

# **BASINGSTOKE CANAL CONSERVATION AREA:**

## **CHARACTER APPRAISAL AND MANAGEMENT PROPOSALS**

**Approved Document**

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**HART DISTRICT COUNCIL**

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# **1 INTRODUCTION**

## **1.1 The Basingstoke Canal Conservation Area**

The Basingstoke Canal is an inland waterway, running from Basingstoke in Hampshire to the River Wey Navigation in Surrey. It follows a meandering west to east course through Hart District passing through picturesque countryside, parkland, woodland and historic towns and villages, as well as the built up area of Fleet.

The canal was built in the late 18<sup>th</sup> century to provide easy transport of agricultural produce to Metropolitan markets and its construction opened up the area for farming. Although never commercially successful, the canal's picturesque surroundings made it a notable leisure resource in the mid 19<sup>th</sup> century, a role it continues to fulfil to the present day. The canal also forms an important feature in the landscape of many of the settlements along its length, some of which it was built to serve, whilst others developed as a result of its construction. During the 20<sup>th</sup> century, the declining use of the canal and a general lack of maintenance led to a gradual deterioration. During the Second World War, the canal formed part of the GHQ Line, a line of defences running from Somerset to Yorkshire via Aldershot and Essex. Many pill boxes, stockpiles of concrete tank obstacles and other defensive features remain along the line of the canal and in its immediate setting.

The waterway, towpath and bridges have a relatively consistent character throughout the canal's passage through Hart District. However, the surroundings of the canal provide important changes in character. The interaction of the canal with these areas, both through views outwards, and the approaches along roads and lanes, provide insights into its historic development and use, which contribute to its special historic and architectural interest. Trees, including large areas of historic woodland and leafy urban areas, make a significant positive contribution to the setting of the canal and its towpath.

The interest of the canal as an historic waterway is supported by the architectural value of the buildings along its course. These include many 18<sup>th</sup> century canal bridges, as well as more recent and technically advanced swing and lift bridges. The bridges are often set next to wharves with historic manager's houses and cottages, or barns for storing produce for shipment. These wharves served canalside industries such as brick making. Historic public houses also feature as a characteristic element of the canalside, particularly where its route brings it into contact with settlements.

The Basingstoke Canal Conservation Area was designated in 1977 by Hampshire County Council. In 1987 Hart District Council extended the boundary to include land and buildings within the setting of the conservation area. Within the Hart District Local Plan (Replacement 1996 – 2006) the Basingstoke Canal and its setting were specifically protected under Policies CON 10 and RUR 32, in addition to more general policies controlling development. Both policies were retained within Hart District's 'Saved Policies' Application in September 2007. This Appraisal and the accompanying Management Proposals are being prepared as part of an ongoing review of all the conservation areas within Hart District.

## 1.2 Summary of key characteristics and recommendations

This **Character Appraisal** concludes that the key *positive* characteristics of the Basingstoke Canal Conservation Area are:

- The Basingstoke Canal represents one of the inland waterways constructed in England in the late 18th century representing an engineering achievement of great historic significance and a significant example of human impact on the environment;
- The canal's construction brought about a major change in the agricultural economy of the district, which continues to affect its environment;
- The Canal has particular architectural and historic interest as a focus for historic buildings, 26 of which are listed buildings, as well as numerous locally listed buildings;
- The buildings and structures of the Canal have particularly characteristic and unusual architectural and engineering features, which reflect its historic and continuing use;
- The Canal provides the setting to many important historic buildings;
- A series of small settlements are identifiable as having a strong association with the canal and reflect its historic development in their architecture;
- The canal's reuse as a 'stop-line' during the Second World War is represented by the survival of numerous pillboxes, tank obstacles and other features along parts of its length, illustrating the impact of the war on the British landscape;
- The Canal provides an attractive green corridor running through the built up area of Fleet and Church Crookham;
- The Canal is used by many people, particularly in Fleet, as a walking route providing a pedestrian link from the settlements to shops, schools and services;
- The canalside is used for leisure and recreation as a route for cycling, walking, pleasure boats and angling, providing an attractive route through countryside and woodland avoiding busy roads;
- The Canal and the Greywell tunnel have considerable value to the ecology of the district and have both been designated as Sites of Special Scientific Interest (SSSI) to ensure that their management protects this value. The canal also runs through or next to many other SSSIs;
- The canal is well used by surrounding development with many active frontages.

The **Management Proposals** make the following Recommendations (summary), most of which will be the responsibility of Hart District council:

### **Ensuring the viability and amenity of the canal**

- Hart District Council will protect sources of water where it can through its use of planning powers, including proper consultation with the Environment Agency and all relevant Authorities and the use of all relevant policies;
- Where the canal banks are soft, maintain hedgerows by hand and repair damaged sections;
- Instigate the targeted cleanup of areas affected by illegal dumping or poor maintenance;
- Consider opportunities to improve access and inter-visibility to streets and public spaces adjoining the canal and towpath in Fleet;
- Prepare a programme of clearing scrubby growth, self-seeded trees and over-tall hedgerows to protect views out of the canal corridor;
- Ensure that new developments in the conservation area and its setting preserve and enhance its character and appearance by being of an appropriate scale and design, including ancillary buildings and associated landscaping;
- Improve the management of the woodland which forms the setting of the canal, working with the Forestry Commission to prioritise woodland in the conservation area or in its setting in the provision of grant funding;
- Discourage the use of featherboard fencing and insist that new fences and walls are of sympathetic materials or screened by hedge planting;
- Provide a number of small rest or picnic sites, using the natural resources and historic features of the canalside; and
- Agree design guidelines for new landing stages with Hampshire County Council and other stakeholders.

### **Protecting and promoting the historic and architectural interest of the canal and its setting**

- Ensure the protection of buildings at risk;
- Encourage regular structural surveys of the canal's historic bridges and the Greywell Tunnel;
- Require the use sympathetic materials to undertake repairs of structures;
- Extend the Article 4 (2) Directions to include any areas of settlement within the new extensions to the conservation area and other recent extensions to it;
- Monitor areas covered by The Article 4 (2) Directions to ensure that controls are enforced and enforceable; and
- Encourage the use of Second World War defences as an educational asset through their inclusion in 'heritage open days'.

## **Protecting ecological resources**

- Control the spread of invasive species on the canal banks and on private land in the vicinity of the canal and the species such as mink and American crayfish in the water ;
- Undertake the management of trees and hedgerows on the sides of the canal and towpath to prevent excessive overshadowing;
- Maintain the present gradient of alkalinity from the Greywell Tunnel to the River Wey Navigation to protect the canal's rich ecological diversity.

### **1.3 The planning policy context**

Conservation areas are designated under the provisions of Section 69 of the *Planning (Listed Buildings and Conservation Areas) Act 1990*. A conservation area is defined as “an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”.

Section 71 of the same Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of these conservation areas. Section 72 also specifies that, in making a decision on an application for development within a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area.

In response to these statutory requirements, this document defines and records the special architectural and historic interest of the Basingstoke Canal Conservation Area and identifies opportunities for enhancement. It is in conformity with English Heritage guidance as set out in “*Guidance on conservation area appraisals*” (August 2005) and “*Guidance on the management of conservation areas*” (August 2005). Additional government guidance regarding the management of historic buildings and conservation areas is set out within “*Planning Policy Guidance 15: Planning and the Historic Environment*” (PPG15).

This document therefore seeks to:

- Define the special interest of the Basingstoke Canal Conservation Area and identify the issues which threaten the special qualities of the conservation area (in the form of the “Character Appraisal”);
- Provide guidelines to prevent harm and achieve enhancement (in the form of the “Management Proposals”).

These documents provide a firm basis on which applications for development within the Basingstoke Canal Conservation Area can be assessed. The omission of any feature in either the appraisal or the management proposals does not imply that it is of no interest, and because both will be subject to regular review, it will be possible to amend any future documents accordingly.

#### 1.4 The local policy framework

This document should be read in conjunction with the South East Plan and Regional Spatial Strategy, and Hart District Local Plan (Replacement) 1996-2006 and First Alterations: Saved Policies.

In the Local Plan, the following policies apply to either all or parts of the Basingstoke Canal Conservation Area:

- Policy CON10 – *The Basingstoke Canal* states that development that would adversely affect the landscape, architectural or ecological character, setting or enjoyment of the Basingstoke Canal will not be permitted. It also states that important views in the vicinity of the canal will receive similar protection;
- Policy RUR32 – *Basingstoke Canal* applies to all the land within the conservation area and states that recreational, navigational and ancillary facilities will be permitted along the Basingstoke Canal where the local planning authority is satisfied that the proposal would conserve the historic and ecological character of the waterway and its setting;
- Settlement Boundaries are drawn fairly tightly around the built-up areas of Greywell, North Warnborough, Odiham, Broad Oak, Dogmersfield, Crookham Village;
- Any developments beyond the Settlement Boundaries are controlled by the saved policies within the Local Plan (Replacement) 1996-2006 and First Alterations: Saved Policies:
- Several areas along the canal's route are defined as "Local Gaps" (Policy CON21) where development is controlled in order to maintain the separate identities of settlements including Fleet, Crookham Village, Dogmersfield, Odiham and North Warnborough, protecting their settings and preventing coalescence;
- Conservation Policy CON23 – *Amenity Value of Public Rights of Way* seeks to protect views from public rights of way and to prevent development that would suburbanise their surroundings. The Crookham Village area of the Basingstoke Canal is given as a specific example of where this policy should be applied. However, it must be noted that not all parts of the Basingstoke Canal towpath are currently a public right of way.
- The canal and a large part of the conservation area are contained within the Basingstoke *Site of Special Scientific Interest* (SSSI) and the Greywell Tunnel SSSI, whilst numerous other SSSIs are located in the immediate vicinity of the canal and conservation area. Within the Local Plan SSSIs are protected by Policy CON2.

Parts of the conservation area lie within the area affected by the Thames Basin Heaths Special Protection Area (SPA) which is designated for its populations of nightjar, Dartford warbler and woodlark, which consequently constrains development within close

to the SPA. Hart District Council have now adopted an Interim Avoidance Strategy that aims to reduce the impact of development on the SPA.

The Local Plan (Replacement) 1996-2006 and First Alterations: Saved Policies will shortly be replaced by a new *Local Development Framework*. This new planning system was established by the *Planning and Compulsory Purchase Act 2004*, which abolishes Structure and Local Plans and replaces them with *Local Development Documents*. More information about this important change to the planning system can be found on the District Council's website: [www.hart.gov.uk](http://www.hart.gov.uk).

## **1.5 Article 4 Directions**

Article 4 Directions were served on the Broad Oak and Crookham Village sections of the Basingstoke Canal Conservation Area in 1998 and 2001 respectively. Parts of the Basingstoke Canal Conservation Area which overlap with the North Warnborough and Greywell Conservation Areas were included within the area covered by Article 4 Directions served in 1998. The aim of these Directions was to prevent the conservation area from being incrementally spoilt by unsympathetic changes which might otherwise have been allowed automatically under house owners' "Permitted Development" rights. The Directions mean that planning permission is required for a variety of works as follows:

- Extensions, improvements or other alterations to a dwelling house;
- Alterations to existing boundaries, or the creation of new boundaries.

The Directions also imposed restrictions on alterations to existing agricultural and industrial buildings.

Copies of all three Article 4 Directions can be viewed at the Planning Department, Hart District Council, Fleet, and more detailed summaries of them are included at Appendix 2.

## **1.6 Community Involvement**

This document was initially drafted following a meeting with representatives from Greywell, North Warnborough, Odiham, Dogmersfield and Crookham Village Parish Councils, The Surrey and Hampshire Canal Society, the Fleet and Church Crookham Society, as well as local historians on 17<sup>th</sup> March 2009. The extent of the conservation area boundary was discussed, along with some of the main problems and issues which face the canal and the communities through which it runs. Following this meeting, a first draft was agreed with the District and the document was then put on the District Council's website on 7<sup>th</sup> May 2009. A period of public consultation, including an exhibition and evening "surgery" with the Conservation Officer subsequently ran for six weeks. After the completion of this period of public consultation, the final draft was produced and the document illustrated and printed.

## **2 LOCATION AND LANDSCAPE SETTING**

### **2.1 Location**

The Basingstoke Canal follows a route of some 21 kilometres or 13 miles across Hart District in the north east of Hampshire. Its course takes it from the rolling Hampshire Downs at Greywell to acidic heathland at Pondtail Heath and Pyestock Hill, passing through areas of the River Whitewater valley, open farmland, thick woodland, wooded farmland and leafy urban areas. Within this progression of landscapes the canal runs through or by numerous settlements, which vary in size from individual farms and hamlets such as Broad Oak Common, villages including Dogmersfield, North Warnborough and Crookham Village, the small town of Odiham and the large urban area of Fleet. The course is generally west to east with two large meanders, one around the northern edge of Dogmersfield Park and a second, immediately to the east, around the southern edge of the River Hart catchment in the area of Dogmersfield and Crookham Village.

The canal's course remains at least a kilometre to the south of the M3 motorway, which is rarely heard, and is crossed by only a few main roads. These include Hook Road at North Warnborough (the B3349), the Odiham bypass (the A287) and the A323 at Reading Road and Norris Hill Road. The main London to the South West railway passes close by the canal in some places along its course and this is audible from the tow path. Despite this, the long and sinuous route of the canal, retains a particularly tranquil atmosphere throughout much of its area.

### **2.2 Geology, Topography and Setting**

The long narrow form of the conservation area means that it runs through several areas of changing geology, from chalk downland in the west to acidic heathland and woodland in the east. This has an important effect on the canal's ecological value, providing a wide range of habitats within a single waterway. It also provides a gradual change in the character of the canal's surroundings.

The canal follows a single level through the district, with only one former lock, located just to the east of the Greywell Tunnel, which was constructed to compensate for the low water level within the tunnel. This lock had a rise of at most 1 foot but its purpose was to maintain a level of water in the tunnel so that no damage was caused to the brickwork of the tunnel by bargees when legging the boats through. Where possible the canal followed a sinuous course along the 75 metre contour, avoiding the need for changes in level or expensive engineering works. Where necessary, embankments and cuttings were constructed to cross valleys or hills following the cut and fill method advocated by Telford. The long northerly loop constructed to avoid Dogmersfield Park required a number of cuttings, creating a certain amount of enclosure on this section, whilst the long embankment, which runs between Dogmersfield Park and the Dower House, provides attractive views across the parkland of both. The numerous small valleys and hills in the Crookham Village area required alternating cuttings and embankments, which

provide a series of enclosed areas and raised sections of canal with views out to valleys, farmland and woodland, where surrounding tree growth permits.

