

Neighbourhood Character Study for East Hampshire District Council

Classification and Description

December 2018

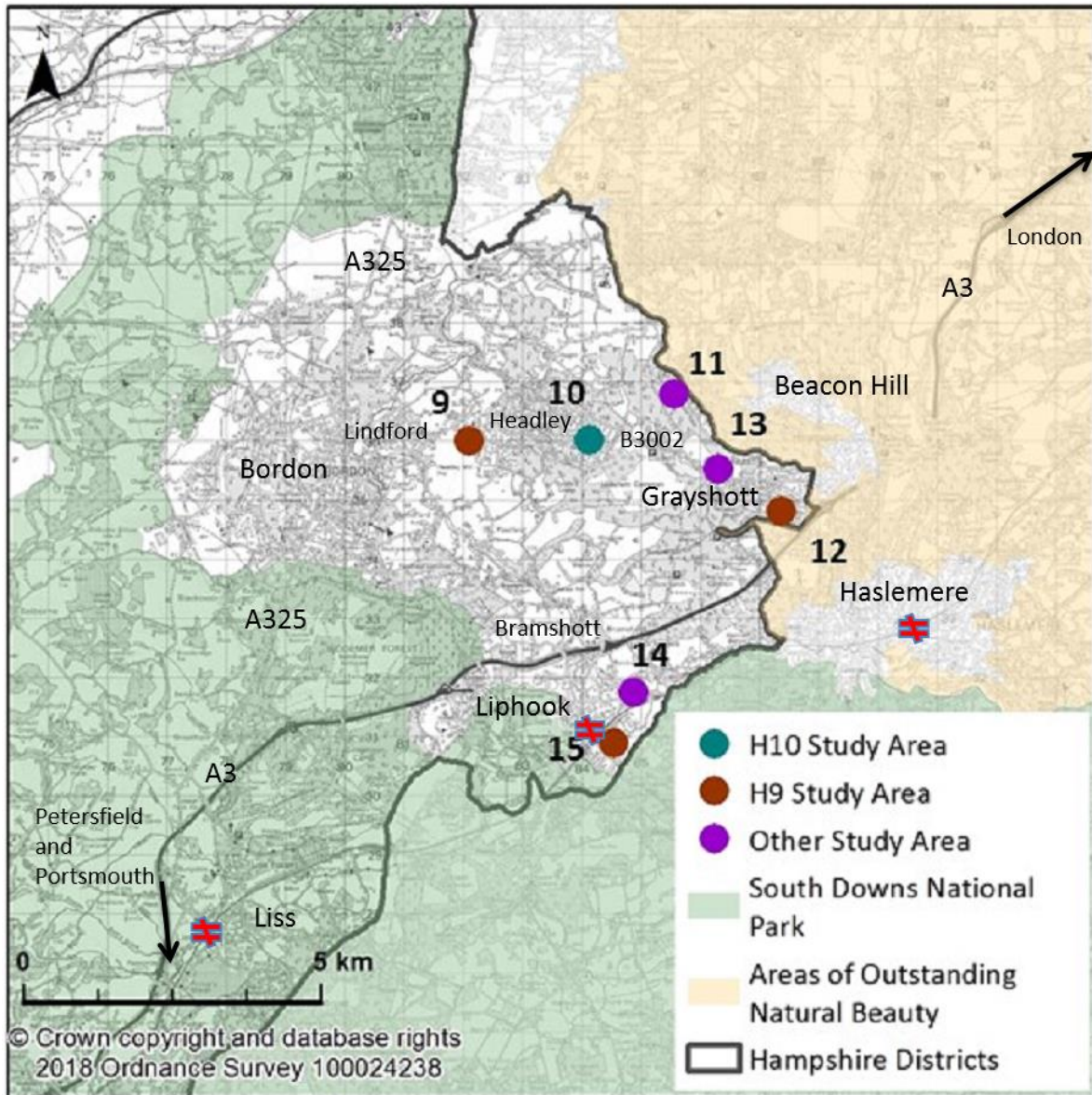
Section 3:

4. Site Specific Character Area Studies

4.2. North Eastern part of East Hampshire

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4.2. North Eastern part of East Hampshire



North Eastern part of East Hampshire

The Study Areas

4.2.1. Neighbourhood character studies were undertaken for seven areas in the North-East part of East Hampshire and are listed from north-east to south-west:

9. Headley Fields (**current H9 Policy Area**)
10. Headley Down (**current H10 Policy Area**)
11. Whitmore Vale and Hammer Lane (**suggested as potential H9/H10 policy area**)
12. Kingswood Firs, Grayshott (**current H9 Policy Area**)
13. Waggoners Way Estate (**suggested as potential H9/H10 policy area**)
14. Eastern Liphook
15. Chitley Way Area, Liphook (**current H9 Policy Area**)

The study area of Headley Fields is situated on the southern side of Headley, within, but abutting the settlement boundary. The study area of Headley Down lies within Headley Down settlement boundary. Kingswood Firs lies within the settlement boundary of Grayshott on the western side, whilst Waggoners Estate lies to the west of the settlement. Eastern Liphook and the Chitley Way Area are within but abutting the settlement boundary of Liphook. Whitmore Vale and Hammer Lane area of interest is situated within an area designated as countryside.

Landscape Character Areas of North Eastern part of East Hampshire

4.2.2. The Landscape setting of this part of Hampshire is characterised predominantly by the Greensand Hills to the East, and by Lowland Mosaic Small Scale to the West and Lowland Mosaic Heath Associated to the South. The two main Landscape Character Areas in which the seven study areas lie are:

- 8c Whitehill to Liphook Farmland and Heath Mosaic
- 9b Ludshott and Bramshott Commons

4.2.2. Headley Fields; Eastern Liphook and; the Chitley Way Area are situated in Landscape Character Area **8c Whitehill to Liphook Farmland and Heath Mosaic**.¹

4.2.4. Landscape Character **9b Ludshott and Bramshott Commons**² provides the setting for: Headley Down; Whitmore Vale and Hammar Lane; Waggoners Way and Kingswood Firs.

4.2.5. Key landscape characteristics of the flat to undulating landform of 8c Whitehill to Liphook Farmland and Heath Mosaic:

¹<https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType8WealdenFarmlandAndHeathMosaic.pdf>

² <https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType9GreensandHills.pdf>

- Well-drained acidic sandy soils support tracts of woodland (e.g. around Bordon Camp) and heathland commons of international importance (Broxhead and Kingsley Commons).
- Small to medium fields of pasture, paddock and rough grazing, with a framework of ancient woodlands and wood pasture.
- Areas of settlement (Whitehill & Bordon, Lindford, Liphook and Headley) contained by woodland with smaller villages and farms found in the sheltered valleys. N.B. There is a great diversity of settlement from army camps and modern suburban development to small villages set within river valleys.
- Dissected by the A325 and A3, otherwise winding rural lanes and deep sunken lanes are important features.
- Other land uses include golf courses, MOD land at Bordon.
- Remnant features relating to water management and agricultural/industrial use of the river, including mills and aqueducts (Headley Wood Farm and Bramshott Court - both SAMs), the latter probably associated with medieval watermeadows.
- There is a well-developed footpath network particularly in the north of the area with access to Kingsley and Broxhead Commons.
- A tranquil, natural character is retained away from built up areas and busy roads.

4.2.6. Bordon and its neighbouring camp at Longmoor are two camps constructed to accommodate the British Army on its return from the Boer War.

4.2.7. Key landscape characteristics of 9b Ludshott and Bramshott Commons:

- Elevated and undulating landform informed by the resistant sandstone of the Hythe beds. Incised by Coopers stream which creates more pronounced undulations.
- A mosaic of woodland supporting variation in type and structure (including sessile oak and beech woodland, coppice and mixed and coniferous plantation) with some ancient woodland on the steeper valley sides.
- Internationally important areas of unenclosed heathland common (Bramshott and Ludshott Commons SSSI) part of the Wealden Heaths SPA within clearings in the woodland.
- Small regular pastoral fields occur in woodland clearings sometimes containing paddocks.
- Quiet rural lanes enclosed by woodland and sunk deeply into the sandstone occur in association with the valleys.
- Settlements of Grayshott and Headley Down are contained by woodland and well-integrated into the landscape.
- Historic parkland at Downlands House, Ludshott Manor and Grayshott Hall.

- A large area of National Trust land (Ludshott Common, Hunters Moon, Bramshott Chase and Waggoners' or Wakeners' Wells) with a comprehensive footpath network and access facilities.
- A rural and tranquil landscape with a sense of intimacy and secrecy. The corridor of the A3(T) in the southern part of the area is a local source of noise and disruption.

4.2.8. Settlement is largely 20th century suburban development (Grayshott and Headley Down) representing the growth of dormitory settlements. Woodland contains these settlements, softening and integrating their built edges. Isolated farmsteads are found in the rural part of the character area, mainly of 18th century or later date.

4.2.9. In both Landscape Character Areas, the settlements are characterised by modern dwellings, with sandstone, red brick and clay tiles being the most frequent building materials.

Movement, Access and Settlements

4.2.10. Following is a simple summary of where the study areas sit within the settlement hierarchy to give a general indication of resident access to services and is intended for understanding context. It is not a complete study of access to all services, as locations of schools, open space and employment areas are only discussed (in the detailed assessments) where they are in or adjacent to the study areas and the information on journey times and distances is approximate.³

Whitehill & Bordon Area	Position in Hierarchy
Whitehill & Bordon	No designation in the Joint Core Strategy, reflecting the transformational nature of on-going regeneration
Liphook	Large Local Service Centre
Grayshott	Small Local Service Centres
Arford, Bramshott, Griggs Green, Headley, Headley Down, Holt Pound, Kingsley, Lindford, Passfield Common,	Other settlements with a settlement policy boundary
All other settlements	Small rural villages/hamlets within the countryside

³ East Hampshire District Local Plan: Joint Core Strategy Adopted June 2014 Settlement Hierarchy page 25
<https://www.easthants.gov.uk/sites/default/files/documents/DP01EastHampshireDistrictLocalPlanJointCoreStrategy.pdf>

4.2.11. Main strategic highways through the Eastern area are:

- A3 runs east-west, passing:
 - Southern edge of Grayshott, with a junction into Grayshott
 - Northern edge of Liphook, with a junction into Liphook.
- A325 runs North-South, through Bordon (and further North to Farnborough)
- B3002 runs East-West, from Bordon through Headley to the A333 to join the A3.

4.2.12. Train stations are in the following areas and are all on the main Portsmouth to London line: Liphook; Haslemere; Liss and Petersfield.

