



CROOKHAM VILLAGE PARISH
NEIGHBOURHOOD DEVELOPMENT PLAN
2016-2032 Referendum Version

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PREFACE

This document is the Referendum version of the Neighbourhood Plan for Crookham Village Parish.

Before submission, we conducted two consultations on the policies within the plan and following careful examination of all the comments received, we have made a number of minor amendments to the wording of the Neighbourhood Plan to produce the Submission Version.

The Submission version was then subject to examination by an Independent Examiner who produced a report to Hart District Council on the Crookham Village Parish Neighbourhood Development Plan in March 2020.

The plan has subsequently been amended in line with the recommendations in the report to produce this Referendum version.

The Neighbourhood Plan does not identify particular development sites or contemplate specific development proposals. Rather, the policies and design principles contained in the Neighbourhood Plan are intended to establish a framework for planning and guiding land use and development in the parish over the Plan period.

There have been four recent planning applications for development within the parish, one of which was granted through the normal planning process, two further applications were granted at Appeal and the fourth refused but withdrawn before Appeal. The fourth application was resubmitted in amended form and has again been refused and is due for Appeal later in 2019. There may be further potential applications, any or all of which may or may not result in further developments within the parish. The policies in the Crookham Village Neighbourhood Plan have been aligned with those in the adopted Hart District Council Local Plan Strategy and Sites 2014-2032.

The Steering Committee, supported by the Parish Council and a large number of other volunteers who have helped bring this document to completion, believes that the detailed policies and design principles in the Neighbourhood Plan will deliver the Vision and Objectives of the community, will provide sustainable development in Crookham Village Parish over the Plan period, and preserve or enhance the valued character and features of the parish and its conservation areas.

Councillors Julia Ambler, Peter Kenaghan and Dr. Indra Sinka,
Crookham Village Parish Neighbourhood Plan Steering Committee

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FOREWORD

Crookham Village Parish comprises the Old Village settlement itself and the two major and adjacent developments of Zebon Copse and Netherhouse Moor, surrounded by farmland and ancient woodland. Reflecting the semi-rural nature of our community, set in its historic countryside landscape, the parish has a limited range of facilities including two pubs, a social club, the Zebon Community Centre, a thriving Women's Institute Hall, a dentist surgery, hairdressers, a variety of workshops and a shop. Crookham Village has no public transport, doctors or health centres and with the exception of the Grove Farm workshops, The Kiln Workshops and a small garage, limited employment opportunities. For these services, the community relies on the nearest main settlements of Church Crookham and Fleet.

Through many surveys and consultations, the community has consistently expressed its wish to support sustainable development compatible with the environmental and amenity value that Crookham Village Parish provides today. Aspects of the parish particularly valued by residents and visitors alike are the unique character and appearance of the Old Village settlement, the Crookham Village and Basingstoke Canal Conservation Areas, the many historic listed buildings and the network of footpaths allowing access to the surrounding countryside.

Over the past 30 years, the parish of Crookham Village has grown rapidly from approximately 200 dwellings in the late 1980s to over 1,600 today, with a consequent population increase to almost 5,000 people. Recent developments include 33 dwellings off Watery Lane at Farriers Close, 27 at Knight Close to the north west of the Old Village and 9 at Elmfield Close. With a further significant development of 300 dwellings approved and yet to be constructed at Watery Lane and 423 recently approved and yet to be constructed at Land North of Netherhouse Copse (locally known as 'Grove Farm'), the impact on local services and infrastructure remains to be seen.

Consultations during the Crookham Village Parish Neighbourhood Plan process highlight the community's desire that we protect the surrounding countryside and open spaces within the new settlements and especially maintain the linear aspects of the Old Village. There is support for small sympathetic developments, at a density consistent with the existing settlements located within the expanded Settlement Boundary. Another consistent theme is the pressure from new development on the existing parish infrastructure: for example, where the road network and junctions within the parish have not kept pace with recent developments and where weight restrictions on bridges are frequently ignored; we urgently need better traffic management throughout the parish.

Councillors Julia Ambler, Peter Kenaghan and Dr. Indra Sinka

Crookham Village Parish Neighbourhood Plan Steering Committee

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SECTION 1 – SETTING THE SCENE

Introduction

The objective of the Neighbourhood Plan is to establish and document our community's vision for the future of Crookham Village Parish, supported by policies to develop and manage land use in the period to 2032. The policies in this section are intended to provide a clear basis for decisions on planning applications in Crookham Village Parish. As required by paragraph 16 of the National Planning Policy Framework (NPPF 2019), the policies are aspirational and deliverable; they attempt to reflect the unique characteristics and context of the Neighbourhood Plan Area and its diverse needs which arise from the different settlement types in the Plan area. The accompanying Basic Conditions Statement sets out in more detail how the Neighbourhood Plan meets the conditions in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990.

The map in Figure 1 sets the parish in the slightly wider geographical context, showing the boundary of the Neighbourhood Area for this Neighbourhood Plan. Figure 2 below focuses on the immediate parish boundary and reflects the administrative boundary of Crookham Village Parish and (in red) the settlement boundary of the area. The maps shown as figures in this document are for illustrative purposes; the definitive Policy Maps are included in the Policy Maps Supplement.

On the 7th August 2014 the whole of Crookham Village Parish was formally designated as a Neighbourhood Area by Hart District Council. Crookham Village Parish Council is the formally designated 'qualifying body' responsible for the preparation of the Crookham Village Neighbourhood Plan.

This Neighbourhood Plan has been prepared by a Steering Committee of volunteers on behalf of Crookham Village Parish Council. The policies and design principles contained in the Neighbourhood Plan are intended to establish a framework for planning and guiding land use and development in the parish over the Plan period.

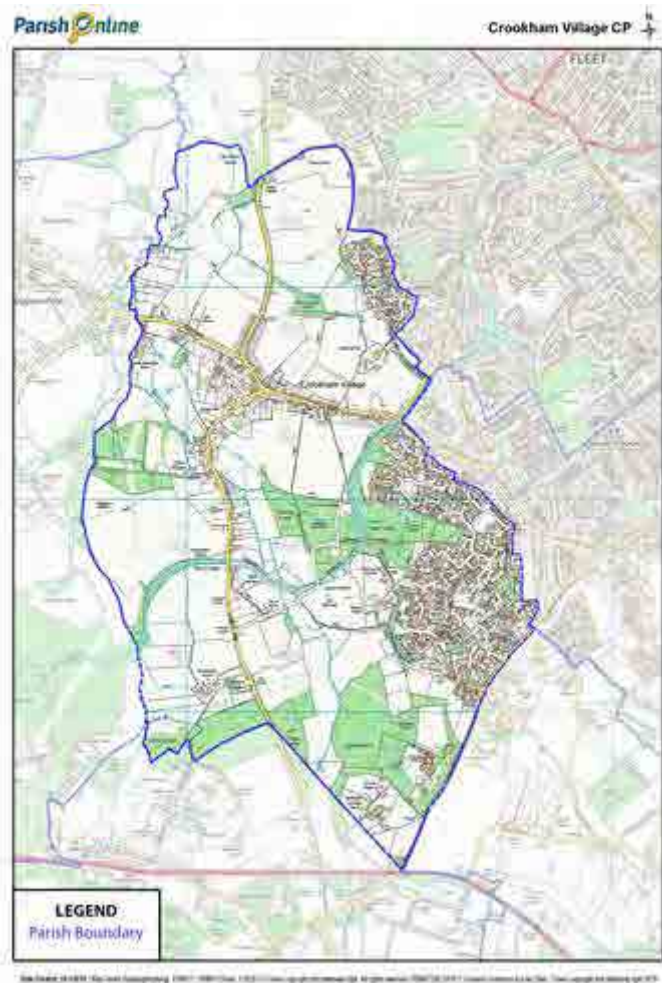


Figure 1 - Crookham Village in context (Policy Map 1 Neighbourhood Plan Boundary)