The canal takes much of its character from the landscape through which it passes and the adjacent activity and uses. Within several sections of the canal, occasional glimpsed views out to the surrounding countryside, or more extensive panoramas, provide openness and connection with the rural surroundings. Elsewhere, the surrounding dense woodland contributes to the canal's tranquil character, although occasionally the feeling of enclosure this causes can be a little oppressive.

### **2.3 Activities**

The canal and its attendant towpath provide a route for boating, walking and cycling. The towpath is used both as a leisure and recreation route and as a more everyday footpath providing routes between villages and within Fleet, where the canal is used by local people to reach services including schools and shopping areas. It is very popular with anglers. Four amenity car parks, located at Odiham Wharf, Barley Mow Bridge, Chequers Wharf and the Reading Road Bridge, provide parking next to the canal with direct access to the towpath. They include small picnic areas, which are generally well maintained.

A number of traditional-style narrow boats are moored on the canal, although permanent residential moorings have not been established. Many of the residential properties surrounding the canal have small pleasure craft, including rowing boats and canoes, attesting to the popularity of the canal as a local leisure resource. A number of properties on the south side of the canal also have modern landing stages. Organisations offering boat trips on the canal include the Surrey and Hampshire Canal Society who manage the John Pinkerton and the Accessible Boating Association who offer cruises on boats accessible for disabled passengers. Galleon Marine at Odiham Wharf provides narrow boat hire and boat repair services, as well as hiring out of small pleasure craft such as canoes and rowing boats. The last commercial use of the canal ended in the 1949 and it is not anticipated that it will be used for freight again, partly as a result of its shallow depth and the problems of supplying sufficient water. However, some use for carrying timber from the plantations along its length remains a possibility.

The majority of buildings within the conservation area are in residential use and include historic farms and cottages, as well as canal workers' houses and cottages and around Fleet there are large numbers of later 20<sup>th</sup> century houses. Historic canal bridges carry roads and country lanes over the canal and often have public houses located next to them, which would have served the barge-men in the canal's working days and now contribute to its leisure value. A small number of buildings associated with the canal's working use have been preserved, including those at Odiham Wharf, although they have mostly been converted to residential use.

In addition to recreational and residential uses, the conservation area is highly valued as an ecological resource as a result of the range of aquatic and land-based habitats along the canal's course and in its immediate environs.

## **2.4 Biodiversity**

The majority of the course of the Basingstoke Canal was designated a Site of Special Scientific Interest (SSSI) in 1955 in recognition of the range of aquatic plant life within the canal. This designation was last reviewed in 1994 when approximately 28 of the total 32 miles of the canal was incorporated into the SSSI. The canal is botanically the most species-rich aquatic system in Britain. This benefits from very low pollution levels and a gradual transition from alkaline to acid water pH along its course from west to east. The canal is also notable for supporting important populations of invertebrates, including dragonflies, whilst Dogmersfield Lake and Pondtail Heath have been included within the SSSI area in recognition of their contribution to the ecological interest of the canal's environment and water system. The Greywell Tunnel was designated as a SSSI in 1985 as a result of its value as a bat roost of international importance.

Butter Wood at Greywell Hill, Greywell Fen, Warnborough Green, Odiham Common, which is of European importance, Bourley and Long Valley and Eelmoor Marsh (the last just outside Hart in Rushmoor District) are all SSSIs, which adjoin the canal or the conservation area. The Canal also crosses the River Whitewater, which has been designated as a SINC for its high water quality and the presence of BAP (Biodiversity Action Plan) species.

## **3 HISTORIC DEVELOPMENT AND ARCHAEOLOGY**

### **3.1 Historic development**

#### The medieval landscape

Although the canal was not constructed until the late 18<sup>th</sup> century it runs through a landscape with evidence of several thousand years of human occupation. It covers too large an area to cover the early development of this landscape in detail here although some of the important points are noted, particularly where they have affected the canal's course and its setting.

The underlying geology has had a strong affect on this area's development. Along the western part of the canal, calcareous soils of the chalk downlands and deposits of colluviums favoured agricultural uses. The upwelling of springs at the interface between the chalk and the clay beds on its northern edge influenced the siting of settlements at the foot of the downs. These are traceable as far back as the Anglo-Saxon period through their names, whilst archaeological remains of Roman and earlier, Prehistoric, settlement are also found throughout the area. To the north and east the more acidic clays and sandy soils were less attractive for settlement and, as a result, large areas remained unenclosed as woodland or heathland in the medieval period, including the areas of the Forest of Eversley and Crookham and Aldershot Heath.

By the medieval period the area had been divided into several large parishes, which contained numerous settlements and manors. Odiham Parish, which included the areas of Greywell, North Warnborough and Broad Oak Common, was owned by the King at the time of the Domesday Survey (1086). It had been owned by King Harold Godwinson prior to 1066 and is the first of the King's possessions recorded in the Domesday Book's entry for Hampshire. It was highly valued, providing £50 in silver annually to the King's exchequer. It included 4 churches, 8 mills, as much arable land as could be ploughed by 80 teams of oxen in a year, pasture to support 56 teams of oxen and woodland to support 160 pigs. Winchfield and Dogmersfield, to the east, were far smaller possessions. Winchfield formed part of the property of Chertsey Abbey. It contained enough arable land for 5 teams of oxen to plough in a year, and pasture to support 8 teams of oxen. Dogmersfield was slightly larger; although the soil was considered too poor for arable land it contained a church and a mill, as well as woodland to support 100 pigs. Crookham is not distinguishable from the larger area of Crondall in the records of the Domesday Survey. However, the manor, which was owned by the Bishop of Winchester, contained a large area of arable land (enough for 50 plough teams), as well as woodland to support 80 pigs and pasture to feed 29 plough teams.

Odiham evidently had an important role, containing a royal manor and forming the administrative centre of the Odiham Hundred. Other large estates in the area were held by the church. Arable farming on the calcareous soils of the Hampshire Downs was clearly of high significance, although, where soils were poor, woodland was exploited for raising swine. The presence of numerous mills is also interesting. Whilst some were doubtless for processing grain, evidence from later in the medieval period suggests that fulling mills formed part of the local textile manufacturing industry in the area. Deposits of fuller's earth, used in the finishing of cloth, are located at Greywell, whilst Tunnel Lane at North Warnborough takes its names from the large containers or 'tuns' used by fullers for drying the cloth.

The extensive woodlands and heath in this area were probably exploited by the Anglo-Saxon kings for hunting in the medieval period. During the later medieval period large areas of the country were covered by the Norman Forest Law, designed to preserve open hunting terrain and stands of woodland as habitat for game. Parks for deer were created on the edges of the forest, which included a Deer Park of 12<sup>th</sup> century origin at Odiham, belonging to the king, and another at Dogmersfield, which was imparked in 1261 for the Bishop of Bath and Wells. Large houses were required to accommodate the aristocrats using these parks. Henry I had a residence in Odiham, whilst a castle was built at North Warnborough by King John in 1207 (called Odiham Castle), where he stayed regularly. In 1215 he was summoned from Odiham Castle to sign the Magna Carta at Runnymede and in 1217 the castle was besieged for 18 days by a combined French and English army. A palace was built for the Bishop of Bath and Wells at Dogmersfield near the site of the present house of Dogmersfield Park in the 13<sup>th</sup> century. Colt Hill on the north east edge of Odiham takes its name from a horse stud established in 1222/3 by Henry III to breed horses.

Two important road routes passed through the area including a Roman road which followed the alignment of North Warnborough Street. In combination with the presence of mills on the River Whitewater, this would have stimulated the development of a settlement at North Warnborough. The 'London Road' appears to be of medieval origin, and ran from London via the predecessor of the modern A30 to the south coast, through Odiham.

#### Post-medieval development

One of the major changes in the landscape during the early post-medieval period was the transference of landownership from monastic estates to private ownership during the dissolution of the monasteries. In the 16<sup>th</sup> century Dogmersfield Park was given to Lord Wrothensley, the first Earl of Southampton, by Edward VI. It subsequently passed through several yeoman families until it was inherited by Ellis St John in the early 18<sup>th</sup> century. A new manor house was built at Dogmersfield Park in 1728, which was later enlarged by Paulet St John. He also laid out formal gardens, possibly with the assistance of the noted garden designer John James (c. 1673 – 1746). Paintings of the park dating from the 1750s show it to have been laid out as a rococo landscape including ponds, a formal canal and ornamental buildings. The parkland was later altered to a more informal landscape by Henry Paulet St John Mildmay, possibly with the help of another noted garden designer, William Emes (1730 -1803). The laying out of the park appears to have required the removal of tenants' cottages from the older settlement of Dogmersfield. The 18<sup>th</sup> century cottages at Chatter Alley, Dogmersfield, have been identified as a possible replacement for these.

A turnpike road was established by the Odiham and Alton Turnpike Trust in 1755, which extended to Hartley Wintney and the London to Winchester Road to the north. Odiham appears to have prospered as a coaching town at this time with several large inns being established. Brewing ale appears to have been a traditional activity in the area and thus growing of hops was unsurprisingly an important local industry in the 17<sup>th</sup> and 18<sup>th</sup> centuries, particularly in the areas of sandy soils to the east and south of the conservation area. This appears to have encouraged new development in and around Crookham and Dogmersfield particularly.

#### Construction of the canal

In 1776 a petition was presented to Parliament requesting a Bill for a canal from Basingstoke to the River Wey Navigation at Woodham. The supporters of the canal claimed it would reduce the cost of moving goods to London by two-thirds. As originally designed the canal was to pass around the north side of Greywell Hill. However, following an objection by the then Lord Tylney, who feared the canal would cut through his land, a new tunnel through the hill was proposed instead. There were few further objections to the Bill and by May 1778 it had received royal assent. The Act gave the Bill's promoters powers to construct aqueducts, tunnels, towing paths and reservoirs. It stated that the maximum width of the land take for the canal would be of 30 yards in

general, or of up to 100 yards where necessary for embankments, cuttings, turning places and cranes.

The American War of Independence created problems funding the construction of the canal, although between 1787 and 1788 £86,000 was raised from shareholders including local landowners and London-based merchants and bankers. William Jessop (a famous canal engineer) was appointed as surveyor whilst the contract to construct the canal was awarded to John Pinkerton. Construction was rapid with 34 of the 37 miles of the canal completed by 1792, although a shortage of funds prevented its completion to Basingstoke until 1794. The proprietors of the canal had requested that much of the construction be undertaken by local labourers, rather than itinerant navies. As a result a seasonal lull in building was experienced each year during the harvest. Labourers were paid using a token named the Basingstoke Canal Shilling, showing a spade, mattock and wheel barrow on one face, and a man and a tree trunk in barge on the other. This was changeable at public houses in the area including The George at Odiham.

#### The early years of the canal

Public houses, such as the Barley Mow, The Chequers, The Swan and The Fox and Hounds, were built at important bridging points along the route of the canal during its construction or soon afterwards. In addition to providing refreshment these inns also provided accommodation for canal workers and stabling for horses. Following the canal's completion the trade to London consisted mainly of malt, flour and timber, whilst the return trade was in coal and groceries. The canal company also established its own plantations of fir trees along the canal as an additional source of income. The canal was used locally to move chalk for marling fields from the great pit at Odiham, via Odiham Wharf, where a wharf master's house, barn and tally office are preserved. The early running of the canal was beset with difficulties, including the collapse of the banks near Greywell, and the canal freezing over in winter. Improved road transport in the early 19<sup>th</sup> century also provided increased competition.

Construction of the London and Southampton Railway provided a peak in activity for the canal, moving bulk materials for construction, with a total 39,000 tons carried in 1838-39. However, following the completion of the railway, traffic on the canal slumped. The movement of heavy bulk goods such as coal, chalk and timber continued, as well as local trade in areas such as Odiham, which were remote from the railway system. The construction of the Odiham Gas Works at Colt Hill in 1847 would appear to have taken advantage of the proximity of the canal wharf to supply coal for coking.

The building of Aldershot Camp between 1854 and 1859 brought further trade for the canal in building materials and, later, for food and drink. Several brickworks were constructed in the immediate vicinity of the canal in the mid and late 19<sup>th</sup> century, including those at Odiham Common, which pre-dates the canal, and Zephon Common, near Crookham Village, where a row of four brick-makers cottages survives. Falling trade led to a financial crisis for the canal company, which had never paid off the interest owed to investors during its protracted construction, and in June 1866 the canal

company went into liquidation. Some trade continued on the canal, although by the 1880s the annual weight of goods was measurable in hundreds rather than thousands of tons.

Hampshire is one of the oldest cricket playing areas in England. In the mid 19<sup>th</sup> century each wharf appears to have fielded a team, many of whom played in the famous cricket match between the Greywell Area 22 and the United All England XI, played next to the canal just to the east of Greywell in September 1862.

The enclosure of the heath land in Crondall in 1829 and the construction of the railways encouraged new residential development in the previously sparsely populated area. The new town at Fleet grew steadily, providing large homes for wealthy commuters to London, and smaller ones for the shopkeepers and other service providers who supplied them. This growing population took advantage of the canal as a resource for pleasure boating. Barges could be hired out for weekend excursions and steam launches appeared in the 1890s.

#### The twentieth century

During the First World War the canal saw a brief revival with the transport of government stores and munitions from Woolwich to Aldershot and return cargoes of timber from Fleet. Following the war the majority of traffic on the canal west of Woking was for pleasure craft only. In 1932 part of the Greywell Tunnel collapsed, although it was still passable by canoe until the 1950s, when a further collapse blocked it completely. In 1936 the canal to the west of Greywell was sold off for development.

In 1940 the canal formed part of the General Head Quarters (GHQ) line, built as part of a national system of defences to resist the Nazi's planned operation Sea Lion. The defences included concrete and brick-built pillboxes, anti-tank obstacles and rows of posts set in concrete to support lines of barbed wire. The pill boxes provided bases for Spigot mortars and Vickers machine guns.

