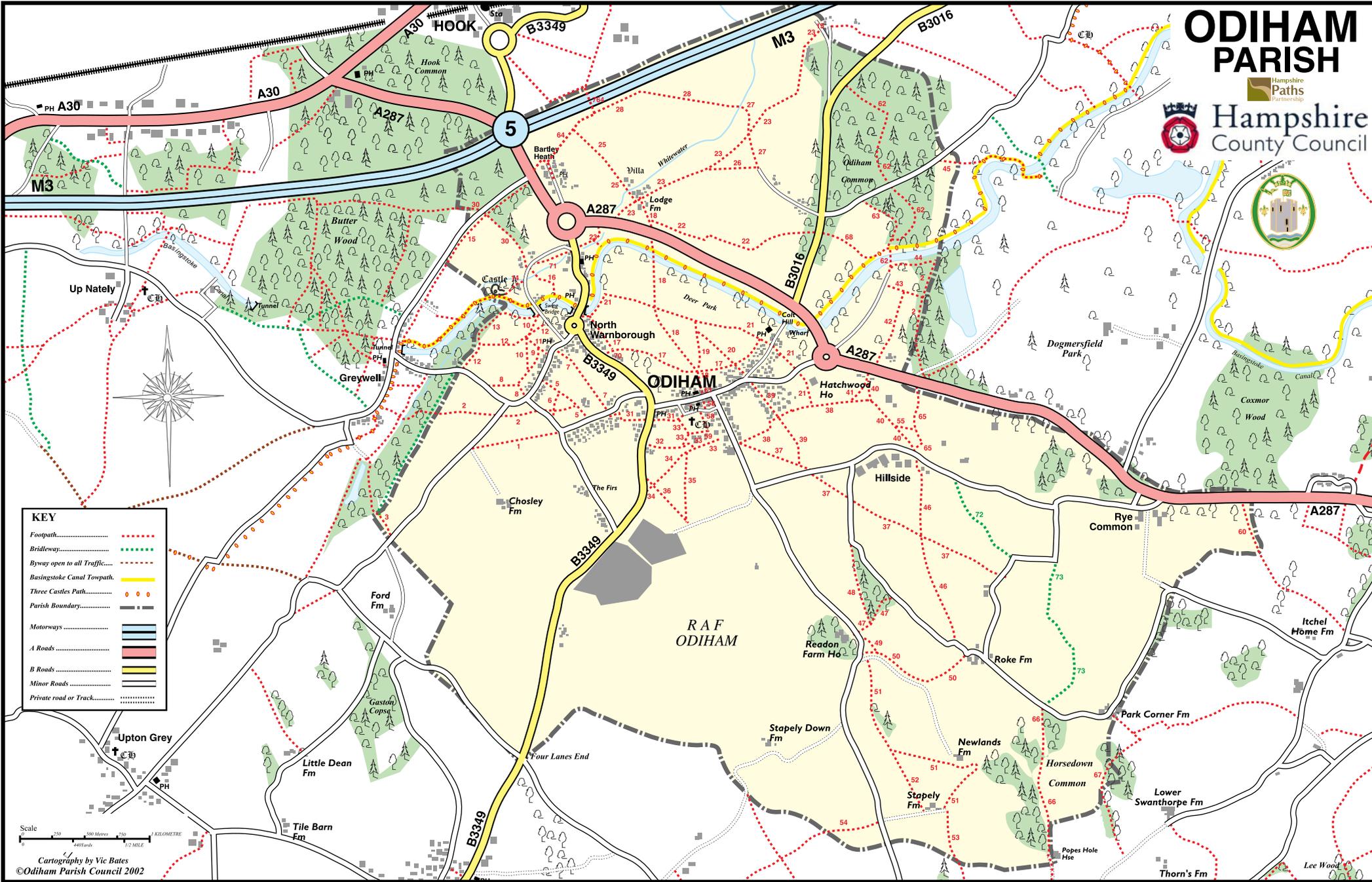


Hampshire County Council



TO BASINGSTOKE

TO FARNHAM



KEY

- Footpath.....
- Bridleway.....
- Byway open to all Traffic.....
- Basingstoke Canal Towpath.....
- Three Castles Path.....
- Parish Boundary.....
- Motorways.....
- A Roads.....
- B Roads.....
- Minor Roads.....
- Private road or Track.....



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TO ALTON



VILLAGE DESIGN STATEMENT FOR THE PARISH OF ODIHAM

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1 INTRODUCTION

What is a Village Design Statement?

The appearance of any settlement evolves as new buildings go up and old ones are altered or replaced. Because most of these changes require planning permission, a District Council plays a key role in managing the evolution of a particular District. The Hart District Local Plan¹ has hitherto set out the Council's policies on development, many of which state that this will be permitted only when it is sympathetic with the character of the immediate area. However, the Plan cannot identify the key characteristics of every part of the District.

The Countryside Agency (now incorporated into Natural England) introduced Village Design Statements (VDS) to take the ideas and suggestions of local communities into account in the formal planning process for conserving and enhancing the distinctiveness of their village. As a material consideration in the determination of planning applications, the VDS will help to guide change and strengthen the character of Odiham and its buildings. It will have particular relevance for:

Local authorities, other statutory bodies and providers of services and utilities;

Developers, architects, designers, planners, engineers and builders;

Local householders, landowners, businesses and farmers.

The document has been prepared and written by a voluntary group of Odiham residents, working closely with the community with the support of the Odiham Society, Odiham Parish Council and Hart District Council. It describes Odiham, sets out hopes and aspirations for the future and where relevant, provides planning guidance notes for the reader's consideration. Publication is in booklet form and also web-enabled by the parish council. A Library of supporting material will be maintained.

A VDS fills a gap, describing what local people say are the important physical characteristics of the area. This VDS relates to the whole of the Parish of Odiham and covers the settlements where most people live as well as the countryside extending to the parish boundaries. It will help Hart Council in their decision on whether proposed development would be appropriate, and it will help residents and others appreciate what is needed to maintain the valued features as well as enhancing and conserving the Parish when planning building or other works.

Practical uses of the Village Design Statement.

The Village Design Statement is primarily intended to help householders and businesses when designing for change and in applying for planning permission. It explains how new development including alterations to existing buildings should be designed to conserve and enhance the established features of the parish. For Hart District Council, it will contribute to the Local Development Framework² and will be used as a material consideration when considering the merits of a planning application, or any application for other consents that can be required. Equally, the VDS will also be available to contribute to the evidence put before any inspector who is hearing an appeal against a refusal of planning permission³.

For people planning minor external changes affecting their property, or permitted additions that may not need planning permission, the VDS will help explain how such alterations might best be designed for the benefit of householders, other residents and the locality.

¹ Hart District Council, Replacement Hart District Local Plan 1996-2006, adopted 2002

² The Planning and Compulsory Purchase Act 2004 requires local planning authorities to prepare new style 'local development frameworks'. (Known as 'LDF's).

³ For further information on appeals and related matters, see the Appendix.

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GEOGRAPHIC AND HISTORICAL BACKGROUND

The Location of the Settlements

Odiham is a civil parish lying just south of Junction 5 of the M3 motorway in Hart District in north-east Hampshire, some six miles east of Basingstoke and seven miles west of Farnham in Surrey [see location plan]. It covers an area of some 13 square miles (34 sq km). From the south, chalk underlies the dip slope of the Hampshire Downs before it slips under the clay and newer Eocene rocks of the London basin, which forms the northern part of the parish.

The main settlement of Odiham lies along a spring line at the junction of these two rock types. The geology of the northern part is more varied with heavy London Clays giving way to Bracklesham and Bagshot Beds where clays and sands are interspersed under uncultivated areas such as Odiham Common. It is only in the northern part that surface drainage is found, with the River Whitewater (rising at Bidden) and its tributaries flowing to the Loddon and the Thames, and Fishers Stream running from Hillside to the canal. This northern area lies between 70 and 100 m above sea level, while the highest point is in the south at Horsedown Common at 165 m on an isolated outlier of Eocene beds.

Odiham and the other main settlement of North Warnborough are defined on their northern and north-eastern sides respectively by the line of the boundary of the former medieval Deer Park. RAF Odiham occupies a large area on the chalk downland of some 300 hectares/750 acres.

Smaller settlements include Derbyfields, Broad Oak, Potbridge and Whitehall to the north, Rye Common to the east and Hillside to the south.

The main roads are the B3349 that links the Parish northwards to the M3 at Hook and southwards to Alton, and the A287 to Farnham that has bypassed the main settlements since 1982, catering for traffic to and from the M3.

The Basingstoke Canal crosses east - west, parallel to the by-pass and is of recreational and wildlife importance. The nearest railway stations, on the Waterloo to Basingstoke line, are at Hook and Winchfield, both less than 3 miles from Odiham.

How the Settlements Developed

There is strong evidence of occupation of the area since the Bronze Age, and the remains of flint working sites suggest even earlier usage. The Anglo-Saxon Chronicles mention Wudiham (a wooded settlement) and the southern chalk area was cleared of woodland for sheep pasture in medieval times. The Deer Park was partially wooded and a Royal Hunting Park, cleared in the early 17th century. Odiham Common east of this was ancient wood pasture.

Some 265 buildings are listed as being of historical or architectural importance, one of the richest collections in Hampshire.

All Saints Church in Odiham dates back 900 years and was formerly the mother church for a much larger area including smaller villages.



ALL SAINTS CHURCH

Odiham Castle, near where the canal crosses over the River Whitewater at North Warnborough, is historically important, not least as King John stayed here before travelling to Windsor on the day before he signed Magna Carta. North Warnborough and Odiham were already prosperous in medieval times, as evidenced by the number of buildings dating from that period. Odiham centre still retains its medieval street pattern and the regularity of the size of property plots suggests that the High Street may have been a planned development of those times.

Another fine historic feature dating to medieval times or earlier is the chalk pit off the Alton Road. The largest in Hampshire, of some three hectares, an estimated ½ million cubic tons were removed up until the 1930s. Latterly transported by canal and then the railway, the chalk was mainly used for building and the marling of agricultural land.

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GEOGRAPHIC AND HISTORICAL BACKGROUND



THE CHALK PIT

Prisoners were housed here during the Napoleonic wars and airships in World War I.

The medieval economy was based on agriculture and other natural resources of the area: wool, timber, hops, bricks and tiles, and tanneries, were heavily dependent on the plentiful water supplies.

The River Whitewater provided power for mills and fed hatcheries supplying trout, crayfish and pike.



THE BASINGSTOKE CANAL

The Basingstoke Canal opened in 1794 to carry agricultural and other products to and from London. The canal was never the success that its backers had hoped for; its fate was sealed by the collapse of the Greywell Tunnel in 1932.

Georgian facades conceal the origins of many houses in Odiham's High Street, structurally pre-dating the 15th/16th century terrace of Castlebridge Cottages in North Warnborough. The Cross Barn, Hampshire's earliest example in brick, dates from the 16th century and the Pest House and Old Court Almshouses from the 17th.

A racecourse operated at Bartley Heath from the mid 18th century and The Royal Veterinary College had its origins in The Odiham Society for Agriculture and Industry inaugurated at The George in 1783.

As a well established market-town of north-east Hampshire in the Victorian era, Law and Order for the district was centred on Odiham, with a Magistrates Court and the police-force housed at The Bridewell which was a purpose built prison.

Relatively few buildings date from this or the Edwardian period, possibly because the railway did not come to Odiham itself.

After the First World War, the parish helped meet the increased demand for housing, notably with the Whitewater Estate in North Warnborough, begun in 1921. North Warnborough Village Hall opened ten years later and the airfield became home to RAF Odiham just before the Second World War.

The building of the M3 in the 1970s heralded some expansion, with new housing estates such as those off the London Road and Archery Fields.

The expansion has been, and remains, bounded by the Deer Park to the north and open landscapes to the south. Development in the last ten years has been confined to the eastern and western outskirts, with very little new housing in the rural areas.



© Hampshire County Council

ODIHAM CASTLE in 1975

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VALUED FEATURES OF THE PARISH

The Contribution of Particular Features to Parish Identity

Public consultation demonstrated that the landscape and built environment of the Parish are highly regarded by almost everyone and thereby contribute to a sense of community. Particularly valued features within the Parish that enhance the quality of life for residents and visitors are:

- Odiham High Street
- Major heritage buildings and features, especially The Bury, All Saints Church and Odiham Castle
- Thoroughfares and byways, particularly the Basingstoke Canal
- Views within the built environment, looking outwards and from surrounding countryside
- The distinct identities of the settlements within the Parish.

Analysis of the most appreciated social aspects highlights a strong community spirit. Demonstrably, walking for leisure and health, the use of shops and other communal buildings and the membership of clubs and societies, all contribute to patterns of activity that are a positive encouragement to good neighbourliness.

The parish comprises three principal areas of population and several small hamlets set in the surrounding countryside. All are separate and distinctive, with the green spaces between them reinforcing the identity of each community. Each settlement's architecture and housing mix contributes to this sense of identity.



ALL SAINTS CHURCH FROM THE ALTON ROAD

Amongst Odiham's many attractive features, All Saints Church and the High Street stand out for many people. The setting of the Church is as important as the building itself, with the Churchyard and the Bury providing a sense of an historic open space and tranquillity. Those approaching Odiham by foot across the fields or by car see the Church tower standing tall above surrounding buildings.

Areas such as the High Street are well documented; historic photographs (of which there are excellent displays in The George Hotel, The Parish Room and The Bridewell) capture a vista that is little changed, except for the impact of the car, updated roads and parking. The Deer Park provides the historic setting of and rolls on to North Warnborough; it offers a much-loved prospect of an attractive roofscape for those walking into Odiham.

In North Warnborough, the unique Tudor terrace of Castlebridge Cottages stands out architecturally, together with the picturesque thatched and beamed cottages along the Street.

The main road through North Warnborough (now the B3349 but once the A32) is relieved by alternating green spaces interspersed on left and right between areas of habitation. Although considerable development occurred both before and after the Second World War, this is not readily apparent because estates were skilfully hidden from passing view.

The most important historic secular building is the 13th century Odiham Castle which, although a scheduled ancient monument, has been sadly neglected. In recent years, the County Council has coordinated archaeological survey and renovation work; conserving the castle ruin and its watery setting amidst unspoilt countryside.

Views into and out from the parish are very important, especially from the footpaths that criss-cross it and the main roads that pass through. The canal is a particular feature; its towpath is a prime asset for walkers and is only a few minutes walk from most parts of Odiham and North Warnborough.