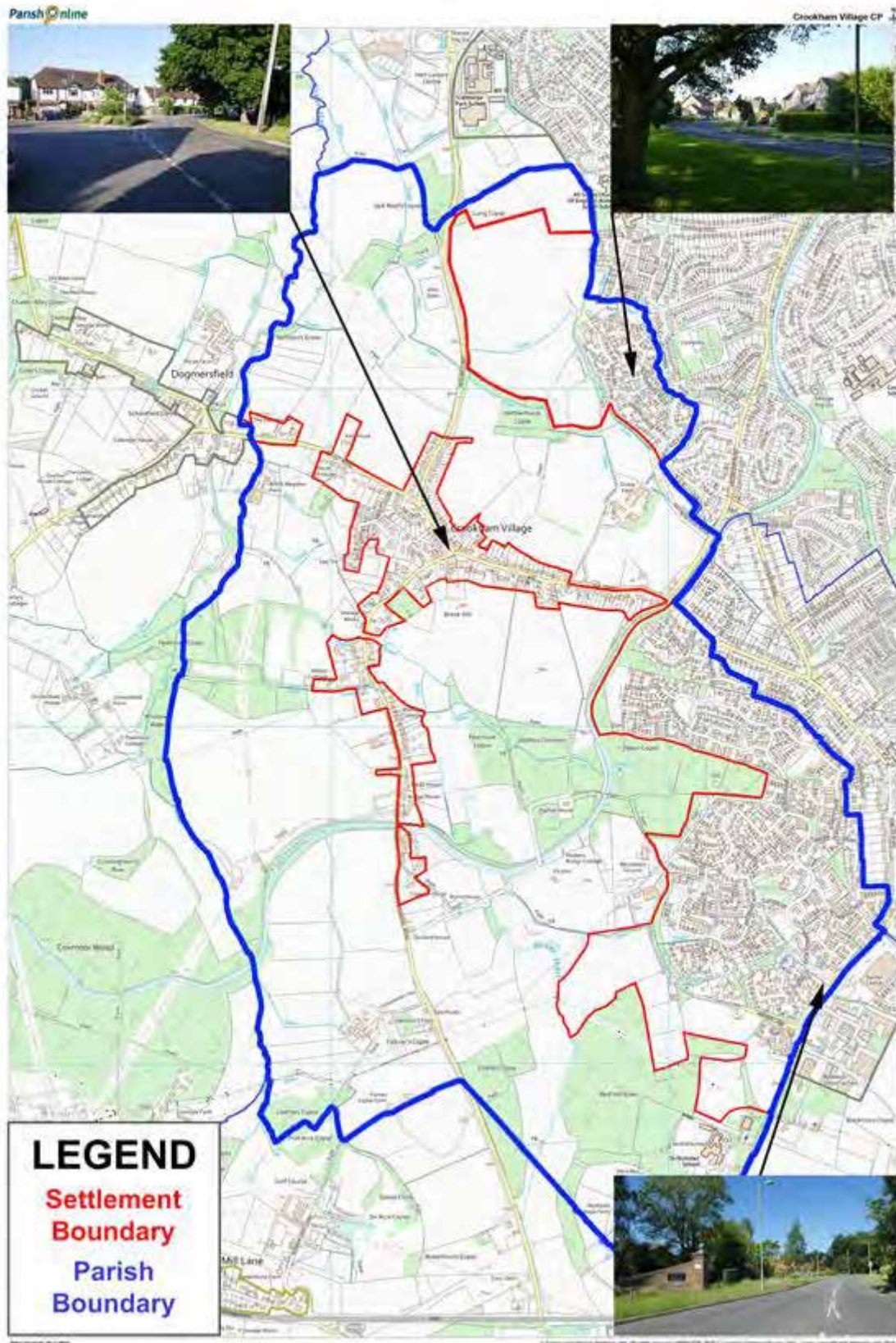


Figure 2 - Crookham Village Neighbourhood Plan Settlement Boundaries

Context for this Neighbourhood Plan

This Plan was prepared as the Hart Local Plan (Strategy and Sites) 2032 was being examined. The Hart Local Plan, which was adopted in April 2020, acknowledges the committed sites in the neighbourhood plan area which already have planning permission. In this context, this neighbourhood plan does not identify additional development sites nor does it contemplate specific development proposals. Its focus is on a series of local and environmental matters which are of importance to the local community.

History of Crookham Village Parish

Crookham (formerly Croke ham) dates back at least as far as the Domesday Book, although Crookham Village and Church Crookham did not become separate entities until the founding of Christ Church in 1840. It is this church for which Church Crookham is named. Whilst Church Crookham has become largely subsumed into the urban dormitory town of Fleet, the Old Village settlement of Crookham Village lies across the Basingstoke Canal from its neighbour, in a more rural setting.

The region had few inhabitants when the parishes split, with the 1831 edition of Samuel Lewis's "Topographical Dictionary of England" claiming Crookham had 623 inhabitants and not even mentioning the (at the time) much smaller Fleet. Settlements in the area, particularly Fleet, experienced a minor population boom in 1840 when a railway station was built at nearby Fleet Pond; while this was primarily for the benefit of day-trippers, many Londoners enjoyed the area so much that they decided to settle there. Subsequently, this railway led to the spread of London dormitory towns along its route.

During the Second World War, Crookham lay on the General Headquarters (GHQ) Line - the most important of a number of fortified stop lines constructed as a part of British anti-invasion preparations, and was one of the most heavily fortified sections of that line. In such a busy landscape, both in terms of settlement and agriculture, it is remarkable that such a high percentage of the defence works that were built in 1940 still survive today. Also adding to the defence area's importance is the presence of six relatively rare Vickers medium machine gun emplacements, one of a unique type. Such a concentration of these emplacements is exceptional for any part of England. See also http://archaeologydataservice.ac.uk/catalogue//adsdata/arch-455-1/dissemination/pdf/Text_Reports/DA51_TEXT_-_CHEQUERS_BRIDGE.pdf

Agriculture and horticulture are important industries, and hops were grown and kiln-dried in the parish until 1974. Crookham was also the location for the only commercially successful tobacco plantation in Britain which produced among other brands "Blue Prior" cigarettes and pipe tobacco. Production finished in 1938 and the plantation site is now occupied by Redfields Garden Centre. Redfields House is part of the buildings that now encompass St Nicholas' School. Crookham was formerly noted for brick making and potteries which produced coarse red ware of the flower-pot type.

A traditional Mummers play is performed outside two of the public houses and on The Crescent, which acts as the "village green" each Boxing Day. In addition, a Zebon Copse fete has been held in July each year since 1992, shortly before the annual Dogmersfield, Winchfield and Crookham Village Horticultural Show.

The village centre has evolved around scattered ancient cottages, many of which are timber-framed. While the original settlement consisted of a number of small cottages built between the 13th and 17th centuries, the construction of the Basingstoke Canal in the late 1700s through the middle of the parish resulted in a significant increase in the number of houses in the Village. The Old Village settlement is at an intersection of four roads. The principal Village route runs South East from Dogmersfield to Church Crookham following the northern slope of an east / west ridge at c. 77m AOD, and following the course of a small stream on its south side. To the north, the ground drops away, but southwards continues to rise before falling away into the valley of the River Hart.

At Cross Farm, the Crondall Road branches off south-westwards and this point was the western limit of the settlement in 1846 (see Figure 3 - Tithe map from the Crookham Village Rural Settlement Publication - <http://documents.hants.gov.uk/landscape/historic-settlement/CrookhamVillageHistoricRuralSettlementpublication.pdf>). To the north-west, towards Dogmersfield, and north along Hitches Lane, the settlement is entirely modern. The east end of the Old Village settlement is defined by the Basingstoke Canal. Over the centuries, development has taken place almost exclusively along these roads, which has resulted in the creation of a linear village overlooked by elevated open countryside and woodland, and a unique visual aspect of very different styles of architecture from different centuries sitting in harmony next to each other.

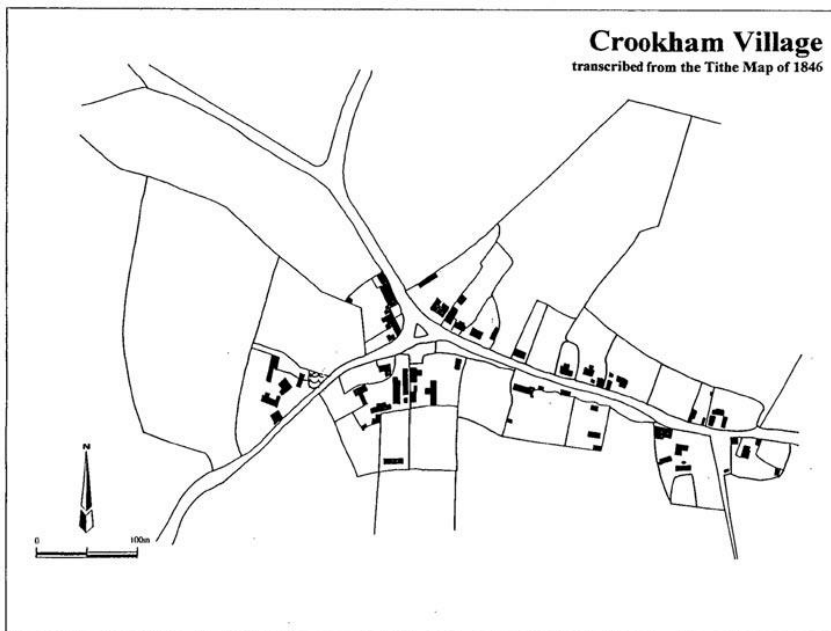


Figure 3 - Crookham Village - from the 1846 Tithe Map

The Conservation Area in the Old Village settlement was initially designated in 1982. This designation was re-examined in 1994 when it was extended to merge The Street and Crondall Road sections together into a single conservation area. According to the original design statement, the listing was recorded as being accepted 'due to the number of buildings of special architectural or historical interest, their variety of character and relationship to each other together with the strong linear form of the two sections of the settlement'. See Appendix A1.

The Basingstoke Canal Conservation Area, which runs through the centre of the parish, was designated in 1977 by Hampshire County Council and the boundary extended by Hart District Council in 1987 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 are specifically protected under saved Policies CON 10 and RUR 32. In addition to the Canal Conservation Area itself, Crookham Village Parish also has other listed structures associated with the Canal such as Malthouse Bridge, built in 1792, which was awarded Grade II listing in 1984 as well as Poulter's Bridge, also an 18th century bridge and Grade II listed.

The Parish also contains part of Dogmersfield conservation area which was designated in 2012. The area within the Parish boundary is predominantly open countryside with a small number of properties lining each side of the road, none of which are nationally listed. Two

properties are of local significance, Culvers which is thought to be 17th/18th century and The Oats House which, before conversion to a private house, was the second hop kiln in the Old Village.

There are 22 buildings and structures in the parish which are Grade II listed. Four of these listings cover more than one property such that there is a total of 27 dwellings within the Parish covered by a Grade II listing. Most listed buildings are scattered along the length of The Street and Crondall Road with the oldest property in the Parish being Two Ponds on Crondall Road which is 13th/14th century in origin. Brook House on Crondall Road, rebuilt in 1664, is believed to have been a hunting lodge of Kings Charles I and II, and is a redevelopment of an older property that appears in the Domesday Book. Elsewhere, there are a smaller number of Grade II listed properties along the southern edge of the parish. In addition to the listed properties, there are many other examples of buildings from the same era as those with a formal listing which, although unlisted, are of architectural or historic interest. The Old Village is remarkable in its diversity of housing styles representing the ages from the 13th Century to the modern day with no one style dominating the visual landscape. The rich tapestry of these styles next to each other gives a historical record of small developments over the last nine centuries.