Following the war the canal was sold to the New Basingstoke Canal Company Ltd. The locks were put in order and a staff of twelve employed to maintain the canal. Revenue was raised from the sale of water to bodies such as the National Gas Turbine Establishment and the Gas and Electricity Boards. A combination of vandalism and flood damage resulted in a rapid deterioration of the canal in the mid-1960s.

In 1966 the Surrey and Hampshire Canal Society was formed to lead a campaign for its full restoration. In 1970 Hampshire and Surrey County Councils jointly entered into negotiations to buy the canal, which they eventually did in 1973 and 1976 respectively. The canal was soon cleared of accumulated rubbish and choking vegetation, whilst the towpaths were also cleared by weekend working-parties of volunteers. Between 1975 and 1985, 29 of the canal's 30 sets of locks were renovated, involving substantial rebuilding. The lock at Greywell is the only lock that was not rebuilt. At the same time many of the canal's bridges were restored, whilst the channel was dredged using a stream dredger. The dredging from Odiham to Pondtail Bridge at Fleet was finally

completed in October 1993. The Surrey and Hampshire Canal Society have continued to organise volunteer working parties to maintain and improve the canal in collaboration with the local authorities who support the Basingstoke Canal Authority.

During the later part of the 20<sup>th</sup> century the environs of the canal in the area of Fleet saw high levels of new housing development, filling in the streets set out in the early 20<sup>th</sup> century and creating a large urban area. Many new properties were constructed adjacent to the canal, partly lying on land owned by Hampshire County Council. To protect the setting of the canal, the County Council imposed conditions on the management of gardens adjacent to the canal, which have, in part, resulted in the creation of attractive borders to the canal and towpath.

### **3.2 Archaeology**

The conservation area contains areas of settlement and landscape created over several centuries prior to the construction of the canal. Whilst records of Roman remains are recorded in the area around North Warnborough and Odiham, the greatest influence on the area's landscape and its archaeological potential was during the medieval period (from AD 410 to 1532) during which time the settlement pattern appears to have taken its form, whilst the area developed its lasting character, with divisions into areas of farmland and forest. This created a strong division in the landscape with large nucleated settlements such as Odiham on the edge of the chalk downland in the south and west and scattered woodland settlements in the forest areas to the north and east. Further east the acidic heathland appears to have been only sparsely populated in the medieval period and remained so until the 19<sup>th</sup> century. The course of the canal through these areas provides a cross section of the north Hampshire landscape and its archaeology. This includes small industrial sites in the river valleys such as the medieval mills at Warnborough Green and early post-medieval brewing at Crookham Village, as well as higher status sites such as Odiham Castle and traditional deer parks with pales, such as the one cut by the canal just to the west of the Colt Hill Bridge at Odiham.

The development of this landscape included the demise of small settlements such as the Manor of Pilcott near Dogmersfield, and the creation of new ones, such as the 18<sup>th</sup> century common edge settlements at Broad Oak Common and Chatter Alley. The development of aristocratic estates saw the division of landholdings, as well as the development of stately homes with designed landscapes, as at Dogmersfield Park. Developing technology also led to the creation of new industries which have left archaeological remains such as the substantial clay pits, either side of the canal at Odiham Common and Broad Oak Common. The creation of the canal is evidently the most significant archaeological feature of the conservation area, representing a major piece of engineering and a significant alteration to the landscape, involving the creation of the watercourse, the excavation of cuttings through hillsides and construction of embankments across valleys. The Greywell Tunnel provides an impressive feat of 18<sup>th</sup> century engineering, of interest in its own right. In addition to the physical works that remain of the canal, it should also be expected that the conservation area contains the sites of workings associated with its construction, including workers temporary housing,

trial diggings, clay pits and other features as well as lost features such as wharves and canalside buildings associated with its operation. These would include the many stone markers that demark the limits of the canal company's property. All such features would be regarded as contributing positively to the historic interest of the canal.

## **4 SPATIAL ANALYSIS**

### **4.1 Principal spatial features**

The principal features of the Basingstoke Canal Conservation Area are the following:

- The long gently bending course of the water way and the attendant towpath;
- The succession of areas enclosed by woodland (including areas of coppice, wood pasture and neglected broadleaf woodland) and more open areas with views across rolling farmland;
- The series of historic canal bridges;
- The areas of historic settlement relating to the development of the canal and its subsequent use - these settlements contain the more dense built form often forming a linear development on the narrow lanes approaching bridging points on the canal and backing onto open fields.

These features are discussed in greater detail in Chapter 6 *Character Areas*.

### **4.2 Open spaces, trees and landscape**

The canal and towpath provide a valuable area of public open space which is particularly valued as an amenity by local people as a route for walking, cycling, angling and boating. The conservation area includes a number of additional areas of publicly accessible open spaces which contribute to its setting and amenity. These include the four public car parks at Odiham Wharf, Barley Mow Bridge, Chequer's Wharf and Reading Road Bridge, each of which has a well maintained picnic area. Other public open spaces include the open space at Durnsford Avenue and a small area of municipal grass and trees between the towpath and Aldershot Road, just to the east of the Reading Road Bridge. The garden and car park at the Fox and Hounds Public House has no division from the towpath and provides an attractive green open space that helps to unite the canal corridor with the surrounding area. Public access is also provided to parts of Pondtail Heath, which can be accessed from the towpath and is partly contained within the conservation area.

The importance of the open spaces in the canal's setting, including fields, parkland and private gardens has been mentioned above. Specific sites of publicly *inaccessible* open space that make a significant contribution to the character and appearance of the conservation area, as well as to its historic interest, include:

- The former brickworks' site at Poulter's Bridge;

- The former village Cricket field at Greywell;
- Areas of the Whitewater Valley floodplain, including the meadows surrounding Odiham Castle and North Warnborough;
- Fields and pasture running between the canal and Sprat's Hatch Lane;
- The Tundry pond and parkland at Dogmersfield Park;
- Fields between The Dower House and All Saints Dogmersfield;
- The attractive gardens at Eastcote House and Poulter's Bridge Cottage;
- The field between Crookham Road and Grove Farm;
- Pondtail Heath; and
- Clearings amongst woodland on the south side of the canal facing Pondtail Heath.

Areas of woodland and individual trees both inside the conservation area and in its setting make an important contribution to its character and appearance. Of note are the areas of ancient and semi-natural woodland which border the canal at Coxmoor Wood, Odiham Common and Broad Oak Common. Zephon Common contains areas of woodland plantation that are approximately a hundred years old as well as the older Peatmoor Copse. Between Zephon Common and The Fox and Hounds Public House the eastern bank of the canal has an almost continuous belt of woodland that provides a screen to views from the canal and towpath over the areas of modern suburban housing in Fleet and Church Crookham. A similar belt of trees lies between the towpath and housing between Malthouse Bridge and the Fox and Hounds Public House at Crookham Road.

Copses adjacent to the canal at Dogmersfield include Parsonage Copse, which has recently been improved by managed thinning and grazing, Gillet's Copse and Chatter Alley Green, which include a well spaced line of semi-mature deciduous trees that provide a pleasing rhythm along the side of the towpath. The facing bank of the canal is edged by part of Arch Plantation, a large area of coniferous plantation including a dense under-storey of rhododendrons which add seasonal colour but have a negative impact on biodiversity. Well-managed coppice at Lousey Moor provides an attractive area with historic interest as a result of this method of management and is also notable for the presence of large areas of bluebells during late spring. The boundary of Dogmersfield Park just to the north of Dogmersfield Pond has a margin-belt of tree planting. Through much of its course through Fleet, the canal and towpath are bordered by lines of trees, including well spaced trees which provide vertical interest and rhythm to views along the canal and help to screen some views to the surrounding later 20<sup>th</sup> century housing. Many of the canal's cuttings have developed as attractive wooded dells with beech, oak, hazel and holly predominating.

In addition to these relatively formal areas of woodland, the canal is bordered by areas of semi-natural woodland which have developed as a result of succession growth due to a lack of management and clearance. This tree growth restricts views out to the canal's rural setting and has a negative impact on its biodiversity by shading the watercourse.

#### **4.3 Key views and vistas**

The canal runs through an extensive area of countryside and includes many attractive views outwards, whilst its linear form, enclosed areas and points of incidence form numerous attractive vistas. These views take advantage of a number of key viewpoints along the line of the canal, the most significant of which are illustrated on the Townscape Appraisal Map and, like the important spaces, are described among the key characteristics of each of the conservation area's character areas in Section 6 Character Areas.

#### **4.4 Public realm and street furniture**

The canal towpath is generally surfaced by a simple mixture of beaten earth and loose chippings. This informal surface is considered to be in keeping with the rural character of the area. In dry weather this provides an adequate walking surface, although in wetter conditions it can be less passable, though no more than any normal rural footpath. At the time of surveying the hedges adjoining the footpath had recently been cut back, using a tractor fitted with a chain flail. It appears that the weight of this tractor has caused some damage to the canal bank. Just to the west of Broad Oak Common, areas of hedgerow had been laid using traditional hedge laying techniques adding to the rural character of the towpath and canal.

Despite the length of the walking route and long distances between access points to the towpath, there are relatively few benches along the canal. However, a group of benches have been provided as personal memorials on the stretch of towpath between Chequer's Wharf and Malt House Bridge. These conform to a standard park bench design but with modern, durable materials replacing cast iron ends and timber slats. A single, timber park bench, also erected as a personal memorial, is located in the cutting to the west of Sandy Hill Bridge. Between Barley Mow Bridge and Chequers' Bridge a number of large tree-trunks have been smoothed-off to provide informal benches or rest points, complimenting the rural and woodland character of the surroundings.

Within each of the historic settlement areas it is considered that the public realm details reflect the historic character of the area. At Broad Oak Common the roadside lacks a pavement but has a broad grass verge marked off from the road by simple wooden bollards or logs. At Colt Hill and Hook Lane, North Warnborough, only one side of the road is provided with a pavement, which is surfaced with tarmac and edged with narrow concrete kerb stones. This simple treatment reflects the unpretentious character of these areas. On Crondall Road, Crookham Village, there is no pavement, although the road is very narrow and the traffic relatively fast. This can make the short walk from the canal to the George and Lobster Public House (the former Chequers Inn) relatively hazardous.

## **5 THE BUILDINGS AND STRUCTURES OF THE CONSERVATION AREA**

### **5.1 Listed Buildings**

The conservation area contains a total of 27 listed buildings, of which one is listed Grade I and the remainder are listed Grade II. A further five listed buildings are located in areas that are considered suitable for inclusion within the conservation area, all of which are listed Grade II. The ruin of Odiham Castle is the only Grade I listed building in the conservation area and is the most significant building or structure in the conservation area. It has also been designated as a scheduled monument. It consists of an octagonal tower of three storeys, in a ruinous condition with the masonry stripped back to the rubble core. It stands amidst earthworks of defences forming two sub-rectangular enclosures, the southerly of which is bisected by the canal.

Nine of the canal's bridges are listed buildings (Colt Hill Bridge, Sandy Hill Bridge, Sprat's Hatch Bridge, Baseley's Bridge, Stacey's Bridge, Barley Mow Bridge, Blacksmith's Bridge, Poulter's Bridge, and Malthouse Bridge), as is the Greywell Tunnel's eastern portal. Listed buildings in the North Warnborough part of the conservation area include the Swan Inn, The Cat, Nevill's, Whitewater House, Whitewater Cottage, Mill House Cottages, Strete Farmhouse, The Barn House and Nos. 1 – 12 Castle Bridge Cottages, all of which are on Hook Road. In the Odiham part of the conservation area Wharf House, The Water Witch Public House and the Talley Office, all on Colt Hill are all listed buildings. Colt Hill House, Nos. 1-4 Albert Cottages and Wisteria House, just to the south of the conservation area on Colt Hill, Odiham, are also all listed Grade II. Damson Cottage is the only listed building in Broad Oak Common, although the Old Hunting Lodge and Wilk's Water Cottage, just to the north of the conservation area are also listed Grade II. Old Thatch, a small cottage to the south of the canal at Sprat's Hatch Lane, Winchfield, is listed Grade II. At Crookham Village Grove Farm Farmhouse and an adjacent granary are both listed Grade II, as well as the former Malthouse, now known as Brunley, just to the west of Malthouse Bridge.

In addition to statutory listed building the conservation area contains a number of buildings protected under Policies CON17 and CON 18 of the Local Plan as Buildings of Local Interest. These include Chequers Wharf, Canal Cottage, The George and Lobster, Chequers Bridge (all on Crondall Road, Crookham Village), as well as Poulter's Bridge Cottage, the Swing Bridge and No. 110 The Street further to the east in Crookham Village. Nos. 45 and 47 Reading Road South, Fleet are also recorded as buildings of local interest. A number of other buildings of local interest are located in areas considered suitable for addition to the conservation area and include:

- The Old Post Office, Deptford Lane, Greywell;
- The Pepper Box (or Barley Mow Cottage) and The Barn, Sprat's Hatch Lane, Winchfield;
- Nursery Cottage and Bine Cottage, Crondall Road, Crookham Village; and
- No. 1 Dinorben Avenue, Fleet.

## 5.2 Key positive buildings

At present the limits of the canal corridor contain few buildings or structures other than the canal banks, the Greywell Tunnel and the bridges crossing the canal, many of which are listed buildings. However, the areas of canalside settlement are largely defined by buildings that have a relationship with the canal and the spaces around these buildings, including wharves, yards and gardens. Many of these buildings are classed as buildings that make a positive contribution to the character and appearance of the conservation area, either through their association with the historic use of the canal, or through their contribution to the quality of the space surrounding it. A number of these buildings are identified on the Townscape Appraisal Maps, although the absence of any building from the map does not imply that it does not make a positive contribution to the character and appearance of the conservation area. In some cases it is proposed that the conservation area should be expanded to include buildings identified as making a positive contribution to the canal or the surrounding areas (see below), whilst in others it is sufficient to recognise their contribution to the conservation area's setting.