4.2.13. The most conveniently located study area for access to services is likely to be the Chitley Way area on the southern edge of Liphook, being located approximately 550m from the mainline Liphook Train Station (2min drive/2min cycle/7min walk), and 1km from the large local service centre of Liphook (2min drive/4min cycle/12min walk). Eastern Liphook is also reasonably well located at approximately 1km (3min drive/4min cycle/13 min walk) from the Centre of Liphook and approximately 1.6km (4min drive/7min cycle/21 min walk) from the Train Station. It is approximately 16km (13min drive/50min cycle) from Liphook to the Market town of Petersfield for a higher order of facilities. Residents are also likely to travel to either Portsmouth and/or Guildford for leisure shopping.

4.2.14. Kingswood Firs is approximately 1.4km (3min drive/5min cycle/17 min walk) from the small local service centre of Grayshott, and 5.7km (9min drive/24min cycle) from Haslemere, in Surrey. Waggoner's Way estate is a similar 1.5km (3min drive/5min cycle/18min walk) from Grayshott.

4.2.15. Headley Down is some 4km (6min drive/16min cycle/??min walk) from Grayshott. It is closer to Bordon (6.7km/11min drive/20min cycle) than it is to Haslemere (10km/15min drive/35min cycle). Headley Fields has some conveniently located facilities available within the settlement, adjacent to the study area, but its nearest centre for services is Bordon (4.6km/8min drive/14min cycle), with Grayshott being a little further away at 6.1km (9min drive/27min cycle).

4.2.16. National Walking/Cycling Routes:

- Shipwrights Way

Significant Environmental and Planning Policy Designations

4.2.20. **South Downs National Park (SDNP):** The proximity of the SDNP Boundary to the southern edge of this area has a significant impact, particularly on landscape setting, views, and dark night skies. This is particularly important around the southern edge of Liphook, where the boundary of the SDNP lies adjacent to the settlement boundary.

4.2.13. **Surrey Area of Outstanding Natural Beauty (AONB):** The proximity of the Surrey AONB to Whitmore Vale and Hammer Lane is of note, as this will have an impact similar to SDNP particularly on landscape setting, views, and dark night skies.

4.2.14. **Waverley Local Plan:** Specifically policies relating to settlement hierarchy and service provision for Haslemere, Farnham, Hindhead and Beacon Hill and sustainable transport.

9. Headley Fields



Figure 9.1. Headley Fields

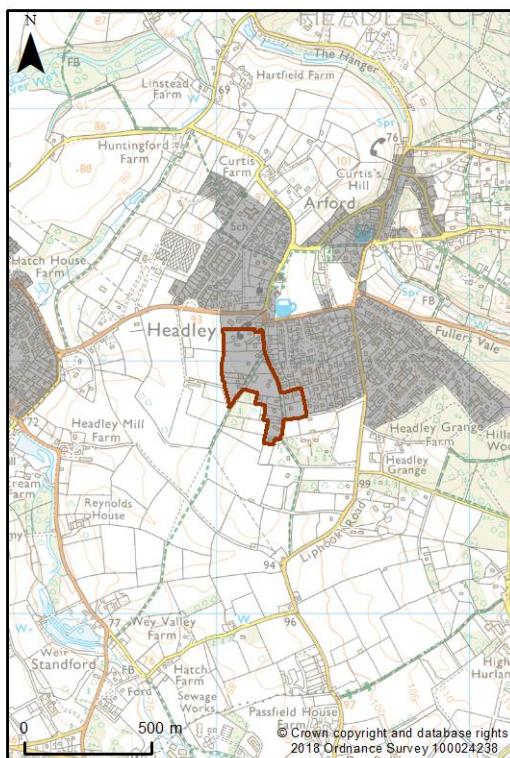


Figure 9.2. Headley Fields Location Plan

General Description

Headley Fields sits at the south-western edge of the village of Headley within the settlement boundary. The historic village core lies to the north on the other side of the main Bordon to Haslemere Road, the B3002. Headley Conservation Area extends south of the main road and abuts the northeast corner of the study area. The village of Lindford lies less than 1 km to the west.

The 7ha study area takes in 22 properties, all of which are residential. The buildings form a linear settlement along private roads with a single point of entry from the main road. There is no vehicle access along them other than to access residential plots. To the west and east lies open farmland. The land slopes gently from east to west falling overall by just 8m. The study area is very much enclosed by vegetation with virtually no views into it from open countryside.

Current planning policy designations:

Area of Special Housing Character Policy H9

Settlement Boundary Policy CP10

Bounded to west by Gap Between Settlements Policy CP23

Bounded to west and south by Development in the Countryside Policy CP19

Key Neighbourhood Characteristics

Landscape Character

The study area falls within Landscape Character Area **8c Whitehill to Liphook Farmland and Heath Mosaic**⁴.

Generally, Headley Fields fits the description of an area with a '*tranquil, natural character ... away from built up areas and busy roads*' (page 20⁵). The level topography and perimeter screen of mature vegetation to south and west mean the study area is very much enclosed with virtually no views into it from open countryside (*Figure 9.3*). There are very limited views out which are generally framed by vegetation.

Tranquillity mapping places the study area in the mid-range for East Hampshire⁶. Dark Night Skies mapping places the study area in category 7 to 8 (categories run from 1 to 9 across the country with 9 being the darkest skies)⁷. This represents high value dark skies (i.e. in the range 7 to 9).

Historical Development and Assets

Early OS mapping (1866 – 1889) shows the study area as open fields with some small belts of woodland and no dwellings. The land may have been part of Crabtree Farm to the east (extant, Grade II listed building). Much of the woodland and the field boundaries remain and have been incorporated into gardens. The two footpaths that run through Headley Fields today also show on this map. By 1902, three houses had been built in the southern part of the study area together with subdivision of some fields. Further development within the study area followed through the first half of the 20th century. The housing at the north end of the study area and that outside it immediately to the east was built after World War II.

Aerial photography shows little change over the last 18 years. East Hampshire District Council online planning application information, shows a good number of planning applications in recent years, mainly relating to extensions and alterations to existing properties.

⁴ East Hampshire District Landscape Character Assessment 2006

<http://www.easthants.gov.uk/sites/default/files/documents/FinalReportChapters1to6.pdf>

⁵ Wealden Farmland and Heath Mosaic

<https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType8WealdenFarmlandAndHeathMosaic.pdf>

⁶ Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008

<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

⁷ Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

Urban Structure and Built Form

Principal townscape types are **TCT 05/06 1850-1814 Terraces, Semi-detached, Small Detached/Villas and Larger Houses** and **TCT 08 Residential post 1945 to Present Bungalows (and up to 3 storey flats)**.⁸

The scattering of houses along what were footpaths was a natural expansion of the older village core. Fields were subdivided and the houses, including replacement dwellings, broadly align along the lanes but orientation varies. Most properties, even where they are replacement dwellings, follow the same pattern. The exceptions are one backland development and a small development of new houses built at the northern edge of the area (*Figure 9.4*).

The access tracks are narrow and in part are remnants of a sunken lane set between hedge banks (*Figure 9.5*). There is some evidence that these are being widened in places with the banks being cut into and vegetation lost (*Figure 9.6*). There is no highway 'paraphernalia' and no lighting on the lanes. There is no public open space within the study area and private paddocks; pasture and tennis courts are not visible from the PROWs.

The residential density is very low, at approximately 3dpha. Whilst dwellings footprints are currently similar across the study area, at around 100m², plots size vary significantly, from just under 1ha to 0.1ha. Set back of the dwelling from the road is also variable, ranging from 7m to 30m.

As far as can be seen from publicly accessible areas, there is a mixture of building form. Generally, houses are two storeys with traditional pitched roofs of slate or tile (*Figure 9.6*). Some have single storey extensions or outbuildings. Brick dominates as a walling material, but some later buildings utilise colours other than the local red brick or a mix of other materials including painted render (*Figure 9.7*).

Houses are set back from the lane and generally screened by vegetation along the frontage. Most of the earlier properties have relatively narrow gated entrances off the lane, and some have curved or canted driveways, restricting views into the plot (*Figure 9.8*). A few properties, including those at the north end of the study area, have wide driveways and extensive paved forecourts, which open up views of the houses within the plot (*Figure 9.9*).

Green Infrastructure and Environmental Designations

Vegetation is very important in setting the character of the area. All the planting within the study area is on private property. This includes much of the woodland, which provides the setting for the houses.

Vegetation bounds the developed area on two sides, with a belt of trees on the western edge of the study area and a substantial block of woodland just outside the south-west

⁸ Hampshire integrated Character Assessment, Townscape Types:
<http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

corner. Along the lanes the property frontages are formed by a combination of hedges, part evergreen and part remnant field hedges, and mass planting. Mature trees are dotted along the boundaries and within the plots, and there are substantial blocks of woodland within plots further screening the buildings. Much of the woodland is made up of native species but there are also some fine 'exotics' possibly planted when the first houses were built in the late 1800's (*Figure 9.10*).

A few trees are covered by individual TPOs and there is one group TPO. There are no environmental designations within or immediately outside the study area. The open farmland that lies to the west and east is generally grade 3 agricultural land.

Movement and Connectivity

The nearest bus stops are located on the B3002 with a regular bus service between Aldershot and Haslemere⁹. From the main road there is a single point of entry for all traffic, vehicle and pedestrian into Headley Fields. From there a single track, unmade lane runs southwards and then divides, with one lane running south-west, the other south-east. The latter connects with the adopted highway network to the east. These lanes that make up Headley Fields are public footpaths giving walkers access to the countryside to the south. The village centre with its limited services and facilities lies to the north.

The roads in Headley Fields are unadopted and unmade and because of their width and unpaved surface, vehicle movement is slow and effectively limited to access only. Vehicle parking is all on private property (on plot).

Evaluation

Key characteristics of Headley Fields the give it its special character are:

- Very low density with development largely hidden from view
- Very tranquil environment: unlit, unmade, unadopted roads with no through vehicle traffic, enclosed by robust green infrastructure (blocks of woodland, old field hedges and garden planting)
- Green edge to settlement with countryside to south and west.

⁹ documents.hants.gov.uk/passenger-transport/HampshireMapsandfrequencyGuideJun18.pdf

Sensitivities

- Roadway improvements could change character
- Further development could eat away at green infrastructure and particularly green buffer to south and east
- Loss of trees within plots/gardens could open up views.

Key Issues and Trends

In the recent past there has been:

- Some small-scale backland development
- Some expansion of gardens into woodland outside domestic curtilage
- Some suburbanisation on garden frontages with introduction of fencing (*Figure 9.11*), block pavements and other urban features
- New development just east of area has kept woodland to the south and created attractive new meadow space (*Figure 9.12*), but the layout of the buildings if repeated would suburbanise the area (*Figure 9.13*).

Broad Policy Objectives/ Neighbourhood Management Considerations

- Protect /retain green infrastructure
- Protect /retain clear edge of settlement
- Avoid suburbanisation of access roads and frontages
- Resist any new lighting that will affect dark night skies and discourage introduction of large amounts of glazing and/or rooflights.