In the late 1960s eight detached properties were built in Crookham Village on the site of 17th century Veronica Cottage, which had been demolished in the 1950s. Since the 1970s, there has been a large amount of building in Crookham Village Parish, which has significantly increased the population in the parish. Due to its location outside the Green Belt and with relatively good access to London, the parish and adjoining areas have recently been subject to a series of new housing developments. In particular, the large estates of Netherhouse Moor and Zebon Copse have more than quadrupled the original population of the parish.

Built in the late 1980s on land formerly part of Grove Farm, Netherhouse Moor is a development of 218 dwellings surrounded by areas of natural woodland. Although lying on the edge of the Fleet conurbation, the residents identify strongly with Crookham Village and Netherhouse Moor has always formed part of the parish. The housing is low density and represents a self-contained enclave with many small culs-de-sac which give a community feel. The Lea Green play area lies on the northern edge of the development and has recently been refitted to include a new children's play area and adult gym equipment. The development is well connected to local schools by a network of cycle ways and footpaths. These allow access to open countryside and link to the Old Village settlement. This open access is greatly valued by residents.

Zebon Copse is a large development of some 1170 houses which was built throughout the 1990s on a greenfield site, formerly part of a tobacco plantation. Built around the Zebon Copse Local Nature Reserve, an area of ancient woodland, the development is low density, with housing built around open amenity areas. The development retains its rural roots with an interconnected network of wildlife corridors, both encircling the housing and traversing it, and badger sanctuary areas. It is served by footpaths lying within green corridors that connect the main amenity areas. The development has a convenience store, hairdresser, dentist, the popular parish community centre and playing fields. There are a number of open green spaces within the development which are highly valued by residents and well used for recreational purposes. A linked set of footpath and cycle ways allow access to open spaces for residents to walk in open countryside and also to walk to the Old Village settlement.

Since this development, there have been several more small developments within the parish, including Knight Close and Elmfield Close opposite Redfield's Garden Centre. In 2003, a small development of 33 dwellings was built on land off Watery Lane to the south of Zebon Copse, while in 2013 a development of 3 infill properties was built in Crookham Village as a result of the sale of part of the garden of a property on Crondall Road. More recently, a further 27 properties were built to the north west of Crookham Village on land adjacent to Knight Close, an outline planning application was granted at appeal in 2015 for 300 new dwellings on the land beside Watery Lane and planning permission was also granted at appeal for a further 423 dwellings on land at Grove Farm, to the east of Hitches Lane.

Natural Environment

The medium-sized parish of Crookham Village lies at the heart of Hart District and is a historic, semi-rural and wildlife-rich neighbourhood straddling the River Hart. While the parish occupies just 4.5 square kilometres, it is uniquely diverse with an exceptional concentration of environmental assets. These include 3.5 km of the River Hart and another 4km of other watercourses. The Basingstoke Canal SSSI winds its way across the parish for 2.5 km.

The parish has a distinctly rural character and lies in the floodplain of the River Hart, and consists of a broad, flat, low-lying and rolling valley floor landscape, which is poorly-draining and bisected by numerous streams and minor tributaries. The River Hart and its flood plain provide a key wildlife corridor and a natural boundary. The river itself is a key landscape feature, and the turquoise flash of kingfishers can regularly be seen. Located at the junction of chalk and clay geology, Crookham Village has a distinctly riparian character, comprising meadows, woodland and aquatic systems, with wetlands, streams, rivers and the Basingstoke Canal, which meanders through the Parish from west to east.



Figure 4 – Sites of Special Scientific Interest (SSSIs) & Sites of Importance for Nature Conservation (SINCs)

The River Hart Valley forms an important ecological corridor linking the Thames Basin Heaths Special Protection Area (within 5 km), the River Hart valley and the Basingstoke Canal SSSI. Although largely undesignated, the Hart River valley to the west of Fleet and around Crookham Village and Dogmersfield is more biodiverse than some nearby designated areas, including the SPAs. The Hart Valley is highly accessible and valued by local people. The parish features numerous hedgerows, hedgerow trees and veteran trees, as well as frequent tree belts and tree groups and semi-frequent copses and woodlands, including eight ancient semi-natural woodlands and copses as well as the eight working farms. The line of tall pine trees from Award Road through Further Vell Mead marked the edge of an Award Enclosure dating from the early 1800s. Given the mix of habitats, three important assemblages of bird species are apparent: farmland birds, with wintering and breeding populations, wintering wetland birds and woodland birds (see maps/illustrations in Appendices C1-C3).

There are twelve Sites of Importance for Nature Conservation (SINCs) within or adjacent to the parish (see Figure 4). The banks and waterway of the Basingstoke Canal are designated as a Site of Special Scientific Interest, and this stretch of the canal in particular is noted as one of the most important areas for biodiversity conservation nationwide, with an exceptionally diverse flora and fauna including multiple nationally scarce higher plant species, and at least two nationally rare dragonfly species. As well as 18 sites of biological importance (as recorded by the Hampshire Biodiversity Information Centre), the parish is home to some 32 BAP Priority Sites, a Local Nature Reserve (LNR), and links two architectural conservation areas (Crookham Village and Dogmersfield) and the environmental conservation area of the Basingstoke Canal SSSI.

In contrast to the developed areas of Crookham Village, Zebon Copse estate and Netherhouse Moor, the other 'character areas' in the Neighbourhood Plan are better described as countryside, with natural habitat and agricultural areas important for biodiversity. These are covered in more detail in Appendix C3.

SECTION 2 – A VISION FOR CROOKHAM VILLAGE PARISH

The vision statement and the core objectives in this section were developed from a series of community engagements. They form the foundation of the Crookham Village Parish Neighbourhood Plan and are intended to promote building a strong, vibrant and healthy community whilst protecting and enhancing the natural, built and historic environment of the Parish. Through the Neighbourhood Plan, Crookham Village Parish seeks to address, as far as possible, the key challenges that have been identified by our community during the consultation, including:

- Integrating new developments into the existing community of Crookham Village Parish
- Mitigating the impact of the growth in population that new developments will bring together with the associated impacts on landscape character, biodiversity, traffic and key infrastructure:
 - retaining local gaps to prevent coalescence with surrounding villages and towns to maintain the semi-rural identity of Crookham Village Parish;
 - preserving the setting, form and character of the historic village, including views towards and from the village;
 - preserving the character and setting of the three Conservations Areas within the parish: Crookham Village, Basingstoke Canal and Dogmersfield;
 - protecting the significant biodiversity assets in the parish; and
 - providing new accessible green space for the growing population.

Vision Statement

By 2032, Crookham Village Parish has developed sustainably and its residents continue to enjoy access to the housing and amenities they need, including affordable housing for younger families and local people. This growth has come from the development of smaller housing sites within or adjacent to the main settlement areas of the Parish. The Parish remains striking for the high quality of design in keeping with the established characters of the three main settlements (the old village of Crookham Village, Netherhouse Moor and Zebon Copse), and particularly within the conservation areas of Crookham Village, Dogmersfield and the areas adjacent to the Basingstoke Canal conservation area. Traffic management schemes have successfully managed the pressures on the road network from the recent developments at Watery Lane and Grove Farm. Similarly, developments and conversions that leave properties below appropriate minimum parking standards for rural areas have been prohibited.

The Old Village settlement has preserved its separate identity as an historic Hampshire village. Its distinctive character, reflecting its long history, linear nature and open space, gives residents their sense of place and attracts visitors to enjoy the rural setting, wildlife, and heritage of listed and contemporary architecture. The local gaps between the Old Village and the urban areas of Fleet and Church Crookham have been preserved and each settlement within the Parish retains its own character and open and green spaces.

The parish is surrounded by attractive countryside of high ecological value. The local community and visitors enjoy and value good access to the countryside and also a network of green infrastructure within the settlements for recreational use. They are proud of other, less disturbed areas which they continue to protect for biodiversity and ecosystem services. The key views, including from each side of the Crookham Village conservation area, are protected as an important feature of the parish, preserving the rural backdrop to the Old Village settlement.

Improved cycleways, footpaths and bridleways connect the parish settlements, amenities, green space and attractions, supporting sustainable transport within the parish and providing connections to the wider district. The recreational facilities and green spaces are maintained and enhanced for all residents and visitors to enjoy, supporting good health and quality of life.

Objectives

To support our vision, the Neighbourhood Plan has the following objectives:

Built Environment

Objective: To provide an attractive mix of well-designed and well laid out buildings and infrastructure that are sympathetically integrated into the three main settlements of Crookham Village Parish, so as to minimize their impact on the natural environment, by:

- Maintaining and enhancing the character of the whole of Crookham Village Parish, its three conservation areas and heritage assets, in particular Crookham Village Conservation Area¹.
- Supporting small scale, sustainable and well-designed development which avoids placing an unacceptable strain on the local infrastructure and environment².
- Ensuring that any future development in the parish is planned and located with particular attention to the visual character of the parish, the impact on local amenities and infrastructure, sustainability, traffic flow and quality of life, and:
 - respects the semi-rural character of Crookham Village Parish and its landscape setting in open countryside
 - is planned to minimise the impact on the natural environment, in particular seeking to achieve a net gain of biodiversity³
 - is of an appropriate type, scale, density and quality to be in keeping with the characters of each of the separate settlements within the parish and that it contributes towards meeting the needs of the community
 - is designed to complement and integrate with the existing adjacent community of which it will form part
 - protects gaps between settlements and
 - prevents coalescence with the neighbouring settlements of Fleet, Church Crookham or Dogmersfield.
- Ensuring that high quality Green Infrastructure design forms a framework for all new developments.
- Ensuring that SANGS (Suitable Alternative Natural Green Spaces) are designed to appeal to a diversity of users including those seeking tranquillity and a natural environment.