### Canal Structures

The bridges in the conservation area include several examples built to a similar pattern, all of which were constructed by or just after 1792. These are all constructed of a similar handmade red stock brick with a relatively open texture (except where they have been repaired with modern brick) and showing considerable variation in colour from orangey red to very dark purple red and even blue, reflecting variations in heat and the availability of oxygen within the clamp or kiln during firing. The bricks are laid in English Bond. The bridges are all of a single span with battered abutments, and very rounded arched passages over both the canal and towpath, with a string course marking the base of the brick built parapet. The parapets rise to a point over the centre of the arch and are topped with semicircular brick copings. Although not listed buildings, Broad Oak Bridge, Double Bridge and Swan Bridge are all considered to make a positive contribution to the character and appearance of the conservation area.

The unusual Lift Bridge at Tunnel Lane is a relatively recent structure, although it certainly adds interest to this part of the conservation area. Similarly the Swing Bridge at Zephon Common provides an unusual feature on the canal and is a locally listed building. Two historic bridges in Fleet, the Reading Road Bridge and Pondtail Bridge, were both lowered in the mid 20<sup>th</sup> century to improve their use by road traffic, removing the central section off the historic bridges. The abutments of a number of other historic bridges survive within the conservation area, including a former swing bridge at Coxmoor Wood.

The brick built eastern portal to the Greywell tunnel strongly resembles the bridges. It forms a wall, with a slight batter, running between piers of rusticated brickwork. The rounded arch with large keystones is topped with a bracketed brick cornice. A recessed rectangular panel over the apex of the arch contains a plaque commemorating the renovation of the portal by Hampshire County Council in the 1970s. Two oval panels to

each side are currently blank. It has been designated a Grade II listed building. The interior of the tunnel is brick-lined and contains numerous crevices used by hibernating bats.

The remains of Lock No. 20 lie just to the east of the Greywell tunnel portal. The gates have now gone, whilst the lack of access to the tunnel renders them obsolete. Nonetheless they do provide a visible reminder of the engineering involved in making the canal usable, and are the only locks on the part of the canal within the conservation area.

Few of the historic wharves have survived, although the timber retaining wall at the former Odiham Wharf (on the south side of the canal) may be part of an older structure. Several modern wharves built in red brick, with bull-nosed brick copings and traditional cast iron mooring bollards, are considered to represent a sensitive means of providing mooring and access points for canal boat users.

Between Greywell and North Warnborough, the canal crosses the River Whitewater via a low aqueduct. This provides an unusual feature and a point of interest, although the structure appears to be of relatively modern construction.

Along the line of the canal, numerous Sarsen stones have been placed to mark the limits of the canal company's property. Several have the initials BCN, standing for Basingstoke Canal Navigation, carved into them. Many are recorded among the Hampshire County Treasures, although they are not all visible from the towpath or canal. Good examples are located just to the west of Colt Hill Bridge.

### Canal Related Buildings

Buildings readily identifiable as having a use associated with the functioning of the canal include a wharf manager's house at Wharf House, Colt Hill, Odiham with an associated barn, which may have served as a canalside warehouse. A small single storey wharf office (the Talley Office) faces these on Colt Hill and marks the site of the Odiham Wharf and yard. It now lies within the grounds of a modern house.

Canal Cottage at Crookham Village is remembered as the home of the former manager of the wharf adjacent to Chequers Bridge. Poulter's Bridge Cottage, located approximately half a kilometre to the east, appears to have served a similar function for another wharf.

### Public Houses

A number of 19<sup>th</sup> century public houses were built at crossing points on the canal, taking advantage of the passing canal trade, busy wharf areas and the concentration of traffic over canal crossings. Others were already located on roads that the canal's route cut across. The connection between bridges and public houses was sufficiently strong that several bridges were named after the adjacent public house.

The Water Witch on Colt Hill, Odiham, includes elements of 16<sup>th</sup> century construction as well as 18<sup>th</sup> century extensions and refronting. It was named as the Lower House in the

17<sup>th</sup> century and was subsequently known as The New Inn. It was again renamed in 20<sup>th</sup> century after a boat trading on the canal and is now a Grade II listed building. The Old Cricketers Inn stands just to the north, directly adjacent to the canal and the Colt Hill Bridge. Although converted to a private residence, it retains much of its mid 19<sup>th</sup> century appearance and displays a hand painted advertisement for "Crowley and Co. (Limited) Alton Ales and Stouts Foreign Spirits" on its south facing elevation.

The Swan Inn at North Warnborough is a late 18<sup>th</sup> century building. It was first licensed in 1789, whilst the canal was under construction. A small barn forming part of the curtilage of the building and standing adjacent to the canal is in a very dilapidated state and is currently collapsing. The Cat, just to the north on Hook Road, is another 16<sup>th</sup> century building, much altered externally in the 18<sup>th</sup> century. It was leased by Crowley's and used as a public house between 1875 and 1908. Part of the building was also used as a smithy in the late 19<sup>th</sup> and early 20<sup>th</sup> century.

The Barley Mow Public House, which currently lies just outside the conservation area, is of mid 19<sup>th</sup> century origin. It replaced an earlier inn built next to the bridge, now Barley Mow Farm House. The George and Lobster at Church Crookham was formerly known as The Chequers and is recorded in the 18<sup>th</sup> century as having a contract to lodge canal employees and to stable their horses.

The Fox and Hounds at Fleet is another mid 19<sup>th</sup> century public house, associated with the canal. It is located in an area where the historic parish road runs alongside the canal.

#### Cottages, Houses and Associated Buildings

The conservation area includes numerous houses and small cottages forming areas of historic townscape or as isolated buildings in agricultural or woodland settings.

Very early cottages and houses include the half timber-framed Grove Farm and The Malthouse (Brunley) at The Street, Crookham Village and Old Thatch, Sprat's Hatch Lane, Winchfield, all of which are of 16<sup>th</sup> century construction with later additions and adaptations. An early 18<sup>th</sup> century granary forms a group with Grove Farm illustrating the agricultural nature of the area, whilst the previous use of the malthouse in the local brewing industry provides some indication of activity in the area. A group of 17<sup>th</sup> and 18<sup>th</sup> century cottages are set around Broad Oak Common; including the Grade II listed Damson Cottage and gambrel roofed Orchard Cottage. These properties, like the Water Witch Public House and The Swan Public House, pre-date the construction of the canal and provide a glimpses of the historic countryside and settlements through which it ran. They also include buildings which appear to be associated with the Georgian landscaping of Dogmersfield Park, including the Old Hunting Lodge and The Pepper Box, which incorporates part of a lodge building at the northern entrance to the estate.

Cottages built at the canalside, which appear to be related to its use, include Castle View, Little Grebe Cottage, Prospect Cottage, Home Fields, Riverside at Warnborough Green; Priors Row and Bridge Cottage at North Warnborough; Primrose Cottage,

Cron dall Road and Riverside Cottage, Zephon Common, Crookham Village; and Nos.59, 61 and 65 Crookham Road, Fleet.

Larger houses, such as Wisteria House, Martley House and Northfield House (Colt Hill and London Road, Odiham), Old Barley Mow Farm House (Winchfield), Bridge House on Cron dall Road and No. 110 The Street (Crookham Village) were built in the late 18<sup>th</sup> and early 19<sup>th</sup> century around the time of the canal's construction and may reflect confidence in the local economy, as well as increased activity resulting from the canal's construction. Their architecture was influenced by national trends, with all brick facades, shallow pitched roofs, symmetrical schemes of fenestration and bay windows.

The charming terraced row of Albert Cottages, Colt Hill, Odiham preserves a small workhouse built in the early 19<sup>th</sup> century, before the Poor Law Act of 1832, which suggests that this was still considered to be a marginal area on the edge of Odiham.

Houses built in the later 19<sup>th</sup> and early 20<sup>th</sup> century in the area of Fleet reflect the growth of suburban development and combine a mixture of Victorian urban design (as at Nos. 45 and 47 Crookham Road and 104, 106 and 149 Aldershot Road and 151 Kings Road) and the more cottage like double fronted houses on Regent Street and No. 1 Pondtail Road. Early 20<sup>th</sup> century buildings reflect retrospective tastes in design including the Arts and Crafts movement as represented by Eastcote House, Chalky Lane, Dogmersfield, built in the 1930s. This building uses the canal to add to the sense of tradition and old worldliness evoked by its architecture. No. 142 Aldershot Road, Fleet, a tile hung building built overlooking the towpath at the rear of its plot, should also be viewed as contributing to this tradition.

### Second World War Defences

As mentioned above, the conservation area contains a number of pillboxes and other defensive features surviving from the Second World War GHQ Line. All the surviving remains of these defences would be considered as positively contributing to the historic interest of the conservation area and its setting.

### **5.3 Building materials and local details**

The canal was constructed with earth or clay banks with no retaining walls. The numerous historic canal bridges are of locally produced red brick, which varies in colour from orange red to a dark purple-red providing a bridled effect.

Buildings in the setting of the canal include examples illustrating the development of the local vernacular tradition between the 16<sup>th</sup> and 19<sup>th</sup> centuries. The earliest of these structures have exposed timber frames often covered by brick at ground floor level, as seen at Brunley in Crookham Village (formerly known as the Malthouse) and Old Thatch on Sprat's Hatch Lane. The panels between timbers were originally infilled with wattle and daub or timber boarding which was replaced with brick-nogging from the 18<sup>th</sup> century onwards. Occasionally tile hanging is used to clad these buildings above ground floor level. Very limited use of weatherboarding is made on historic residential buildings.

Where it is used it is normally found on lower status and ancillary structures including barns and granaries.

A number of cottages with thatched roofs survive including Old Thatch on Sprat's Hatch Lane and Little Thatch at Broad Oak Common, although many were replaced with more durable fired clay tile in the 18<sup>th</sup> century. Former thatched roofs are indicated by their steep pitch and half-hipped gables. The later extension of accommodation into roof spaces is demonstrated by the addition of dormer windows.

The historic canalside buildings reflect the canal's introduction of materials from outside the local area, with Welsh slate roofs replacing the more locally distinctive fired clay tiles or thatch of earlier buildings in its setting. The more humble canalside cottages are mostly low two storey buildings of brick with simple gabled roofs and timber casement windows flush to the openings or recessed with cambered openings. The brick is often painted white or clad with roughcast. More prestigious buildings such as the canalside inns have hipped roofs and symmetrical primary elevations with timber framed sash windows reflecting late Georgian taste.

From the 18<sup>th</sup> century brick began to replace timber as a more prestigious material. New buildings were constructed in brick, whilst some older buildings were re-clad with it. In some examples brick was used only for the primary elevation, whilst less publicly visible surfaces were clad with tile hanging. The earlier bricks are handmade using wooden moulds and have a slightly porous texture and variation in shape. Machine made bricks with greater conformity in shape, smooth surfaces and sharp arises were produced from the late 19<sup>th</sup> century. Better firing produced more even colouring. These advances in materials allowed construction of buildings of uniform design and scale. Despite developments in other building materials the use of lime mortar for both pointing and render finishes remained a feature of these buildings' construction well into the 20<sup>th</sup> century.

## **6 CHARACTER AREAS**

The Basingstoke Canal Conservation Area divides into nine Character Areas according to historical development, activity and setting. These are (from west to east):

- The Greywell Tunnel;
- From the Greywell Tunnel to Odiham Wharf;
- Odiham Wharf to Barley Mow Bridge;
- Broad Oak Common;
- Barley Mow Bridge to Chequers Bridge Wharf;
- Chequers Bridge Wharf to Malthouse Bridge;
- Malthouse Bridge to the Fox and Hounds Public House;
- Fleet (from the Fox and Hounds Public House to Pondtail Bridge);
- Pondtail Heath and Pyestock Hill.

The character of each of these areas and their key positive characteristics are described below. Key issues affecting each area are identified where they detract from the conservation area's character and appearance. The numbered viewing points that provide key views and vistas for the character and appearance of the conservation area referred to in the text are marked on the accompanying Townscape Appraisal Maps. Whilst this highlights a number of the most significant views in the area other key views and vistas may exist. These may be affected by seasonal changes in the environment, as well as the management of buildings, trees and hedgerows within the conservation area and its setting.

### **6.1 Character Area 1: The Greywell Tunnel**

This area is formed by the subterranean course of the Greywell tunnel. Lined with brick, the tunnel has collapsed toward its western end and is now a semi-submerged cave used as a seasonal roost by numerous species of bats.

#### Key Positive Characteristics:

- The tunnel, including its eastern portal, which represents a significant feat of engineering;
- The woodland that covers part of the tunnel at Butter Wood is of particular ecological and historic interest as an outstanding example of wood pasture and has been designated a SSSI.

#### Issues

- The tunnel is currently blocked by material from the collapsed roof and it appears unlikely that it will be possible to clear it in the near future;
- The course of the tunnel lies underground and is partially infilled by the collapsed tunnel roof. The conservation area boundary does not follow or protect any surface features, therefore the designation of this area may have only symbolic value in protecting the historic and archaeological interest of the canal;
- Part of the Greywell Village Conservation Area overlaps with the Basingstoke Canal Conservation Area.

### **6.2 Character Area 2: From the Greywell Tunnel to Odiham Wharf**

From the eastern boundary of the district, the Greywell Tunnel runs under the countryside of Greywell Hill into a narrow cutting. Initially, the houses and gardens of Greywell and Deptford Lane follow the canal's southern bank with fields to the north, with fields to both sides of the canal and a long thicket of woodland on the south bank further to the east. After crossing the River Whitewater across a short aqueduct, the canal cuts through the earthworks of Odiham Castle with the impressive ruins of the octagonal castle tower on the north bank (this has recently been conserved by Hampshire County Council). The canal runs eastwards, with a gently winding course, between thickly treed banks and with occasional glimpsed views to surrounding fields,

until it reaches a group of canalside cottages at Mill Lane, North Warnborough, where the canal is crossed by a lift bridge. The cottages enjoy views across the canal to fields running down to the water's edge and to North Warnborough further to the south east. The towpath has an open southerly aspect here.

The canal runs further eastwards into a short cutting, passing between 19<sup>th</sup> century cottages and the Swan Public House before it is crossed by Swan Bridge, which carries Hook Road over the canal. The towpath runs under the bridge. In the immediate environs of the bridge the Swan Public House, a timber barn and Swan Cottage form part of the canal's setting, whilst The Cat and Nevill's, further north along Hook Road, contribute to views northwards. Modern housing development either side of the canal to the east of Swan Bridge fails to address the canal, presenting banks of boarded fencing to either side. After a sharp bend in Hook Road, a series of 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> century cottages and houses line the east side of Hook Road as far as its crossing on the River Whitewater.