Consider whether H9 policy should be replaced by a district-wide design policy and supporting supplementary planning guidance.

From the Landscape Character Assessment, relevant 'Development Considerations' include:

- *"Conserve the landscape setting of settlements, particularly woodland and hedgerow which provide enclosure and containment*
- *Conserve the rural setting of settlements e.g. Headley and Lindford*
- *Ensure new development is carefully assessed to avoid damage to existing vegetation*
- *Future planning applications to include detailed landscape proposals including access gates, driveways and boundary treatment; planting and its management to ensure succession and replacement planting; details of external lighting (page 197)"¹⁰*

¹⁰ Wealden Farmland and Heath Mosaic

<https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType8WealdenFarmlandAndHeathMosaic.pdf>

Photographs of Headley Fields



Figure 9.3. Perimeter trees west of Headley Fields



Figure 9.4 Large driveways



Figure 9.5. Unmade surface



Figure 9.6 Damage to hedgebanks



Figure 9.7. Traditional materials



Figure 9.8 Gated driveway



Figure 9.9 Shared driveway

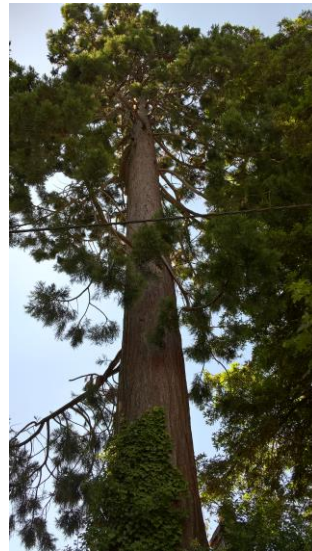


Figure 9.10 Mature trees



Figure 9.11 Northern end of Headley Fields



Figure 9.12 New meadow



Figure 9.13 New housing development

10. Headley Down

H10 Policy Area



Figure 10.1 Headley Down

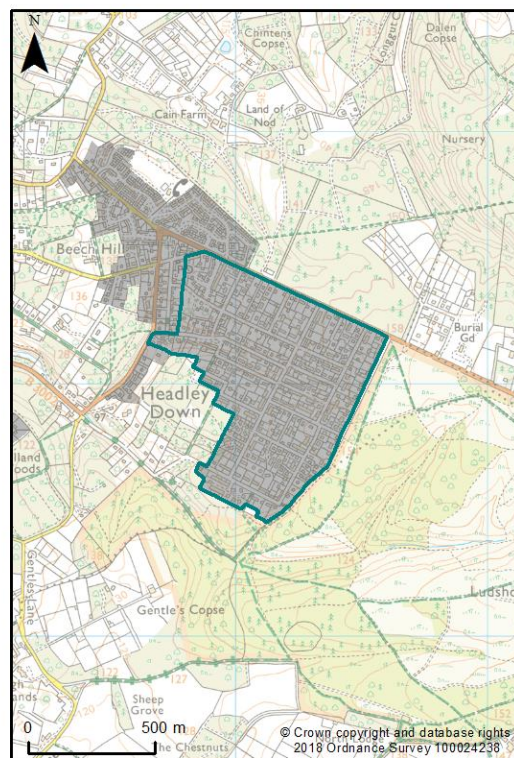


Figure 10.2: Headley Down Location Plan

General Description

Headley Down lies to the east of Headley and Arford villages, half way between Bordon and Grayshott. The site adjoins the National Trust reserve of Ludshott Common on its east and south sides, with the B3002 forming its north-eastern and western boundary.

The 53ha study area includes approximately 640 properties and forms the bulk of Headley Down south of the Grayshott Rd and east of Beech Hill, with the other residential areas of Heatherlands and Beech Hill adjoining its north-west corner. The settlement is a residential area, in the form of a grid layout of roads and plots. Land use within the area is almost all residential, apart from a small garage services business.

The site slopes from a high point of 157m at the north-east, down to 111m at Pond Road in the southwest corner. The north and south of the site are relatively level, with a central valley running east to west.

The Surrey Hills Area of Outstanding Natural Beauty is 1.3km to the east, and the South Downs National Park boundary is 3km to the south-east.

Current policy designations

Special Housing Area Policy H10

Settlement Boundary Policy CP10.

Key Neighbourhood Characteristics

Landscape Character

The site is situated in the Greensand Hills, within Landscape Character Area **9b Ludshott and Bramshott Commons**¹¹, where settlements are absorbed and contained by woodland and well-integrated into the landscape.

There is a strong sense of seclusion and remoteness from urban areas, because of the woodland structure and trees within the site, particularly in the central and southern parts (*Figure 10.6*). The northern area, closer to the Grayshott Road, is more open, with fewer large trees (*Figure 10.3*). Strong woodland edges to the east and south provide enclosure and a buffer to the heathland of Ludshott Common. A variety of cultivated tree and shrub species within the site gives a woodland garden feel through much of the area.

Views are generally restricted by vegetation, although there are some open vistas across properties in the lower part of the site (*Figure 10.9*). No long-range views have been identified. Telegraph poles and overhead cables feature in the streetscape.

There is a tranquil secluded ambience. The absence of street lighting retains relatively dark night skies. Tranquillity mapping places the study area in the low to mid-range for East Hampshire¹². Dark Night Skies mapping places the study area in category 6 (categories run from 1 to 9 across the country with 9 being the darkest skies)¹³.

Historical Development and Assets

Woodland and heathy unenclosed commons have historically dominated the area, with activity restricted since prehistoric times to exploitation of the woodland resources. There is little evidence of historic remains: the earliest buildings date from about 1900.

“Once heathland, The Down was developed gradually from the early 1900s onwards – originally as a place for people to build small country retreats in the healthy air near Hindhead, known then as the English Switzerland.” (Exploring Headley Leaflet)¹⁴

¹¹ East Hampshire District Landscape Character Assessment 2006

<http://www.easthants.gov.uk/sites/default/files/documents/FinalReportChapters1to6.pdf>

¹² Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008

<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

¹³ Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

¹⁴ From ‘Exploring Headley’ leaflet

As the buildings are mainly from the latter 20th century, there are few distinctive older buildings in the area site. Those that do exist include the 'Old Village Stores' on Wilsons Road dating from the early 20th century (*Figure 10.10*).

Urban Structure and Built Form

The principal townscape types are **TCT 07 Residential 1915-1945** and **TCT 08 Residential Post 1945 –Present (Houses and Bungalows and up to 3 storey flats)**¹⁵

The settlement has been developed with individual plots along rectilinear grid of roads, although there are a few instances of newer cul-de-sacs with clusters of between seven to fifteen dwellings where a large single plot has been subdivided (*Figure 10.8*).

Properties are mainly 20th century, evenly built up with relatively compact plot sizes, accessed by narrow roads, including several that are unmade (*Figure 10.4*). Detached one and two storey dwellings are the dominant building forms, and the style is suburban rather than urban. There are a great variety of house styles and materials, including Barn, neo-Tudor and Spanish. Some sloping plots adjoining the central valley have split level development. Plots are mainly enclosed, except for open frontages in some of the cul-de-sacs. There is also a wide variety of frontage treatments, although a large number are hedged. There has been some loss of green frontage in places (*Figure 10.7*).

Most land falls within private plots, with only narrow verges if any within the public realm. There is very little undeveloped land left within the study area. Honeysuckle Lane is the exception, with mature oaks in a wide verge. There is one small public open space within the study area.

The density of dwellings is relatively high for its rural setting, at 12dpha (compared to other settlement edge sites in East Hampshire). Most houses are aligned with the road and secluded within their plot. Most of the dwellings in Headley Down have a similar footprint circa 100m². The majority of plots are around 0.10ha to 0.07ha. There are a few larger plots, with the largest being 0.26ha, and a few smaller plots of around 0.03ha.

Green Infrastructure and Environmental Designations

The study area has a high level of tree cover, with both individual trees and woodland blocks. Woodland boundaries to Ludshott Common around the north, east and south of the site provide an effective buffer between the settlement and countryside.

As well as hedges, which are mainly evergreen, frontage vegetation includes a number of mature trees. Many of the larger trees within the site, including a number of very tall pines, are very mature (*Figure 10.5*). A number of individual and groups of trees are covered by TPOs.

¹⁵ Hampshire Integrated Character Assessment, Townscape Types
<http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

Ludshott Common is a SSSI and part of the Wealden Heath Phase II Special Protection Area. The Ancient Woodland of Gentle's Copse is 200m to the south, and Fullers Vale Wildlife Pond lies to the southwest at the junction of Pond Road and Beech Hill.

Movement and Connectivity

To the west of the site, St Francis Church adjoins Beech Hill garage, close to the former village Post Office and shop at the northwest corner. The shop is now closed and the closest is now at Heatherlands, approximately 10 minutes walk further west, served by a mobile post office. There is a regular bus service, with stops on Grayshott Road and Beech Hill, while Liphook and Haslemere train stations are approximately 10kms away¹⁶.

Being a joined-up network of lanes, the site is permeable. Public rights of way complete pedestrian links across the site, both north to south and east to west. There are good links to bridleways and the open land of Ludshott Common. A local walking trail passes through the site from the Land of Nod estate, north of Grayshott Road, through to Pond Road in the south.

A small open grassed area of 0.25ha at the western end of Fairview Road is designated as a 'Play Space'.

The main Grayshott Road (adjacent to the study area) is busy, with a 40mph limit, reducing to 30mph 0.5km east of Beech Hill Junction. It has a footway on its south side, but street lighting only on the section west of Wilsons Road.

Roads are generally narrow, many with pinch points, while several are unmade and unadopted. In some instances, there are narrow verges and footways. There is no street lighting within the estate. Parking is nearly all off-road, contained within properties.

Evaluation

Key characteristics of Headley Fields:

- Settlement absorbed and contained by woodland buffer
- Grid layout of roads with individual plots, most benefitting from green frontages.
- High level of green infrastructure within site.
- Tranquil environment

Key Issues and Trends:

There has been little new housing development over the last ten years, and restricted scope for backland development given the size of most plots. Key issues and trends include:

- Replacement of bungalows/small dwellings with larger properties, e.g. on Grayshott Road
- House extensions
- New or enlarged garages

¹⁶ documents.hants.gov.uk/passenger-transport/HampshireMapsandfrequencyGuideJun18.pdf

- Larger paved areas for vehicle access and parking
- Green frontages replaced by fences or walls in places.

Sensitivities

- Vegetation on frontages and within plots, particularly mature trees, is vulnerable to new development
- The woodland at the edge of Ludshott Common is an essential buffer enabling the development to be absorbed within the landscape
- Tranquillity is high, despite the frequent traffic movements within the site. There is no street lighting at present, or formal highway character
- Views of the development are limited by vegetation within and around site, as described above. Mature trees are important within site – houses on valley sides have views over lower properties where there are no trees, or trees have been lost.