¹ NPPF 2019 paragraph 125 states that ‘Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development’. Paragraph 185 also guides us to ‘set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.’

² NPPF 2019 paragraph 8 guides us to ‘support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being’

³ NPPF 2019 paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by: ‘minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures’

It is expected that future developments will also have their own unique character which will take account of the semi-rural nature of the parish and the adjacent conservation areas and communities.

Landscape and Natural Environment

Objective: To maintain a high quality environment with outstanding natural landscapes, a net gain of biodiversity, and a range of good quality green spaces supporting people and wildlife, by:

- Conserving and enhancing the natural environment by maintaining and establishing important habitats and ecological networks which are resilient to current and future pressures - particularly those within the upper Hart Valley which is a key wildlife corridor.
- Identifying and designating local open and green spaces which are of significance to the local community.
- Avoiding any increased risk of fluvial and surface water flooding throughout the parish, particularly at Watery Lane, Crondall Road and The Street.
- Maintaining the key views and visual connectivity with the surrounding countryside from the Old Village and its rural footpath network.
- Providing refuge areas for wildlife susceptible to disturbance, avoiding impact to ground nesting birds.

Health, Leisure and Wellbeing

Objective: To establish and maintain a range of leisure and social activities for all ages within the Parish that make the best use of the area's qualities, and provide opportunities for all the community and ensure that children can walk and cycle safely to facilities by:

- Maintaining and expanding the rural footpath, cycleway and bridleway network within the Parish to link significant local green spaces, improve pedestrian safety, and promote health and wellbeing and to provide access to the leisure facilities just outside of the parish boundaries.
- Providing opportunities to access the surrounding countryside and wildlife.
- Maintaining and enhancing recreational space to support community activities for all ages, to underpin a thriving community for residents and visitors.
- Maintaining and preserving areas of tranquillity, together with social gathering spaces within the Parish to enhance the mental wellbeing of residents.

Transport and Movement (Community Action)

Objective: To ensure that our medium-sized, semi-rural parish is accessible and safe for walking and cycling with a safe, efficient free flowing road network by:

- Minimising the impact of heavy traffic volumes, especially HGV, through Crookham Village Parish, through:
 - preserving the character of The Old Village and the listed structures of Malthouse and Poulter's Bridges by seeking to avoid increasing the levels of traffic where it impacts the quality of the Conservation Area;

- avoiding excessive traffic congestion particularly at local junctions, and especially the 'rat runs' along Crondall Road to the A287 and Hitches Lane to Fleet station at peak times; and
- recognising the narrowness of many local and rural roads, the lack of footways, weight-limited bridges, and vulnerability to tremor of listed buildings, several of which lack foundations.
- Improving and extending the current network of cycle paths, bridleways, footways and public footpaths within the Parish and linking to key services, Fleet and the countryside.
- Encouraging the design of new development to provide adequate parking provision, taking into account the expected levels of car ownership and lack of public transport available within the Parish and discourage on-street parking, other than in designated parking areas.

SECTION 3 – POLICIES

Introduction

The policies in this section are intended to provide a clear basis for decisions on planning applications in Crookham Village Parish. The wording for each is highlighted in green and is supported by the rationale for that policy together with the supporting evidence. As required by paragraph 16 of the National Planning Policy Framework (NPPF 2019), the policies are aspirational and deliverable; they attempt to reflect the unique characteristics and context of the Neighbourhood Plan Area and its diverse needs which arise from the different settlement types in the Plan area. The accompanying Basic Conditions Statement sets out in more detail how the Neighbourhood Plan meets the conditions in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990.

Hart District Council adopted the Hart Local Plan (Strategy and Sites) 2032 in April 2020. The policies in this neighbourhood plan are in accordance with the strategic vision, priorities and policies of this local plan. The examination of the neighbourhood plan used the Local Plan 2032 as the development plan for the basis of assessing the neighbourhood plan against the basic conditions.

The policies in this Neighbourhood Plan are designed to conform to national and local policy by promoting sustainable development. They have a clear and strong focus on preserving and enhancing the nature of the Neighbourhood Area and promoting appropriate and sensitive growth which respects and takes account of its distinctive and special character. Applicants and decision-takers must take them into account in their entirety. All the policies apply as appropriate across the whole of the Neighbourhood Area.

Policies include:

- Settlement boundaries;
- Sustainable development principles and built environment policies;
- Protection of assets;
- Landscape and natural environment policies; and
- Traffic and movement (an aspiration, as Hampshire CC are responsible for road infrastructure).

As the maps included within this document are relatively small in scale, the same maps have been included in the Detailed Maps Supplement to the Crookham Village Neighbourhood Development Plan. These have been provided in a format suitable to permit them to be expanded to provide sufficient detail for use in planning decisions.

Settlement Boundary

Spatial Strategy for Crookham Village Parish

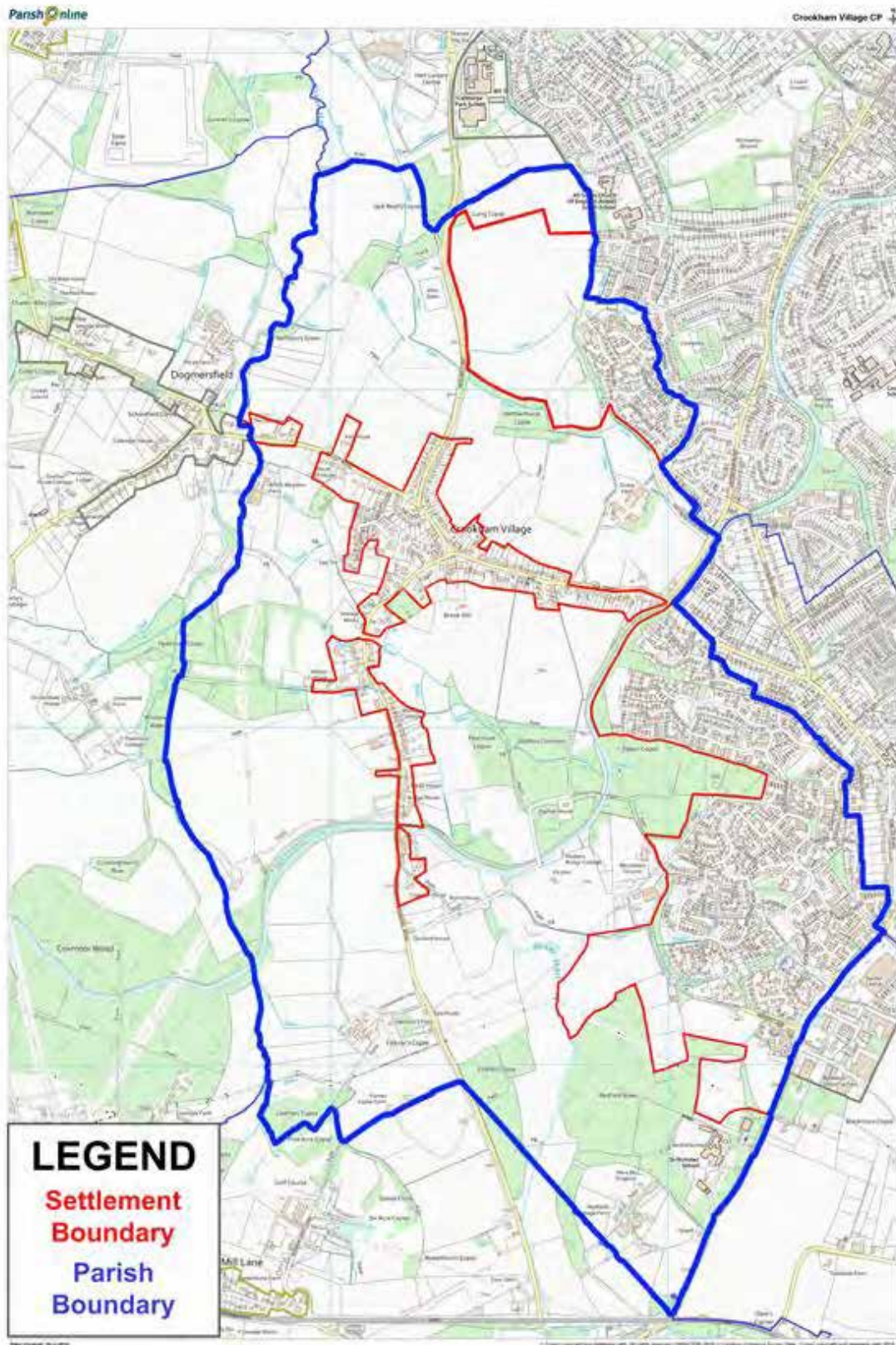


Figure 5 - Crookham Village Parish: Settlement Boundaries (see Policy Map 2)

The Neighbourhood Plan has revised the existing settlement boundaries in Crookham Village Parish around each of the settlements to reflect the Adopted Hart Local Plan. New developments within the Parish boundary where planning approval has been obtained are now included: namely, Tudgey Gardens in Crookham Village and the new developments at Watery Lane and Land North of Netherhouse Copse (Grove Farm).

The spatial distribution of development within the Plan period to 2032 will be positively directed and shaped through the use of settlement boundaries. A settlement boundary is the dividing line or boundary between areas of built/urban development ('the settlement') and non-urban or rural areas ('the open countryside'). The settlement boundaries provide for a supply of land to meet the requirements of the Neighbourhood Plan and the strategic requirements of the emerging Local Plan. They have been defined using physical features that are readily recognisable and likely to be permanent.