East of Swan Bridge the Canal makes a sharp northward turn, which is initially between areas of modern housing development that soon give way to open fields. These include the floodplain of the River Whitewater to the west and the former Odiham Deer Park to the east. The canal then turns again to run south eastwards along the 75 metre contour. The modern A287, which runs on a parallel course to the north of the canal, is separated from it by a strip of fields that lie within the conservation area. The canal's southern bank is lined by a narrow belt of oak woodland that gives way to fields running down to the canal's edge.

At Colt Hill Bridge the town of Odiham reaches down to the canal's southern bank, including the beer garden of the Water Witch Public House, the former Cricketer's Inn, Wharf House, a wharf-side barn and a wharf office surrounding the former wharf, which has recently been redeveloped for housing. Colt Hill runs up to London Road to the south of the canal towards the centre of Odiham with an interesting group of historic buildings on its west side forming an area of almost uninterrupted historic townscape.

#### Key Positive Characteristics

- Still, slow-flowing water with little disturbance;
- Tree lined banks of the canal and hedgerows;
- Medieval ruins and earthworks of Odiham Castle (known as King John's Castle);
- Canalside cottages at Warnborough Green and North Warnborough;
- Historic bridge crossings at the lift bridge and Swan Bridge;
- Historic canalside Inn and surrounding settlement at the Swan Inn;
- Openness of the canal's sides to the surrounding fields and historic deer park between North Warnborough and Odiham, with mature willow trees growing at the water's edge; and

- At Colt Hill, an area of historic townscape forms an area of continuous historic and architectural interest running down to the canal from London Road and marking the historic course of the road from Odiham to London.

#### Key Views and Vistas

1. The tow path next to Lock 30, particularly looking westwards to the portal of the Greywell Tunnel;
2. The towpath looking north across the old cricket field towards cottages on Hook Road, Greywell and south across the floodplain of the River Whitewater;
3. The towpath looking north to Odiham Castle (known as King John's Castle) and The Whitewater River from the aqueduct;
4. The Lift Bridge looking south east across paddocks to North Warnborough and north and east to canalside cottages;
5. Just north of the Swan Bridge looking north along Hook Road, North Warnborough to The Cat and Nevill's;
6. The towpath looking north across the floodplain of the River Whitewater; and
7. The towpath looking south across open fields towards Odiham.
8. From Colt Hill Bridge looking south towards London Road.

#### Historic Settlement Areas

*North Warnborough* – Ribbon development running northwards from the historic village core. The Swan Inn stands adjacent to a historic canal bridge and forms part of a group of historic structures at the canal crossing.

*Colt Hill* - Gently sinuous country road, with houses and cottages set back but closely spaced on the west side creating a fairly continuous building frontage interrupted by space around the Water Witch Public House. Modern houses on the east side of the road are set further back or off private drives reducing their visual intrusion.

#### Issues

- The area overlaps with North Warnborough Conservation Area and includes areas that have only a passing relationship with the canal;
- An area to the east of Swan Bridge has an untidy appearance as a result of illegal dumping of rubbish;
- An historic outbuilding at the Swan Public House is at risk of imminent collapse; and
- The area of Colt Hill lies just to the south of the conservation area and comprises an historic lane running down to the canal from Odiham, flanked by historic cottages and houses, with modern infill development. It provides one of a number of

important approaches to the canal with a particular historic character that support the identification of the canal as an historic waterway.

### **6.3 Character Area 3: Odiham Wharf to Barley Mow Bridge**

At Odiham Wharf a small canal boat yard (Galleon Marine), with pleasure boats for hire, lies just to the south of the conservation area boundary. East of Odiham Wharf the canal runs under the modern road bridge of the A287 and then turns north eastwards running between small pasture fields and private gardens to Odiham Common and Broad Oak Common. At Broad Oak Bridge a lane provides access from the canal to the dense woodland of Odiham Common (to the north) and to Broad Oak Common (to the south).

The canal runs through a mixture of woodland and open countryside. Views out to open countryside are relatively frequent whilst a large amount of the woodland is maintained as coppice providing particular visual interest. Nestled on the eastern edge of the woodland at Odiham Common, The Old Hunting Lodge and Wilk's Cottage (both currently outside the conservation area) overlook a small lake just to the north of the canal. Moving eastwards, the canal runs through areas of small fields and woodland, including well managed coppice and rougher woodland on the northern boundary of Dogmersfield Park and the north side of Sprat's Hatch Lane. For a short stretch to the east of Sprat's Hatch Bridge the towpath runs along the edge of an open arable field with no intervening hedge or tree line. Where the canal moves away from the natural line of the 75-metre contour to avoid Dogmersfield Park, several cuttings were excavated to maintain a level course. The area has a large number of historic canal bridges and several long, straight sections creating attractive vistas, which benefit from the openness of surrounding fields.

#### Key Positive Characteristics:

Key positive characteristics include

- A busy area around the marina with canalside industry and boat hiring;
- The picnic area next to Colt Hill Bridge provides a more open space, with the canal bridge and road embankment creating enclosure to the west;
- Attractive views from the canal and towpath into pastures to the west of Broad Oak Common;
- Earthwork remains of clay pits either side of the canal at Odiham Common;
- Attractive, mature broad leaved woodland at Odiham Common and Broad Oak Common;
- A very attractive canalside pond, with rustic cottages and listed lodge at Wilk's Water providing designed parkland features and architectural interest in the setting of the canal;

- Attractive views into coppice woodland at Lousey Moor and views into fields interspersed with small areas of woodland;
- Small fields running down to the canal edge on the southern bank with well spaced trees at the water's edge;
- Narrow hedgerows of hawthorn with small hedgerow trees between the towpath and fields beyond or no division between the towpath and surrounding fields;
- Small, isolated cottages, in rural settings including the listed building of Old Thatch; and
- Numerous late 18<sup>th</sup> century red-brick canal bridges.

#### Key Views and Vistas

- 8 The Colt Hill Bridge looking south along Colt Hill to London Road and east to Odiham Wharf;
9. The towpath looking west into paddocks west of Broad Oak Common;
10. Broad Oak Bridge looking south east across Broad Oak Common;
11. The towpath looking north across Wilk's Water pond to Wilk's Water Cottage and the Old Hunting Lodge;
12. The towpath looking north and west across fields to the cottage at Wilk's Water;
13. The towpath looking north and west into the coppice woodland at Lousey Moor;
14. The towpath between Sandy Hill Bridge and Sprat's Hatch Bridge looking east and west;
15. The towpath just east of Sprat's Hatch Bridge looking west to the bridge and north and east along the canal and across open fields;
16. The towpath east of Baseley's Bridge looking south west along the canal, views are enclosed by lines of trees with open fields continuing the vistas where the canal curves out of view and north east under the bridge towards Stacey's bridge along a tree lined cutting;
17. The towpath just west of Stacey's Bridge looking south west along the canal to Baseley's bridge;
18. The towpath looking south to Old Thatch and west and north west across fields and woodland; and
19. The towpath looking south to fields running down to the canal with old willow trees at the water's edge and north through gaps in the hedge to fields and woodland.

## Historic Settlement Areas

Broad Oak Common forms Character Area 4 (see below).

## Issues

- Wilk's Water Cottage and Old Hunting Lodge at Wilk's Water make an important contribution to the setting of the canal and the adjacent pond;
- Recent development on the canal edge for subsidiary buildings to Dogmersfield Park Estate have caused concern for local people due to the effect on the setting of the canal resulting from the scale and location of development;
- Development of equiculture in the canalside area is considered to have a potential negative impact on the setting of the conservation area through the creation of new boundary fences and shelters that are out of keeping with the traditional features of the rural landscape; and
- An untidy area next to the picnic area at Colt Hill Bridge, formerly part of a small holding. This is now owned by the Basingstoke and Deane Canoe Club who have planning permission for a clubhouse on the site. It is anticipated that this area will be tidied up in due course.

## 6.4 Character Area 4: Broad Oak Common

Broad Oak Common represents a typical small common-edge settlement consisting of small cottages with two larger historic farmhouses and limited modern infill development, which are set around an unenclosed common pasture. The houses are set in large plots facing the road and create a well spaced building line. The single storey almshouses at the southern end of the area are set apart, south of the common land, whilst the 'big house' of Broad Oak House is hidden to the west of the general building line. This area was divided from the larger area of common land of Odiham Common by the excavation of the canal along its northern edge at the end of the 18<sup>th</sup> century.

## Key positive Characteristics

- Historic green open space;
- Attractive woodland surroundings ;
- Access to the canalside via Broad Oak Bridge;
- Narrow rural lane flanked by grass verges giving directly onto the common; and
- Architectural interest of vernacular cottages and early 20<sup>th</sup> century almshouses.

## Key Views and Vistas

10 Broad Oak Bridge looking south east across Broad Oak Common.

## Issues

- There is evidence of pressure for the development of new, large houses in Broad Oak Common and alongside the canal, taking advantage of the area's attractive setting;
- The use of unsympathetic architecture or materials for buildings and structures within their curtilage could have a significant impact on the character of the area. Even minor changes to historic buildings in this area, such as replacement of traditional timber framed windows with plastic units, could have a significant negative effect on the area's character and appearance.

### **6.5 Character Area 5: Barley Mow Bridge to Chequers Bridge Wharf**

In this part of the conservation area the canal runs through thick woodland with only occasional views out to open countryside or the parkland and lake at Dogmersfield. Brick and concrete built pillboxes, dumps of anti-tank obstacles, and concrete post bases all provide evidence of the fortification of the canal as part of the GHQ stop line during the Second World War.

At Barley Mow Bridge the canal reaches its most northerly point within Hart District. A loose cluster of buildings surround the bridging point, including the historic farmhouse, barn and inn, as well as more modern houses and agricultural buildings.

To the east of Barley Mow Bridge, the canal runs around the eastern edge of Dogmersfield Park. The village of Dogmersfield runs up to the edge of the canal, with houses on Chatter Alley backing onto the towpath. The canal is enclosed by areas of woodland including Arch Plantation to the west and Gillet's Copse to the east, before opening out to provide views across the parkland of Dogmersfield Park, including Tundry Pond and the Dower House. On the east bank the woodland at Parsonage Copse soon replaces this openness.

A mixture of farmland and large houses in spacious grounds with paddocks, border the canal either side of Double Bridge. These are replaced by woodland a short distance to the south, firstly where the canal turns to run eastward again at Hop Garden Plantation and Swing Bridge Copse and, secondly, by the much larger area of Coxmoor Wood. Where it emerges from this woodland, to the east, the canal runs along another embankment crossing a narrow stream valley before entering the cutting that forms the approach to Chequers Wharf. The wharf lies next to Chequers Bridge, which carries the road over the canal to Crondall from Crookham Village. An area of linear settlement formed by historic cottages, houses and an inn, with modern infill, follows the east side of the road on either side of the bridge, although the conservation area only includes the area to the north at present.

### Key Positive Characteristics

- Attractive wharf area at Barley Mow Bridge with grouping of wharf canal bridge and Barley Mow Farmhouse at the canal edge;
- The canal runs through areas of historic woodland including Coxmoor Wood, Swingbridge Copse, Parsonage Copse and Gillet's Copse;
- Attractive views out to Dogmersfield Park, including Tundry Pond;
- Attractive views towards Dogmersfield village including All Saints Church, Dogmersfield and the Dower House;
- Attractive views along the canal framed by canalised trees which add rhythm and vertical interest;
- A chain of Second World War pillboxes and dumps of anti-tank obstacles; and
- Views out from the canal and towpath to attractive, isolated cottages and farm houses.

### Key Views and Vistas

20. The towpath looking west from Barley Mow Bridge and Barley Mow Farm House;
21. The towpath looking east and north east across rolling fields to Dower House, and All Saint's, Dogmersfield;
22. The towpath looking west across Tundry Pond to ornamental bridges and east into Parsonage Copse;
23. The towpath looking west to Eastcote House;
24. The towpath looking east along the canal to a pillbox at Coxmoor Wood; and
25. The towpath looking north west to a pillbox at Coxmoor Wood.

### Historic Settlement Areas

Winchfield Hurst – a cluster of buildings on the south side of the canal surrounding Barley Mow House in a loop of the canal either side of Sprat's Hatch Lane, mostly set well back for the road in large gardens, although Old Barley Mow Farm House stands directly adjacent to the canal and Barley Mow Bridge, whilst Waterside House overlooks the canal across an expansive lawn. The Barley Mow Public House stands a short distance to the north of the canal adjacent to the junctions of roads to Winchfield, Hartley Wintney, Dogmersfield and Fleet.

*Chequers Wharf* – A cluster of buildings creating a ribbon of development along the east side of Crondall Road with farmland running up to the west side of the road. The historic houses and the George and Lobster Public House are set near the back of pavement

whilst the modern infill houses and bungalows are set further back from the road, reducing their intrusion into views.

### Issues

- A number of historic buildings which make a positive contribution to the character and appearance of the conservation area are located around Barley Mow Bridge, currently outside the conservation area;
- Trees and hedgerows have grown up along the edges of fields adjoining the conservation area, obstructing potentially attractive views of the wider countryside and local facilities, such as the Barley Mow public house;
- Some areas of woodland in this area appear to be unmanaged despite historic coppicing and present a scruffy, tangled edge to the conservation area;
- There are few benches in this area despite the long distance between points of access to the local area; and
- The historic interest of the Second World War defences is not particularly exploited, although efforts have recently been made to reduce invasive weed growth and increase their visual presence.

### **6.6 Character Area 6: Chequers Bridge to Malthouse Bridge**

East of Chequers Bridge the canal runs along another embankment with a mixture of woodland and fields in its surroundings. On the east side of Poulter's Bridge a former wharf now provides large gardens surrounding the wharfinger's house to the south of the canal. On the north side, an area of woodland with well spaced trees encloses the canal at Zephon Common. As the canal turns to run northwards the woodland encloses both banks before the west bank emerges to provide views across farmland. The canal then flows through a narrow cutting up to Malthouse Bridge where the residential areas of Crookham Village (to the west) and Church Crookham (to the east) extend down to the canal.