Broad Policy Objectives/ Neighbourhood Management Considerations

- Conserve the tree and woodland cover that contains and softens the settlement. Identify and protect trees at risk
- Restrict the height and size of buildings to avoid erosion of landscape character. Recommend second storeys to be within roof where permitted
- Encourage sensitive accommodation of private vehicles, including restricting width of access, extent of hard surfacing and garaging
- Encourage retention or reintroduction of green frontages, and replacement planting where trees and vegetation have been lost within the plot
- Avoid road improvements, which would introduce standard highway clutter or markings, or street lighting, which would reduce tranquillity.

Consider whether H10 policy should be replaced by a district-wide design policy and supporting supplementary planning guidance.

Photographs of Headley Down



Figure 10.3 A more open character to northern part of site



Figure 10.4 Several roads are unmade.



Figure 10.5 Tall trees provide setting for development



Figure 10.6 Secluded leafy character in south of ...



Figure 10.7 Loss of green frontage



Figure 10.8 Plot subdivision at Telconia Close



Figure 10.9 Views over lower plots in some areas



Figure 10.10 An older property on Wilsons Road

11. Whitmore Vale and Hammer Lane



Figure 11.1. Northern end of Whitmore Vale

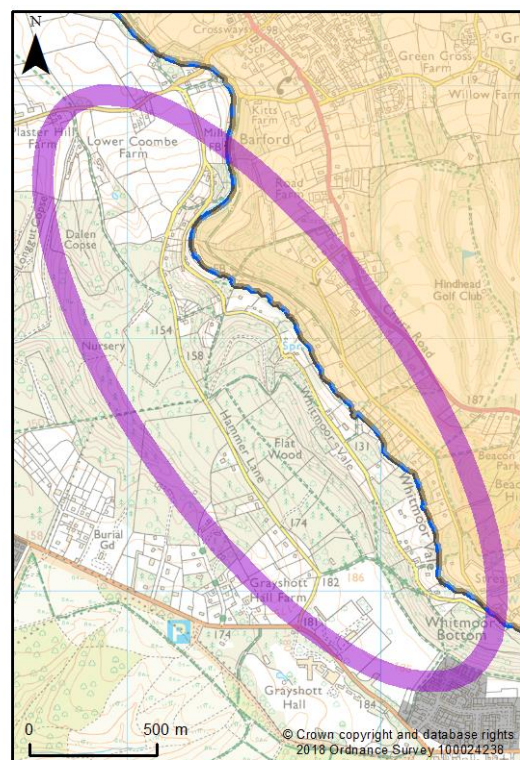


Figure 11.2. Whitmore Vale and Hammer Lane, Location Plan

General Description

Whitmore Vale and Hammer Lane run north-west from the edge of Grayshott, parallel to the Surrey border. Whitmore Vale is a turning off Whitmore Vale Road about 1 km from the village, while Hammer Lane turns off Headley Road (B3002) opposite Grayshott Hall, about 1.5 km out. The area of interest focuses on the two lanes, each over 2 km in length, joining at their northern ends. Hammer Lane continues to the north, joining Churt Road.

Approximately 80 properties are located along the lanes, in a dispersed arrangement, where the woodland largely contains and integrates their built edges. Development is mainly residential, with two agricultural properties.

Hammer Lane follows a ridge and then drops down at its northern end, while Whitmore Vale runs close to the bottom of the steep sided north-east facing valley. A watercourse runs along the bottom. Levels across the area of interest vary from a high of 180m to a low of under 100m.

Countryside policies apply, as the area is outside the settlement boundary. The Surrey Hills Area of Outstanding Natural Beauty directly adjoins Whitmore Vale to the east, and the SDNP boundary is 3 km to the south.

Current policy designations:

Development in the countryside Policy CP19

Neighbourhood Character

This area falls within Landscape Character Area **9b Greensand Hills – Ludshott and Bramshott Commons**¹⁷. This acidic woodland setting is referred to by the Landscape Character Assessment as ‘*a rural and tranquil landscape with a sense of intimacy and secrecy*’¹⁸ (Page 193).

The area of interest has a deeply secluded rural character. Short-range views are limited by vegetation, and not much development is visible except where frontages have been cleared e.g. at the southern end of Hammer Lane. Long-range views are limited, but there are views out across the valley between trees, particularly from the northern end of Hammer Lane, where several properties have taken advantage of this with terraces and large windows (Figures 11.1 and 3). There are likely to be corresponding views from east to west.

There is a strong sense of seclusion and remoteness from urban areas. Tranquillity mapping places the study area in mid-range for East Hampshire¹⁹. Dark Night Skies mapping places the study area in category 8-9 (categories run from 1 to 9 across the country with 9 being the darkest skies)²⁰. This area has very high value dark skies.

Historical Development and Assets

Woodland has historically dominated the area, with activity restricted since prehistoric times to exploitation of the woodland resources. There is little evidence of historic remains.

The area was first developed as ‘Barford’ at the northern end in the late 19th century, together with some properties along the river. Small-scale field enclosures were evident along the lower slopes of Whitmore Vale at this time. Apart from some fields near the Headley Road, higher land appears to have remained woodland and heath.

Existing houses have been enlarged and additional properties built very gradually over the last century.

¹⁷East Hampshire District Landscape Character Assessment

<http://www.easthants.gov.uk/sites/default/files/documents/FinalReportChapters1to6.pdf>

¹⁸ <https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType9GreensandHills.pdf>

¹⁹ Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008

<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

²⁰ Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

Urban Structure and Built Form

As this is not an urban area, it does not fall within any of the townscape categories. The nearest Townscape Description is **TCT 02 Rural settlement**²¹, but this is intended to describe small, once rural settlements that have been subsumed within the suburbs of a town, so is not directly applicable here.

Both lanes have a dispersed ribbon development of individual properties and retain their predominantly rural character (*Figure 11.5*). Wooded verges adjoin the lanes, but on the valley side the roadside banks rise and drop away steeply.

The dwellings along Whitmore Vale and Hammer Lane occur in loose clusters, interspersed by fields. Where they do occur, the residential density is around 2.4dpha, which is extremely low.

Properties are generally secluded within their plot, other than at the northern end where a number of houses and cottages are aligned close to the road (*Figure 11.4*). Most properties are detached, at varied orientations, and there is a mix of cottages and large houses. Some of the bigger ones are subdivided into multiple dwellings. There is evidence of properties being extended, but there has been no large-scale increase in development. Frontages are generally green, although there are some with prominent fences or walls.

Green Infrastructure and Environmental Designations

Much of the vegetation is semi-natural ancient woodland. The largest of these is Whitmore Hanger in the south east of the study area, running northwest parallel to Whitmore Vale (*Figure 11.10*). The high level of woodland cover provides a very effective buffer to development.

Frontage vegetation varies from natural woodland edge to formal evergreen hedges, although in most areas the natural vegetation character predominates. Vegetation within plots is particularly important at the northern end, where it helps to absorb the development on the steeper slopes.

Woodland adjacent to the golf driving range at the Hammer Lane/Headley Road junction has been protected by a TPO. Otherwise there are no orders covering this area. The semi-natural ancient woodland of Whitmore Hanger is also a designated SINC. The internationally important unenclosed heathland common at Ludshott, part of the Wealden Heaths SPA and designated SSSI, is within 0.5 km to the south west.

Movement and Connectivity

The nearest local services are in Grayshott, 2 to 3 km away. Gradients may discourage cycling, so residents are likely to be very car dependent. Haslemere station is less than 10 km away. There is a regular bus service along Headley Road close to the junction with

²¹ Hampshire Integrated Character Assessment Townscape Types:
<http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

Hammer Lane, but this is some distance away from most properties²². The A3 is 4 km away, with access via the Grayshott junction.

There are a number of footpaths and bridleways through the woodland separating the two lanes, with links across the watercourse to the Surrey side of the valley. Road access is along the very narrow, long lanes. Whitmore Vale is a single-track road with passing places, and Hammer Lane is only a little wider. There are no footways alongside the lanes, and no street lighting. There is almost no scope for on-road parking.

Evaluation

Key characteristics of Whitmore Vale and Hammer Lane are:

- Narrow lanes in a wooded countryside setting
- Very low density, with properties dispersed
- Rural and tranquil environment
- Views to Surrey Hills AONB.

Key Issues and Trends

- Very narrow lanes, able to take only a limited amount of traffic restricted to low speeds.
- Replacement dwellings and two storey extensions.
- Suburban or urban treatment of frontages in some places erodes rural character
- Increased provision for vehicle access – wider driveways, parking areas and garaging - especially difficult to accommodate vehicle access on steep gradients. Sightlines are opened up to improve visibility for pulling out into the narrow, single track lanes.
- Extensive areas of glazing will affect tranquillity and dark skies.
- Development close to road on steep gradients can require retaining walls, introducing urban characteristics.

Sensitivity

- The sense of tranquillity and seclusion created by the woodland cover and rural setting.
- The narrow lanes, which contribute to the experience of travelling through this landscape, are vulnerable to traffic pressures and the erosion of verges and banks.
- Green, natural frontages, which are vulnerable to replacement with urban or suburban treatment.

Broad Policy Objectives/Neighbourhood Management Considerations

- Conserve vegetation and tree cover. Identify and protect trees at risk
- Minimise new development to avoid putting pressure on lanes as an access route

²² documents.hants.gov.uk/passenger-transport/HampshireMapsandfrequencyGuideJun18.pdf

- Avoid highway ‘improvements’ that would widen the lanes or introduce a formal highway character
- Discourage or require careful detailing of development that requires construction of prominent retaining walls on the frontage
- Restrict the scale of replacements and extensions, and limit the extent of glazing to conserve dark night skies
- Encourage sympathetic accommodation of private vehicles and access
- Encourage retention or re-establishment of green frontages with natural planting and avoid introduction of suburban features.

The Whitmore Vale and Hammer Lane area has been put forward for consideration as a potential area for inclusion in a Special Housing Area Policy. Whilst the area shares some characteristics with the H9/H10 areas, it is not situated within a settlement boundary. Making this potential designation a more complex issue. The current policy covering this area is the Development in the Policy CP19 – Development in the Countryside.

Current policy CP19, states that the only development allowed in the countryside will be that with a genuine need for a countryside location such as is necessary for farming, forestry, or other rural purposes. Potential planning applications for new residential development will need to conform to this policy (or its replacement) first. Applications for alterations to existing dwellings would also be assessed in relation to their landscape context, so an updated/revised policy CP20 – Landscape would also apply. It is considered that due to its placement in the countryside that its inclusion in a potential H9/H10 policy replacement should be largely unnecessary.