The Neighbourhood Plan presents a general presumption in favour of sustainable development within the defined settlement boundaries of the Parish, and outside settlement boundaries in certain circumstances, such as the reuse of redundant buildings.

As all of the recent developments lie outside the original settlement boundary, the Steering Group have adjusted the settlement boundary as part of the Neighbourhood Plan process to include all these new developments as shown in Figure 5 (Policy Map 2). The revised settlement boundaries proposed by this Neighbourhood Plan accord with the Adopted Hart Local Plan Strategy and Sites 2032 (HLP).

Policy SB01 – Settlement Boundaries

Settlement boundaries are defined in Policy Map 2 'Crookham Village Parish: Settlement Boundaries'. Development proposals which lie within settlement boundaries and are in accordance with other relevant policies in the Local Plan and the Neighbourhood Plan will be supported.

Areas outside the settlement boundaries will be treated as open countryside where development will only be supported where it serves or supports the following purposes or activities:

- the creation of a rural exception site to provide affordable housing to meet local need; or
- farming and other land-based rural businesses, or the sustainable diversification of these activities; or
- the development of sensitive adaptations or extensions of existing businesses and enterprises; or
- a sustainable visitor attraction that is related to the experience or interpretation of the countryside; or
- small scale sustainable leisure activity which respects the character of the countryside where needs are not met by existing facilities within settlement boundaries; or
- the development of local services and community facilities to support the rural community of Crookham Village; or
- appropriately designed extensions to existing buildings, including extensions to dwellings, which are subservient to and respect the scale, setting and appearance of the existing building.

This policy contributes to the delivery of the two major objectives: Built Environment and Landscape and Natural Environment

Rationale

The Parish recognises that it needs to accommodate a degree of growth in order to prosper. However, this must be balanced against the need to preserve its role as a semi-rural settlement which does not encroach unduly on the open countryside that surrounds it. The purpose of a settlement boundary is to help to provide that direction.

This policy establishes the key spatial strategy for the Crookham Village Parish Neighbourhood Plan and defines the Crookham Village Parish Settlement Boundaries. For this purpose, it defines the Crookham Village Parish Settlement Boundaries as in Policy Map 2 (see Figure 5) above as a means of establishing the furthest extent and the direction of development growth planned for the period to 2032.

These settlement boundaries together with the preservation of the local gaps should reduce the risk of urban sprawl and coalescence between settlements in the plan area, and prevent the encroachment of the settlements into the open countryside. They should preserve and protect the setting and approach to Crookham Village and encourage the use of brownfield land.

Evidence

The proposed additions to the current settlement boundaries are in accordance with the Adopted Hart Local Plan (HLP) in compliance with the SD1 Sustainable Development and NBE1 Development in the Countryside as defined on the HLP Policies Map Crookham Village, revised to include Knight Close Development (now known as Tudgey Gardens). Also the HLP Fleet Settlement Policy Boundary amended to include Grove Farm and Watery Lane developments.

Other supporting evidence for this policy can be found in:

- NPPF 2019 presumption in favour of sustainable development, the location of rural housing and conserving and enhancing the natural environment;
- The revised settlement boundary within the Adopted Hart Local Plan Strategy and Sites 2014-2032 (https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/Local_Plan/Hart%20LPS%26S%20working%20draft%20v3%201%20May%202020.pdf);
- Hart local plan saved policies listed (https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/Local_Plan%20-%20Saved_Policies.pdf);
- the Crookham Village Conservation Area Proposal (https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF) (Following on from this Neighbourhood Plan, the Parish Council will seek to revalidate the conservation area);
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H;

- Approved planning applications for Watery Lane (Land At Watery Lane - 14/00504/MAJOR), Grove Farm (Land North of Netherhouse Copse - 16/01651/OUT) and Tudgey Gardens (Land At Knight Close - 14/01152/MAJOR);
- Basingstoke Canal Conservation Area - (https://www.hart.gov.uk/sites/default/files/2_Businesses/Planning_for_businesses/Conservation_and_listed_buildings/Bas%20Canal%20appraisal%20and%20character.pdf).

Built Environment Policies and Sustainable Development Principles

In support of the 'Strategy to Deliver a Sustainable Community' the following policies set out how sustainable development will be supported across the Plan area and the design principles which are to be used. Sustainable development is defined in the NPPF 2019 paragraph 7 as development that meets "the needs of the present, without compromising the ability of future generations to meet their own needs." The policies in this section describe the general design principles to be used for all development across the parish irrespective of the location of the development and whether the development is a new building or a change to an existing dwelling.

Policy BE01 – Sustainable Development Principles

A presumption in favour of sustainable development will be exercised across the Plan area. As appropriate to the nature, scale and location of the proposed development; proposals should maintain a strong sense of place through their location, design, density and scale, retaining the distinctive character of each of the three main character areas within Crookham Village Parish by demonstrating that they:

- Follow the principles of good quality design which respects the local character and appearance of the setting of the development and the surrounding area such that developments are appropriate in scale and design to the surroundings;
- Contribute to maintaining or enhancing the historic conservation areas and character of Crookham Village;
- Contribute to the provision of affordable housing for local people by supporting an appropriate rural exception site;
- Have regard to the need to make efficient use of land through the reuse of previously developed land and development at appropriate density; and
- Provide required infrastructure, services and community facilities to serve the development including, as appropriate, highways, children's play areas, open spaces, landscaping, facilities for sports, community, health and education, and local small scale retail facilities.

This policy contributes to the delivery of Plan Objectives for the Built and Natural Environments, and the Transport and Movement objective.

Rationale

Meeting local housing needs, particularly the need for affordable housing, is a key strategic objective for Hart District and the delivery of new housing developments in the quantity and form necessary is fundamental to the policies of the draft Local Plan. Meeting the housing needs for residents with a local connection to Crookham Village Parish is also considered to be an important objective of this policy.

For Crookham Village Parish, the Neighbourhood Plan seeks to contribute towards addressing the housing needs of the parish whilst ensuring that development does not have an unacceptable impact on the local infrastructure. This includes the need for affordable

housing within the parish which was identified in the Final Crookham Village Housing Needs Survey completed in 2014.

In the recent consultations, residents expressed the desire to accommodate new development in smaller enclaves which could be more easily accommodated without the loss of the essential characteristics of the area and without imposing too great a strain on local infrastructure.

Development also presents an opportunity to provide for the community's green infrastructure needs, particularly in respect of open spaces and biodiversity. Without a clear strategy for directing growth, Crookham Village Parish could be subject to a level of development that would fundamentally change the nature of the parish and, in particular, its historic village.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and requirements for conserving and enhancing the natural and historic environments and for good design;
- Hart District Council principal planning objectives and saved policies, in particular SS1 Spatial Strategy and Distribution of Growth, NBE03 Thames Basin Heaths and Special Protection Area, NBE10 Renewable and Low Carbon Energy, NBE9 Design, GEN1 General Policy for Development;
- Adopted Hart Local Plan: Strategy and Sites 2014-2032 - policy SS1 Spatial Strategy and Distribution of Growth;
- the Crookham Village Conservation Area Character Appraisal and Management Proposals (https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF);
- Final Crookham Village Housing Needs Survey 2014;
- Feedback from the initial consultation on the draft vision and objectives, Appendix G;
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H.

Local residents are supportive of sensitive development, as evidenced by our various consultations:

“People need homes, especially starter homes and social housing. But the environment is also important and quality of life for those already living in the area.”

“I am a young person who worries massively for the future of the local area, it is upsetting to see unaffordable housing be built in previous green spaces, it is upsetting to see independent shops shutting down on small high streets. Facilities and housing are needed, but they should be constructed in previously developed areas as much as is possible for the good of the local environment.”

“No new infrastructure, no new building!”

Policy BE02 – General Design Principles, Including New Developments

As appropriate to the nature, scale and location of the proposed development, development, including alterations and extensions to existing buildings, will be supported, provided that it is in accordance with other development plan policies and the following general design principles:

- Development shall make as much use as practicable of previously-developed or 'brownfield' land, favouring this above greenfield sites to the extent possible, provided that the brownfield land is not of high environmental value;
- Development shall complement and be well integrated with neighbouring properties in the immediate locality in terms of scale, density, massing, separation, layout, materials and access;
- Architectural design shall reflect high quality local design references in both the natural and built environment and reflect and reinforce local distinctiveness;
- The height of new buildings shall be in keeping with neighbouring properties and roofscapes shall be well articulated to avoid bulky, featureless appearance. Proposals shall demonstrate how heights of development will not be over-bearing or dominant in the existing street scene and major developments on greenfield sites shall avoid placing the majority of taller buildings along a spine road to respect the rural setting of the site;
- On major development, affordable housing shall be integrated throughout the site;
- Strong building lines shall be respected and soft landscaped front gardens and landscaped front boundaries should be retained or enhanced, where practicable;
- Development shall seek to retain existing mature hedging and established trees and to enhance landscaping to provide for biodiversity. Any existing mature trees or hedging that are unavoidably removed should be replaced elsewhere on the site;
- Development will not be supported where it would obstruct or adversely impact the key views defined in Policy NE02 by virtue of its location, scale, massing or height;
- Development affecting the transitional edges between a settlement and countryside shall be softened by landscaping to complement the character of the adjacent or surrounding countryside;
- Parking provision on development sites shall be in accordance with the policy TM01 so that it takes due account of the expected levels of car ownership and the lack of availability of public transport, to minimise congestion or obstruction caused by on-street parking;
- Development which affects any built heritage asset, including statutory listed buildings, curtilage listed buildings and non-designated heritage assets shall respect the significance and defined special interest of the asset, as well as its significance as it relates to a relevant conservation area;
- Where appropriate, development which affects a designated conservation area shall

demonstrate how local distinctiveness, character and appearance is reinforced;

- Where practicable, development shall be designed to incorporate appropriate energy saving measures; and
- Development shall respect and integrate existing footpaths, cycleways and bridleways and not restrict transit for cyclists, pedestrians or riders, including those with limited mobility.