FOOTPATH FROM HILLSIDE TO ODIHAM

3 VALUED FEATURES OF THE PARISH

Parish Features



ODIHAM HIGH STREET

Odiham High Street [VF1]

[Guidance Notes VF1–VF12: See P 8]

The sweeping High Street, widening towards the Farnham end, is seemingly unchanged through several centuries as the major retail centre of the parish. It represents a successful combination of historic setting supporting modern life, shopping and business.



ALL SAINTS CHURCHYARD

All Saints Church and the Bury

The Parish Church is an important focal point of Odiham. The calm of the churchyard and its network of footpaths is appreciated by visitors and parishioners alike.

Public and Community Buildings [VF2]

Community halls, restaurants, churches and pubs are vital to the life of the parish and provide opportunities for people to gather, often in historic buildings designed or adapted for the purpose. Such premises make a tangible contribution to the social cohesion of village life, and in that sense are irreplaceable



THE PUB IN THE BURY

Retail Shops and Services [VF3]

Shops also play an important part in parish life, serving and supporting sustainable communities and acting as focal points for community interaction and communication (as demonstrated by the use of the garage/convenience store in North Warnborough). The range of shops in Odiham High Street represents a major asset that is very important to the character of the parish.

Schools [VF4]

Robert Mays, a secondary school with 1200 pupils from a large catchment area, and two primary schools are all significant in architectural terms in their own right. Their quality and that of the other buildings children pass everyday can have a major influence on the design education of future generations.



MAYHILL SCHOOL



BURYFIELDS SCHOOL

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VALUED FEATURES OF THE PARISH

Local Businesses [VF5]



HATCHWOOD PLACE

Odiham, North Warnborough and, to a lesser extent, RAF Odiham developed when most local people lived and worked in the parish or nearby. This led to a locally focused, cohesive community; as demonstrated, for example, by Odiham's retained fire fighters.



ODIHAM FIRE STATION

Odiham High Street is home to many businesses interspersed between private houses and retail premises.

A strong local feature is the commercial use made of barn conversions and the space above shops, contributing to a vibrant mixed community.



HIGH STREET BUSINESSES

Parish Context

Thoroughfare Views [VF6]

Most initial impressions inevitably arise from travel, whether by car or other means. The A287, B3349 are key routes into and out of the parish, giving access to The Street at North Warnborough and Odiham High Street.



ODIHAM FROM THE FARNHAM ROAD

Identity of the Settlements [VF7]

Each settlement and hamlet has its own distinct character, usually emphasised by well-defined boundaries. This provides a sense of identity within the wider context of the parish, reinforced by open space between settlements, that helps to prevent them merging.



ROBERT MAY'S ESTATE

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VALUED FEATURES OF THE PARISH

Topography and Housing [VF8]

Housing estates have generally been developed in Odiham and North Warnborough in a way that has made good use of topography. As a result, significant numbers of dwellings have been accommodated whilst the character of the settlements has changed only minimally.

However, some new housing, such as flats at Regal Heights and recent industrial buildings, as at RAF Odiham and Lodge Farm in North Warnborough, intrude more on the landscape than their older counterparts.

Housing Mix and Variety

Odiham comprises a variety of housing ranging from small cottages to imposing residences dating back over some 700 years. This variety largely accounts for the rich and pleasing appearance of the built environment. It also complements the demographic mix by providing scope for single people and couples to move into larger houses as families expand and for elderly people to move into smaller dwellings as their needs alter.

Demographic Mix

The local demographic mix of the whole parish is closer to national norms than might be expected, perhaps because the mix associated with RAF Odiham balances that of the rest of the parish.

There is a significant proportion of housing suitable for or restricted to older residents. This has also helped create a well-balanced and sustainable community

Parish Environment

Wildlife Conservation [VF9]

The Basingstoke Canal, the River Whitewater and the various commons (Odiham, Broad Oak, Warnborough Greens and part of Bartley Heath) provide a network of conservation sites linked by footpaths and the canal towpath. Ready public access to these features and habitats helps to sustain an interest in wildlife and the environment for visitors and the resident population alike.



ODIHAM COMMON

Waterways, Commons and Public Space [VF10]

The Basingstoke Canal and River Whitewater cross paths towards the west of the parish. Both are important, but very different, waterways. These and the many streams passing under the



BASINGSTOKE CANAL AT NORTH WARNBOROUGH

Canal to feed the river have played a crucial role in the industrial and natural history of the Parish. The commons are also very different in character; Odiham Common is noteworthy as historic wood pasture with Broad Oak as a more traditional tree fringed common, while much of Warnborough Green is wetland, recognised for its orchid varieties and bog plants.

Other public spaces include sports and play grounds while, thanks to many footpaths, spaces such as the Deer Park are publicly accessible. This wooded rural setting reflects Odiham's heritage and the origins of its name.

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VALUED FEATURES OF THE PARISH

Guidance Notes

VF1: The importance of Odiham High Street is well known and appreciated. Highways work needs to be designed and executed with great care to maintain its attractive qualities.

In addition: vehicular traffic and parking require proper management to avoid damage or blight.

VF2: The use of pubs and community buildings should be encouraged through appropriate planning controls, both to restrict any change of use and support sympathetic adaptation to meet today's stringent health and safety criteria etc.

VF3: Any change of use of shops to office or residential use should be strongly resisted through appropriate planning controls.

In addition: the need for adequate short-term parking, either free or at low cost should be recognised.

VF4: The importance of Odiham's schools should be reflected in well-designed buildings, extensions and alterations. Nearby development should contribute to safe access routes used by children, minimise opportunities for vandalism and protect important views of, and from, the schools.

VF5: The relationship between local jobs and housing should be considered when any major development is proposed. Commercial opportunities that enable local people to remain in the parish and enjoy short journeys to work should be supported, provided they accord with the principles of good design and do not impair the character of the parish in other ways.

VF6: Views from thoroughfares and byways should be taken into account whenever new development is considered.

For example: the B3349 affords attractive glimpses, but rarely prolonged views, of the countryside or the townscape between groups of houses or trees.

VF7: The distinct identities of settlements should be maintained and enhanced by open space and clear separation.

VF8: Future development should endeavour to site new houses where they blend into and do not obstruct or degrade attractive views. Great care is needed in design so that new buildings at the boundaries of the existing areas of the settlements do not change the character of the village as perceived from its approaches. Height as well as style should be scrutinised carefully at the planning stage.

VF9: Development should respect features that are associated with wildlife habitats and conservation, with corresponding recreational value. Good access links from new developments, following the example of historic footpaths are essential to make best use of these rich outdoor environments.

VF10: Historic rural features should be protected. Development nearby should conserve or enhance the appearance and the setting of these important places.

VF11: A mix of larger and smaller dwellings, which is visually attractive and contributes to a good social and economic mix, should be encouraged.

VF12: The mix of housing should continue to reflect a sustainable demographic balance appropriate to the character of the parish. This should be respected in any proposed increase in housing for the elderly.

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ENHANCEMENT AND CONSERVATION

Parish Character Areas and the Influence of Design

The main character areas are identified below for their specific features. Under the Local Plan, the more historic and distinctive parts of the parish are also covered by conservation area statements.

Odiham High Street [EC1] [Guidance Notes EC1 – EC12: See P 28]

Building Types, Land Use and Massing

Buildings at the western end of the High Street between Western Cross and Palace Gate mainly comprise of detached houses with gardens surrounded by high brick walls that edge the road. Mature trees often overhang the pavement.



HIGH STREET FROM WESTERN CROSS

Along the central section of the High Street, shops, businesses and houses form terraces on both sides. Most are of two storeys or three; typically with wide variations in height and with basements.



THE GEORGE HOTEL

The 15th Century George Hotel is the largest of many substantial buildings, including former pubs and private residences; two of which are now banks. The buildings are usually wider than they are deep and a number are double fronted. These form very strong building lines on both sides of the road.

The eastern end of the High Street widens near the junction with the London Road. Buildings are generally smaller in scale and are mostly residential. On the south side, individual houses form a terrace, set above the road, behind a deep sloping verge; this incorporates the war memorial between the road and the footpath.



HIGH STREET: WAR MEMORIAL

Building Materials, Form and Details

The large number of Georgian fronts gives the impression of an 18th century High Street with some later additions, but most buildings are much older and typically of timber-framed construction infilled with wattle and daub. In many cases, walls have been rendered and painted or, where of brick and exposed, the local red/orange bricks are predominant.

Shop fronts vary considerably, but their upper floors and the houses generally have small windows with white painted casements or double hung sash windows. There is some tile hanging but the use is limited.

Roofs are generally steeply pitched with ridges parallel to the road and eaves overhanging the pavements or with parapet gutters. Locally-made red plain clay-tiled roofs predominate, but there are examples of Welsh slate. Rooflines vary considerably, most have gables or, less commonly, hipped ends perpendicular to the road. Tall chimney stacks are a major feature of the roofscape.



HIGH STREET PRIVATE HOUSES

4 ENHANCEMENT AND CONSERVATION



HIGH STREET IN WINTER SUN

Primarily due to the use of a limited palette of local materials, and despite a large variety of building sizes and heights, the High Street forms a satisfying and coherent visual entity with an overall sense of a red and white theme.

Newer Developments

Towards the western end of the High Street the land falls away to the north, where a late 1980s office-conversion of barns with some new buildings fits in well with this less built-up part of the village.



BUSINESS PREMISES AND THE CROSS BARN

Red bricks have been used for the walls and there are steeply pitched roofs covered with red plain clay tiles. The position of the buildings retains views from the High Street of the 16th century Cross Barn, now used for community purposes.

To the north of the Cross Barn is Palace Gate Farm. This is a small residential development incorporating original farm buildings converted to residential use. Some new houses have been designed to fit in with the original farmyard concept, and as such work well.



PALACE GATE FARM

A modern (circa 1990) three storey development of sheltered housing called Palace Gate takes design aspects from local farm buildings, although with its bulky massing over a relatively large area, this works less well than at Palace Gate Farm.

On the High Street to the west of the junction with Palace Gate is a 1990s development of several town houses in a neo-Georgian style. The materials used are those found elsewhere in the area; red bricks, painted render, plain tiles and white painted sash windows.

One building has parapet gutters and another has overhanging eaves; reflecting the variety of adjacent buildings. This is an example of a new development blending into the main street and making a positive contribution to the visual environment.



HIGH STREET: MODERN HOUSES

Deer Park View leads north from the High Street to the re-built Health Centre and a car park with the open fields of the Deer Park beyond. Whilst the Health Centre uses local materials, the massing and shape of the extended building, with the use of hipped roofs rather than gables and wide stained window frames has resulted in premises which look rather squat and more suited to a suburban situation.

On the west side of Deer Park View is Queen's Mead Gardens, built in 2002. Red brick walls and painted render have been used together with a mixture of tiled and slated roofs terminating with gables rather than hips. Windows are a mixture of white painted casements and double hung sashes. The buildings are loosely 'Georgian' in style, very simple and robust in

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ENHANCEMENT AND CONSERVATION

design and consequently fit in very well. At the back, three storey elements relate to those of nearby Palace Gate. By contrast the terrace of cottages opposite of a few years earlier appear fussier and less successful.

Red Lion Mews built in 2003, is an integrated complex of houses accessed by a central walkway running north from the High Street. The scheme is generally more successful towards the High Street, but less so towards car-ports at the northern end where some houses appear over-designed.



RED LION MEWS

Mid-way along the High Street is a garage forecourt with glass-fronted showrooms set back that continue towards the Deer Park. The building is out of sympathy with its neighbours, but being set back makes it more acceptable. However, this is a large operation with many related vehicle movements. It challenges the otherwise well-integrated High Street mix of commercial and private premises.



HIGH STREET GARAGE

The Bury [EC2]

Building Types, Land Use and Massing

This area lies to the south of the central part of the High Street and west of King Street, and is linked to both by Church Street. It gives access to the Parish Church, Mayhill Junior School, the Parish Room and the Bridewell. Towards the south the land slopes upwards to the Cottage Hospital and Buryfields School at the top of the rise.



THE BURY

The Bury is a much less homogenous area than the High Street. Its focus is a wide space in front of the church where town fairs have been held since the 15th century. The buildings are of a wide variety of sizes, heights and uses, although most are residential.

Building Materials, Form and Detail

The Bury is bounded by cottages towards King Street, some larger 18th century houses, a pub and barns. Cottages and larger houses also line Church Street.

The 18th century Bridewell is a very simple detached brick built, rendered building to the east of the church which has origins as a prison and a later courthouse; it still incorporates a police office together with the library, internet facilities and meeting rooms.



THE BRIDEWELL

The large Parish Church is situated on the chalk slope rising to the south and sits comfortably in a typical churchyard setting. It is very plain and simple, with a square red brick tower. The main walls are of knapped flint with stone trims and dressings, but were once rendered.



ALL SAINTS CHURCH AND PEST HOUSE

4 ENHANCEMENT AND CONSERVATION

To the south of the churchyard is the Pest House, a tiny 17th century structure of brick and tile with a significant chimney stack, that was an unendowed almshouse given by Julian Smith to the Parish to house poor people.

To the west, Close Walk is an attractive tree-lined footpath from The Bury to the Alton Road. High brick and rendered clunch walls with tiled tops are on either side; occasional gateways offer glimpses of the gardens of High Street houses behind.



ALMS HOUSES

Immediately to the south of the church is Old Court, a complex of single storey almshouses dating from the 1620s. The earliest of the brick built dwelling houses have large steeply sloping roofs covered with plain tiles and very prominent chimney stacks rising from the eaves. 20th century additions are in keeping with the original layout of Old Court.



COTTAGE HOSPITAL

South of the almshouses is the Cottage Hospital and then Buryfields with its school. These Victorian and Edwardian buildings are larger and further apart than those nearer the village centre. A row of houses in Buryfields, from different periods, face fields over a small car park towards the tennis and bowls clubs. The whole area has a very open feel.



BURYFIELDS HOUSES WITH STREET CLUTTER)

King Street

Building Materials, Form and Detail

King Street leads uphill south from the High Street, with side streets to the west into the Bury and, further on, into Buryfields.



KING STREET LOOKING NORTH

It is a narrow road without pavements and substantial brick buildings on either side at the High Street end. These include a former brewery towards the corner of the Bury, imaginatively converted into a dental surgery. Opposite are the former Assembly Rooms, a robust three storey red brick building reconstructed as town houses and a pair of square brick built oast houses or maltings, incorporated into a commercial garage.

On the west side, past Church Street and backing onto Mayhill School grounds, a row of Victorian houses is set high above the road. These are simple in both form and detailing; steeply pitched gabled roofs with slate roofs and red brick walls with rectangular sash windows and generous bays on the ground floor.