Photographs of Whitmore Vale and Hammer Lane



Figure 11.3 Views eastward to the Surrey Hills AONB



Figure 11.4 Cottages aligned close to the lane



Figure 11.5 Natural setting to Hammer Lane



Figure 11.6 A suburban frontage contrasts with its setting



Figure 11.7 Lane widenings at driveway access



Figure 11.8 A more urban style boundary treatment

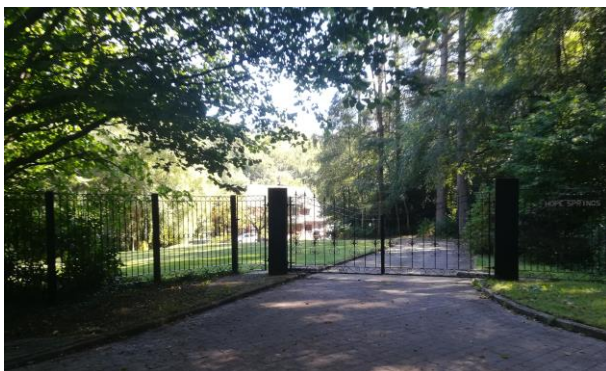


Figure 11.9 Secluded properties in Whitmore Vale



Figure 11.10 Whitmore Hanger forms backdrop to lower plots

12. Kingswood Firs, Grayshott



Figure 12.1 Kingswood Firs

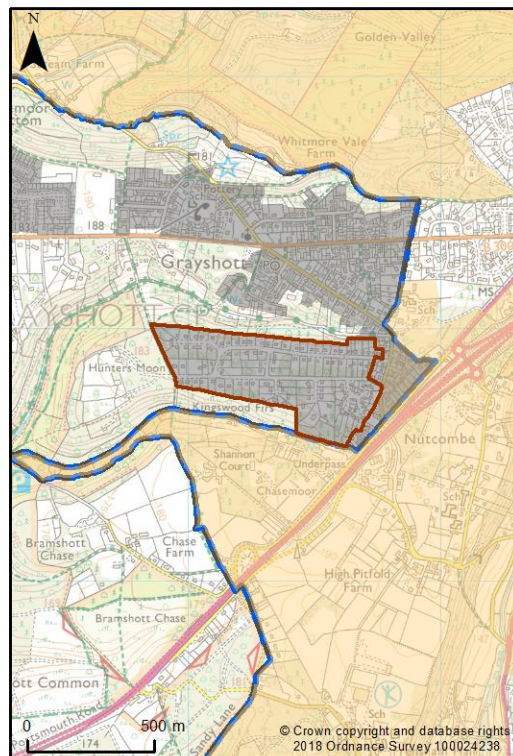


Figure 12.2. Kingswood Firs Location Plan

General Description

Kingswood Firs is located on the southern edge of Grayshott village, off Crossways Road, with the A3 corridor immediately to its east. The 25ha neighbourhood is entirely residential with approximately 120 properties, and is served by two long straight roads, Kingswood Firs and Mowatt Road, linked to form a loop. The site is enclosed by woodland and has a suburban pattern of very low-density individual plots set out along the roads.

At an elevation of 250 metres, it is in one of the highest parts of the district. The site occupies a level ridge top, with steep wooded slopes around its north and south edges, dropping over 20m to wooded valleys. The site is designated an H9 Area of Special Housing Character and lies within the Grayshott settlement boundary.

It directly adjoins the Surrey Hills AONB to the south and east and is 2 km north of the SDNP boundary.

Current policy designations:

Areas of Special Housing Character Policy H9
Settlement Boundary Policy CP10.

Key Neighbourhood Characteristics

Landscape Character

The site falls within Landscape Character Area **9b Greensand Hills – Ludshott and Bramshott Commons**²³. The assessment states “*The expanded villages of Headley Down and Grayshott connected by the B3002 are absorbed by woodland and well-integrated into the landscape.*”(Page 194).²⁴

This landscape has distinctive sandy soils, with an associated vegetation of pines and rhododendrons. The area has a strong sense of quiet rural seclusion, remote from urban settlement, with no urban features other than street lighting and footways. Tall blocks of woodland are prominent within and around residential development. Property frontages are often formed of tall clipped hedges, with occasional open frontages. The woodland backdrop on the surrounding slopes screens the development effectively and limits views in and out. The neighbourhood is absorbed and contained by woodland, and well-integrated into the landscape. There are short-range views along the roads, especially the southern arm which is straight and level.

It has a spacious, tranquil ambience, secluded from the urban influence of nearby Grayshott (Figure 12.3) Tranquillity mapping places the study area in mid to high range for East Hampshire²⁵. Dark Night Skies mapping places the study area in category 5 to 6 (categories run from 1 to 9 across the country with 9 being the darkest skies)²⁶.

Historical Development and Assets

Prior to the development of the area, Kingswood Firs was a wooded or heathland area with one long, straight avenue leading from Crossways Road to the original Kingswood Firs (now ‘Hunters Moon’), a large detached property built around 1900. This road now forms the southern part of the loop road serving the estate. Although some of the properties in Mowatt Road were built prior to 1937, most development occurred between 1962 and 1969.

There are no conservation areas or listed buildings within the site.

²³ East Hampshire District Landscape Character Assessment 2006

<http://www.easthants.gov.uk/sites/default/files/documents/FinalReportChapters1to6.pdf>

²⁴ <https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType9GreensandHills.pdf>

²⁵ Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008

<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

²⁶ Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

Urban Structure and Built Form

The main townscape type is **TCT 08 Residential, Post 1945 to Present**²⁷.

The earliest properties, on the north side of Mowatt Road, are set close together and aligned with the road, giving a distinct building line (*Figure 12.4*) in contrast to the remainder of the estate. Elsewhere the settlement has been developed with individual plots at a very low density of around 5dpha. Very large plots predominate often including woodland areas (which are not included within domestic curtilage), set around the wide loop road. Some plots have been subdivided to create clusters of properties around cul-de-sacs e.g. Tudor Close, developed in the 1970s (*Figure 12.8*).

Most of the residential plots are rectangular, with a typical plot frontage width of around 35-40m, on a plot size of around 0.24ha. Dwelling sizes can be typically around 200- 300m². Corner plots tend to be larger and more rhomboid/diamond in shape. The smaller plots within the cul-de-sac of Tudor Close are more typically 0.05ha, with a 15m wide frontage onto the road with dwelling sizes around 100m².

Most buildings are set back from the road frontages (by around 15m for dwelling on the principal loop roads, and by an average of 6m on the smaller plots in the cul-de-sac of Tudor Close), and generally aligned with and facing the road. Houses are generally typical of mid-20th century style, single 'bungalow' or two storey brick built buildings with concrete pantile gabled roofs. Barge boards and window frames are often white painted. The Mowatt Road properties are mainly two storey with clay tiled roofs, tile hanging and brick or white rendered walls. Tudor Close properties have hipped roofs, reducing their visual impact. Frontages are generally green or open frontages, although some have been fenced (*Figures 12.7 and 9*).

Green Infrastructure and Environmental Designations

The acid woodland forms a strong infrastructure enclosing the site around the edges of the plateau, as well as dividing plots. Wooded slopes around the site form an effective buffer, containing the development. Most of the land in the study area falls within private plots but both roads have wide grass verges containing a number of trees.

There is a mixture of open grassed frontages and evergreen hedging, often high. Kingswood Firs has the remnants of a line of mature pines, possibly remnants of the original avenue. Vegetation within plots includes woodland, not included within the domestic curtilage, which is an important feature of the landscape character.

TPOs cover several areas and individual trees within the study area.

²⁷ Hampshire Integrated Character Assessment, Townscape Types
<http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

No designations affect the site itself, but the internationally important SSSI of unenclosed heathland common at Ludshott, and part of the Wealden Heaths SPA, is within 1 km to the south-west.

Movement and Connectivity

Grayshott village is 1 km to the north and the A3 is 1km to the east. There are bus stops on the adjoining Crossways Road, although services are irregular²⁸. Haslemere train station is 4 km to the southeast.

A public right of way passes the western end of the site, accessible from the end of Kingswood Firs (*Figure 12.10*) This links to other rights of way, connecting north to Grayshott village, and westward to Waggoners' Wells and the National Trust reserve of Ludshott Common.

Roads within the site are all adopted and have footways, generally on both sides. The road layout is a simple unclassified, metalled loop distributor off the 'C' road of Crossways Road (which has five cul-de-sac side turnings). Parking is almost all off-road. All the roads have street lighting, with low-level columns.

Evaluation

Key Characteristics of Kingswood Firs, which give it its special character are:

- Spacious, very low-density neighbourhood.
- Settlement absorbed and contained by woodland
- Properties secluded within plots, with mainly green frontages.
- Tranquil, rural character

Key Issues and Trends

- Larger replacement dwellings and extensions.
- Ongoing pressures for single storey dwellings to be replaced by larger, two storey buildings, as well as infill and backland development
- Increased provision for vehicle access: wider driveways, parking areas and garaging. Enlarged garages, parking areas and driveways introduce more extensive hard features, which can be more easily seen.
- Green frontages replaced with fencing.
- Clearance of woodland to make way for development or to open up garden areas
- The cumulative effects of woodland clearance are evident in several areas within the site. Further clearance would gradually erode the secluded character. This includes recreation features such as tennis courts.

Sensitivity

- The high tranquillity levels which can be eroded by insensitive development

²⁸ documents.hants.gov.uk/passenger-transport/HampshireMapsandfrequencyGuideJun18.pdf

- The enclosed woodland character. There are limited views within and from outside due to strong woodland belts, but this could change with tree and hedge clearance, taller and larger buildings and any increase in driveway accesses
- Green frontages.

Broad Policy Objectives/ Neighbourhood Management Considerations

- Protect and manage the surrounding buffer woodland on slopes around the site
- Conserve trees and woodland within the site. Protect trees at risk. Require replacement planting to compensate for any clearance
- Encourage the retention or re-establishment of green frontages
- Restrict backland development where it would encroach on woodland buffer
- Restrict scale of development. Limit height, size and density of buildings. Recommend second storey to be within roof where permitted
- Encourage sympathetic accommodation of private vehicles, including access, parking and garaging.