### Key Positive Characteristics

- The winding course of the canal creates intimate spaces with continuously changing views. Alternating areas of cutting and embankments create changing areas of enclosure and openness;
- There are several attractive views out to rolling countryside with farmhouses providing points of interest;
- The presence of historic canalside buildings and bridges;
- A number of historic buildings relate to industries associated with the canal such as Zephon House, Poulter's Bridge Cottage and Canal Cottage; and
- Areas of well managed woodland create attractive areas in the canal's setting.

### Key Views and Vistas

26. The towpath east of Chequers Bridge looking south across fields to Burnt House and north through canalside coppices to small fields;
27. The towpath and Poulter's Bridge looking east along the canal to the wharf and Poulter's Bridge Cottage, north west across the former brickfield and north east into woodland at Zephon Common;
28. The towpath looking north east to the swing bridge;
29. The towpath looking north along the canal through a tree-lined cutting; and
30. The towpath just south of Malthouse Bridge looking south along the canal through a tree-lined cutting.

### Issues

- Views out to surrounding areas are obscured by overgrown hedges and self seeded trees;
- Areas of importance to the setting of the canal are not included in the conservation area;
- The historic brickworks land is not included in the conservation area; and
- Only part of the area of settlement to the south of Chequers' Bridge is included in the conservation area leaving, historic buildings of interest outside it.

### **6.7 Character Area 7: Malthouse Bridge to the Fox and Hounds Public House**

In this character area the canal runs through the outskirts of Fleet and Church Crookham, which are largely characterised by modern, suburban-style development.

On The Street, Crookham Village, to the west of the canal, the conservation area includes two houses (Brunley and No. 110 The Street, Crookham Village), both of which stand in large gardens. North of Malthouse Bridge the canal runs adjacent to Crookham Road for a short distance with modern housing development on the east side and views across the fields of Grove Farm to the west. The canal turns away from Crookham Road to pass eastwards along the southern edge of a narrow stream valley. It then turns north to cross the valley via an embankment after which it runs north west along the facing valley side to rejoin Crookham Road at the Fox and Hounds Public House. A mid-20<sup>th</sup> century housing estate lies to the west of the canal, whilst the truncated valley to the east contains two large ponds surrounded by mature woodland.

### Key Positive Characteristics

- Thick tree belts and woodland surrounding the canal screen views to surrounding modern housing;
- There are attractive views across open fields towards Grove Farm;

- There are areas of openness on the canalside adjoining Crookham Road;
- Small areas of historic settlement at Malt House Bridge;
- A large area of woodland surrounding ponds on the east side of the canal creates a tranquil woodland area; and
- Historic canalside public house with wharf and mooring at the Fox and Hounds Public House.

### Key Views and Vistas

31. The towpath looking westwards across Crookham Road and open fields to Grove Farm.

### Historic Settlement Areas

*Malt House* - The Malt House (now known as Brunley) is a 17th century building, pre-dating the construction of the canal, set well back from the road in private gardens and partially screened from public view by tall hedges. The adjacent No. 110 The Street, Crookham Village (a mid 19<sup>th</sup> century cottage), is similarly set well back from the road frontage in private grounds. On the south side of The Street a mixture of Edwardian and modern houses stand near the road and provide interest to the approach to Malthouse Bridge from Crookham Village.

*Fleet from Crookham Village to Fox and Hounds* – This area is largely surrounded by modern suburban development of little historic or architectural interest, which, nonetheless, forms the setting of the canal. The Fox and Hounds, with an associated wharf, provides a linking point between the Canal and Crookham Road. The building faces the road, with its rear elevation to the canal and unenclosed car park and beer garden running up to the towpath. One neighbouring building (a small cottage) also appears to be of 19<sup>th</sup> century origin. The surrounding modern development is of no architectural or historic interest, and is mostly well screened from the canal by intervening lines of trees.

### Issues

- Recent development has resulted in anomalies in the conservation area boundary, including buildings dissected by the boundary or inconsistency in the treatment of buildings forming the setting of the conservation area; and
- Historic buildings on the south side of The Street at Crookham Village make an important contribution to the setting of the canal and the approach to the bridge, but are outside the conservation area.

## **6.8 Character Area 8: Fleet (from the Fox and Hounds Public House to Pondtail Bridge)**

Where the canal runs through the town of Fleet, adjoining areas of housing, including Victorian and Edwardian cottages and villas, as well as modern suburban housing, have been included in the conservation area to protect the canal's setting.

At the Fox and Hounds Public House the canal again flows alongside Crookham Road for a short distance, with only a narrow tree line separating the road and the towpath. To the east the canal is bounded by the gardens of large late 20<sup>th</sup> century houses, whilst it is soon enveloped by further housing on the west side as it turns eastwards, away from Crookham Road. The canal now runs eastwards through the built up area of Fleet, within which it is normally bounded by the gardens of modern properties, built as part of Fleet's expansion as a suburban area since the 1970s. Tall trees line the canal's edge and towpath, providing enclosure and mitigation of the built form, as well as vertical interest and rhythm to views along its length. Set behind the road frontages, the canal provides a particularly tranquil area within the town, only disturbed by the noise of traffic where it passes under Reading Road Bridge and Pondtail Bridge on the eastern edge of the urban area. Nonetheless, many properties have gates providing access to the towpath from gardens, whilst several properties on the off-side have landing stages or pleasure craft (including some traditional narrow boats) moored along the canal's bank. Regent Street provides one point of access to the canalside from the north and is enclosed by medium-sized late Victorian houses set just back from the roadside in small gardens, with modern infill development of a similar scale.

### Positive Characteristics

- Several long, straight sections of the canal provide attractive vistas contained by surrounding trees and gardens running down to the canal;
- Many gardens on the south side of the canal have open boundaries to the canal bank providing attractive views and a feeling of activity at the canal's edge;
- Use of the towpath as a popular footpath away from noisy roads;
- Tree lines provide vertical interest and rhythm in views along the canal;
- Use of the canal as a waterway is indicated by landing stages and moored pleasure craft; and
- A small number of historic buildings appear to have been built beside the canal in the 19<sup>th</sup> and early 20<sup>th</sup> century and provide historic and architectural interest to its setting.

### Key Views and Vistas

32. The towpath looking south to the wharf and garden around the Fox and Hounds Public House;

33. The towpath looking south along the tree-lined banks of the canal and west along Richard Close towards the cemetery;
34. The towpath looking south westwards along the canal with the large trees of private gardens to either side;
35. Reading Road Bridge looking west and east along the canal;
36. The towpath just east of Reading Road Bridge looking along the tree lined canal; and
37. Pondtail Bridge looking west including No. 142 Aldershot Road and No. 145 Velmead Road.

### Historic Settlement Areas

*Crookham Road* - Running along the edge of the canal, Crookham Road includes a number of small cottages 19<sup>th</sup> century and larger villas with modern infill. These face the road with rear elevations to the canal and have only narrow front gardens providing an element of division from the road. To the east of the canal, on Dinorben Avenue and surrounding streets, the adjoining development is almost exclusively of modern housing, including some very large properties with large gardens running down to the canal and forming an attractive edge.

*Aldershot Road and Regent Street* - Aldershot Road, running east to west, is a very straight, long street largely of modern development but with some scattered late Victorian and Edwardian detached and semi-detached houses in large plots that run down to the canal. Regent Street runs at right angles from Aldershot Road to the edge of the canal towpath and includes a group of late Victorian houses, built to a similar double-fronted design and standing just back from the road with small front gardens defined by privet hedges. These are interspersed with modern infill of a similar scale and, largely sympathetic design.

### Issues

- The southern section of Glen Road runs immediately adjacent to the canal and tow path, but the two lack connectivity. If the poorly managed hedgerow beside the towpath was replaced with much lower landscaping, this would greatly enhance the landscape character of both Glen Road and the canal in this area. To a lesser extent this also applies to the north end of Aldershot Road where a length of the Road runs adjacent to the canal and towpath.
- An area to the north of the conservation area at Regent Street includes a collection of late 19<sup>th</sup> century buildings on a road running down to the canal, which make a positive contribution to its setting;
- A number of areas where roads run up to the edges of the conservation area have untidy end areas or fail to provide access to the canal towpath;

- Recent development has failed to provide an active frontage to the canal;
- Areas of the canal's banks and towpath have been affected by the introduction of invasive non-native plant species, particularly bamboo and rhododendron, which has had a negative impact on its character;
- Areas of towpath bounded by featherboard fencing provide a poor quality visual screen to gardens beyond;
- There are narrow areas of towpath with pressure for development of houses up to the towpath's edge;
- The public open space at Durnsford Avenue is screened from the canal by trees and scrub. Better management of the trees and scrub would allow a more visually attractive interface with the canal;
- Pondtail Bridge was excessively lowered in the 1960s and the adjacent modern road bridge is also very low making passing under it difficult, for users of both the canal and towpath. The same problem occurs with the Reading Road Bridge, which was excessively lowered in the 1950s.

## **6.9 Character Area 9: Pondtail Heath and Norris Hill**

To the east of Fleet the canal runs through areas of semi-natural wet heath and managed and semi-natural woodland of particular ecological value and attractiveness.

East of Pondtail Bridge the canal passes back into rural surroundings, although here the acidic heathland that once also covered the area of Fleet has been preserved. The low hedge and fence on the northern edge of the towpath allow views across the open space of Pondtail Heath, which eventually gives way to the managed woodland at Pyestock Hill. Also in this area is a canal sluice gate or overflow into the Gelvert Stream, which passes under the canal and forms part of the water supply to Fleet Pond. The Gelvert Stream and its environs also form an important wildlife corridor from the canal to Fleet Pond. To the south of the canal, an intermittent line of pine trees provides enclosure to views southwards, whilst the bank of the canal lies next to a succession of wooded and heathland areas. This stretch of canal includes two long, straight sections that provide particularly attractive views that benefit particularly from the natural surroundings and the enclosure of the canal by the cutting running through Pyestock Hill.

At the eastern limit of the conservation area the canal runs out of the woodland into more open heathland adjacent to Farnborough Airport. At the edge of the woodland, large oak trees stand out as specimen trees amongst the general background of pines.

### Positive Characteristics

- Several long, straight sections of the canal have attractive views framed by surrounding woodland;

- Pondtail Heath and small clearings on the south side of the canal provide areas of openness with tree lines providing attractive backstops to views;
- A particularly tranquil area, away from housing development with a surviving area of heath and woodland largely free of 20<sup>th</sup> century encroachment; and
- Historic boundary stones marking the district boundary are located near the canal's edge, providing points of historic interest.

#### Key Views and Vistas

38. The towpath looking east into Pondtail Heath;
39. The towpath just west of Norris Bridge looking west along the canal;
40. The towpath looking south east along the canal running through acid woodland; and
41. The towpath looking north westwards along the canal running through woodland.

#### Issues

- The conservation area includes only part of the highly specialised landscape areas of Pondtail Heath and Pyestock Hill. These areas provide an important representation of this part of Hampshire before the agricultural improvements of the late 18<sup>th</sup> century; and
- The towpath is in a poor condition near Norris Hill Bridge and requires some repairs to prevent further deterioration.

## **7 ISSUES**

### **7.1 Summary of Issues**

Based on the Issues summarised in Chapter 6 Character Areas, and on comments made during the initial public consultation, the following are considered to be the most important Issues for the Basingstoke Canal Conservation Area at this point in time:

### **7.2 Water supply**

To ensure the long term viability of the canal it will be necessary to protect the present sources of water and potential future sources. In doing so it will be necessary to take into account the need to protect the canal's biodiversity which is currently supported by the gradient in acidity created by the transition from chalk land in the west to sandy soils in the east. Extraction of water from Greywell Hill has been shown to lower water levels in the canal, although not as significantly as in the River Whitewater. Dogmersfield Lake currently also provides some water to the canal. Water supply for the canal will be an ongoing issue.

### **7.3 Sites in need of improvement**

The Character Appraisal has identified a number of areas that would benefit from improved management or environmental enhancement. These include:

- An area to the east of Swan Bridge affected by serious littering and illegal dumping of waste;
- The small area of woodland to the north of the canal just west of the Colt Hill Bridge;
- The area between the canal and car park at Odiham Wharf;
- Several areas at the interface of roads and the canal towpath in Fleet including Glen Road, Regent Street, and St Michael's Close; and
- The canal bank at the edge of the Durnsford Avenue open space.

### **7.4 Buildings at risk**

Most buildings in the conservation area are well maintained. However, the historic outbuilding standing next to The Swan Public House, North Warnborough, is in a serious state of dereliction and is regarded as at risk of imminent collapse. It may qualify as a curtilage listed structure.

### **7.5 The control of new development**

In recent years there has been considerable pressure for development in the land which provides the setting of the canal. Whilst the adopted local plan encourages development that provides positive uses of the canal, the scale, design and materials of buildings must be sympathetic to the character and appearance of the conservation area. Proposals for new development should include consideration of landscaping to avoid negative impacts to the canal's setting, which should include low key active frontages such as open garden borders. The Council may need to impose planning conditions that protect the setting of the canal for the future.

### **7.6 Alterations to existing buildings windows, doors and boundaries**

The character appraisal has identified areas in which relatively minor alterations to unlisted buildings have resulted in a gradual erosion of historic areas. These include changes to windows, doors, roof materials and cladding. Unusually, the changes that affect the conservation area are more likely to be those to rear elevations of buildings. Monitoring and enforcement of the existing article 4(2) Direction should be used to control such changes and to prevent any loss of character within the conservation area.

### **7.7 The control of trees and hedgerows**

Uncontrolled growth of hedgerows and the establishment of woodland through succession have led to the loss of many of the attractive views from the towpath and canal to the surrounding countryside. The management plan for the Basingstoke Canal SSSI also notes that the over-shading of the canal by trees has a negative impact on its biodiversity, which could be improved by some careful control of surrounding tree growth and limited thinning or tree clearance. Some of this tree growth lies on private land whilst other areas are on the land owned by Hampshire County Council, which is managed on the Council's behalf by the Basingstoke Canal Authority.

### **7.8 The management of woodland**

There is considerable variation in the management of woodland along the banks of the canal. Butter Wood at Greywell, Parsonage Copse at Dogmersfield, Lousey Wood at Winchfield, Zephon Common at Crookham Village and Pyestock Hill, Fleet; stand out as examples of well managed woods including areas of wood pasture, coppice and timber producing woodland. However, some areas appear to be subject to less management, including the large area of Coxmoor Wood, and present a neglected area on the edge of the canal.