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ENHANCEMENT AND CONSERVATION



KING STREET VICTORIAN HOUSES

Further up King Street on the east side is a 16th century half timbered house with a jettied upper floor and two later adjoining cottages. At the southern end of the terrace, some uncharacteristic white painted brickwork with black timbers may relate to problems of porous bricks and damp penetration.



KING STREET JETTIED HOUSES

Newer Developments

The high density of building in the area of King Street and the Bury mostly precludes new development but many buildings which no longer serve their original function have been successfully converted into residences or put to other uses.

At the top of King Street however, at South Ridge, there is a 1970s development of detached houses. The building forms, massing and materials do not fit in with the locality but are typical of their time. This is an example of the risks of designing new developments without regard for local character.

In contrast, several small cottages on the other side of King Street have recently been extended. These extensions mostly make use of materials which match the original and are generally good examples of how buildings can be extended and altered.

Farnham Road [EC3]

Building Types, Land use and Massing

The Farnham Road runs eastwards and uphill from the junction of the High Street and the London Road. For the first two hundred metres past the junction the buildings appear to be 18th and 19th century two storey cottages but some are much older, dating from the 14th century and having been re-fronted. Visually, there is continuity with the buildings of the High Street.

Where the cottages stop abruptly on the north side development continues with two storey semi detached houses, built by the local authority in the 1950s as Coronation Close. Opposite is a single storey telephone exchange.



JUNCTION OF LONDON AND FARNHAM ROADS

Behind it to the south is Archery Fields, an estate of large detached houses dating from the late 1960s. The houses are very spread out and stand in large plots.



ARCHERY FIELDS

Reyntiens View built in the late 1970s is similar, but with smaller houses and plots.

4 ENHANCEMENT AND CONSERVATION

The Farnham Road continues rising to the east, with individual detached and semi detached houses built over the last century. Over the brow of the hill and beyond the settlement boundary, traditional farm buildings at Hatchwood Place have been converted to an office complex that respects its out-of-town setting.

Building Materials, Form and Detail

Beyond the terraces of old cottages closer to the village centre, little attempt was made to fit the houses in with the old town. Styles are typical of the 1930s and 1970s with materials such as concrete tiles and some other components that jar, such as plastic windows, in evidence.

Newer Developments

To the west and nearer the town are the more recent courtyard developments of Mildmay Court and Seymour Place.



MILDMAY COURT

Mildmay Court dating from the 1980s and Seymour Place built in 1995 have been designed as extensions of the original settlement and are medium density schemes built mainly in two storey terraces around courtyards, with some rooms designed into the roof space.



SEYMOUR PLACE

Both schemes have the appearance of sensitive and successful additions close to the heart of the village.

At the top of Farnham Road is the Mapletons, a low-density development of detached houses of 2003.



THE MAPLETONS

These take design cues from nearby farm buildings at Hatchwood Place. This is similar to the approach for new buildings at Palace Gate Farm and succeeds as a design solution for new buildings which are set apart from the historic core of the village.

London Road and Colt Hill [EC4]

Building Types, Land Use and Massing

Prior to the opening of the by-pass in 1981, London Road was the major road to the north-west, taking the name Colt Hill after a couple of hundred metres, which now terminates for vehicular traffic just beyond the bridge over the canal.

Housing along London Road is mainly urban 20th century with good earlier examples. After it becomes Colt Hill there is typical ribbon development of fairly low density housing. On the east side this is set back from the road, except for recent infill, with most of the houses dating from the 1930s.

Opposite there are several older terraces and detached properties, including the Waterwitch pub.

Near the junction with the High Street, The Vine is a community church using a disused Victorian school. Red brick with a tiled roof and with the former playground as its car park, this makes for a successful change of aspect on London Road.

There are two small late 20th century estates built off the London Road; Waverley Close, a development of medium sized detached or linked houses and Angel Meadows/Manley James Close/Addison Gardens, a similar development of slightly smaller houses, a few of which are terraced.

4

ENHANCEMENT AND CONSERVATION

Opposite the Waterwitch is Herons Wood, a recently completed development of large detached houses set back from Colt Hill.

Building Materials, Form and Detail



COLT HILL, MAYS MODEL COTTAGES

Most of the buildings along the length of the road are dissimilar, with older development making good use of local materials. Although the houses are generally unremarkable there are several interesting 19th century properties.



WAVERLEY CLOSE

Waverley Close was built in the 1970s and has brown stained windows which are out of place. Opposite on the London Road is a small terrace of houses designed to fit in with an older terrace next door. Whilst not exemplary, and although the quality of materials is not of the best, the scheme has been kept very simple in form and detailing and works well in its context.

While the design of terraces of houses of the early 1980s on London Road may have been successful in terms of massing and density, inappropriate materials have been used. These are part of the Angel Meadows development, where the walls use brown bricks, the roofs have dark clay tiles and the windows are stained brown rather than painted white.

Tinley Gardens on London Road uses more appropriate materials with the buildings set well back from the road, breaking the strong building line formed by the houses leading from the High Street.



HERONSWOOD

Heronswood, a development opposite the Waterwitch, was built in 2003 using red brick with white windows and steeply pitched roofs, but the design, massing and size of the houses, together with security gates, give the scheme an appearance of London suburbs.

West Street [EC5]

Building Types, Land Use and Massing

West Street, formerly Pound Lane, continues from the High Street across Dunleys Hill. It is now closed to traffic at the Western Cross roundabout. The older buildings are mostly small two storey cottages which run along the road in several terraces. These sit at the edge of the road, with no pavements. The building line is broken half way down West Street on the north side by a pair of late 20th century houses, set back from the road and with front gardens.



WEST STREET

4

ENHANCEMENT AND CONSERVATION

West Street is much more village-like than the High Street. The older buildings stop abruptly at the junction with Western Lane, constructed in 1978 when West Street was closed off. Beyond this is a large housing estate to the south built for the local authority in the 1930s; an area encompassing Buffins Road, Salmons Road and Recreation Road.



BUFFINS ROAD

In the 1980s a major private development estate was built off Robert May's Road to the south. Opposite, sloping down towards North Warnborough, is Robert May's School. This area has an open feel, with farmland, school playing fields, some houses in large plots and a recreation ground.



ROBERT MAY'S SCHOOL

Building Materials, Form and Detail

Whilst all of the buildings in West Street are probably of brick, most have been rendered and painted. Roofs generally have plain tiles. The terraces of cottages are very simple with low storey heights and small window openings. As in the High Street, roof ridges run parallel to the road.

Newer Developments

Between West Street and Western Lane there are two recent developments. Barton's Court is a small-scale age-related complex of 1987; Regal Heights comprises of flats of on three-storeys completed in 2004. Both developments are over designed and rather fussy. The mass of Regal Heights and the gated form of both developments seem out of place in a village situation.

The Robert May's Road development of compact detached and linked houses reflects a trend to higher densities. The brickwork and tiled roofs are dark red, with white window frames. Typically, such a design is successful where the houses are not too close together; but garages are invariably used for storage, with cars kept on the narrow roads.



REGAL HEIGHTS

Robert May's School occupies large modern premises sitting comfortably into the landscape. It was built in 1975 with some later development, of which the more recent are very well designed.

Alton Road and Crown Fields

The Alton Road is a notable approach to Odiham as vehicles and pedestrians sweep down the hill between open fields to find themselves in the village proper. Crownfields retains the integrity of style that preserves the intent of Miss Chamberlain in donating the land with gardens and open space.

4 ENHANCEMENT AND CONSERVATION

North Warnborough [EC6]

North Warnborough is a settlement of over a thousand people with a homogenous character of its own. It is separated from the Odiham settlement to the south east by a 'local gap' under planning policy, with open fields and the grounds of Robert May's School between.



THE STREET NORTH WARNBOROUGH

The oldest parts of the village are along The Street and Hook Road (B3349). Today, the area is almost entirely residential, but tanneries, breweries, an abattoir and shops once flourished. Some substantial farmhouses and properties of the entrepreneurs who developed local industry are to be found among the historic cottages and more recent developments.

Prior's Corner identifies the junction of The Street and the B3349; it takes its name from a former village shop, the role of which is now fulfilled by a convenience store at the petrol station. There are also three pubs, a restaurant, an antique shop and a farm shop (at Lodge Farm), but no real sense of a village centre.

The buildings along The Street are mostly two storey detached cottages and houses from every century since the 14th, but modern infilling too often gives a cramped appearance and restricts distant views. Visual integrity is also compromised by on-road parking and heavy traffic.



TILLY'S COTTAGES, THE STREET

There is a pleasing red brick Victorian terrace of former farm workers' cottages, some thatch and an early C14th half-timbered cruck-house on the south side.



CRUCK HOUSE, THE STREET

The narrow roadway of Tunnel Lane runs south from the eastern end of The Street, where individual houses give way to an attractive aspect of older cottages and a bridge that opens for traffic on the canal.



BURLINGHAM GRANGE

Just south of The Street, opposite Tunnel Lane, is a controversial modern development on the former garden and orchards behind Cedar Tree House. The compromises arising from 21st century development criteria are well-illustrated; several large houses and smaller 'affordable' homes sit cheek by jowl in a short cul-de-sac, with an unrelated pastiche 'gatehouse'.

This serves to illustrate how more coherent national guidance on the infilling of gardens would be welcome, so that local policies can better ensure new development is of a design and density that is more acceptable in conservation areas such as this.

From the roundabout at Prior's Corner, the Whitewater estate is to the east towards the Deer Park. This is a large housing scheme of two and single storey dwellings, mainly semi-detached and well-spaced, begun in the 1920s for the local authority. It comprises both market and affordable housing, skilfully set into the landscape so as to be open and airy, despite much roadside parking.

4 ENHANCEMENT AND CONSERVATION



WHITEWATER ESTATE

South-west of the roundabout, beyond the bungalows of Queen's Road, lies Bufton Fields, a recently completed housing scheme on a prominent site at the edge of open land.



BUFTON FIELDS

The estate seems too large for the village in which it is situated, and the access, layout, materials used and harsh boundary fencing are not suited to a rural area. An attempt to design-out the car, with inadequate off-road space and few garages, has largely failed.

While the dwelling types and the means of acquisition illustrate a sustainable mix of market and affordable housing, the pitfalls of this approach to the design of new development on this site are such that any extension would threaten to alter local character as well as the separate identity of North Warnborough.

The Street continues to the north as Hook Road with several large old houses, some cottages, active and former pubs, the Methodist Chapel and the former King's Mill (now Blubeckers Restaurant).

Just over the canal bridge, the shop and filling station represent a busy, if uninspiring village resource, after which a sense of spaciousness prevails with alternating green spaces and small groups of houses.



SHOP AND FILLING STATION

Opposite Warnborough Green, a fine 15th century terrace, Castlebridge Cottages, stands back from the present alignment of the B3349. These half timbered houses with a jettied upper floor have been sensitively renovated, with earlier rendering removed and external walls cleaned back, exposing the oak framing and red brick infill panels.



CASTLEBRIDGE COTTAGES

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ENHANCEMENT AND CONSERVATION

Outlying Settlements [EC7]

Settlement boundaries for Derbyfields and Broad Oak have both tended to encourage infill detached residential development. Broad Oak is within the Canal Conservation Area; most houses, of varying size and period, are set apart and loosely grouped around a small common.

Several outlying hamlets in the parish such as Bartley Heath, Hillside, Whitehall, Potbridge and Rye Common are all attractive loose groupings of houses and cottages, with some notable listed rural properties. Dwellings are mostly spread out on narrow roads, without any village centre or facilities such as pubs, shops or village halls.



BROAD OAK



DERBYFIELDS

RAF Odiham [EC8]

RAF Odiham is a large station to the south of Odiham which, as well as comprising an airfield with its associated hangars etc., has a housing estate of some 400 homes dating to the 1950s and 60s for RAF personnel. It makes a considerable contribution to the economy and life of Odiham, particularly through the number of children attending the schools.



ENTRANCE TO RAF ODIHAM



ROYAL AIR FORCE ODIHAM

4 ENHANCEMENT AND CONSERVATION

The Size, Shape and Massing of Buildings

The character of our settlements is distinctive and attractive and residents do not favour any attempts to introduce discordant change. The following characteristics define the size, shape and massing of buildings.

Prevailing Character [EC9]

Height

Almost all buildings in the parish are relatively low with few buildings exceeding two storeys (excluding roofspace). Considerable variations in height occur where floor to ceiling heights are restricted or more generous.



HIGH STREET, MARYCOURT

Width and Depth

Most buildings in the parish present their longest elevation (width) to the highway, and are of limited depth. There are many terraces, some of which remain as such whilst others are now single dwellings as result of the amalgamation of two or more small cottages.



HIGH STREET. FORMER COTTAGES



COLT HILL. ALBERT COTTAGES

Roof form is a key feature. Most buildings in the parish have pitched roofs, with the ridge parallel to the highway, although many are half-hipped and some are hipped. Some are broken by dormer windows, which tend to be relatively small and few.

Variety, Scale and relationship between adjoining buildings

It is often the relationship between adjoining or neighbouring buildings that provides balance and harmony to the larger group. This does not preclude contrast in roof heights, which can work well. Similarly, although most buildings have greater width than depth, some have the opposite, providing contrast and variety.



CONTRAST AND VARIETY

If there is to be contrast, variety or innovation, this should be under close architectural control, so as not to detract from prevailing character.

4

ENHANCEMENT AND CONSERVATION

Materials and Components [EC10]

To a very great extent the buildings of Odiham Parish are built of fired clay-brick for walls (and very fine chimney stacks) and plain tiles (with earthenware ridge tiles) for roofs. Many timber-framed buildings survive, often with later brick facades on the main street elevations.



FARNHAM ROAD: TIMBER FRAMED HOUSES. BRICK CLAD
Many brick walls have been subsequently rendered or colour-washed, but a good number still reflect the colour and quality of the products from the local kilns. Good quality facing brickwork, often laid in Flemish bond continues to be a feature of some of the best work and much remains.



BRICK WALL FLEMISH BOND

Until the second half of the 20th century, roofs were either tiled or slated with natural materials. Tiled roofs were steeper than 45% and covered with local reddish-brown plain tiles. The tiles were double cambered, being slightly bowed in both their length and their width and usually have a textured surface. Interspersed with plain tiled roofs during the last two hundred years or so, roofs of imported natural slate have been laid to much lower pitches.



Highways, utilities and the street scene [EC11]

The overall visual impact of the different areas within the parish arises from a complex mix of factors. Buildings are important, as are the green spaces and views between them. Also important is the street scene, where a wide range of street furniture includes street lights, bus stops and shelters, telecommunication systems, pedestrian crossings, litterbins, signage and road markings.