Rationale

It is essential that new developments, whether they are for residential, commercial, or other purposes, seek to make a positive contribution to the quality of the environment and contribute positively to their overall surroundings. It is also important to ensure that, as far as possible, this development does not have an unacceptable impact on the local infrastructure. While opportunities for development on brownfield sites will be favoured, any major new development in the parish is likely to be set in open countryside. Such development must respect the rural nature of its environment. Developers will be encouraged to undertake early collaboration with community representatives on all proposals on sensitive sites to ensure designs and layouts benefit from and incorporate local knowledge and expertise.

This policy is designed to govern the general development principles to be employed for all new development within Crookham Village Parish. This policy does not affect extant planning permissions in the neighbourhood area. Any reserved matters applications which arise fall to be determined on the basis of the principles agreed as part of the granting of the relevant outline planning permission.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and Part 12 requiring good design, as well as NPPF para 117 on the effective use of land, including brownfield sites;
- Adopted Hart District Council Local Plan 2014 – 2032 policies: NBE1 Development in the Countryside, NBE8 Historic Environment and NBE9 Design
- Feedback from the initial consultation on the draft vision and objectives, Appendix G;
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H.

In recent years there have been many planning applications for both small and more major developments. A review of the comments in response to these planning applications has revealed consistent themes, including the importance of:

- ensuring that the style of any development is sympathetic in terms of its proposed location and in keeping with its surroundings;
- conserving and enhancing biodiversity;
- preserving the rural nature of our village and parish;
- reducing problems with car parking, and especially the blocking of spine roads;
- avoiding over development and encroachment into rural land;

- not allowing 'urbanised' vistas;
- no impact on conservation areas, views and amenity open and green spaces;
- ensuring congruity of new developments with existing properties

Whilst the community does not wish to be unnecessarily prescriptive, it does wish to ensure that development is in keeping with that in the surrounding area and fits in seamlessly with the existing settlements and surrounding landscape.

Policies for Built Environment Character Areas

General

Given the varied nature of the main settlements, it is felt that separate design policies are required for each character area as shown in Figure 6 (Policy Map 3) to ensure that new development complements the related character area. Individual character areas are shown in Figure 7, Figure 8 and Figure 9 below.

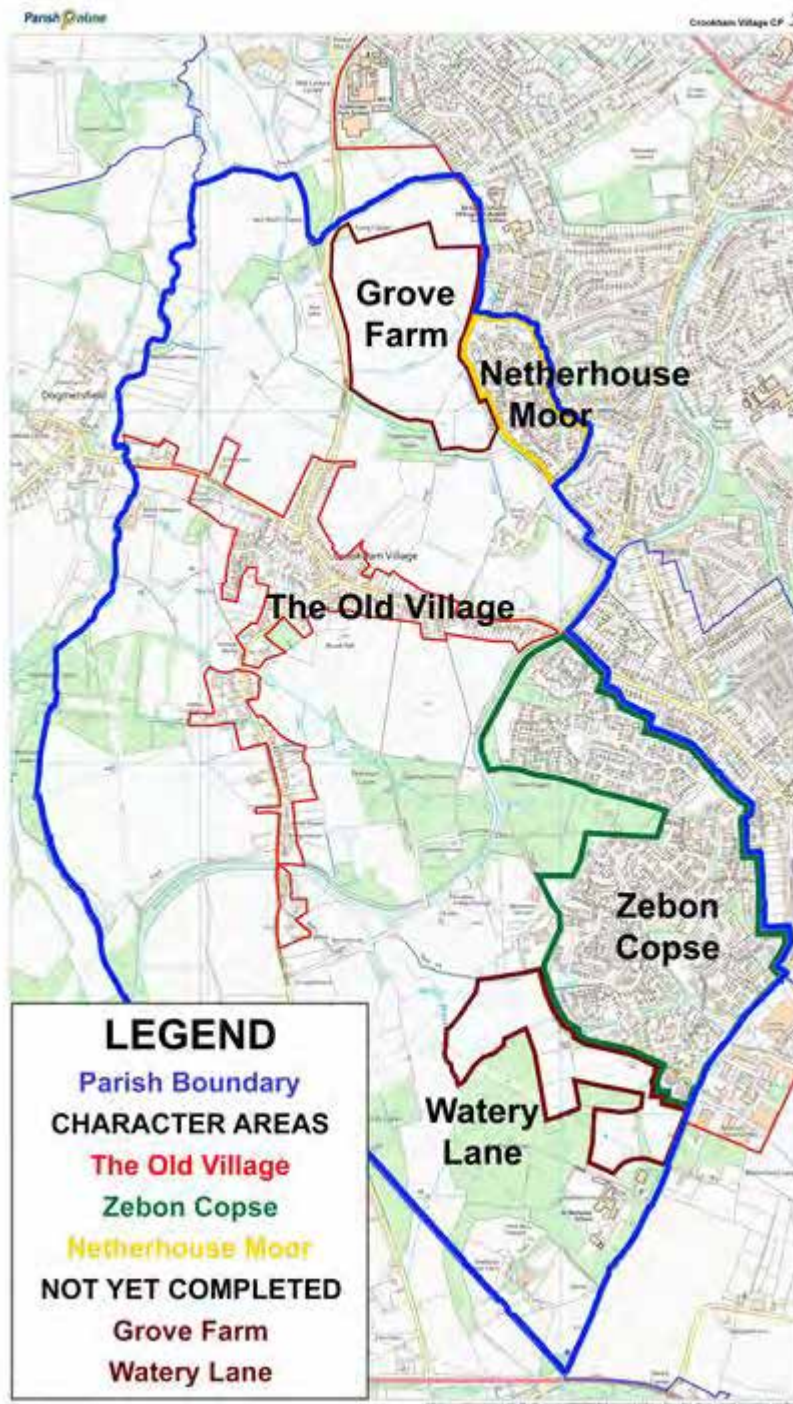


Figure 6 - Character Areas of the Built Environment (see Policy Map 3)

The Old Village settlement is characterised by a linear tapestry of mixed designs and ages of dwellings, many on generous plots. The Old Village is surrounded by open countryside on all sides, contains the Crookham Village Conservation Area and is adjacent to the Dogmersfield and Basingstoke Canal Conservation Areas (see Figure 12 (see Policy Map 5), Figure 13 (see Policy Map 6), Figure 14 (see Basingstoke Canal Conservation Area: Character Appraisal and Management Proposals Approved Document 3rd December 2009: Character area 6; Basingstoke Canal Conservation Area, Townscape Appraisal Map 7) and Figure 16 (see Policy Map 7). It is important that the quality of design and materials in new developments, extensions, and renovations have a positive impact on neighbouring properties and the character of its setting. Elsewhere in the parish there is a mix of isolated rural dwellings and areas of modern estates, each with distinct characters and settings which should be respected by any adjacent development sites.

The Zebon Copse estate is low density, with housing built on larger plots around open amenity areas which are traversed by numerous wildlife corridors. This Character Area has open countryside on two sides and adjoins Church Crookham on the two other sides. The main characteristics of the Netherhouse Moor development are its low density development and proximity to open countryside. This Character Area has open countryside on two sides and adjoins Fleet and Church Crookham on the other two sides. This open aspect will be retained when the Land North Of Netherhouse Copse has been developed as the two developments, when taken together, will still adjoin fields and the extension to Edenbrook Country Park on two sides.

In the last three years, Crookham Village Parish has had two planning applications approved for major developments within the Parish boundary. These are the land north of Netherhouse Copse (locally known as Grove Farm) and land off Watery Lane (Watery Lane). The two developments will result in 423 and 300 additional dwellings respectively, 40% of which will be affordable. In addition to the dwellings, the Watery Lane development will provide additional sports facilities, provision for a doctor's surgery and convenience store for local residents while the Grove Farm development will provide an additional community centre. Both of these applications are still subject to the approval of some of the reserve matter applications. While the Grove Farm development lies adjacent to the Netherhouse Moor character area and the Watery Lane development is adjacent to the Zebon Copse character area, neither development is similar in either built form or density to its neighbouring character area. As a result, it is anticipated that these new developments will both be defined as separate character areas in the next update to the Neighbourhood Plan.

Policy BE03 – Design Principles for Crookham Village Ward Character Area

As appropriate to the nature, scale and location of the proposed development, development within or adjacent to the Crookham Village, Dogmersfield or the Basingstoke Canal Conservation Areas, will be supported provided that it is in accordance with other development plan policies and the following principles:

- they comply with Policies PA01 – PA03 and the Conservation Area Appraisal for each conservation area and its setting in which they are sited or lie adjacent to;
- are designed to be sympathetic to the site context and existing character of the immediate locality, including the integration of important features;

- are of high quality and individual design;
- are, for larger developments, a mix of styles and designs to produce interest and variety such that there are no more than 4 properties of the same or similar style together;
- take account of the relative heights of the land on which they are built with regard to the height of existing properties;
- do not include buildings of a significantly greater height than neighbouring properties or those within visual range;
- do not adversely affect the key views both into and out from the conservation areas as defined in NE02 – Preserving Key Views (see also Policy Map 6, Figure 14, Policy Map 7, and Policy Map 10);
- do not adversely affect the routes or amenity of the public footpaths within the conservation area and Parish;
- do not result in unacceptable disruption of the skyline from any viewpoint within any of the conservation areas, or have a dominant impact on adjacent or nearby buildings;
- are designed not to increase the level of light pollution within any of the three conservation areas within the neighbourhood area. Proposals for any necessary street lighting or external lighting should be fully justified through an assessment demonstrating the need for the lighting and the measures taken to minimise any impact

Rationale

Approximately 95% of the developed land in the Crookham Village Ward Character Area lies within one of three conservation areas of Crookham Village, Dogmersfield and the Basingstoke Canal, as is shown in Figure 12 below. The overriding vernacular of the property within the conservation area in Crookham Village is that it comprises mixed designs and styles from a wide variety of periods in history. The buildings range from timber frame black and white cottages to tile hung modern brick properties with no one style predominating. The Crookham Village Ward Character area consists, in the main, of three adjacent conservation areas; the Crookham Village Conservation Area, the Basingstoke Canal Conservation Area and the Dogmersfield Conservation Area.