Consider whether H9 policy should be replaced by a district-wide design policy and supporting supplementary planning guidance

Photographs of Kingswood Firs, Grayshott



Figure 12.3 Spacious layout, with wide verges



Figure 12.4 Older properties in Mowatt Road



Figure 12.5 Properties often extended or enlarged



Figure 12.6 Single storey dwellings have minimal



Figure 12.7 Loss of green frontage



Figure 12.8 Cul de sac development of Tudor Close



Figure 12.9 An open frontage



Figure 12.10 Footpaths link to western end of

13. Waggoners Way Estate



Figure 13.1. Drovers Waggoners Way

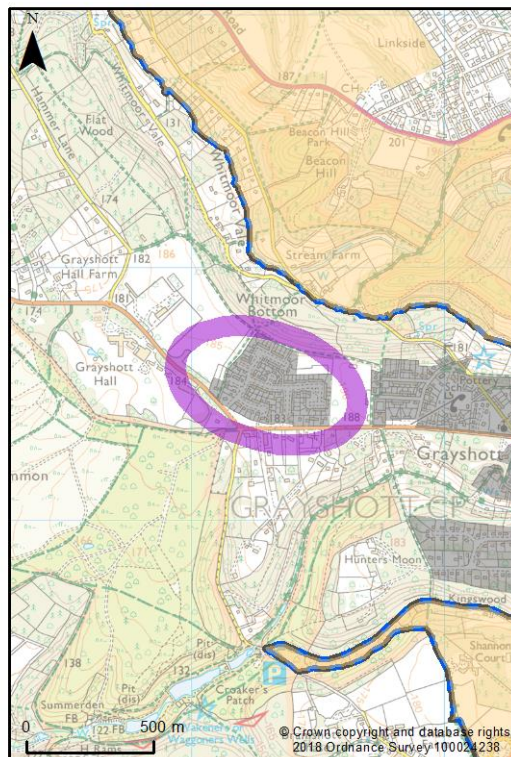


Figure 13.2. Waggoners Way Estate Location Plan

General Description

The Waggoners' estate lies just to the west of Grayshott village, north of the B0032. The name Grayshott is thought to signify 'a clearing in the woods' and it is still very much enclosed by woodland. The Surrey Hills AONB lies to the east and north. Grayshott sits on elevated, undulating ground on the resistant sandstone of the Hythe beds. To the north and south of Grayshott, streams are set in deep valleys. Waggoners' estate is bounded by a steep, wooded slope, which runs down to Whitmore Vale.

The area of interest takes in approximately 116 residential properties. There are no commercial or other non-residential uses within it. The development takes the form of a loop road off the main road with cul-de-sacs off it. The estate together with two properties to the west essentially forms a defined, discrete settlement separate to that of the village itself.

Land use immediately adjacent is a mixture of farmland and woodland to the west and north and recreational (allotments and sports pitch) to the east. The development benefits from a broad belt of trees on highway land between it and the B3002, which screens and encloses it.

The estate itself is broadly level with a variation of just 6m across the whole area, with a high point at 189m above OS datum in the east. However, at the northern edge of the estate the land drops down sharply to around 124 m above OS at the stream in Whitmore Vale.

Current policy designations:

Settlement Boundary Policy CP10

Surrounded by areas subject to Development in the Countryside Policy CP19

Bounded to west by Gap between Settlement policy CP23

Surrey Hills AONB

Key Neighbourhood Characteristics

Landscape Character

The area of interest falls mainly within Character Area **9b Greensand Hills – Ludshott and Bramshott Commons** ²⁹.

The Assessment describes the area as a *'rural and tranquil landscape with a sense of intimacy and secrecy.'* (page 193)³⁰.

Key characteristics include:

- *A mosaic of woodland supporting variation in type and structure (including sessile oak and beech woodland, coppice and mixed and coniferous plantation) with some ancient woodland on the steeper valley sides*
- *Small regular pastoral fields occur in woodland clearings sometimes containing paddocks*
- *(the settlement of Grayshott is) 'contained by woodland and well-integrated into the landscape. (page 193) ³¹.*

The development is well screened by mature trees on all but the east side. These mature trees not only screen the buildings from view from outside the site, they also provide the backdrop to the housing (*figure 13.3*) and muffle traffic noise from the main road.

Tranquillity mapping places the study area in low to mid-range for East Hampshire³².

Dark Night Skies mapping places the study area in category 7 (categories run from 1 to 9

²⁹ East Hampshire District Landscape Character Assessment 2006

<http://www.easthants.gov.uk/sites/default/files/documents/FinalReportChapters1to6.pdf>

³⁰ Greensand Hills <https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType9GreensandHills.pdf>

³¹ Greensand Hills <https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType9GreensandHills.pdf>

³² Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008
<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

across the country with 9 being the darkest skies)³³. This means the area has high value night skies.

Historical Development and Assets

Historic OS mapping shows the area as open farmland with blocks of woodland, most of which remain today, and with just a single farm building. The first two houses to be built north of the main road appear on mapping dating from the end of World War II. The Berg housing was built in the 1970s and just a handful of houses have been added in recent years.

Urban Structure and Built Form

The main townscape type is **TCT 08 Residential Post 1945 – Present (Houses Bungalows and up to 3 storey flats)**.³⁴

The 20th century housing is laid out as a loop road with cul-de-sacs off it. There are two junctions with the main road, with Drovers Waggoners Way and Halters End, but the development takes no through traffic. It appears to have been infill on what was farmland. Since the Berg development was constructed some new, larger houses have been built on the west side (*Figure 13.3*). The Berg houses are mainly single storey, some link detached. There are a handful of Berg two storey houses at the southern end of the development (*Figure 13.4*). Many of the single storey houses have modest extensions and or garden rooms (*Figure 13.5*), however because these too are generally low, matching the storey height of the bungalows, they are largely screened by garden fences or hedges with often only the roof being visible.

As with other Berg developments there is a mix and match approach to building form and use of materials, leading to a considerable number of variations. The overall effect is relatively modest and unpretentious. The public realm is generous with wide access roads, grass verges and footways throughout (*Figure 13.6*). This, combined with generally open frontages, gives an effect of openness and space. There is almost no public open space within the area of housing other than roadside verges. The exception is a small central area of grass and trees at Horseshoe Bend (*Figure 13.7*), which is in the ownership of East Hants District Council. The nearest public open spaces are sports pitches to the east and the commons to the south.

Green infrastructure and Environmental Designations

Virtually all the green infrastructure is on private property with the exception of that at Horseshoe Bend.

The trees around the development provide the backdrop to the housing and screen it from view (*Figure 13.8*). Planting within front gardens helps to screen and soften views

³³ Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

³⁴ Hampshire Integrated Character Assessment, Townscape Types: <http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

of the houses and cars but is generally not of sufficient stature to have an impact within the wider landscape (*Figure 13.9*). The oak woodland immediately to the west is covered by a group TPO.

The trees on highway land on the north side of the Waggoners Way appear to have no protection but provide an important screen. The woodland to the north is designated as both semi-natural Ancient Woodland and SINIC. There are no other designations, including TPOs, immediately adjacent or within the site, however to the south the landscape of the two commons is covered by a number of designations. Ludshott Common, just 75m from the houses on Bridle Close is designated as a SPA and a SSSI, and buffer zones to environmentally designated areas are therefore a consideration.

Movement and Connectivity

There are good local services within the centre of Grayshott some 2 km to the east. The village has a church, pub, primary school, large village hall and a range of shops. There is a regular bus service on Headley Road between Bordon and Haslemere (the closest train station, with services to London). Three footpath links exist within the development running roughly north-south; they give access to the footpaths through woodland to the north and to the Headley Road (*Figure 13.10*).

Generally, all roads within the area of interest are adopted and made up, and although lit at night, light columns are low and widely spaced. There are footways throughout the development and along the north side to Headley Road going towards the village centre.

During the day traffic volume and speeds are low and there is essentially no through traffic. Road lining and signage are minimal (*Figure 13.11*). Parking is predominantly off-road/ on driveways.

Evaluation

Key characteristics across the Waggoner's Way area are:

- Leafy and tranquil suburban development
- Consistent building style and materials largely unchanged since original development built
- Good access to the countryside (network of PROWs and open access land at Ludshott and Bramshott commons) but close to services in Grayshott village.

Keys Issues and Trends

- Very little change since Berg development built other than addition of several houses
- Some indicators that large trees along access roads have been lost (*Figure 13.12*).

Sensitivity

- Loss of perimeter woodland would drastically affect views of the development

- Further loss of trees along the roadways would be detrimental to character
- Potential loss of uniformity to distinctive detailed design and materials in housing, as renovations or remodelling occurs.

Broad Policy Objectives/Neighbourhood Management Considerations

- Protect/retain green infrastructure which provides the setting for the housing developments
- Promote an understanding of designing in context and sensitivity towards original building design, to ensure building renovations, remodelling or replacement dwellings respond positively to existing buildings.

Waggoner's Way Estate area has been put forward for consideration as a potential area for inclusion in a Special Housing Area Policy. The key characteristics and sensitivities of Waggoners Way have many similarities to other areas currently described for **H9 Areas of Special Housing Character**, particularly the Chiltley Way Area and therefore Waggoners Way Estate would be a suitable addition to the list of Special Housing Areas, subject to such a policy going forward in the emerging local plan.

Photographs of Waggoners Way Estate



Figure 13.3 Drivers Waggoners Way



Figure 13.4 Bridle Close



Figure 13.5 Drivers Waggoners Way



Figure 13.6 Wide verges



Figure 13.7 Horseshoe Bend



Figure 3.8 Backdrop of trees



Figure 13.9 Drovers Waggoners Way



Figure 13.10 Footpath link



Figure 13.11 Saddlers Scarp



Figure 13.12 Remnants of felled trees

14. Eastern Liphook



Figure 14.1: The Maltings with the wooded backdrop of the Wey valley

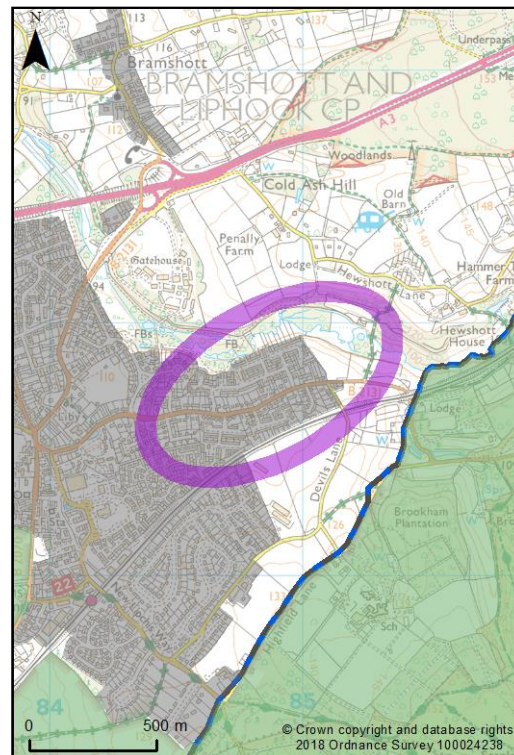


Figure 14.2. Eastern Liphook Location Plan

General Description

Eastern Liphook is a residential area at the edge of Liphook village, accessed from the Haslemere Road before it dips sharply to turn south under the railway.