As far as is practicable the design and location of street furniture should enhance the overall character and appearance of an area, rather than detract from it, while at the same time meeting the needs of residents and visitors.



STREET FURNITURE

This issue has been recognised for many years and some positive outcomes of management include:

- a single 'historical' design for street lights in the conservation areas and along London Road and the B3349
- standardised litterbins installed by the Parish Council
- the absence of telephone wires within the High Street conservation area
- 'heritage' design bus shelters rather than the standard modern design across Hart District.

4

ENHANCEMENT AND CONSERVATION

However, overhead cables often detract, with a profusion of signs, road markings and street furniture in recent years, primarily resulting from Hampshire County Council following national standards of standardised design. This has resulted in intrusive and out of keeping clutter detracting from the appearance and character of parts of the parish. Examples include Odiham High Street and the Buryfields/South Ridge road area, and The Street, North Warnborough.



BURYFIELDS HOUSES WITH STREET CLUTTER)

Spaces, gaps, paths and thoroughfares [EC12]

As a rural parish with ancient roots, Odiham's settlement areas are characterised and interconnected by numerous open spaces, alleyways and footpaths that supplement the main thoroughfares, country lanes and the Basingstoke Canal.

SEE MAP INSIDE FRONT COVER



THE BURY

The Bury to the north of All Saints Church is the most significant enclosed space in the Parish. Home to town fairs from the 15th century, the stocks are still there, although moved by a few yards from outside the Bridewell, the original prison.



DELIVERING TO THE CO-OP

The Bury provides useful car parking, some rear access for deliveries to High Street premises and is the venue for carol singing at Christmas and other community events.

The adjacent churchyard, Chamberlain Gardens, the wide eastern end of the High Street and the cemetery are other significant open spaces within the main settlement area of Odiham.



CHAMBERLAIN GARDENS

The three schools in the Parish have adjoining playing fields and there is a recreation ground to the west of the Alton Road; also play areas for children near the main residential estates and at Odiham Wharf. Open land runs right up to settlement boundaries on all sides.



NORTH WARNBOROUGH, RECREATION GROUND

4 ENHANCEMENT AND CONSERVATION

The parish is distinctive in having retained a built environment developed over previous centuries, sometimes with little respect for the concept of a building line. In North Warnborough, Castlebridge Cottages and shorter terraces were built to a line, but much of the character derives from haphazard development. In Odiham High Street, while the line is consistent, the perspective is anything but bland; the wide street, variety of buildings and many gaps provide the character that helps identify 'Odiham'.



ODIHAM HIGH STREET: ANYTHING BUT BLAND

Where housing is concentrated within core areas there are few open spaces, but older residential and commercial frontages generally retain gaps that offer glimpses of gardens, roofs, trees and the countryside beyond. This is preferable to the unbroken perspective offered by some later developments.

Many parish homes are within residential estates of 10 to 50 dwelling units that do not straddle main thoroughfares and are set apart from commercial centres. Older examples mainly offer

a mix of two and single-storey homes, generally well-spaced so that the gaps provide as much character to the estates as do the houses themselves.



VARIATION: THE STREET



REPETITION: LAUREL CLOSE

The layout of some post-war developments sought to offer a sense of open space through large gardens, but subsequent fences, high hedges and large extensions often detract.



PUBLIC PATH TO HIGH STREET



HOUSING: ROBERT MAY'S RSTATE

Some courtyards, and higher-density residential layouts such as in the area of Robert May's Road, successfully incorporate communal areas of grass and trees, with smaller private gardens. This can help such developments retain their intended appearance, thanks to limited options to make use of permitted development rights for unregulated extensions; although car-clutter remains an ongoing problem.

4

ENHANCEMENT AND CONSERVATION



FOOTPATH FROM RAF ODIHAM

Public footpaths are widely recognised as a prime asset of the community and are much used for recreational walking. They also serve as the shortest way between various parts of the Parish, as most residential areas, schools, shops and services are at no great distance from each other. Footpaths linking Odiham High Street and North Warnborough through the Deer Park offer a welcome alternative to the B3349; this can also be avoided to the south by the paths between RAF Odiham and the village.

Most footpaths are through open land, offering a sense of security and the chance to meet others, while the views between the settlement areas and the countryside are appreciated by local residents and visitors alike. Newcomers often cite the footpaths as a factor in their decision to move to the Parish - 'so close to the footpath, you can walk from the door', 'we can walk to the library... health centre'.

Narrow country lanes often with high banks and lined with hedges are distinctive features that link outlying areas of the Parish to the main settlement areas; eg. Hillside, Long Lane and Roke Lane to the south. All roads are increasingly coming under pressure, particularly such lanes when outlying farms diversify into activities generating more traffic.

The Basingstoke Canal, traversing the Parish from east to west, has been cited elsewhere as a valuable feature. The well-used towpath acts as an important thoroughfare linking North Warnborough, Odiham and Broad Oak. Visually, the canal provides an important linear gap; sometimes at the edge of a settlement, or with trees on one side and fields on the other.



THE CANAL FROM SWAN BRIDGE

The community values the views into and out of Odiham's traditional spaces, gaps and footpaths, particularly where there is no vehicular intrusion. The use of country lanes in the area by pedestrians and cyclists is to be encouraged. Developments leading to high levels of use by HGVs should be controlled.



FROM FARNHAM ROAD: JACOB SHEEP AT HATCHWOOD

The Treatment of Boundaries

Pre 19th century walls, particularly those of 1.5m and above, are a significant feature of parts of Odiham Parish. These walls, apart from some remnants of chalk clunch, are of brick but are otherwise dissimilar in their construction and appearance. They are of widely differing heights, bonds, copings and plinths etc, and some walls include knapped flint.

Hedges are a characteristic boundary feature across the parish; some old hedgerows of native species are almost certainly the remains of old field boundaries. Others, particularly of cotoneaster and privet, are associated with houses built soon after the Second World War, while cypress and beech tend to be characteristic of later developments.

4 ENHANCEMENT AND CONSERVATION



MIXED HEDGES: CEMETERY

Of the many varieties of cupressus, the leylandii is one of the most ubiquitous. But if growth is not kept in check, one person's privacy can lead to another's loss of light.

Hedge heights can be controlled in parts of the conservation areas and recent legislation offers help with over-shadowing, but this is a difficult, time-consuming subject for neighbours and the council.



PRIVACY AT A PRICE

Fencing of different types, particularly close-boarded, can be seen across the parish without being characteristic of particular areas; picket fences are sometimes associated with the smaller cottages. The few 'hit and miss' fences, with alternate planks on either side of timber rails, are attractive and durable. Iron railings are not common, but feature in specific areas such as the High Street, on Dunleys Hill and parts of Colt Hill as a boundary feature.

Open frontages are a distinctive feature of buildings across the parish, both old and new. On or close to the main streets of Odiham and North Wamborough these mainly front directly onto the street or with very narrow strips of garden.

A number of courtyard developments and some estates built in the 60s and 70s still recall the original concept of front lawns without boundary structures. However, many owners succumb to the temptation to erect high hedges, which may work for the householder, but often detracts from the general appearance.



ESTABLISHED HEDGES: ARCHERY FIELDS

New walled and gated developments are out of character with past practice in a friendly parish with low recorded crime levels. Typically, the boundaries and gates are high which can discourage sociability. There is no evidence that this urban approach to housing development is generally favoured by the local community.

Farmland, Woodland and Commons



PARISH COMMONS

The Parish is essentially rural, with settlements that sit comfortably amidst typical north Hampshire countryside. While much of the land is farmed, large areas of commons and woods are close to the settlement areas. These are important areas of public access land, providing a sense of openness, space and tranquillity, despite some traffic noise near the M3 and the by-pass.

4

ENHANCEMENT AND CONSERVATION

Farmland varies according to soil type and the underlying geology. Land north of the main settlement is underlain by London Clay, where Lodge Farm straddles the by-pass, the canal and the River Whitewater. Water abstraction rights help support intensive cultivation, mainly of fruit and vegetables. Between the by-pass and the settlement areas, part of the former Deer Park is maintained as pasture for cattle and sheep. South and east of the main settlements the underlying

geology is chalk, with extensive areas of arable cultivation. Pockets of unimproved grassland remain on farms to the south, with some semi-improved grassland at Broad Oak. Such areas have been designated as of importance for nature conservation. Other farmland conservation areas include pasture woodland at Wilk's Water and downland at Horsedown Common. RAF Odiham retains areas of un-improved chalk downland, together with its associated flora and fauna.



FARMLAND AT HILLSIDE

The Parish includes all or part of four Sites of Special Scientific Interest (SSSI) – of the 15 in Hampshire – of which Odiham Common, is the largest at 133 hectares and ‘*represents possibly the finest ancient wood pasture outside the New Forest in Hampshire*’ according to English Nature. Others are Butter Wood, Warnborough Green and the Basingstoke Canal. These sites are designated as of national importance for the presence of rare species of plants and insects or the rarity of the habitat. There are, for example, Early and Southern Marsh orchids and the rare Slender Spike-rush at Warnborough Green. Residual copses of ancient semi-natural



WARNBOROUGH GREEN FROM MILL CORNER woodland, principally of oak, to the south and east of the Parish are in some cases designated as Sites of Importance for Nature Conservation (SINCs), as is Bartley Heath; a significant remnant of heathland with associated species.

4 ENHANCEMENT AND CONSERVATION

Some individual trees and groups are valued not only for amenity aspects but for historical significance, such as Frenchman's Oak on Odiham Common and 'The Clump of Trees' at The Firs. There are also fine beech trees on Dunleys Hill, with significant sweet chestnut, limes and hornbeam within the grounds of The Priory. Individual oaks are a feature in parkland by Hatchwood House and the Deer Park. Avenues of limes line footpaths at Palace Gate and between The Bury and the Alton Road. Mature trees are a feature of High Street gardens and other residential areas; most are protected under Conservation Area designation - and some elsewhere by Tree Preservation Orders (TPOs).

Hedgerows are particularly valued as wildlife corridors. Many in the surrounding countryside have been grubbed-up or remain as relics of their former glory through neglect. However, where species-rich hedgerows still border country roads and footpaths they are greatly appreciated. Other hedges, primarily of native species, feature as boundaries within the settlement areas and have an important role in delineating the countryside and the built environment.

The importance of trees and hedgerows is reflected in varying levels of protection, on which further information is available from the Local Planning Authority.



CLASSIC OAK AT HATCHWOOD

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ENHANCEMENT AND CONSERVATION

Guidance Notes

The contribution of particular features to parish identity

EC1: The historic High Street identifies Odiham. Any new building or alterations to existing properties should respect the traditional form and strong building line. Terraces of properties wider than their depth and of two or three storeys characterise the central section. New work should also respect predominant features such as red or orange bricks, which can be rendered or painted, steeply pitched roofs of clay tiles with chimneys and white-painted sash windows.

EC2: The Bury and the northern part of King Street are part of the historic core of Odiham; great care must be taken to retain this character. Buildings are extremely varied due to their original design and function and, as an area of high density, development is likely to take the form of conversions or extensions. Harmony should be retained by using traditional materials and components.

EC3: The western end of the Farnham Road is effectively part of the High Street and any development should follow similar guidelines. Elsewhere, the more recent buildings are generally successful where they relate to their neighbours.

In addition: This positive approach to good design highlights the shortcomings of other local development constructed in the prevailing styles of the latter half of the 20th century.

EC4: As in Farnham Road, the properties nearer the High Street should respect the prevailing character of those in the High Street. Newer development works

better where some attempt has been made to use local materials. Similar building densities and adherence to existing building lines also assist cohesion.

EC5: The priority for any development in this area is to respect the general form, building line and materials so as to maintain the village atmosphere. For new build and alterations, comparatively high density housing on two storeys, making use of typical materials, would generally be the most appropriate.

In addition: This illustrates the need to respect the generally unfussy architecture of most existing buildings and resist any attempt by future developers to add their own vernacular that is discordant.

EC6: North Warnborough may lack the cohesion and distinctiveness of Odiham, but the successful relationship of its many older buildings and groups in their setting is important, particularly within the conservation area. New structures and alterations should be sensitive to local character and the environs.

In addition: Any future development should preserve the relationship of buildings and groups of buildings to the green spaces, as well as the many small, low and simple houses.

EC7: Any new development is best located where there is adequate and appropriate infrastructure, as in the larger settlements. Alterations should respect the prevailing character of the area.

EC8: Should the RAF station ever be closed, in planning terms this would present both a major opportunity and a challenge for Odiham and adjacent parishes

In addition: The site is physically well separated from other settlements and has always been a self-sustaining community. It should continue to be looked on in that way, suitable for development in its own right if it is sustainable in terms of infrastructure and in harmony with the landscape.

EC9: New buildings should generally respect prevailing height, design and character; where appropriate, additional accommodation can be provided in the roofspace.

The width of new buildings should normally be greater than their depth, although some variety can be an attractive feature. Parts of buildings may be recessed or project on long elevations to contribute variety.

New buildings should normally have gabled, hipped or half-hipped roofs. Flat roofs should be avoided. Dormer windows, when in character, should be relatively small.

EC10: Whatever the design of proposed new buildings, good quality materials and components should be used. Where there are nearby buildings, similar materials (e.g. in terms of the colour of bricks) should generally be used.

New extensions to existing buildings should generally be constructed of materials that match the original as closely as possible

In addition: If practicable, appropriate recycled materials, preferably sourced as close as possible to the locality, will generally help new work to relate to the existing.

4

ENHANCEMENT AND CONSERVATION

Nowadays, if handmade facing bricks can be specified and if they are expertly laid and pointed, new building will better stand comparison with existing work. In historic areas, mortar should be lime mortar or approximate to it in colour. It is best that other components are made of the natural materials which were originally adopted.

When expertly designed and built, individual innovative proposals, including appropriate use of new materials and components, can provide a welcome foil to the blandness of excessive repetition.

EC11: Street furniture and signage should, as far as practicable, be complementary to the design of surrounding buildings and spaces.

Utilities such as telephone and power lines should be supplied underground wherever possible. Where above ground installations are unavoidable, for example sub-stations, pumping stations and junction boxes, they should be located out of sight, or designed to complement nearby buildings.

Statutory authorities with certain 'permitted development rights' are advised to consult with the Parish and District Councils before proposals reach an advanced stage, with the aim of ensuring an opportunity to comment.

Where signage is necessary, the number of posts should be minimised by post-sharing where feasible.