Figure 7 - The Old Village character area

The special character of the Crookham Village Conservation Area, as shown in Figure 7, is due mainly to the number of buildings of special architectural or historic interest and their variety of character. The historic footprint is distinctively linear in character with one dwelling depth backing on to open, farmed countryside along all the main routes. This settlement pattern forms an informal cross, with The Street and Pilcot Road running east to west and Hitches Lane and Crondall Road running north to south. One of the most attractive features of Crookham Village is the exceptional diversity of building styles, covering over 400 years. Each decade of the 20th century is represented by its distinctive architectural style but in small numbers so that no one style dominates or detracts from another. This eclectic harmony resulted in the creation of the Crookham Village Conservation Area in 1982 which was further extended and reconfirmed in 1994.

The Old Village has a number of important properties, in terms of their contribution to the street scene and their general

architectural and historic value. 24 of these buildings and structures are Listed Grade II and lie within the conservation area, while a further 16 are considered to be of local significance in that they are either historically important or significant to the street scene. A full list of all these properties together with a description of their main historical significance can be found in Appendix B. This character area also contains the only two public houses in the Parish, the WI Hall and the Crookham Street Social Club as well as the garage workshops, the Kiln workshops, the Grove Farm workshops and a Post Office/tea room. It therefore forms, for many, the social and employment heart of the Parish. Although there is no school or medical centre in the Old Village, both are in relatively close proximity.

It is essential that new developments seek to make a positive contribution to the quality of the environment and contribute positively to their overall surroundings. It is also important that the quality of design and materials in new developments, extensions, and renovations have a positive impact on neighbouring properties, the character of its setting and the conservation area within which it lies or is adjacent to.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and Part 12 requiring good design;

- Adopted Hart District Council Local Plan 2014 – 2032 policies: NBE8 Historic Environment, with specific reference to the Crookham Village Parish ward area also consistent with saved policy CON10;
- [The Crookham Village Conservation Area Character Appraisal and Proposals \(https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF\)](https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF);
- Basingstoke Canal Conservation Area (https://www.hart.gov.uk/sites/default/files/2_Businesses/Planning_for_businesses/Conservation_and_listed_buildings/Bas%20Canal%20Appraisal%20and%20character.pdf);
- [Dogmersfield Conservation Area Appraisal published by HDC in December 2012 \(https://www.hart.gov.uk/sites/default/files/2_Businesses/Planning_for_businesses/Conservation_and_listed_buildings/Dogmersfield.pdf\)](https://www.hart.gov.uk/sites/default/files/2_Businesses/Planning_for_businesses/Conservation_and_listed_buildings/Dogmersfield.pdf);
- Feedback from the initial consultation on the draft vision and objectives, Appendix G
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H.

As approximately 95% of the Crookham Village Ward Character Area lies within a conservation area, it would be inappropriate to exclude those areas outside the conservation areas from this policy. As a result, the criteria detailed above will be applied equally to areas adjacent to the conservation areas as well as those within one of the conservation areas.

Policy BE04 – Design Principles for Zebon Copse Ward Character Area

As appropriate to the nature, scale and location of the proposed development, development within the Zebon Copse estate boundary or on adjacent land at Watery Lane will be supported when it:

- Does not encroach into or have a negative impact on the wildlife corridors;
- Is in keeping with nearby properties in terms of style and design;
- Retains the current well-balanced housing mix of property sizes;
- Respects the low density nature of the housing within the area;
- Retains the open aspect and quality of the area by ensuring that the public open space areas (see Policy Map 12), many of which are in private ownership, remain accessible to the community and contribute to the street scene;
- Preserves, and enhances where possible, the footpath network running throughout the estate (see Policy Map 4);
- Complies with the parking requirements included in Policy TM01 of this Plan.

Rationale

Zebon Copse is characterised by a good mix of typical 1990s' design properties. Built around the Zebon Copse Local Nature Reserve, an area of ancient woodland, the development is low density, with housing built on larger plots around open amenity areas. There is a range of house types and sizes throughout the development, including flats and affordable accommodation. Although more urban in design than the Old Village which lies to the north western boundary of the estate, the development retains a rural nature by means of several badger sanctuary areas, interconnected by a network of wildlife corridors that both traverse and encircle the housing, allowing connections to the surrounding rural landscape, including the Basingstoke Canal conservation area.

It is served by off-road cycle ways and footpaths lying within green corridors that connect the main amenity areas (see Figure 11). These open green spaces are very popular with adults and children alike for recreational purposes and as access routes to the footpath network within the Parish, acting as a green lung within the development. It is considered to be important that access to these areas is not limited by absorption into private gardens. Many of the road side verges throughout the development are amenity land which form part of the approved landscaping scheme for the site. Many of these are in private ownership and over the years, several applications have been made to fence off parts of the open areas to extend private gardens. These have been vigorously defended by both the Parish and Hart District Councils so that the open areas are preserved.



Figure 8 - Zebon Copse character area

Figure 8 defines the Zebon Copse character area of the Parish. When first built in the 1990s on a green field site, one of the main design criteria for the Zebon Copse development was the preservation of the large resident badger population, as well as the other local wildlife. It is important that the quality of design and materials in new developments, extensions and renovations have a positive impact on neighbouring properties and the character of their setting. It is particularly important that such changes do not limit the ability of the existing settlement to support populations of badger, deer and other wildlife by reducing the availability of green areas within the estate, eliminating the wildlife corridors which traverse the development as shown in Figure 24 (see Policy Map 12) or restricting the footpath network, Figure 11 (see Policy Map 4).

At the western edge of the development lies the Zebon Community Centre with its sports pitches and junior and infant play areas. This facility is owned and managed by Crookham Village Parish Council and provides an important social centre for the community.

At the centre of Zebon Copse is a small commercial centre with a convenience store, hairdressers and Dental Surgery. Although the Parish does not have medical facilities within the Parish boundary, there is currently a proposal to build suitable premises to house a Doctor's Surgery as part of the Watery Lane development.

Zebon Copse also forms part of the larger conurbation of Church Crookham and so is defined as being a Tier 1 settlement. This definition suggests that Zebon Copse has a high level of services and good public transport links. In common with most of the outlying areas of Church Crookham, this designation is misleading as Zebon Copse has no access to public transport, having lost its bus service in 2015; is serviced by a single convenience store and has no schools or doctors [see *Zebon Copse Design Statement*]. As a direct result of the removal of public transport, the local population now rely on private cars and car ownership has increased proportionately.

Hart District as a whole has the second highest level of car ownership in the country [Source: Census 2011] and further analysis of this data has shown that the Crookham West ward, within which Zebon Copse lies, has almost full car ownership with an average of 1.8 cars per household. This figure is supported by the anecdotal evidence of the increase in overspill parking throughout the estate which has resulted in difficulty of passage for emergency vehicles, particularly on the spine road which is twisting and has traffic calming measures at regular intervals along its length.

This policy seeks to ensure that the level of residential parking provided in any new development adequately reflects the increased reliance on private cars in the absence of public transport in the area and complies with the parking provision policy in TM01.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and Part 12 requiring good design;
- Adopted Hart District Council Local Plan 2014 – 2032 policies: INF4 Open Space, Sport and Recreation, in compliance with NBE2 Landscape and NBE9 Design;
- Zebon Copse Design Statement (Appendix A1);
- Feedback from the initial consultation on the draft vision and objectives, Appendix G;
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H;
- HDC's Parking Provision Interim Guidance of 2008 (https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/Parking_Provision_Interim_Guidance.pdf).

Policy BE05 – Design Principles for Netherhouse Moor Ward Character Area

As appropriate to the nature, scale and location of the proposed development, all new development both within the Netherhouse Moor estate boundary or on adjacent land will be supported when it:

- Is in keeping with nearby properties in terms of style, design and density (which is currently a mix of 'used brick', pebble and red-brick designs) (Charles Church design).
- Retains the public open space areas (see Policy Map 13) so that they remain accessible to the community and contribute to the street scene.
- Does not infringe on the footpaths and accessibility for Netherhouse Moor Ward and Lea Green park, which are used as a key access point to Calthorpe Park and All Saints schools (see Policy Map 4).
- Maintains the rural setting of the settlement and the current easy access to open countryside.
- Complies with the parking requirements included in Policy TM01 of this Plan.

Rationale

Netherhouse Moor is characterised by family detached housing interspersed with smaller properties, flats and affordable accommodation. The estate contains a small play area accompanied by recently installed communal gym equipment in northern edge of the boundary. The development is in close proximity to Grove Farm, running parallel along the West side of the estate boundary, providing residents with easy access to countryside paths and open green spaces.



Figure 9 - Netherhouse Moor character area

Figure 9 shows the Netherhouse Moor character area. The Netherhouse Moor development's main appeal is the strong rural character that is accessible to all residents. Although maintaining a quiet countryside feel throughout the year, the settlement is not remote from suburban access, with Fleet town centre a short walk away and easy access to the open countryside of Crookham Village and the Basingstoke Canal allowing residents to enjoy a walk, run or cycle ride.