The area of interest focuses on a mixture of mainly 20th century residential areas. An area in the region of 16ha, covering just over 300 properties. The Maltings, Locke Road and Stonehouse Road lie on its north side, bounded by the River Wey, while Collyers Crescent and Devil's Lane are to the south, bounded by the main Portsmouth to London railway (in a cutting). The neighbourhood developed as a combination of linear settlement along roads and adjoining estate developments. Land use is residential only, with farmland adjoining to the south and east. The land is undulating, falling generally from north to south, and dropping quite steeply to the River Wey on the north side of The Maltings.

The SDNP boundary runs within 0.5 km to the south-east and the Surrey Hills Area of Outstanding Natural Beauty is about 2.5 km to the north-east.

Current policy designations:

Settlement Boundary Policy CP10

To east and south adjoins areas subject to Development in the Countryside Policy CP19.

Key Neighbourhood Characteristics

Landscape Character

This area falls within Landscape Character Area **8c Whitehill to Liphook Farmland and Heath Mosaic**³⁵.

The neighbourhood is an area of suburban housing. Haslemere Road itself has a suburban character but becomes more rural, with hedgerows towards the east as it leaves the settlement (*Figure 14.3*). Devil's Lane has a narrow, relatively rural character, with individual plots mainly on its west side as far as the railway line, which is in cutting at this point (*Figure 14.9*).

Views into and out from the neighbourhood are generally restricted by hedgerows and woodland, although the neighbouring housing of Hazelbank Close can be clearly seen across the fields from Devils Lane (south of the railway). There is only a weak hedgerow containing the eastern edge of The Maltings development. From within The Maltings estate, there are views out to a wooded backdrop on the northern boundary (*Figure 14.1*). There are views out to countryside from the eastern and southern edges.

Tranquillity mapping places the study area in the low to mid-range for East Hampshire³⁶. Dark Night Skies mapping places the study area in category 6 (categories run from 1 to 9 across the country with 9 being the darkest skies)³⁷.

Historical Development and Assets

The area remained largely undeveloped until the early 1900s. Before that it was farmland, associated in the late 19th century with Collyer's Farm on the Haslemere Road. The oldest remaining property appears to be Beech Court, which may have been the farmhouse (*Figure 14.8*) Ribbon development along Haslemere Road began from the 1920s, with Collyer's Crescent and Devils Lane having a number of properties built by the 1940s.

Collyer's Crescent occupies the site of what was Collyer's Farm, probably built in the first half of the 20th century. In the north of the study area, just below the watercourse, a number of old sand pits are visible on historic Ordnance Survey Epoch 1 to 4 mapping. The Maltings estate and other residential developments south of Haslemere Road date from the mid-20th century.

Urban Structure and Built Form

The principal townscape type is **TCT 08, Residential, Post 1945 to Present**, with earlier periods from **TCT 06** and **07**³⁸ represented along the main Haslemere road, Devils Lane and Collyer's Crescent.

³⁵Wealden Farmland and Heath Mosaic

<https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType8WealdenFarmlandAndHeathMosaic.pdf>

³⁶ Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008

<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

³⁷ Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

Development on this side of Liphook is fairly dense, with an average of 19dpha, by comparison with the Chiltley Way estate (at 7dpha), with the largest and oldest plots set on the north side of Haslemere Road. The Maltings estate has a distributor road with short cul-de-sac leading off it (*Figure 14.6*) Collyer's Crescent is a short cul-de-sac (*Figure 14.7*).

Apart from one or two extensions and replacement dwellings, there appears to have been relatively little change in recent times.

Older mainly two storey detached properties on Haslemere Road are set back within large plots, aligned with the road. There are also a number of single storey bungalows adjoining it, as in Hawkshaw Close. The estate housing is aligned with the roads. Houses are mainly detached in The Maltings and Devil's Lane, and semi-detached in Collyer's Crescent. Roofs are predominantly gabled and prominent, as in The Maltings and Collyers Crescent (*Figures 14.6 and 14.7*).

A variety of materials have been used, including brick, render, tile hanging, weatherboarding, and the distinctive white barge boards and window frames of the mid-20th century properties. Beech Court on the main road has a distinctive boundary wall (not listed) of random carstone rubble (*Figure 14.8*).

Haslemere Road frontages are mainly hedged, with some walls and banks. The Maltings is an open plan estate, typical of its time, with unenclosed front gardens and driveways. Collyer's Crescent and Devil's Lane have traditionally been hedged, walled or fenced, but many have been opened up for vehicle access in recent years (*Figures 14.4 and 14.10*).

Green Infrastructure and Environmental Designations

The area of interest is well contained by existing hedgerow and woodland, with the exception of the eastern boundary of The Maltings, which has only a patchy hedgerow. The River Wey corridor forms a solid wooded backdrop to the northern boundary of The Maltings. Devil's Lane has scrub and hedgerow screening to its countryside boundary. The Maltings has several trees within the estate, which contribute to a generally green character.

On Haslemere Road there are remnants of the original roadside hedgerow in places, otherwise frontage vegetation tends to be cultivated evergreen species. There are some good trees along Haslemere Road, but cover is patchy.

The older plots on the main road, Collyer's Crescent and Devil's Lane tend to have good rear boundary vegetation.

Woodland along the southern banks of the River Wey, within the residential gardens, is covered by TPO, although it appears that some trees may have been felled (*Figure 14.5*).

³⁸ Hampshire Integrated Character Assessment, Townscape Types
<http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

Radford Park Alder Carr within the River Wey corridor is designated a SINC for its water vole habitat.

Movement and Connectivity

Liphook village services are within 1 km of the study area. There is a regular bus service, with stops along Haslemere Road and one within The Maltings, and Liphook Station is 2.5 km away³⁹. The A3 is just over 2 km away.

There are footpath links from The Maltings down to the public recreation area of Radford Park alongside the River Wey. Devil's Lane is part of a designated cycle route, linking across the railway line to the south. It continues north of the Haslemere Road, following a right of way (byway) across the fields to the east of the study area.

All roads are adopted except for a narrow, unmade track serving five properties at the north-east end of Haslemere Road.

All roads except Devil's Lane have street lighting. Most properties in the study area have off-street parking. Some on-street parking occurs within The Maltings and Collyer's Crescent.

Evaluation

Key characteristics of Eastern Liphook are:

- Housing estates with open space and trees
- Development contained by woodland on northern boundary
- Many properties with green frontages along Haslemere Road
- Good pedestrian and cycle connections to countryside to the south and east, and the recreation area of Radford Park in the River Wey valley
- Good pedestrian / cycle connections to the village centre

Key Issues and Trends

- Larger replacement dwellings and extensions, for example: a bungalow replaced by a two storey house on Devils Lane. However there appears to be limited opportunity for this within The Maltings.
- Increased provision for vehicle access: wider driveways, parking areas and garaging, affecting the main road and Collyers Close
- Green frontages replaced with fencing and front gardens being paved over
- Clearance of trees and vegetation on riverside where within domestic curtilage.

Sensitivity

- Wooded northern boundary and setting of River Wey, including biodiversity value
- Trees within the residential estates
- Larger plots on Haslemere Road may have potential for large extensions or backland development

³⁹ documents.hants.gov.uk/passenger-transport/HampshireMapsandfrequencyGuideJun18.pdf

- Green frontages on Haslemere Road
- Views and connection with countryside.

Broad Policy Objectives/Neighbourhood Management Considerations

- Conserve woodland and trees, including the distinctive setting of the River Wey. Identify and protect trees at risk
- Ensure the scale of new development can be contained by the landscape. Allow for new buffer planting, especially where there are views into the site
- Maintain some views and connection with countryside. Encourage use of Devil's Lane as cycle/pedestrian route. Make other connections to the river valley as part of any development. Consider establishing an off-road alternative for the section of cycleway route on Haslemere Road
- Restrict scale of development – avoid exposed roof lines against the skyline
- Consider careful use of historic materials on frontage boundaries
- Encourage sympathetic accommodation of private vehicles, including access, parking and garaging
- Encourage retention or reintroduction of green frontages on Haslemere Road and Devils Lane.

Photographs of Eastern Liphook



Figure 14.3 Haslemere Road at eastern end of village



Figure 14.4 Widened driveway and open frontage



Figure 14.5 Garden areas within river valley



Figure 14.5 The Maltings estate



Figure 14.6 Collyers Crescent



Figure 14.7 Historic boundary treatment at Beech Court



Figure 11.8 Devils Lane from the rail bridge



Figure 14.9 Larger replacement dwelling, Devils Lane

15. Chiltley Way Area, Liphook



Figure 15.1 Chiltley Way

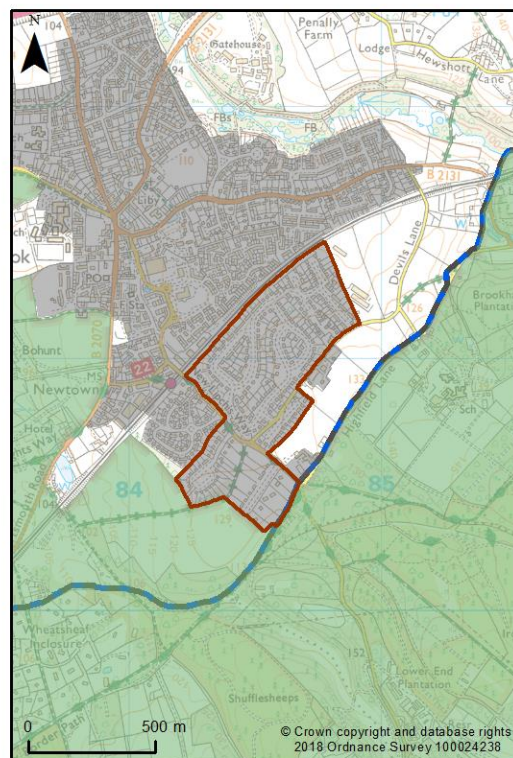


Figure 15.2 Chiltley Way Location Plan

General Description

The study area lies to the southeast of the village centre, south of the railway line and very close to the train station (which is on the main line between Portsmouth and London), and within the settlement boundary. The Midhurst Road (category C) runs through the study area.

The 39ha study area takes in 260 properties, all of which are residential. There are no other land uses within the study area. There are four distinct sub areas of residential development:

- i) The Berg development centred on Chiltley Way
- ii) Goldenfields Close on the north side of Chiltley Lane
- iii) Hollycombe Close west of Midhurst Road and
- iv) South Road also west of Midhurst Road.

Generally, the land falls from south and east from a high point of circa 128m above OS datum towards the northwest near the railway line, a fall of some 15m. Open farmland

(generally grade 3 agricultural land) lies to the southwest and north-east. The area is bounded to the south-east by Churcher's School and its playing fields.