Advertising and information boards associated with street furniture, particularly bus shelters and

bus stops, should be minimised to reduce any conflicts of visual impact with the surroundings.

In addition: The Parish Council should be in a position to co-ordinate the identification and removal of unnecessary signs and furniture. Regular monitoring would identify items that detract from the area, and identify any required additions that would enhance function and/or appearance.

EC12: The network of footpaths largely has statutory protection, but their use as areas of tranquillity and natural beauty needs support through appropriate conservation management planning techniques.

Paths should be safe with room to pass, particularly within the built environment, but 'over-management' by eliminating all vegetation, or over-use of tarmac, should be resisted. Where footpaths run alongside residential properties, boundary hedges are to be encouraged, rather than high fences which can detract from rural character and engender a sense of claustrophobia.

In addition: The designation of the Basingstoke Canal as a Site of Special Scientific Interest (SSSI) ensures a high degree of protection for its nature conservation status. This also reflects local pride in the canal as a leisure resource. Any trend to wider recreational use needs careful consideration so as not to result in conflicts of interest, eg. for fishing, canal boats or canoeing. Development of or within sight of the canal should be sympathetic with the canal environment.

Any new estate should incorporate communal spaces, appropriate pathways and visual gaps. These help to sustain a sense of being part of a wider community, noting established local norms that rarely exceed 50 dwelling units in all.

EC13: The existing old walls, particularly the more unusual ones, are valued as part of the heritage of the parish and should be safeguarded, with any in poor condition being made safe, making appropriate use of traditional materials. Where brick walls were part of original development, any new work or replacements should complement the existing. New brick boundary walls are appropriate for new developments; colours should generally match the building to which they relate and the locality.

Old hedges should be identified and their future ensured for their value as an amenity and a wildlife refuge. Replacement or removal of hedges should be actively discouraged, unless of non-native species. The use of hedges of mixed native species of local provenance should generally be preferred to fences or walls where new developments adjoin the countryside.

In addition: Picket fences can be appropriate within smaller developments, while metal railings particularly in combination with a low brick wall can be suitable in areas where such boundary treatment already features. Close-boarded fences are acceptable where a hedge might take up too much room, but can appear over-dominant if close to one another, or too high. 'Hit-and-miss' fences or the more damage-prone panelled fencing should be kept to back gardens.

4

ENHANCEMENT AND CONSERVATION

Gated developments are not favoured by many in the community as being out of keeping with the village context.

EC14: *National policies place a high value on conservation of the countryside which locally characterises the setting of the Odiham settlements. The Parish is well served with public access land and specific SSSIs and SINC. The community endorses local policies that protect the environment and/or stimulate opportunities to interact with such areas.*

In addition: *Changes to the surrounding countryside, or the site of RAF Odiham, could impact on the setting of the Parish and the character of the area. The interdependence of community and countryside in this rural area should always be recognised by the planning process.*

5 CHALLENGES AND OPPORTUNITIES

Some key issues will inevitably bring changes to Odiham, in particular: pressures for larger commercial buildings, potential development of RAF Odiham, the need for affordable housing, changing volumes and patterns of transport use and increasing farm diversification.

Good design will be of paramount importance in meeting the challenges and grasping the opportunities that are likely to arise, in order to ensure sustainable development that retains and enhances the visual, social and economic character of the parish.

Commercial activity and large buildings

Within the settlements [CO1] [Guidance Notes CO1–CO7: See P 37]

Local employment, commercial activity and services are essential to the continued prosperity of Odiham and characterise its history. North Warnborough also has a history of local industry, mostly now extinct. Odiham's significant commercial community provides employment for residents and helps to support the retail and service infrastructure that sustains the parish.

The majority of the commercial enterprises are small scale with ten or fewer employees and, with the exception of a car showroom in the High Street, those located in the centre of Odiham are integrated into the historic buildings and do not have purpose built premises.

Retail outlets, including a Post Office and Co-op, represent a core amenity that is synonymous with the character of Odiham.



HIGH STREET SHOPS

Local employment is desirable as it contributes to the sustainability of the community; especially the smaller enterprises that have helped shape Odiham's character over previous centuries. The farm buildings of Hatchwood Place, now business premises, and the Cross Barn as a community hall are examples of how historic buildings can be adapted for today's needs.



THE CROSS BARN

Large industrial or corporate buildings do not sit well alongside smaller buildings that characterise Odiham's architecture and heritage. An example was the former cinema/car showroom on Dunleys Hill, close to the houses of West Street, of which only a petrol station remains.

Outside the settlements [CO2]



LARGE BUILDINGS AT LODGE FARM

Large buildings in the countryside occur at RAF Odiham and Lodge Farm. It is very noticeable how their impact can be reduced by design considerations, particularly the use of appropriate colour, shape and matt finishes. It follows that such considerations should be strictly enforced in any consent for large buildings, avoiding brash and discordant design, materials and colours that degrade views and appearance.

5

CHALLENGES AND OPPORTUNITIES

Royal Air Force Odiham [C03]

RAF Odiham, approximately 1 mile south of Odiham, has been an airfield since 1925 and opened officially as an RAF station in 1937. Airmen and their families are well integrated into the community; most children attend schools in Odiham. The overwhelming view of other residents is that the station is an asset to the parish. Few realise that it represents such a large independent entity as to involve some 1800 people, many of whom live in the 400 dwellings on site.

RAF Odiham is, in effect, a distinct settlement. The main runway is on a high level contour, beneath which nestle the operational structures and residential quarters. This helps most buildings appear relatively unobtrusive, which is critical to the important views across farmland from the Firs and from approaches by road and byways. The residential area and most other buildings are confined to the north western part of the base with clear demarcation from the open airfield.

The buildings are laid out to suit operational requirements, while the residential environment is typical of the mid twentieth century. As seen from many directions there are open views towards the array of buildings, generally reinforced and partly screened by trees and hedges. While the settlement is clearly visible where it abuts the Alton Road; low rooflines, weathering and a dip in the topography limit the visual impact of existing structures.

Houses are well spaced, density is relatively low and appearance is typical of residential accommodation for service families. Trees among the buildings help to soften their impact.



RAF ODIHAM FROM B3349

The airfield itself appears as a natural extension of a farmed landscape. Sited east-west along the top of downland between Odiham and the adjacent parish of Long Sutton, the tarmac surfaces are not easily seen.

The Ministry of Defence periodically reviews the future of its airfields and the possibility of closing or expanding RAF Odiham has been canvassed in recent years. It is appropriate for the VDS to anticipate the design considerations that could arise in relation to any partial redevelopment that may be sought in either eventuality.

The complex is so large that any major proposals for expansion or alteration could have a significant impact on the rural, rolling landscape. Unsuitable development would impinge on the character of Odiham as a whole and could alter the exceptional views on approaching and leaving to the south.

The effect on views and light pollution should be carefully considered when designs of any new buildings and alternative uses are proposed.

Affordable Housing [C04]

Odiham and North Warnborough are characterised by a wide mix of small and larger houses, a spectrum of young and older inhabitants, and a combination of local workers and commuters. Historically, a large proportion of rented accommodation and a wide range of house prices enabled many young people to remain in the parish where they grew up, and to continue to stay when they retired. An adequate, continuing supply of affordable housing is an essential priority if the parish is to maintain its character and diversity.

5 CHALLENGES AND OPPORTUNITIES

'Affordable Housing' covers dwellings at a subsidised cost, for occupation by those whose requirements are unable to be met in the local housing market because of the disparity between housing costs and incomes. This includes social housing for rent, grant-funded shared ownership, low cost market housing and discounted market-rental housing.



BUFFINS ROAD

In Hart, there is currently a minimum target of 40% affordable housing for new build dwellings and conversions, except on small sites. Policies about how and where affordable housing is to be allocated are set out in the Local Plan.

Good design standards should not be compromised by market forces or social policies. Affordable housing merits design of the same high standard that characterises new development throughout the parish, in support of the ideals behind current planning policies, particularly community integration.

Vehicles, transport and access [C05]

Odiham is a rural Parish where most people need to travel; for work or to shop or to join in social activities and recreation. Vehicular transport sustains commercial and community life, and a car is viewed as a necessity by nearly everyone.



HIGH STREET: MID AFTERNOON

However, cars and road use also have a major impact on the sustainability of a village and its visual appearance, and good design is essential to make this impact positive or minimal. Such design must accommodate car use where this supports rather than undermines the character, prosperity and quality of parish life.



CAR PARK MID AFTERNOON

Traffic and parking represent a problem where it represents risk or obstruction, where it creates noise and pollution, and where it is visually intrusive. Shortage of parking is detrimental to day to day activity, particularly retail trade, and leads to dysfunctional parking on roads or in places that are unsuitable. This can be seen where occupants of historic terraces have cars that their predecessors lacked and, more avoidably, in new developments where there is inadequate provision. Large detached houses genera have adequate parking whereas smaller dwellings often do not; this is unsatisfactory.



BUS SERVICE ON THE ALTON ROAD

Public transport based on an hourly bus in either direction on one route between Basingstoke and Camberley via Hook is unlikely ever to be a significant transport option for parish residents. But if use is to be encouraged, the main thoroughfares must accommodate suitable stopping bays and appropriate signage.

5 CHALLENGES AND OPPORTUNITIES

Footpaths and alleyways are characteristic of the village centre, warranting regular upkeep. Where the network can be enhanced in a safe and accessible way this is bound to be welcome.



TERRY'S ALLEY

FOOTPATH TO SCHOOL

The rural footpath network, complementing roads throughout the parish, is extensive and well-used. Proposals that introduce or improve access by means other than by car can only be beneficial.

The realities of car ownership and the trend for cars to be left in the open demonstrates why new housing designs should incorporate sufficient well-located parking spaces to meet residents needs.



LAUREL CLOSE

The lack or loss of off-road parking spaces for new homes or conversions will inevitably spawn more on-street parking, which adds to congestion and can be both dangerous and ugly.

Through traffic and deliveries or collections by larger vehicles compound the issue, particularly in historic areas. Because such access is generally unrestricted, potential problems should be foreseen in the design of all new buildings and redevelopment.



THE CANAL FROM THE SWING BRIDGE

Public open spaces and parts of the conservation areas away from through roads are valued for the absence of motor vehicles as well as intrinsic qualities. Odiham & Warnborough Commons, the Basingstoke Canal, countryside lanes and footpaths are especially appreciated for their tranquillity and views. It follows that keeping the impact of cars and traffic as low as possible in these areas merits particular attention.

Farm Diversification [C06]



FARMLAND IN THE ODIHAM - NORTH WARNBOROUGH GAP

Farming has had a major influence on the characteristic landscape around the settlements of Odiham. Farmland continues to constitute the largest part of adjacent open countryside; close to all residential areas and easily accessed via a network of footpaths that enjoy long-established views across open fields.

The wider community recognises that traditional farming faces great economic pressures and that change is inevitable. New developments need to utilise and incorporate sympathetic design standards that preserve and enhance positive aspects of local character and the environment.

Diversification brings three major concerns in terms of the appearance of the countryside: traffic, visual impact and loss of habitat. It can also bring the opportunity to maintain or add to the prosperity and sustainability of the parish; especially welcome where partial diversification can help the rest of the farm continue in viable operation.

5

CHALLENGES AND OPPORTUNITIES



HILLSIDE FARM FROM LONG LANE

Additionally, diversification brings scope for designers to improve and enhance dilapidated buildings in farmyards. The sympathetic conversion of redundant farm buildings to other

uses, including offices and storage buildings, can complement and sustain farming practices and provide accommodation to support new local businesses - as successful examples have



NEWLYNS FARM SHOP



STAPLEY MANOR BARNS

shown.

Such models merit encouragement but over-development, inappropriate use or very large and alien buildings could easily destroy significant views and have a severe environmental impact, including increased traffic activity on small roads.

Characteristic of the parish are the rural lanes on the downland to the south of the parish, for example Long Lane, Hillside and Roke Lane. These lanes are incompatible with ever-greater numbers of large vehicles. Measures to increase their capacity will adversely affect the rural nature of this area.



Larger scale further development should therefore be focused on sites with good access to suitable roads.

Field boundaries comprising hedges and trees give a coherent appearance to settlements nestling within surrounding countryside, plainly demarcating the edges of these communities.

5

CHALLENGES AND OPPORTUNITIES

Sustainable Development [C07]

Sustainable development seeks to secure high living standards while protecting and enhancing the environment; preserving finite resources by reducing consumption through the design of economically efficient buildings in harmony with the environment and the community. Good design should pursue these goals locally to protect the prosperity and quality of life of future Odiham generations.



QUEENS MEAD GARDENS

The layout of settlements and the proximity of housing in relation to employment, schools, shops and other core community assets has a major impact on patterns of lifestyle, energy consumption and the quality of life. The parish has voiced its support for developments that enhance conservation and are sustainable, whilst opposing those that are not.

Energy conservation is vital and new buildings need to be orientated and designed for intrinsic energy efficiency as much as possible: including

south facing windows and conservatories, and high levels of insulation. Water conservation should also be an automatic consideration from the outset. Publicity and education should make sustainable design a high priority throughout the process, inspiring designers to think innovatively and pragmatically. Appropriate buildings should also offer scope for flexible use in the future: from home working to self-contained living accommodation above shops to houses that have the versatility to cater for occupants as they grow older.

5

CHALLENGES AND OPPORTUNITIES

Guidance Notes

Challenges and Opportunities

C01: Compatibility with nearby roof lines and the appearance of local buildings should be prime considerations in the design of any replacements for the few remaining large commercial premises in the centre of Odiham.

C02: The appearance of any new large buildings should detract as little as possible from their setting in the countryside. This implies that design elements are a primary consideration.

Where development is proposed to the edge of settlements or on a 'greenfield' site, the qualities for which the countryside is valued ought not to be compromised by increased vehicular noise and visual intrusion. If possible, this should be minimised by setting service roads at a low level or otherwise ensuring they are unobtrusive.

Any infill proposals to increase housing density outside the settlements should be subject to rigorous design and sustainability appraisal.

C03: Open areas of the airfield should remain undeveloped if it ceases to be required for military flying.

Any intensified use within the operational area should rationalise existing buildings, especially temporary structures, and improve their design and efficiency.

Any replacements for large operational buildings should in general be smaller than those they supersede. Conversion to alternative use should not detract from views over the site.

C04: Affordable housing should be visually indistinguishable from other housing, as at Bufton Fields. Design criteria should ensure sufficient space, inside and out, as a natural design consideration where affordable housing is pitched at young families with high occupancy levels and car ownership.