### **7.9 Boundaries facing the towpath edge**

It is noted in the Character Appraisal that featherboard fencing has been used to enclose gardens in the conservation area. These have a negative impact on the character and appearance of the conservation area where they create an overly hard boundary to the relatively confined public space of the towpath. Where hard boundaries are required to ensure the security of private properties, these could be softened visually using hedge planting of appropriate species, such as box, privet, yew or holly, facing onto the public realm.

### **7.10 The provision of stopping points and rest spaces**

The conservation area includes long stretches of towpath that have only sporadic access to the surrounding countryside and villages. As such, some users may require opportunities to stop and rest, although there are few benches or resting areas. Attractive stopping points and rest areas, in addition to the current car park picnic sites, would also encourage the use of the canal for leisure and recreation. More benches are therefore required to increase accessibility for towpath users, although these should be carefully chosen to avoid negative impacts on the character and appearance of the area. These could be sited to take advantage of historic structures of interest, areas of attractive townscape or views of particular importance.

### **7.11 Second World War defences**

The remains of the GHQ line are currently under valued and have only one interpretation board. A long area of towpath was recently remade, covering up an area of concrete post bases forming part of the line. Without positive use and attention these remains will be neglected, subject to vandalism and, in time, will be lost.

### **7.12 Invasive species**

It is notable that the canal banks are becoming covered by invasive species of plants including bamboo and rhododendron. These can have a negative impact on the character and appearance of the conservation area and are also potentially damaging to local biodiversity.

### **7.13 Maintaining the towpath**

In a small number of locations it was noted that the towpath is in poor condition, potentially making it difficult to use in bad weather or posing a risk to partially sighted users. Some damage has been caused by using over heavy machinery to undertake maintenance of hedgerows, whilst in other areas damage may be due to burrowing animals and normal wear and tear.

### **7.14 Landing stages**

A number of properties on the 'off-side' of the canal have built landing stages for small pleasure boats at the ends of gardens bordering the canal. At present the Basingstoke Canal Authority is responsible for providing permission for the creation of these structures, although there is currently no guidance on the use of appropriate design or materials. Where old landing stages have become redundant or dilapidated they can have a negative impact on the character and appearance of the conservation area, whilst the materials and design of new ones will need to be carefully chosen to avoid any negative impacts.

## **8 CONSERVATION AREA BOUNDARY REVIEW**

As part of the appraisal process the boundaries of the conservation area were reviewed to ensure that they continue to mark the area that should be protected. In some areas the boundaries of the conservation area are drawn tightly around the canal, towpath and associated areas of historic settlement and townscape, which is considered to largely represent the area of special historic and architectural interest. In other areas the conservation area embraces land in the setting of the canal, which requires management to protect the character and appearance of the canal. This includes large areas of relatively modern housing in Fleet and Church Crookham, which are considered to be of no special architectural or historic interest.

At present the conservation area also follows the line of the Greywell Tunnel to its western portal (actually in Basingstoke and Dean District). It should be made clear that whilst the subterranean course of the tunnel is considered to be special for both its historic and architectural interest, the land lying over it is should not be considered to be of special interest in association with the tunnel. Part of this land, however, does fall within the Greywell Conservation Area and the Butter Wood SSSI.

As the conservation area overlaps with two other existing conservation areas (Greywell and North Warnborough) it was considered whether the boundary should be reviewed in either of these areas to prevent unnecessary and confusing duplications of designation. A number of areas have also been identified which make a positive contribution to the historic and architectural interest of the conservation area but currently lie outside its boundary. A number of extensions to the conservation area are recommended in the Management Proposals (see Chapter 11 *Boundary Review* below).

## THE MANAGEMENT PROPOSALS

### 9 INTRODUCTION

- 9.1 Part 1 of this document, the *Character Appraisal*, has identified the special positive qualities of the Basingstoke Canal Conservation Area which make the conservation area unique. Part 2 of this document, the *Management Proposals*, builds upon the negative features which have also been identified, to provide a series of Issues and Recommendations for improvement and change. Within Hart District, prime responsibility for the canal rests with Hampshire County Council (the owner's) and the Basingstoke Canal Authority (the manager's), who are supported by the Surrey and Hampshire Canal Society, which is a registered charity.

The structure and scope of this document is based on the suggested framework published by English Heritage in *Guidance on the management of conservation areas* (2005). Both the Conservation Area Character Appraisal and the Management Proposals will be subject to monitoring and reviews on a regular basis, as set out in Chapter 12 Monitoring and Review.

### 10 ISSUES AND RECOMMENDATIONS

The issues have been grouped into three themes which relate to the overall management of the conservation area as follows:

- Ensuring the viability and amenity of the canal;
- Protecting and promoting the historic and architectural interest of the canal and its setting;
- Protecting ecological resources.

#### 10.1 Ensuring the viability and amenity of the canal

##### 10.1.1 Ensuring a continued water supply to the canal

The future viability of the canal as an inland waterway for leisure and recreation and the conservation of its ecological importance are dependent on it being kept 'in water'. The change in alkalinity of the water from the springs in and around Greywell Hill along the course of the canal to its connection with the River Wey Navigation is partially responsible for an important part of the canal's ecological diversity.

Recommendations:

- Hart District Council will protect the current sources of water through careful planning control and use of the relevant national and local policies.

#### 10.1.2 Maintaining the towpath

The use of the canal for walking, cycling and horse riding depends on maintaining the good condition of the footpath and the safety of the canal banks. In a few areas the towpath has either become difficult to use or the banks have been subject to collapse. This is exacerbated by the use of heavy vehicles in the maintenance of the hedgerows beside the canal and towpath.

Recommendations:

- Working with the Basingstoke Canal Authority and the Surrey and Hampshire Canal Society, Hart District Council will seek to maintain hedgerows beside the canal and towpath by hand in those areas where the banks are soft, potentially using volunteer working parties, or hedge-laying training days;
- A limited number of sites require active repair particular in the vicinity of Pyestock Hill and Odiham Castle. The Council will work with the Basingstoke Canal Authority and Hampshire County Council to ensure that the canal banks and towpath are safe to use.

#### 10.1.3 Sites in need of improvement

A number of areas were identified as suffering from litter, poor maintenance and management or a lack of connectivity between the canal, towpath and surrounding streets.

Recommendations:

- Targeted cleanup operation to the east of Swan Bridge, North Warnborough and in small woodland area near Colt Hill Bridge, Odiham;
- Encourage clean-up of land between the canal and the Odiham Wharf car park, however this may take place as part of the Basingstoke and Deane Canoe Club's development of the new clubhouse;
- Improve the connectivity between the canal and the public open space at Durnsford Avenue by clearing scrub and providing formalised boundary treatment maintaining good inter-visibility; and
- Consider opportunities to improve access to streets adjoining the canal and towpath in Fleet, particularly at the southern end of Regent Street.

#### 10.1.4 Views into and out of the conservation area

There is a need to control the growth of trees and hedgerows, which are currently reducing visibility of attractive views out from the conservation area.

Recommendations:

- Set up a co-operative partnership between Hart District Council, the Basingstoke Canal Authority and the Surrey and Hampshire Canal Society to provide a programme of clearing scrubby growth, self-seeded trees and over-tall hedgerows,
- Organise a series of volunteer training days as part of this programme of work.

#### 10.1.6 The control of new development

New development can have a significant impact on the setting of the canal, particularly where it is in a more rural setting. Saved Policies of the Hart District Local Plan Policies within the Local Development Framework include Policy CON10 and RUR32, both of which relate specifically to new development affecting the Basingstoke Canal.

Policy CON10 The Basingstoke Canal states "... 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".

Policy RUR32 Basingstoke Canal states "... Recreational, navigational and ancillary facilities will be permitted along the canal, where the local planning authority is satisfied that the proposal would conserve the historic and ecological character of the waterway and its setting".

Recommendations:

- Hart District Council will continue to monitor all planning applications and ensure that they adhere to Policies CON10 and RUR32 to ensure that new developments in the conservation area or its setting are of an appropriate scale and design, including ancillary buildings and associated landscaping.

#### 10.1.7 The management of woodland

The Council has little control over the management of woodland within the setting of the canal beyond the control of development.

Recommendation:

- Hart District Council will work with landowners and the Forestry Commission to implement Woodland Management Schemes and Woodland Improvement Schemes to improve the woodland in the setting of the canal;
- The Council will also encourage the Forestry Commission to prioritise woodland in the conservation area or in its setting in providing grant funding.

#### 10.1.8 Boundaries facing the towpath edge

Fencing erected along the towpath edge of gardens can be intrusive to the character and appearance of the conservation area and are particularly noticeable in the more built-up area of Fleet. New fences of two metres or higher, to the rear and sides of properties (i.e. not adjoining a public highway), require planning permission.

Recommendations:

- Using the Council's development control powers, the Council will discourage use of inappropriately detailed fencing and require new fences and walls to be of sympathetic materials or screened by hedge-planting

#### 10.1.9 The provision of stopping points and rest spaces

Recommendations:

- Working with Hart District Council work with Hampshire County Council, Basingstoke Canal Authority, the Surrey and Hampshire Canal Society to provide a number (possibly four) of small rest or picnic sites using the natural resources and historic features of the canalside.

#### 10.1.10 Landing stages

At present, Hart District Council determines applications by canalside residents and businesses wishing to establish landing stages on the canal. These are very visually prominent within the conservation area and may easily affect its character and appearance. Applications should be judged against criteria that have been approved by the Conservation Area's key stakeholders to provide consistency in decision making and to protect the character and appearance of the conservation area.

Recommendations:

- Hart District Council will agree design guidelines for new landing stages with the Basingstoke Canal Authority and other stakeholders.

### **10.2 Protecting and promoting the historic and architectural interest of the canal and its setting**

#### 10.2.1 Buildings

Only one historic building was identified as 'at-risk', a weatherboarded barn standing between the canal and the Swan Inn, North Warnborough. This may be a curtilage listed building. Structures associated with the canal, including bridges and the Greywell Tunnel, may require occasional maintenance and should be monitored to ensure that repairs are appropriate and timely.

Recommendations:

- Hart District Council should contact the owners of the Swan Inn to see if a scheme of repairs for the barn can be agreed. It may be necessary to take further steps to ensure the preservation of this structure if discussions are not positive.
- Regular inspections by a structural surveyor are required to ensure that the canal's structures, including historic bridges and the Greywell Tunnel, are maintained in good condition. All repairs should be carried out on a like-for-like basis, using traditional materials and repair techniques.

#### 10.2.2 Alterations to unlisted 'positive' buildings

The main areas of historic settlement within the current conservation area boundary, particularly Crookham Village, Broad Oak Common, and North Warnborough are protected by Article 4(2) Directions.

Recommendations:

- Any areas of settlement within extensions to the conservation area will need to be provided a similar level of control; and
- The monitoring of areas covered by Article 4(2) Directions is required to ensure that controls are enforced and enforceable, for example, by instigating a regular (4 year maximum) photographic survey.

#### 10.2.3 Second World War defences

These are currently under appreciated as a resource and without positive uses are likely to suffer from vandalism and inevitable deterioration.

Recommendation:

- Encourage the use of these structures on an annual basis as part of a district-wide 'Heritage Open Day, or as part of Hampshire's annual Heritage Open Day, run in collaboration with stakeholder organisations including the Surrey and Hampshire Canal Society, the Pillbox Study Group and Parish Councils.

### **10.3 Protecting ecological resources**

Issues surrounding the protection of the ecological resource area are already covered in great detail in the Basingstoke Canal Conservation Management Plan (Basingstoke Canal Authority 2008) so it is not intended to repeat the main recommended actions here. However, issues of immediate concern for the protection of the historic and architectural interest of the conservation area include:

#### 10.3.1 Invasive species

There are particular problems identified with bamboo and rhododendron. Some of these have become established on the towpath, whilst others affect woodland which forms the setting of the canal, from which they can spread outwards.

Recommendations:

- Hart District Council will work with the Basingstoke Canal Authority to ensure the control of the spread of invasive species on the canal banks.
- Hart District Council will work with landowners and the Forestry Commission to ensure the management of potentially invasive species growing on private land in the vicinity of the canal

### 10.3.2 Trees and hedgerows

The impact of over-grown hedgerows and self seeded trees on views out of the conservation area has been identified above. The overshadowing of the waterway by trees as a result of uncontrolled growth also has a negative impact on biodiversity. In the more urban areas however trees afford significant mitigation of the built form. They enhance the urban character and public amenity, and form a continuous green corridor through the town.

Recommendation:

- Where trees and hedgerows are on land belonging to Hampshire County Council the Council can undertake management of these, through the planning system, in collaboration with the Basingstoke Canal Authority and, potentially, with assistance from the Surrey and Hampshire Canal Society

### 10.3.3 Protect the alkalinity gradient of the canal

As noted in paragraph 10.1.1, the gradient in alkalinity of the canal's water from the source at Greywell Hill to its meeting with the River Wey Navigation is an important factor in the biodiversity of the canal's aquatic system. In recent years there has been considerable concern over the future supply of water to the canal to maintain its viability as a waterway. Introducing water to the canal of the wrong alkalinity could have a significant negative impact on the waterway's biodiversity.

Recommendation:

- When considering sources of water for the canal it will be necessary to maintain the present gradient of alkalinity from the Greywell Tunnel to the River Wey Navigation in order to protect the canal's rich ecological diversity.

## 11 **BOUNDARY REVIEW**

The areas of the conservation area that overlap with other conservation areas have been reviewed to identify opportunities to reduce confusing duplicated designations. In particular, the area of Hook Road to the north of Nevill's is considered to have only a

passing association with the canal and is more consistent with the settlement of North Warnborough. As such, it is considered appropriate to remove this area from the conservation area and to retain it within the North Warnborough Conservation Area. The adjacent area of meadows forming part of the River Whitewater floodplain should be retained within the Basingstoke Canal Conservation Area to protect the attractive views from the canal and towpath across this area.