The South Downs National Park (SDNP) to the south extends up to the county boundary and the Surrey Hills AONB lies farther to the east. A network of public rights of way, some of which are national trails, together with extensive open access areas gives excellent access to the exceptional landscape of the SDNP.

Current policy designations:

Area of Special Housing Character Policy H9

Settlement Boundary Policy CP10

Bounded to south-west and north-east by Development in the Countryside Policy CP19

Wealden Heaths Phase 2 SPA (400m)

Key Neighbourhood Characteristics

Landscape Character

The study area falls within Character Area **8c Whitehill to Liphook Farmland and Heath Mosaic**⁴⁰. Key characteristics include: *'A tranquil, natural character is retained away from built up areas and busy roads'* and *'Areas of settlement (Whitehill, Bordon, Lindford, Liphook and Headley) contained by woodland with smaller villages and farms found in the sheltered valleys.'* (page 179)⁴¹.

The land falls towards the railway line, which is bounded on the south side by a screening belt of mature vegetation so there are no views to or from the village centre. Midhurst Road and Chitley Lane (*Figure 15.3*) are lined with vegetation forming a more or less solid screen except at driveway openings, which severely limits views in to the housing areas. This, together with vegetation around the perimeter of those areas, means the buildings are generally very well screened from view. The exception is 'Goldenfields', described in more detail below, which has views out over, and can be seen from, the fields to the east and southeast and Highfield Lane (*Figure 15.4*) which runs south of and parallel to Chitley Lane along the county boundary.

The study area is made up of four distinct sub-areas which, although they share some characteristics, are different in character:

- i) The Berg development: centred on Chitley Way plus a small area south of Chitley Lane, despite having a variety of house types and materials, reads as a complete, designed environment of its time, having: wide roads; generous verges and largely open frontages and very large plots, with; mature trees which are remnants of the

⁴⁰ East Hampshire Landscape Character Assessment 2006

⁴¹ Wealden Farmland and Heath Mosaic

<https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType8WealdenFarmlandAndHeathMosaic.pdf>

old arboretum provide almost a parkland setting. It was modern and aspirational when built in the 1960s

- ii) Goldenfields Close a small cul-de-sac, a pocket of quite tightly packed later 1990s housing off Chiltley Lane
- iii) Houses on Hollycombe Close, suburban family houses ranged along a cul-de-sac with many green frontages, generous set back from the road and an area of central open space at the end of the road-at the western edge of the settlement
- iv) Houses on South Road, a private cul-de-sac lined with trees with large houses on very large plots- at the southern and western edge of the settlement.

Tranquillity mapping places the study area in the low to mid-range for East Hampshire⁴². Dark Night Skies mapping places the study area in category 6 (categories run from 1 to 9 across the country with 9 being the darkest skies)⁴³.

Historical Development and Assets

Early OS mapping (1866 – 1889) shows the area as open farmland bounded by the railway line (opened 1859) to the north and with two farmsteads, Gunn’s and Chiltley, and a few houses on the west side of Midhurst Road the only buildings. The small village centre lies some 600m north of the railway line. By the turn of the century the botanist Mary Anne Robb (1829-1912) had built Chiltley Place (demolished but some outbuildings remain) and established an arboretum between it and the railway line. She had also commissioned the Arts and Crafts architect Philip Webb to design Goldenfield (*Figure 15.5*) further east along Chiltley Lane. This is an irregular group of linked structures in a vernacular style which form two houses (Grade II, later additions by Owen Little). There was little significant development across the study area until the 1960s when the building firm Berg bought Chiltley Place and by 1970 had built 123 houses. Further building followed with the smaller developments west of Midhurst Road and latterly at Goldenfields Close and at Shepherds Farm, the last just outside the study area.

Urban Structure and Built Form

Principal townscape type **TCT 08 Residential Post 1945 – Present (Houses Bungalows and up to 3 storey flats)**⁴⁴.

The four distinct sub-areas of residential development have different forms:

- Loop road development centred on Chiltley Way with vehicle access off the Midhurst Road and Chiltley Lane, together with the small cul-de-sac development built at the same time south of the latter
- Hollycombe Close is a cul-de sac west of Midhurst Road

⁴² Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008

<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

⁴³ Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

⁴⁴ Hampshire Integrated Character Assessment, Townscape Types

<http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

- South Road is a private dead-end road also west of Midhurst Road
- Goldenfields Close is a short cul-de-sac on the north side of Chiltley Lane.

There seems to have been modest activity in terms of development in recent years with building extensions and alterations (*Figure 15.6*) rather than replacement, infill or backland development. The exception seems to be a handful of large family houses built south of Chiltley Lane on or around what was Shepherds Farm (*Figure 15.7*). In recent years, two of these plots have been subdivided and additional houses built.

The modern access roads within the Berg development and Hollycombe Close are of generous width and with good footways and verges - the Berg development particularly so where the public realm/highway environment is very much part of the landscape character and is reminiscent of earlier American developments designed around the car (*Figure 15.1*). Goldenfields Close is a short, shared-space cul-de-sac and South Road is a private, paved lane with no verges or footways (*Figure 15.8*). Chiltley Lane is very much a country lane with no road markings or lighting and high hedges on either side for much of its length. There is virtually no public open space within the study area other than incidental space-wide verges, small pockets of grass often with trees and the central oval at the end of Hollycombe Close (*Figure 15.9*).

The density across the area of interest averages around 6.9 dpha. The size of building footprint and plot size also vary but in the middle of the range are around 1,000 m² and 0.9ha respectively.

Throughout the study area, there is a mixture of building form and materials. The houses are generally one, one and a half or two storeys high with pitched roofs of slate or tile. Some houses have single storey wings or outbuildings. Brick dominates as a walling material but other materials of the local vernacular such as red clay tile hanging and some oak frame building elements occur particularly in the later buildings (*Figure 15.10*). The Berg development is particularly varied where the developer used a mix and match approach to form and materials, leading to many different permutations. Render and buff brick are used as part of a mixed palette. A feature of one of the house types is high, tapering, feature chimneys in random rubble stonework. Another feature chimney, which is rendered, appears on one of the houses on South Road (*Figure 15.11*).

The buildings are generally set well back in their plot. Some are screened by vegetation along the frontage but many are open to view. On the Berg estate, and to a lesser degree the other developments, large forecourts and front lawns create a sense of space (*Figure 15.12*). Garden activity tends to be screened by the buildings and flanking walls or fences keeping it out of view.

Green Infrastructure and Environmental Designations

Much of the green infrastructure is privately owned, the exception being those trees, which are within the incidental open space within the developments described earlier. Key elements include buffer or screening vegetation along the railway line, around the settlement area boundary and along the roads.

Generally, frontages are open with some clipped hedges but the majority are either open lawn or driveway areas or ornamental shrub beds. Trees within gardens also contribute to the local landscape. Many of the significant trees within the Berg development are remnants of the Chiltley Place arboretum (*Figure 15.13*). Some of these are over-mature and some have been severely cut back possibly because of their proximity to gutters and parked cars. There are extensive block and individual TPOs across the Berg development covering virtually all significant trees; elsewhere there are few TPOs.

There are no environmental designations on or immediately adjoining the study area. The open farmland to the southwest and north-east is generally Grade 3 Agricultural land.

Movement and Connectivity

The whole study area is close to the train station and the village with its local services. Several long-distance paths pass close to the area. The New Lipchis Way from the west ends at the station, the Shipwrights Way passes south along the Midhurst Road and the Sussex Border path passes to the south of the study area. There is also a network of local PROWs including a cycle route (BOAT), which passes east/west along an old trackway between the back gardens of Hollycombe Close and South Road.

The Berg estate has two pedestrian-only paths linking it to the Midhurst Road close to the railway bridge and to Chiltley Lane (*Figure 15.14*). All roads other than South Road are adopted and all are made up. Within the housing developments there is virtually no through traffic and vehicle numbers and speeds are consequently low. The Midhurst Road is a busy C road with footway on one side and is lit. Chiltley Lane is also a C road but is much quieter, has no footway and is unlit. A general absence of 'lines and signs' give both a rural feel.

Evaluation

Shared key characteristics of the Chiltley Way Area are:

- Quiet, residential areas with plenty of trees generous plots sizes, properties set back from the road
- Excellent access to the village centre, as well as the A3 and the station making it very convenient for commuters
- Low density, relatively large to very large plots
- Tranquil, very low level of vehicle traffic and away from major sources of noise
- Mature vegetation helps screen and buffer giving a sense of enclosure and privacy
- Edge character, close to village centre but abutting unlit, tranquil, open countryside, readily accessible by quiet country lanes and public rights of way

- On the threshold of the SDNP with excellent access via long-distance recreational routes and a patchwork of extensive commons and open access woodland.

Other characteristics of note:

- Historic remnants: trees from the arboretum at Chiltley Place and some outbuildings
- Chiltley Lane, and Midhurst Road to a lesser extent, retain a rural feel and existing trees and hedgerows remain
- Goldenfields remains as a feature in the local landscape which is of significant architectural merit. Despite modern development on three sides this outstanding Arts and Crafts building still has the views out over farmland to the south and east, which presumably gave it its name
- The Berg development has a strong identity in terms of architectural design and layout. It is a good example of modern American design transferred to this country as part of a wave of post war building, which had modern family life and the car at its core.

Keys Issues and Trends

- Few changes to existing houses with some minor extensions/refurbishments
- Recent development south side of Chiltley Lane replacing farm buildings has extended edge of built up area into countryside to the south
- Possibly some expansion of gardens into woodland, could suburbanise public views from south

Sensitivity

- Edge of district is close to border of SDNP (Highfield Lane)
- Edge of settlement
- Glimpses out to countryside and green buffer of trees could be eroded
- Refurbishment/extension to Berg houses could and extensions to Berg houses could erode strong visual cohesion
- Loss of trees within the developments could detract from character
- Any external lighting could be very visually intrusive in countryside to the south and impact ecology.

Broad Policy Objectives/Neighbourhood Management Considerations

- Protect/retain green infrastructure which provides the setting for the housing developments
- Retain rural character of surrounding lanes and countryside
- Protect views out from the edge of settlement into surrounding countryside, especially the setting of Goldenfields.

Consider whether H9 policy should be replaced by a district-wide design policy and supporting supplementary planning guidance.

Photographs of the Chitley Way Area



Figure 15.3 Chitley Lane



Figure 15.4 View to Goldenfields



Figure 15.5 Goldenfields



Figure 15.6 Alterations to a Berg house



Figure 15.7 Shepherd's Farm development



Figure 15.8 South Road



Figure 15.9 Hollycombe Close



Figure 15.10 South Road



Figure 15.11 South Road



Figure 15.12 Chiltley Way



Figure 15.13 Mature trees



Figure 15.14 Footpath link to Chiltley Way