C05: Overall transport planning should seek to minimise the need for car use by extending and improving the local network of footpaths; enabling and stimulating walking and cycling wherever possible.

Future developments should be designed so as to incorporate sound principles of transport and road planning from the outset. Particular attention is needed in historic areas of the parish and for off-street residential parking.

High Street parking should give priority to short term use and stopping bays for buses; innovative design to assist this should be pursued.

In addition: If more public car parking becomes available in Odiham, it should be promoted and priced to encourage long stay parking, so as to lessen pressure on High Street spaces from those who work in the village.

C06: Farm diversification is desirable and should be encouraged, especially where local employment is maintained, but the full outcomes and the impact on the character of both the rural landscape and life in the parish should be carefully and comprehensively appraised when planning and design are considered.

Recent development has been focused on the many historic farm sites across the parish. Future development, likely as farm diversification, should continue this focus with an emphasis on conversion or change of use of existing farm buildings. Any new buildings on these sites should be in harmony with the character and scale of the existing structures

Good design should maintain the coherent appearance of boundaries and hedgerows that help to maintain parish character, especially views approaching settlements across open countryside.

C07: Many new technologies offer ways to make buildings more sustainable. Architects, developers and the community should be encouraged to take a positive approach to innovative design that complements the traditional character and appearance of the built environment.

6

THE PLANNING PROCESS

When Permission is required

Most 'development' requires planning permission, and 'development' is defined¹ broadly to include any works of a type usually carried out by a builder.

Some minor works are 'permitted development' under national legislation and as such, these do not require planning permission. However, even quite modest alterations can require consent, for example; a new garden fence higher than one metre usually needs planning permission if it is alongside a public highway. The scope of works that are 'permitted development' is reduced within a Conservation Area.

When planning permission is granted, conditions are usually imposed. For example, planning permission for a new house might include a condition requiring part of the plot to be kept clear of structures or plants in order to maintain adequate visibility in the vicinity of a road junction. Planting a hedge in this area could breach the condition and be subject to enforcement action by the local authority. Applications can be made to vary such conditions and are treated like planning applications.

Other types of approval might also be required. For example, in Conservation Areas, the appropriate Consent is needed for demolition works and for pruning or cutting down trees. Listed buildings are protected by specific controls and many types of work will need Listed Building Consent even though they might not require planning permission.

The national requirements of Building Regulations usually apply for all developments; these are administered by Local Planning Authorities.

Practical Aspects

As the Local Planning Authority (LPA) for the parish, Hart District Council has formal fee-based application procedures for planning-related decisions. The appropriate forms and instructions can be obtained from the Council's offices or downloaded from its website: hart@gov.uk

A number of helpful leaflets are available and there is a planning help-desk to help all parties participate fully in the process.

A planning reference number is allocated to every accepted application, with separately identified numbers allocated when, for example, Conservation Area and/or Listed Building consents are needed. The Council will send information about the application to consultees and neighbours, with notices published in the local press and at the site. At each stage, public information will also be released on the Hart website, which may also direct online enquiries to a national UK planning website – via hart@gov.uk

For a period of at least 21 days (and usually longer in practice – up to the time a decision is taken), everyone is free to comment on the application, whether in favour or not; but it is essential that any objections are 'material'; meaning they have to relate to planning matters. This is where the VDS can help, as it is no use just saying 'I don't like this proposal'. The VDS gives a good indication of some of the relevant grounds that are available.

A case officer is usually allocated to the proposal who takes into account all the relevant planning policies and information, as well as comments from the public. Council planners also have to consult with officers and appropriate bodies responsible for highways, conservation, listed buildings etc. and consider other matters (for example, in the case of new houses, whether there should be a financial contribution towards essential local amenities or affordable housing).

Odiham Parish Council is a statutory consultee, so it can be worth finding out what its planning committee has thought of any similar proposals and perhaps ensuring members know your views in good time. Similarly, amenity groups, such as The Odiham Society, usually comment on all but the most straightforward applications.

Planning is a public procedure, with comments open for inspection by others at Hart's offices, or they can be read courtesy of the Council's website.

¹ Town and Country Planning Act 1990 as amended

6

THE PLANNING PROCESS

Planning Considerations

When an application is considered by Hart District Council or by an inspector in the case of an appeal, the policies and guidance in the development plan have to be taken into account. In fact planning law² requires that, unless there is good reason otherwise, decisions should be taken in accordance with the plan. The current 'plan' comprises the saved policies of the Hart District Local Plan and the Hampshire Structure Plan. These policies have been saved pending the adoption of the Regional Spatial Strategy (The South East Plan) possibly during 2009 and Hart's Local Development Framework (LDF) which is still in preparation.

This Village Design Statement is not part of the local plan or LDF, but supplements it, having been formally accepted by Hart District Council, so as to carry weight in the planning decision process. When a development that could affect the character and appearance of part of the parish is proposed, the Council or an inspector on appeal is required to take account of the detailed guidance of the Village Design Statement. .

In most cases, the planning case officer for a particular application will reach an opinion that is formally referred to the Planning Manager and/or the Head of Planning Services. Depending on the nature of the application, the outcome will be either a 'delegated decision' or the responsibility will be passed to the Council's Planning Committee with a recommendation.

A decision out before the Committee can offer an opportunity to influence the outcome by speaking in public at the relevant meeting. Up to 3 minutes is usually allowed for either side (ie. for or against), provided the Council has had due notice. Under this procedure, elected councillors decide the outcome, often on a show of hands. Note that, it is not unusual for the Planning Committee to override a recommendation from the Council's planners, but planning grounds are needed for such a decision.

² Section 54a Town & Country Planning Act 1990 (as amended) and Section 38 Planning & Compulsory Purchase Act 2004

After the Decision

Once a decision has been taken and accepted that is the end of the matter and, if approved, the proposals can be implemented - provided Building Regulations, timescales and any formal conditions are complied with.

If planning consent is withheld, the Planning Appeals procedure can be invoked by or on behalf of an applicant, whether the decision was delegated or taken in committee. In effect the appeal is to the Secretary of State, but there is no parallel opportunity for an objector to appeal if planning consent has been granted.

If disagreement with the decision lies in due process, ie. that rules were not properly followed, an applicant could seek a judicial review; but this is a subject that goes well beyond the remit of a Village Design Statement.

Hart Council officers can advise in all these areas and your local elected member will, in most cases, be able to pass on the benefit of experience. However, required standards of probity may mean that he or she is unlikely to be able to express a personal opinion.

Disagreement with a planning decision needs careful consideration because the process, while it may seem over-regulated and cumbersome, is based on an intention to be fair to both sides. In most cases, once consent has been granted, all that is left is to get on with the development and enjoy the outcome. Or if it fails, to learn from the experience - and perhaps to go back to the drawing-board.

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HART DISTRICT LOCAL PLAN: EXTRACTS

(Replacement Hart District Local Plan 1996-2006)

The 'LOCAL PLAN' is the statutory planning document in which Hart District Council, as the Local Planning Authority, currently defines the local planning policies in force throughout the district. These are revised and are updated from time to time; the next major change is due in 2009/10 when a new Local Development Framework (LDF) Core Strategy will be published for consultation. Until then, most elements of the Local Plan are 'saved', that is they remain in force.

For planning purposes, Odiham Parish Council is a statutory consultee where applications concern the settlements and countryside within the parish boundary. The parish incorporates four of the fifteen landscape character areas recognised under the local plan. (The parish boundary and wards are not otherwise relevant to planning legislation).

Copies of the Local Plan are available from Hart District Council or can be seen in libraries and on the Council's website.

Supplementary planning guidance such as Village Design Statements and design briefs, provide additional information on detailed matters. Such documents are not always appropriate within the development plan but, as with this VDS, can be adopted as 'a material consideration' when considering planning applications. These are also available from the district council.

The following selected extracts from the Local Plan are those considered most relevant to the VDS. They serve to illustrate the depth of planning control in the district but should not be considered as fully comprehensive. In most cases, the plan policies would be further explained by supplementary paragraphs. Anyone considering a planning application should first have regard for the complete, current Local Plan or, in due course, its replacement statutory documentation.

SELECTED EXTRACTS FROM THE LOCAL PLAN (These extracts are illustrative and subject to having been saved. Always check!).

CHAPTER 1: INTRODUCTION

1.1.4 *One of the principal objectives of the Plan is to safeguard and enhance the District's assets and resources, including its attractive and productive countryside, ecological diversity, historic and built heritage. This forms a lynchpin of the Plan. The environmental objectives of the Plan have been tested at the Local Plan Inquiry and found to be sound, permeating through its objectives, its strategy, its policies and proposals.*

CHAPTER 2: PLANS, AIMS AND OBJECTIVES

2.1 *The overall aim of the Hart District Local Plan 1996-2006 is that of "sustainable development"; to provide for present needs without compromising the ability of future generations to meet their own needs. The District Council will aim to maintain and enhance the District's quality of life for both present and future inhabitants, by permitting appropriate development and protecting interests of acknowledged importance (including for example ecological diversity, landscape and built heritage).*

CHAPTER 3. 1: OVERVIEW OF THE PLAN AREA

3.2.1 *Hart District is situated in the north-east corner of Hampshire and has boundaries with both Berkshire in the north and Surrey to the south-east. The District covers an area of 53,146 acres (83 square miles) and is mostly rural in character. Some 90% of the land area is open countryside used for agriculture, forestry and woodland, common land, mineral workings and reserves, and Ministry of Defence purposes.*

3.2.11 Hart District has a varied and widespread architectural heritage represented by about 910 buildings listed as being of special architectural or historic importance. Most of these buildings are in the older small towns and villages and there are at present 32 conservation areas. There are also 12 sites with scheduled ancient monuments and there are two historic routes known as Welsh Drovers Way and King John's Ride.

CHAPTER 3.3: ENVIRONMENTAL ANALYSIS OF THE PLAN AREA

3.3.4 LANDSCAPE CHARACTER AREAS (Relevant to the Parish).

3. BARTLEY

This is a small, distinctive character area which lies between the southern edge of Hook and the farmland which lies along the edge of the Whitewater Valley. It is bounded to the west by the District boundary although its character extends beyond. Its main distinguishing characteristics are:

- a predominantly wooded character, with extensive broad-leaved, semi-natural woodland on areas of former heathland and an intimate and enclosed character;
- within the woodlands, a mosaic of scrub, grassland and open heath;
- no settlement but significant, localised influence of roads (including the M3 motorway and interchange with A287/B3349) and occasional built development associated with roads or the fringes of Hook.

[n.b. the Bartley Heath settlement is treated as a detached part of North Warnborough].

4. WHITEWATER VALLEY

This character area contains the channel and flood-plain of the Whitewater River and its boundary is defined by the fringing farmland that clothes the valley sides or is associated with, and provides a setting for, the valley floor. The far northern and southern extremities are defined by the District boundary. Its main distinguishing characteristics are:

- the distinctively riparian character of the flat, low-lying valley floor with its riverside pastures, willow-lined watercourses, fenland vegetation and well treed character, which creates a sense of intimacy and enclosure;
- gentle valley sides, often quite open in character, which form a setting for the valley floor and are commonly framed by a backdrop of woodland;
- sheltered, pastoral and rural character with few detracting influences except for overhead power lines, which are prominent within the northern and central sections of the valley;
- a sparse pattern of settlement, with roads and buildings located along the higher ground of the valley sides avoiding the wet valley floor.

10. DOGMERSFIELD

This character area is located within the centre of the district and is bounded to the west and east by the valleys of the Whitewater and Hart rivers and to the south by the edge of the chalk Downs. Its main distinguishing characteristics are:

- the historic parkland landscape of Dogmersfield Park, with its formal gardens, lakes and woods, which occupies the core of this area and defines its overall character;

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APPENDIX 1

- *the gently undulating land-form which adds prominence to landscape features such as Dogmersfield House and individual blocks of woodland;*
- *a patchwork of mixed farmland and scattered blocks of woodland (including several remnants of ancient semi-natural woodland);*
- *a strong landscape structure of woods and hedgerows which provide a backdrop to open fields and contain views;*
- *the Basingstoke Canal, which winds through the area following the contours and is attractively wooded along much of its length;*
- *an essentially quiet, rural character with few, scattered settlements (primarily the village of Dogmersfield and hamlet of Pilcot which includes Chatter Alley and dispersed farms;*
- *a mostly rural road network but with localised intrusion from the A287 running across the area to the south of the park;*
- *a network of overhead power lines emanating from the sub-station at Coxmoor Wood and which detracts from the rural, unspoilt qualities of the area.*

15: HART DOWNS

This character area embraces the whole of the chalk landscape, which sweeps across the south of the district, its overall unity of character precluding further sub-division into smaller areas. Although part of a much larger chalk-land landscape, it is defined to the west, south and east by the district boundary and its northern boundary marks the approximate edge of the underlying chalk and its influence on

landscape character. The area's main distinguishing characteristics are:

- *typical chalk scenery, with strongly rolling land-forms, smoothly hilltops and dry valleys;*
- *a dominance of intensive arable cultivation and weak hedgerow structure on the flatter hilltops and shallower slopes at the edge of the chalk, which creates a large-scale, predominantly open landscape with extensive views and a sense of exposure;*
- *scattered blocks of woodland and a stronger hedgerow structure in the central and southern parts of the downs, particularly on the steeper slopes and in the valleys, which provide some shelter and contain longer-distance views;*
- *a rural character with few detracting influences, except for the buildings, lights, security fencing and activity associated with Odiham airfield, traffic along the B3349, and the prominent overhead power lines which march across the downs;*
- *a network of minor roads crossing the downs, with an unspoilt and rural character,*
- *a dispersed pattern of small villages and hamlets (such as Long Sutton, Well and South Warnborough), with the larger settlements of Odiham and Crondall located on the edge of the chalk-lands, typically with a nucleated form and attractive streetscapes of vernacular buildings.*

7 APPENDIX 1

LOCAL PLAN POLICIES

6.1 GENERAL DEVELOPMENT CONTROL POLICIES

GEN 1

PROPOSALS FOR DEVELOPMENT WHICH ACCORD WITH OTHER PROPOSALS OF THIS PLAN WILL BE PERMITTED WHERE THEY:

- i) *Are in keeping with the local character by virtue of their scale, design, massing, height, prominence, materials, layout, landscaping, siting and density;*
- ii) *Avoid any material loss of amenity to existing and adjoining residential, commercial, recreational, agricultural or forestry uses, by virtue of noise, disturbance, noxious fumes, dust, pollution or traffic generation;*
- iii) *Cause no material loss of amenity to adjoining residential uses, through loss of privacy, overlooking or the creation of shared facilities;*
- iv) *Do not constitute ribbon or sporadic development, unrelated to existing patterns of settlement within the District;*
- v) *Include provision for the conservation or enhancement of the District's landscape, ecology and historic heritage and natural resources;*
- vi) *Where the public would reasonably expect to use the building, provide suitable access for people with impaired mobility, including those confined to wheelchairs;*

- vii) *Have adequate arrangements on site for access, servicing or the parking of vehicles;*
- viii) *Do not give rise to traffic flows on the surrounding road network, which would cause material detriment to the amenities of nearby properties and settlements or to highway safety;*
- ix) *Do not create the need for highway improvements which would be detrimental to the character and setting of roads within the conservation areas or rural lanes in the District;*
- x) *Do not lead to problems further afield by causing heavy traffic to pass through residential areas or settlements, or use unsuitable roads;*
- xi) *Include provision for any necessary improvements to infrastructure and utilities resulting from the development;*
- xii) *Take account of the proximity of overhead cables and power lines;*
- xiii) *Avoid the installation of lighting, which is visually damaging to the character of the area.*

GEN 2

CHANGES IN THE USE OF BUILDINGS WILL BE PERMITTED PROVIDED THAT NEITHER THE PROPOSED CONVERSION NOR ITS ACCESS AND SERVICING ARRANGEMENTS ARE DETRIMENTAL TO THE CHARACTER OR SETTING OF THE BUILDING OR ADJOINING BUILDINGS. THE BUILDING SHOULD BE OF PERMANENT AND SUBSTANTIAL CONSTRUCTION AND CAPABLE OF CONVERSION WITHOUT MAJOR OR COMPLETE RECONSTRUCTION.