Within the area of Church Crookham and Fleet a small number of areas were identified as requiring removal from the conservation area to rationalise the boundary following the construction of buildings which lay partially within the conservation area. These included:

- Nos. 38 -45 Wickham Place;
- Nos. 1 – 10 Tall Pines, Knox Close

The Character Appraisal has also identified a number of areas that make a positive contribution to the historic and architectural interest of the conservation area but are currently located outside its boundary. It is recommended that the conservation boundary is extended to include these areas. From west to east they comprise:

- The Old Post Office, Deptford Lane, Greywell;
- Colt Hill, Odiham (west side only) including the properties at Colt Hill House, Martley, Mays Model Cottages, Vallis House, The Cott, Ennishmore, Ashton, Wisteria House and Nos. 1 – 4 Albert Cottages;
- Galleon Marine, Colt Hill, Odiham;
- Stream Cottage, Broad Oak Common;
- The Hunting Lodge and Wilk's Water, Bagwell Lane, Odiham;
- Land between the canal and Sprat's Hatch Lane from Old Thatch to (and including) The Meads;
- Properties surrounding Barley Mow Bridge including Roseland, Old Barley Mow Farm house, The Barn, The Yard House, Waterside House, Barley Mow House, Barley Mow Cottage (also known as The Pepper Box) and The Barley Mow Public House;
- A small area of woodland at Swingbridge Copse to rationalise the current area included. It is also proposed to remove a small area of field to the north of the copse which is not visible from the canalside and does not contribute to its setting;
- Land to the south of the canal at Crondall Road including Nursery Cottage, Eboracum, Burywood, Bine Cottage, Bine Nursery and Burnt House;

- Land to the north of the canal at Poulter’s Bridge, including the former brickfield and adjacent coppice and embankment of the canal;
- Land to the south of The Street, Crookham Village including Glendale, Broad Oak, Whiteleigh, Malthouse Cottage, Stretsam and Corydon;
- Recently built properties at Nos. 1 and 2 Crookham Reach, which are currently partially within the conservation area;
- Woodland west of Courtmoor School;
- Land at Dinorben Close, Fleet/Church Crookham, including Nos. 70, 72, 74 and 76;
- No. 1 Dinorben Avenue (a locally listed building on the edge of the conservation area);
- Part of Regent Street, Fleet including Nos. 3 -21 (east side) and Nos. 14 – 26 (west side), which form an area of sympathetic historic townscape with areas already in the conservation area;
- Nos. 1a and 1Pondtail Road with Nos. 151 and 153 King’s Road, Fleet; and
- Land north of the canal at Pondtail Heath and Pyestock Hill, which form part of the setting of the canal.

## **12 MONITORING AND REVIEW**

As recommended by English Heritage, this document should be reviewed every five years from the date of its formal adoption by Hart District Council. It will need to be assessed in the light of the emerging Local Development Framework and government policy generally. A review should include the following:

- A survey of the conservation area including a full photographic survey to aid possible enforcement action;
- An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;
- The identification of any new issues which need to be addressed, requiring further actions or enhancements;
- The production of a short report detailing the findings of the survey and any necessary action;
- Publicity and advertising.

It is possible that this review could be carried out by the local community under the guidance of a heritage consultant or the District Council. This would enable the local community to

become more involved with the process and would raise public consciousness of the issues, including the problems associated with enforcement.

## **APPENDICES**

Appendix 1 Townscape Appraisal Maps

Appendix 2 Character Area Maps

Appendix 3 Article 4 Directions

Appendix 4 Bibliography

Appendix 5 Contact details

## **APPENDIX 1 TOWNSCAPE ANALYSIS MAPS**

## **APPENDIX 2 CHARACTER AREA MAPS**

## **APPENDIX 3 ARTICLE 4 DIRECTIONS**

### **Details of the existing Article 4 Directions in the Basingstoke Canal Conservation Area**

#### **North Warnborough**

Article 4 Direction served 23<sup>rd</sup> January 1998.

The type of development covered is as follows:

- a) Development comprising the enlargement, improvement or other alteration of the frontage of a dwelling or building within the curtilage of a dwelling, including works affecting a frontage roof slope. *In respect of side extensions these are covered where they are in front of the rear wall of the dwelling;*
- b) The erection, construction, alteration or demolition of a porch on the frontage of a dwelling;
- c) The erection, alteration or removal of a gate, fence, wall or other means of enclosure to the frontage of a dwelling;
- d) The exterior painting of any part of the frontage of a dwelling or building within the curtilage of a dwelling. *This only requires consent where it involves either a painting scheme dramatically different from the existing or involves areas of the building not previously painted;*
- e) The erection, alteration or removal of a chimney on a dwelling or building within the curtilage of a dwelling.

To clarify some of the terms and requirements

Frontage refers to the elevations or roof slope of the dwelling which face a highway, a footpath, a bridleway, a waterway or a public open space. In respect of side extensions these need permission where they would be forward of the rear wall of the dwelling.

The curtilage is the contained area around the dwelling.

#### **Broad Oak, Odiham**

Article 4(2) Direction served on 28<sup>th</sup> September 1998.

The area affected being Broad Oak, Odiham as is part of the Basingstoke Canal Conservation Area.

The type of development covered is as follows:

- a) Development comprising the enlargement, improvement or other alteration of the frontage of a dwelling or building within the curtilage of a dwelling, including works affecting a frontage;

- b) Any alteration to the roof of a dwelling where the alteration would affect a frontage roofslope;
- c) The erection, construction, alteration or demolition of a porch on the frontage of a dwelling;
- d) The erection, alteration of a gate, fence, wall or other means of enclosure to the frontage of a dwelling;
- e) The exterior painting of any part of the frontage of a dwelling or building within the curtilage of a dwelling;
- f) The erection, alteration or removal of a chimney on a dwelling or building within the curtilage of a dwelling;
- g) The demolition or removal of a gate, fence, wall or other means of enclosure to the frontage of a dwelling;

#### **Crookham Village – Basingstoke Canal Conservation Area**

Article 4(2) Direction served on 12<sup>th</sup> January 2000 and affecting the following properties  
Crandall Road:

- Canal Cottage;
- Primrose Cottage;
- Moles End;
- Bridge House;
- Poulter's Bridge Cottage; and
- Riverside Cottage.

#### The Street:

- Malthouse Bridge Cottage.

The type of development covered is as follows:

- a) The enlargement, improvement or other alteration of a dwelling house where the works front a highway, waterway or open space;
- b) The alteration of a dwelling house roof fronting a highway, waterway or open space;
- c) The erection, construction or demolition of a porch outside an external door of a dwelling house which fronts a highway, waterway or other open space;

- d) The erection, alteration or demolition of a gate, fence, wall or other means of enclosure within the curtilage of a dwelling house where the works front a highway, waterway or open space;
- e) The painting of a dwelling house, or a building, or enclosure within the curtilage of a dwelling house where the parts affected front a highway, waterway or open space
- f) The erection, alteration or removal of a chimney on a dwelling house, or on a building within the curtilage of a dwelling house.

#### **APPENDIX 4 BIBLIOGRAPHY**

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#### **APPENDIX 5 CONTACT DETAILS**

For further information, please contact the following;

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Harlington Way,  
Fleet,  
Hampshire GU51 4AE  
Tel: 01252 622122**

Hart District Council

**Basingstoke Canal Conservation Area**

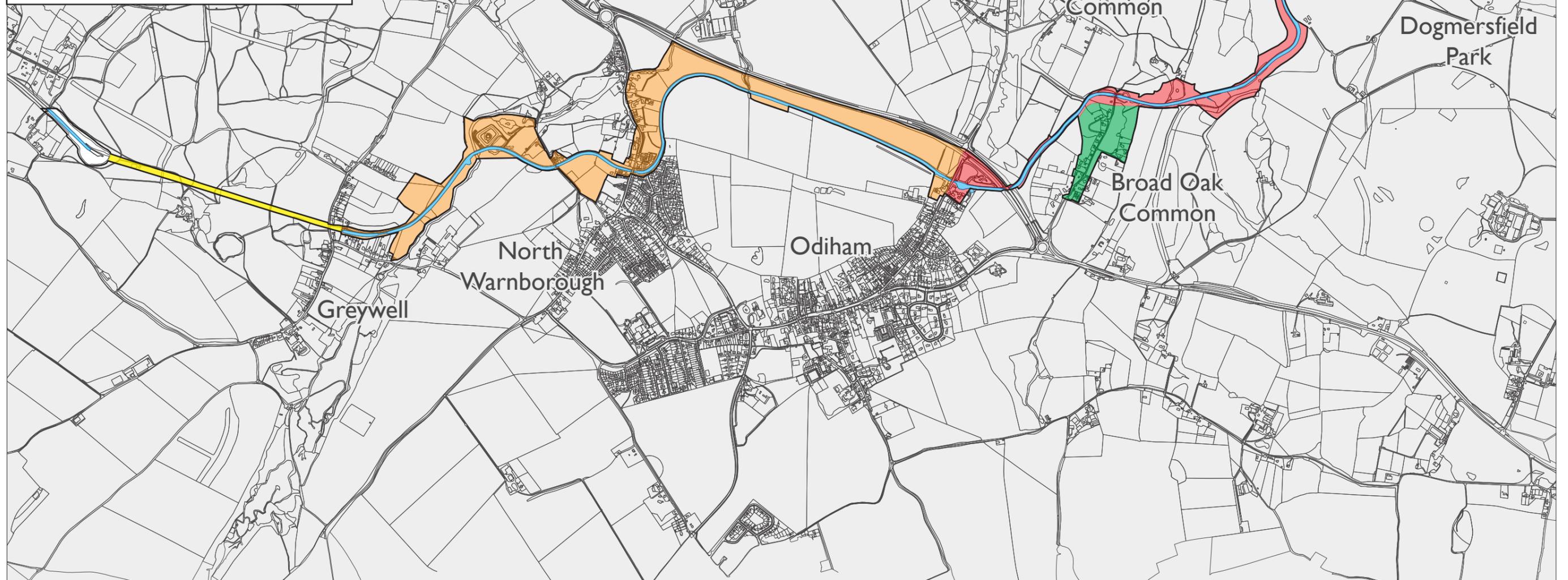
Character Area Map 1 of 2

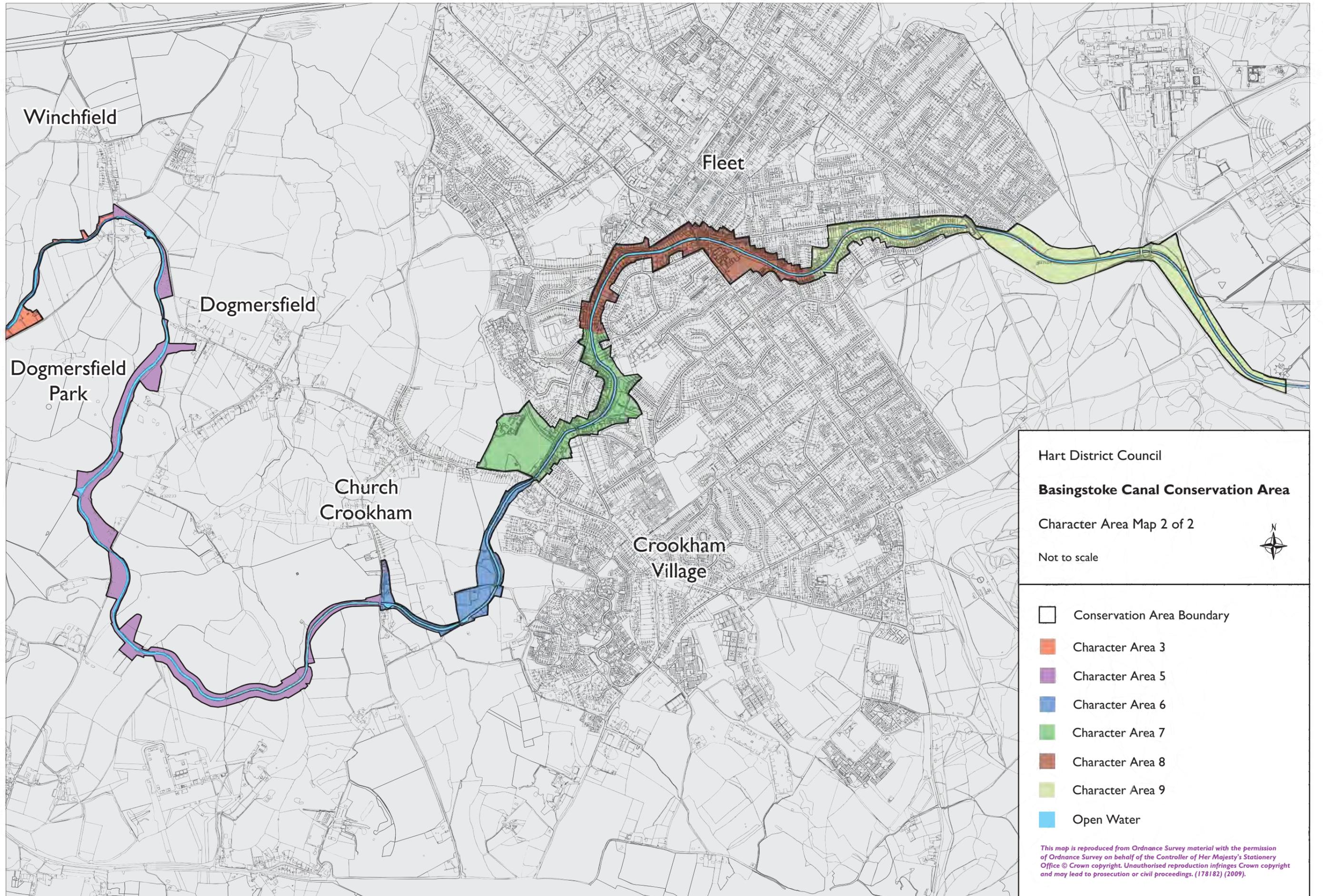
Not to scale



-  Conservation Area Boundary
-  Character Area 1
-  Character Area 2
-  Character Area 3
-  Character Area 4
-  Open Water

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Winchfield

Fleet

Dogmersfield

Dogmersfield  
Park

Church  
Crookham

Crookham  
Village

Hart District Council

**Basingstoke Canal Conservation Area**

Character Area Map 2 of 2

Not to scale



□ Conservation Area Boundary

■ Character Area 3

■ Character Area 5

■ Character Area 6

■ Character Area 7

■ Character Area 8

■ Character Area 9

■ Open Water

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