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GEN 3

WITHIN THE **LANDSCAPE CHARACTER AREAS**, AS INDICATED BELOW AND SHOWN ON THE PROPOSALS MAP, DEVELOPMENT WILL BE PERMITTED IF IT DOES NOT ADVERSELY AFFECT THE PARTICULAR CHARACTER OF THE LANDSCAPE, AND IS IN ACCORDANCE WITH OTHER POLICIES OF THIS PLAN.

3. Bartley; 4. Whitewater Valley; 10. Dogmersfield and 15. Hart Downs apply to the Parish.

*A detailed landscape appraisal of Hart District has been carried out and published in the Hart District Landscape Assessment, April 1997. The Landscape Character Areas above have been identified as a result of this work. The six **built up areas** of Fleet/Church Crookham, Yateley, Blackwater, Hartley Wintney, Hook and **Odiham** are not included within these areas, because they are not within the open countryside.*

The countryside is protected for its own sake, under policies RUR 2 and RUR 3 of this plan, and the advice within PPG7 on the Countryside and Rural Economy. This policy is not intended to prevent appropriate development from taking place in the countryside. Where development is permitted under other policies of the plan however, it is important that it respects the landscape character of the surrounding countryside and that is the purpose of this policy. The identification of specific landscape character areas, and the description of the character, potential threats to this character, and future management needs included as part of the appraisal, will guide planning decisions across all of the countryside within Hart District.

GEN 4

DEVELOPMENT PROPOSALS WILL BE PERMITTED WHERE THEY SUSTAIN OR IMPROVE THE URBAN DESIGN QUALITIES OF TOWNS, VILLAGES AND OTHER SETTLEMENTS WHICH DERIVE FROM THEIR LAYOUT AND FORM, SCALE, CHARACTER OR APPEARANCE, SPECIAL FEATURES, OR THE ARRANGEMENT, SCALE AND DESIGN OF BUILDINGS AND SPACES.

In keeping with the principal aims of the local plan, the local planning authority will seek to protect the District's existing built design qualities and seek to extend higher standards in the quality of the built environment to new development. Accordingly the local planning authority will not normally approve development which detracts from the existing built design qualities contributing to the attraction and appearance of built-up areas, their convenience or their sense of place and identity.

6.2 CONSERVATION AREA POLICIES

CON 2

DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE NATURE CONSERVATION VALUE OF A SITE OF SPECIAL SCIENTIFIC INTEREST OR NATIONAL NATURE RESERVE EITHER DIRECTLY OR INDIRECTLY WILL ONLY BE PERMITTED IF IT CAN BE SUBJECT TO CONDITIONS THAT WILL PREVENT DAMAGING IMPACTS ON WILDLIFE HABITATS OR OTHER NATURAL FEATURES OF IMPORTANCE ON THE SITE OR IF OTHER MATERIAL FACTORS ARE SUFFICIENT TO OVERRIDE THE NATURE CONSERVATION INTEREST.

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CON 3

DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE NATURE CONSERVATION INTEREST OF SITES OF IMPORTANCE FOR NATURE CONSERVATION WILL ONLY BE PERMITTED IF OTHER MATERIAL CONSIDERATIONS OUTWEIGH THE IMPORTANCE OF THE SITE TO LOCAL NATURE CONSERVATION.

CON 4

WHERE DEVELOPMENT IS PERMITTED WHICH WOULD BE LIKELY TO HAVE A MATERIAL ADVERSE EFFECT ON FEATURES OF NATURE CONSERVATION INTEREST IN A DESIGNATED AREA COVERED BY POLICIES CON 1, CON 2 AND CON 3 OR SPECIES OR THEIR HABITATS REFERRED TO IN POLICY CON 5, THAT ADVERSE EFFECT SHOULD BE REDUCED WHERE IT IS PRACTICABLE TO DO SO BY THE PROVISION OF ADEQUATE REPLACEMENT HABITAT ON THE SITE OR IN OTHER APPROPRIATE LOCATION.

CON 5

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT THAT WOULD HAVE A SIGNIFICANT ADVERSE EFFECT ON PLANT OR ANIMAL SPECIES OR THEIR HABITATS PROTECTED BY LAW UNLESS CONDITIONS ARE ATTACHED OR PLANNING OBLIGATIONS ENTERED INTO REQUIRING THE DEVELOPER TO TAKE STEPS TO SECURE THEIR PROTECTION.

CON 7

DEVELOPMENT PROPOSALS WHICH WOULD HAVE A SIGNIFICANT ADVERSE AFFECT ON THE NATURE CONSERVATION, LANDSCAPE OR RECREATIONAL VALUE OF RIVERINE ENVIRONMENTS (WHICH INCLUDE THOSE OF THE RIVERS HART, WHITEWATER AND BLACKWATER), WETLANDS AND PONDS WILL NOT BE PERMITTED.

CON 8

WHERE DEVELOPMENT IS PROPOSED WHICH WOULD AFFECT TREES, WOODLANDS OR HEDGEROWS OF SIGNIFICANT LANDSCAPE OR AMENITY VALUE PLANNING PERMISSION WILL ONLY BE GRANTED IF THESE FEATURES ARE SHOWN TO BE CAPABLE OF BEING RETAINED IN THE LONGER TERM OR IF REMOVAL IS NECESSARY NEW PLANTING IS UNDERTAKEN TO MAINTAIN THE VALUE OF THESE FEATURES. PLANNING CONDITIONS MAY BE IMPOSED TO REQUIRE THE PLANTING OF NEW TREES OR HEDGEROWS TO REPLACE THOSE LOST.

CON 10

DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE LANDSCAPE, ARCHITECTURAL OR ECOLOGICAL CHARACTER, SETTING OR ENJOYMENT OF THE BASINGSTOKE CANAL OR WHICH WOULD RESULT IN THE LOSS OF IMPORTANT VIEWS IN THE VICINITY OF THE CANAL WILL NOT BE PERMITTED.

CON 13

PROPOSALS FOR DEVELOPMENT WHICH FAIL TO MEET THE OBJECTIVES OF CONSERVING OR ENHANCING THE CHARACTER OR APPEARANCE OF A DESIGNATED CONSERVATION AREA WILL NOT BE PERMITTED.

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CON 14

DEVELOPMENT REQUIRING THE DEMOLITION OF A BUILDING OR PART OF A BUILDING IN A CONSERVATION AREA WILL NOT BE PERMITTED IF:

- i) The removal of a building or part of a building would unacceptably harm the special character and/or appearance of the area;
- ii) Detailed proposals for the re-use of the site, including any replacement building (or part thereof) and landscaping, have not been approved.

CON 17

PROPOSALS FOR THE EXTENSION OR ALTERATION OF LISTED BUILDINGS OR BUILDINGS OF LOCAL INTEREST, WILL NOT BE PERMITTED UNLESS:

- i) The scale of the building is not materially changed;
- ii) Design is appropriate to the character and setting of the building.

CON 21

DEVELOPMENT WHICH WOULD LEAD TO THE COALESCENCE OR DAMAGE THE SEPARATE IDENTITY OF NEIGHBOURING SETTLEMENTS WILL NOT BE PERMITTED IN THE FOLLOWING LOCAL GAPS:

- vi) Odiham to North Warnborough.** [The only local gap that concerns the parish].

CON 23

DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD SERIOUSLY DETRACT FROM THE AMENITY AND CONSEQUENT RECREATIONAL VALUE OF WELL-USED FOOTPATHS AND OTHER PUBLIC RIGHTS OF WAY IN THE COUNTRYSIDE CLOSE TO MAIN SETTLEMENTS BY REDUCING THEIR RURAL CHARACTER OR DETRACTING FROM SIGNIFICANT VIEWS.

6.3 POLICIES FOR THE RURAL ECONOMY

RUR1

THE POLICIES IN THIS SECTION OF THE PLAN APPLY TO THE RURAL SETTLEMENTS OF BARTLEY HEATH, BROAD OAK, CROOKHAM VILLAGE, CRONDALL, DOGMERSFIELD, EVERSLEY CENTRE, EVERSLEY CROSS, EVERSLEY STREET, LOWER COMMON, UP-GREEN, EWSHOT, GREYWELL, HARTFORDBRIDGE, HAZELEY, HAZELEY BOTTOM, HAZELEY LEA, HECKFIELD, HOUND GREEN, LONG SUTTON, MATTINGLEY, MILL LANE CRONDALL, RAF ODIHAM, ROTHERWICK, SOUTH WARNBOROUGH, NORTH WARNBOROUGH, WINCHFIELD COURT (FORMERLY WINCHFIELD HOSPITAL) AND WINCHFIELD HURST AS DEFINED IN THIS PLAN, AND TO THE OPEN COUNTRYSIDE.

The settlement boundaries have been drawn:

- To enclose the built fabric of the settlement or the separate clusters of dwellings;
- To reflect the built form of the settlement or cluster of dwellings;
- To use wherever possible physical features on the ground that are identifiable on Ordnance Survey maps.

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Normally settlement boundaries include gardens, but where domestic curtilages extend well beyond the built fabric, they may be drawn more closely around the dwellings themselves to avoid opening too widely the opportunities for further development and arousing unreasonable expectations as to the development that might be acceptable. An exception is where land is allocated in the Plan for development, when it is included in the defined boundary in anticipation of its incorporation into the built fabric of the settlement.

RUR 2

DEVELOPMENT IN THE OPEN COUNTRYSIDE, OUTSIDE THE DEFINED SETTLEMENT BOUNDARIES, WILL NOT BE PERMITTED UNLESS THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT IT IS SPECIFICALLY PROVIDED FOR BY OTHER POLICIES IN THE LOCAL PLAN, AND THAT IT DOES NOT HAVE A SIGNIFICANT DETRIMENTAL EFFECT ON THE CHARACTER AND SETTING OF THE COUNTRYSIDE BY VIRTUE OF ITS SITING, SIZE AND PROMINENCE IN THE LANDSCAPE.

RUR 3

DEVELOPMENTS IN THE COUNTRYSIDE WHICH ARE PROVIDED FOR BY OTHER POLICIES IN THIS PLAN, WILL BE PERMITTED WHERE:

- (i) The countryside is protected and maintained through the retention, creation or enhancement of features of nature conservation or landscape importance;
- (ii) Any existing buildings or structures can be retained if of architectural quality;
- (iii) The site is satisfactorily landscaped to reduce its impact on the surrounding countryside;
- (iv) The criteria of the specific Policy by which the development proposed may be permitted are also met.

RUR 4

PROPOSALS FOR THE RE-USE OF RURAL BUILDINGS (OTHER THAN LARGE HOUSES) FOR COMMUNITY, BUSINESS, INDUSTRIAL (B2), RECREATION OR TOURISM RELATED ACTIVITIES WILL BE PERMITTED PROVIDED THAT THE EXISTING BUILDING CURRENTLY ENJOYS A LAWFUL USE AND THE CONVERSION WILL NOT RESULT IN ANY SERIOUS HARM TO ESSENTIAL FEATURES OR THE CHARACTER OF THE BUILDING OR ITS IMMEDIATE SURROUNDS, AND THAT THE FORM, BULK AND GENERAL DESIGN ARE IN KEEPING WITH THE SURROUNDING COUNTRYSIDE.

RUR 10

PROPOSALS FOR THE SITING OF TELECOMMUNICATION INSTALLATIONS AND EQUIPMENT WILL BE PERMITTED PROVIDED THAT:

- (i) The location is the optimum necessary to satisfy technical, operational and legal requirements and at the same time minimise the need for additional apparatus elsewhere;
- (ii) Subject to technical, operational or legal requirements, the proposal is as sympathetic as possible in design, materials, colour, scale and location with the surrounding environment;
- (iii) It has been established that the following options are impracticable for technical, operational or legal reasons:
 - a) Using an existing mast belonging to the licensee or any other person;
 - b) Replacing an existing mast belonging to the licensee or any other person;
 - c) Erecting in co-operation with any other operator of a personal telecommunications system a mast for the joint use of the licensee and that other operator.
- (iv) There are no other suitable masts within the area that could be shared.

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RUR 11

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT NECESSARY FOR THE PURPOSES OF AGRICULTURE, WHERE THE CRITERIA OF POLICY RUR 3 ARE MET.

RUR 12

WITHIN THE RURAL SETTLEMENTS, BUSINESS DEVELOPMENT OR CHANGE OF USE TO BUSINESS (B1) WILL NORMALLY BE PERMITTED WHERE:

- (i) The proposal is well related in location and design to existing development;
- (ii) The scale of the proposal is not sufficient to cause a seriously harmful impact on surrounding properties, the immediate street scene or the settlement as a whole (including the balance of available facilities);
- (iii) The proposal is not significantly harmful to the amenities of adjacent residents, through noise or traffic impacts or any noxious fumes or smell;
- (iv) Changes of use do not cause serious harm to the character or setting of the building, particularly if it is listed;
- (v) The scale of development, either on its own or cumulatively with other proposals in the area, would not result in an imbalance between work force and jobs in the parish, leading to net in-commuting to a rural area.

6.4 POLICIES FOR THE URBAN ECONOMY AND RURAL CENTRES

URB 1

THE POLICIES IN THIS SECTION OF THE PLAN APPLY TO THE URBAN AREAS AND RURAL CENTRES OF BLACKWATER/HAWLEY, FLEET, HARTLEY WINTNEY, HOOK, **ODIHAM AND YATELEY, AS DEFINED ON THE PROPOSALS MAP AND INSET MAPS, UNLESS OTHERWISE STATED.**

URB 8

RETAIL DEVELOPMENT WILL BE PERMITTED IN THE TOWN AND VILLAGE CENTRES OF FLEET, YATELEY, HOOK, **ODIHAM** AND HARTLEY WINTNEY (AS DEFINED ON THE RELEVANT INSET MAPS), IF IT WILL SUSTAIN AND/OR ENHANCE THE RANGE AND QUALITY OF SHOPPING PROVISION AND THE VITALITY AND VIABILITY OF THE CENTRE, MAINTAIN OR IMPROVE THE AMENITY, ENVIRONMENT AND CHARACTER OF THE CENTRE AND BE READILY ACCESSIBLE BY MEANS OF TRANSPORT OTHER THAN THE PRIVATE CAR.

URB 12

WITHIN THE MAIN SETTLEMENT BOUNDARIES, AND ON OTHER SITES SPECIFICALLY ALLOCATED IN THIS PLAN, RESIDENTIAL DEVELOPMENT WILL BE PERMITTED, PROVIDED THAT:

- i) The proposal is sympathetic in scale, design, massing, height, layout, siting and density both in itself and in relation to adjoining buildings, spaces and views and makes optimum use of the site at densities commensurate with good innovative design in relation to site characteristics (see policy GEN 4);

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- ii) The proposal does not result in the loss of any local feature of note, such as trees, hedgerows protected under the Hedgerow Regulations 1997 (SI No. 1160) and views;
- iii) The proposal provides a reasonable mix of dwelling types and sizes where appropriate, reflecting the current housing needs of the area with the emphasis on smaller units to reflect the trend towards smaller household;
- iv) The proposal does not result in material loss of amenity to adjoining residents;
- v) The proposal does not result in the loss of land in lawful use or with lawful use rights for business (B1) or industry (B2) uses other than in the circumstances of Policy URB 7. (Loss of employment).

URB 16

EXTENSIONS TO EXISTING DWELLINGS WILL BE PERMITTED WHERE:

- i) The proposed development is sympathetic in scale and character to the existing dwelling and surrounding properties;
- ii) The proposed extension does not materially detract from the amenities of adjoining dwellings by virtue of its siting and massing, or loss of privacy;
- iii) The proposed extension does not harm the street scene.

RAF Odiham DEV 18

THE AREAS OF LAND AT RAF ODIHAM SHOWN ON THE PROPOSAL MAP ARE CONSIDERED SUITABLE FOR BUILT DEVELOPMENT TO MEET OPERATIONAL REQUIREMENTS IN ASSOCIATION WITH MILITARY FLYING AT THE AIRFIELD. DEVELOPMENT WILL NOT BE PERMITTED OUTSIDE OF THIS AREA UNLESS IT IS REQUIRED, EXCEPTIONALLY, IN

THE INTEREST OF NATIONAL AND INTERNATIONAL DEFENCE AND AIR SAFETY AND NO SUITABLE LOCATION EXISTS WITHIN THE DELINEATED AREA.

The local planning authority recognises the interests of national and international defence and the part that RAF Odiham plays in this. Many of the existing buildings on site have reached the end of their useful life and need to be redeveloped to meet modern operational defence needs. Efforts will be made to establish a liaison group involving RAF personnel and the Council in order to guide development proposals at RAF Odiham made under DEV18.

Land between Dunley's Hill, North Warnborough and Robert Mays School, Odiham DEV 19

APPROXIMATELY 6HA OF LAND ADJOINING DEV 8, AND BETWEEN DUNLEY'S HILL AND ROBERT MAYS SCHOOL, ODIHAM, IS PROPOSED TO BE DEVELOPED TO PROVIDE FOR PUBLIC RECREATION AND ADDITIONAL PLAYING FIELDS FOR THE SCHOOL.

The provision of land for informal recreation and sports pitches could help to meet the shortage of public recreational provision in Odiham and North Warnborough and other settlements in the vicinity and specifically the shortfall of playing fields experienced by Robert May's School. The land is at a critical point in the Odiham/North Warnborough Local Gap and it is the intention of the plan to protect the separate identity of the two settlements. The uses to be made of the land will be assessed against their possible effect on this important local feature.

EXTRACTS FROM HART DISTRICT LOCAL PLAN: END

7 APPENDIX 2

Where to get help

National Government

Planning responsibility in England devolves from Parliament through the Secretary of State for Communities and Local Government. Within the department, there is a Minister for Housing and Planning.

Key planning policies are published as Planning Policy Statements and their predecessors Planning Policy Guidance Notes, eg. PPS3: Housing and PPG15: The Historic Environment. These contribute to the framework of guidance for regional and local planning policies and other aspects of the planning system.

Planning applications are always made at a local authority level; ie. to Hart District Council in relation to the parish of Odiham, but, in the event of non-approval, the applicant may wish to appeal to the Planning Inspectorate. Decisions made by Planning Inspectors can override the local authority on behalf of the Secretary of State who, for major developments, may take the decision having regard for the recommendations of the inspector.

While legislative documentation can always be obtained in printed form, many DCLG publications and associated support material resources are most readily accessed on the internet.

Address: Communities and Local Government
Eland House
Bressenden Place
London
SW1E 5DU

Website: www.communities.gov.uk

The Planning Portal is an important resource providing up to date information. Its interactive 'Guide for Household' is a useful general guide as to where planning permission is likely to be needed, together with a wealth of supporting material.

Website: www.planningportal.gov.uk

Other National Bodies

Listed below is a small selection of bodies whose advice may be helpful.

Royal Institute of British Architects

Tel: 0207 580 5533 (main).

Website: www.architecture.com

RIBA services include a public information line at 50p per minute: 0906 302 0400

Royal Institution of Chartered Surveyors

Tel: 0870 333 1600 (for help services)

Website (main): www.rics.org

RICS offers free 30 minute planning consultations with a local member.

Royal Town Planning Institute

Tel: 020 7929 9494 (main).

Website: www.rtpi.org.uk

A comprehensive 'Planning Aid' service is offered by the regional Planning Advisor on Mondays, Wednesdays & Fridays. (This has government support).

Tel: 0870 240 7552 (South).

Website: www.planningaid.rtpi.org.uk

Email: socw@planningaid.rtpi.org.uk

The Civic Trust

Tel: 020 7539 7900 (London Office).

Website: www.civictrust.org.uk

Another comprehensive website, but with no helpline. Lists The Odiham Society for local Civic Trust activities.

Campaign to Protect Rural England

Telephone: Tel: 020 7981 2800 (main).

Website: www.cpre.org.uk

CPRE is a campaigning charity. Its strength lies more in policy areas than in the detail of local applications; there is a planning help service for enquiries.

Websites. Help: www.planninghelp.org.uk Branch: www.cprehampshire.co.uk

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Regional Authorities

The Regional Spatial Strategy (RSS) for South East England represents a co-ordinated development strategy for the region. The Regional Assembly researched and consulted on a draft RSS (the 'South East Plan') to underpin regional planning until 2026, subject to government amendment & ratification. This sets out the broader principles for Local Development Frameworks (LDFs) which will provide local planning policies for the foreseeable future.

County Councils have responsibility for planning in areas such as transport, waste disposal and aspects of the historic environment, but not directly for the planning and building control matters devolved to local authorities.

This represents the enabling framework for the local policies that contribute to Hart District Council's LDF. Information on these bodies can all be obtained from or by public libraries, but is also readily obtainable via the internet.

Regional Assembly: www.southeast-ra.gov.uk

Regional Development Agency: www.seeda.co.uk

Hampshire County Council: www.hants.gov.uk

The Local Authority

See Section 6: The Planning Process for more specific information.

HDC is the most appropriate source of advice for almost all aspects of local planning. The Environmental Services department publishes a series of planning leaflets (eg. on Conservation Areas) and runs a helpline service to help all parties participate fully in the process.

The help desk can also advise if an application is to be decided by a planning officer or put before the Planning Committee. The latter usually includes an opportunity for public speaking, both for and against the proposal.

Address: Head of Environmental Services
Hart District Council
Civic Offices
Harlington Way
Fleet
Hants GU51 4AE

(General telephone: 01252 62212 Fax: 01252 626886)

Website: www.hart.gov.uk

Planning Help Desk:

Telephone: 01252 774419 Fax: 01252 774410

Email: helpdesk@hart.gov.uk

Local Interests

Consultation with neighbours is sensible before making a planning proposal or an alteration under permitted development rights. Other than from your architect or builder, local help is likely to be informal.

The Parish Council is a statutory consultee for all applications, which are also reviewed by the Odiham Society. As on notices adjacent to the development or for neighbours formally advised of an application, there is a statutory minimum consultation period of 21 days, although later comments may be accepted.

While advance information may be appreciated, the Parish Council and the Society are duty bound to consider applications on their merits, so lobbying is usually inappropriate. Similarly for any approach to individual Parish or District Councillors, who may not be able to express an opinion in public if subsequently they wish to participate at a relevant meeting.

Note to the First Edition: This edition was published before the Hart District Council LDF was finalised. Local planning policies, as in Appendix 1, are referenced as those saved from the Replacement Local Plan (1996-2006).

7 APPENDIX 3

How the Village Design Statement was Prepared

By: Hugh Sheppard (VDS Group Co-ordinator).

Concept

The purpose behind an Odiham VDS was first set out in the Spring 2002 edition of the Odiham Society Journal. An offer of Society sponsorship followed, enabling a core group of interested volunteers from across the community to draw up a proposal. This sought to ensure that everyone in the parish who wished to participate could do so. Background information and Invitations were circulated to every household for each of a series of Village Design Days held on different premises over the next three years.

The first Village Design Day, on the theme, 'Development by Default or by Design?' was held at North Warnborough Village Hall in October 2003. It attracted more than 60 residents to hear from each other and the core group members under an experienced convenor, Phil Turner, who had helped co-ordinate several similar statements across Hampshire.

Core group members listened to the emerging priorities and took away the results of exercises in mind-mapping so as to progress the project, leading to a comprehensive photographic exercise by the group members and others in seeking to complement the written word.

The second Design Day in the form of a Progress Meeting was held in the North Warnborough Methodist Hall in May 2004, again convened by Phil Turner, as a shape for the project began to emerge.

Subsequently, notes were circulated to all the residents who had showed an active interest to date, with an invitation to join the core group, whose regular meetings were supplemented by discussions with the Odiham Society, the Parish Council and Hart District Council.

This material is all documented in a VDS library of evidence and related material, including government literature and examples of how others had progressed their own VDS – some of value and some found wanting.

Progress

As the work progressed, it became clear to the core team just how a VDS for Odiham implied so much more work than for a typical self-contained village. Design elements of the Odiham and North Warnborough parish wards are clearly complementary, while the RAF Odiham ward, with a third of the parish population, is important in relation to the whole locality. This was why the VDS had to be taken forward as a Parish Design Statement – in all but name.

As a parish, Odiham evades description in a few words because of its many distinctive features that meld one into another to make for a satisfying whole. The core group recognised that this implied a particularly objective approach to design influences in their context.

As an example, the mix of shops and private houses in the High Street is generally perceived as providing design elements that identify Odiham, but group members knew that expressions of opinion by themselves or other residents risked being too subjective; hardly what the VDS required.

This is why an independent architect, Steve Jowitt BA. BArch. RIBA, was commissioned to set down his thoughts on visiting the parish. Over a long weekend he took himself here and there, carefully photographing and noting what he saw as the design priorities. These are integrated with local assessments and incorporated into Sections 3, 4 and 5. Thanks to Steve we have the succinct description of the High Street as 'a satisfying and coherent visual entity with a red and white theme'. (Section 4: Enhancement and Conservation).

As the seasons changed, so did the core group membership, but the varying mix of interests, enthusiasm, knowledge and skills that each brought to the team helped to capture the sense of community the VDS aims to represent. While the project may have slowed at times it never stopped and, after a third Design Day at The Vine, a pre-publication draft was put in hand for comments by the members of the community and the other parties involved.

Consultation

It was a priority to have Hart Council's endorsement of the VDS for planning purposes pre-publication, but in 2006/7 discussions were set back because of doubts over the role of another government initiative for 'Parish Plans', and whether a VDS should be a component or could stand alone.

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At the time, it also looked as if the local authority could only endorse planning criteria and community consultation for which it was directly responsible. This meant that while a full VDS might be published, revised extracts would need to be subject to further consultation by Hart for consideration in the planning process. (An opinion that was revised some 18 months later).

Recognising the expectations of the Odiham Society and the Parish Council, the team pressed on, even if the VDS had to be completed in a different form for the community and for the planners. Encouraged by an offer of additional sponsorship from Odiham Parish Council, a pre-publication draft and response form were enabled on the parish website and once again a mail-drop to every household invited comments; either online, by viewing hard-copy in the public library or by enquiry. Six weeks were scheduled for this phase in early 2007, with analysis of the returns taking many more.

Returning to Hart Council with the revisions in place, together with photographs for the first time, brought good news on two fronts; acceptance of the VDS with only minor amendments for planning purposes and a mention of sponsorship to help with the costs of completion. At a Meeting of the Cabinet in October 2008 and subject only to minor amendments, the VDS was accepted as ‘a material consideration in the determination of planning applications’.

Publication

For a VDS is to be widely used across the community, it needs to be published in a format or formats that are readily recognised and accepted. While the group thought it knew what it wanted, it needed Joan Jones to provide the necessary skills to package all the information and photographs in a print-ready form.

A VDS ought not stand still. As a living document that incorporates change, both in terms of community input and planning criteria, the Odiham VDS will be available on the Odiham Parish Council website at www.odiham.org.uk

Library

Because planning is a formal process, the time might come when the VDS is quoted in support of one side or the other in a disputed planning matter. For that reason, a record of evidence and supporting papers will be maintained; initially by the core group with copies held by Odiham Parish Council.

Acknowledgements

Consultants

Phil Turner and Steve Jowitt

Participants

List all members of community directly involved

Also Core Group Members.

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Any?? Printers? Internet help??

Sponsorship

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THE ODIHAM SOCIETY

ODIHAM PARISH COUNCIL

HART DISTRICT COUNCIL

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