Footpaths traversing the settlement provide safe walking and cycle access to local schools as well as the Hart Leisure centre. Unlike the other character areas in the parish, the settlement is served by local buses which can be accessed using a shortcut through Holly Trees to the nearest bus stop on Crookham Road.

While the settlement does not have any retail facilities, the good level of accessibility to the more built-up areas of Fleet and Church Crookham minimises the need for such amenities.

Despite not having an identifiable community hub, Netherhouse Moor has

easy access to the community facilities at Zebon Copse and Crookham Village is within easy walking distance by footpath, providing access to amenities including pubs, WI Hall and Social Club and the countryside beyond.

To ensure that the level of residential parking provided in any new development adequately reflects the increased reliance on private cars in the absence of public transport in the area and prevent excessive on street parking, any new development must comply with the parking provision policy in TM01.

Local residents feel that it is essential that new developments, whether for residential, commercial, or other purposes, seek to make a positive contribution to the quality of the environment and the overall surroundings, both of which are much valued.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and Part 12 requiring good design;
- Adopted Hart District Council Local Plan 2014 – 2032 policies: INF4 Open Space, Sport and Recreation, in compliance with NBE2 Landscape and NBE9 Design;

- Feedback from the initial consultation on the draft vision and objectives, Appendix G;
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H.

In recent years there have been many planning applications for both small and more major developments. A review of the comments in response to these planning applications has revealed consistent themes, including the importance of:

- ensuring that the style of any development is sympathetic in terms of its proposed location and in keeping with its surrounding;
- conserving biodiversity;
- preserving the rural nature of our village and parish;
- reducing problems with car parking, and especially the blocking of spine roads;
- avoiding over development and encroachment into rural land;
- not allowing 'urbanised' vistas;
- no impact on conservation areas, views and amenity open and green spaces;
- ensuring congruity of new developments with existing properties.

Whilst the community does not wish to be unnecessarily prescriptive, it does wish to ensure that development is in keeping with that in the surrounding area and fits in seamlessly with the existing settlement and surrounding landscape.

Policy BE06 – Prevention of Flooding

Development will be supported where it avoids increasing the risk of flooding from any source and will be safe from flooding for the lifetime of the development. Development should take account of the vulnerability to flooding of its users, should not increase flood risk elsewhere (e.g. downstream) and, where possible, should reduce the flood risk overall.

As appropriate to their scale, nature and location development proposals should be designed in accordance with the following principles:

- development in locations, in particular greenfield sites, shown to be at risk of flooding from any source will be considered in accordance with the HDC Strategic Flood Risk Assessment (SFRA) sequential test;
- development that increases the risk of flooding from any source, either on- or off-site, should be associated with adequate mitigation;
- development in locations immediately adjacent to a river or canal should provide a buffer from development in line with the Hart SFRA and Hart Green Infrastructure Strategy;
- the incorporation of Sustainable Drainage Systems will be supported where they adhere to the principles in this policy and will only discharge surface water either at, or less than, greenfield runoff rates (where technically viable), will leave green corridors along watercourses and/or will reduce flood risk; and
- developments should, where practicable, incorporate sustainable drainage design features to manage the risk of surface water flooding within their boundary and elsewhere in the parish. Source control measures should, wherever practicable, be natural in their character, design and appearance.

Rationale

Within Crookham Village Parish, most significant flooding issues are concentrated in small, discrete areas with the rest of the parish at relatively low risk of flooding. The areas most at risk of flooding lie along the lower reaches of Crondall Road from Brook House down to the land along Zephon Common Lane and Watery Lane. These areas represent the lowest lying land within the parish and accept runoff from the surrounding higher areas both within the parish from Cross Farm and outside the parish from the higher land at Beacon Hill, which runs down through Ewshot Marsh, across Redfields Lane into the parish via Zebon Copse estate and then alongside the aptly named Watery Lane. The Street in Crookham Village also suffers from periodic surface water flooding from the runoff from the higher ground at Cross Farm. These represent the areas where the effects of flooding are likely to be most marked on the receiving environment. For example, old, listed properties such as Brook House on Crondall Road and West View and Grove Cottages on The Street have no foundations nor damp courses and are therefore particularly susceptible to increases in groundwater levels, runoff and floods.

Prior to the building of the Zebon Copse estate, Velmead Farm was very marshy in character and acted as a sink for the runoff water from the higher land towards Ewshot and Beacon Hill. This meant that when the Zebon Copse development was planned in the late 1980's, the

developer, Martin Grant, built a Sustainable Drainage System (SuDS) consisting of three large balancing ponds supplemented by several smaller drainage areas and a network of new and pre-existing drainage ditches that traversed the entire development. Unfortunately, experience has shown that this early SuDS proved inadequate to deal with the volume of water running off the surrounding high land and has had to be enhanced. Between 2000 and 2016, the Zebon Copse development experienced four major flooding events with numerous minor incidents. The first major flooding event took place in November 2006 following an extended period of heavy rain and was followed by further significant flooding events in January and February 2007 and again in July 2007. Following this flooding, the SuDS on the estate were enhanced by raising the height of the bank on the main balancing pond on Brandon Road but this still proved insufficient to prevent further flooding on 4 January 2014 after which the bank was further extended and, apart from one instance when the outlet from the pond was partially blocked by a discarded plastic container, no further overflows have been reported. On each occasion, the flooding was not limited to the Zebon Copse development and significant levels of flooding also occurred in Crookham Village, reaching as far as the parish boundary with Dogmersfield. Particular impacts were felt at the western edge of the parish; on the southern side of The Street and along Crondall Road, Stroud Lane and Zephon Common Lane, with subsequent downstream impact to the Dogmersfield conservation area. There is also documentation of extensive flooding on Hitches Lane towards Fleet.

The Parish wishes to take a proactive approach to mitigating and adapting to climate change. Most of the flooding events described in this section have been described as one in a hundred-year events, despite taking place far more regularly than that. Due to climate change, it is anticipated that such events will continue to occur on a regular basis with long-term implications for flood risk, biodiversity and landscapes. The parish wishes to implement a flooding policy to support appropriate measures to ensure the future resilience of each of its three community areas and implement appropriate infrastructure to help ameliorate the impact of climate change. This policy for flood prevention will also provide an opportunity to avoid increasing the exposure of both new and existing development to the risk of flooding and will also protect blue/green infrastructure ⁴for wildlife and amenity purposes. With regard to surface water drainage, the Parish regards it as being the responsibility of the developer of any future developments within the Parish to make proper provision for drainage to ground, watercourses or surface water sewers.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and requirements in Part 14 on meeting the challenge of climate change and flooding
(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf);

⁴ Blue/green infrastructure is defined as the set of ecological services for water quality, flood management, conservation of biodiversity and adaptation to climate change that work by controlling runoff, preventing soil erosion, and recharging aquifers. Natural infrastructure (unsurfaced areas and water bodies) and designed elements (such as SUDS) can help developments avoid flooding and other environmental impacts and support healthy ecosystems.

- In particular, according to NPPF 2019 paragraph 158: 'The aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.'
- Adopted Hart District Council Local Plan 2014 – 2032 policy: NBE6 Water Quality;
- Hart District Council Strategic Flood Risk Assessment July 2016 (https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/SFRA%2012th%20December%20FINAL.pdf);
- In particular, according to Hart's SFRA 2016: table 17.1 key policy recommendations. Recommendation 7: It is recommended that an 8m buffer is left alongside main rivers and 5m buffer along ordinary watercourses.
- Hart's SFRA 2016 section 9.5 Planning Considerations (page 64): 'Although the residual risk of a canal embankment breach is low, the consequence on the local area immediately adjacent to the canal, should a breach occur, could be significant. For this reason, the site allocations should consider the risk of canal breach. Development adjacent to the canal embankments should be supported by a breach analysis and appropriate mitigation.'

According to Hart's Green Infrastructure Strategy 2017:

Page 17:

- There are opportunities to create green corridors along roads, the railway line, rivers, the canal, footpaths, and also to enhance ecological connectivity through hedgerows

Page 22:

- Access to the rivers and canal for recreation should be promoted;
- The Whitewater and Hart river valleys should also be protected from development, and managed to promote natural flood alleviation.
- Where possible, a green buffer should be retained either side of the Basingstoke Canal and watercourses; an 8-metre buffer for main rivers and 5 metres for other watercourses respectively.

Page 29:

- The Hart and Basingstoke Canal and Whitewater Valley are valuable resources but are fragmented in some locations. There are opportunities to increase connectivity enhancing the recreational value of these river corridors.

Page 30:

- Regular flooding in a number of locations, including parts of all the main settlements highlights the need for more functional GI features in river catchments, and reinstatement of natural river flood plains where feasible.

Priorities:

- Strategic Green Corridors of SANGs - Can deliver biodiversity, access and flood management – use river corridors as basis for these.
- Secure appropriate investment to respond to SFRA- protect up stream flood plains

- Zebon Copse Residents Association Flooding Reports:
 - April 2007
 - July 2007
 - January 2014
- FACE IT Press Release 022 dated January 2014;
- Personal statement made to land at Watery Lane (14/00504/MAJOR) planning appeal by Annette Blackwell re flooding at Zephon Common Lane Appeal document ID23;
- Photographs of flooding along footpath 1 towards The Street.

Policy BE07 – Development of Footpath and Cycleway Networks

Development will be supported which incorporate effective measures to join up bridleways, footpaths and cycleways into comprehensive networks, and to maintain and improve all-weather surfaces whilst minimising urbanising their look and feel, with priority being given to:

- creating or improving routes to allow connections within and between all areas of the parish and from there to essential facilities in Fleet, Church Crookham and Crondall, such as health facilities, schools, transport links and retail outlets;
- developing traffic-segregated pedestrian and cycle routes between schools and residential areas, and
- improving and extending the public rights of way network and circular routes around Crookham Village.

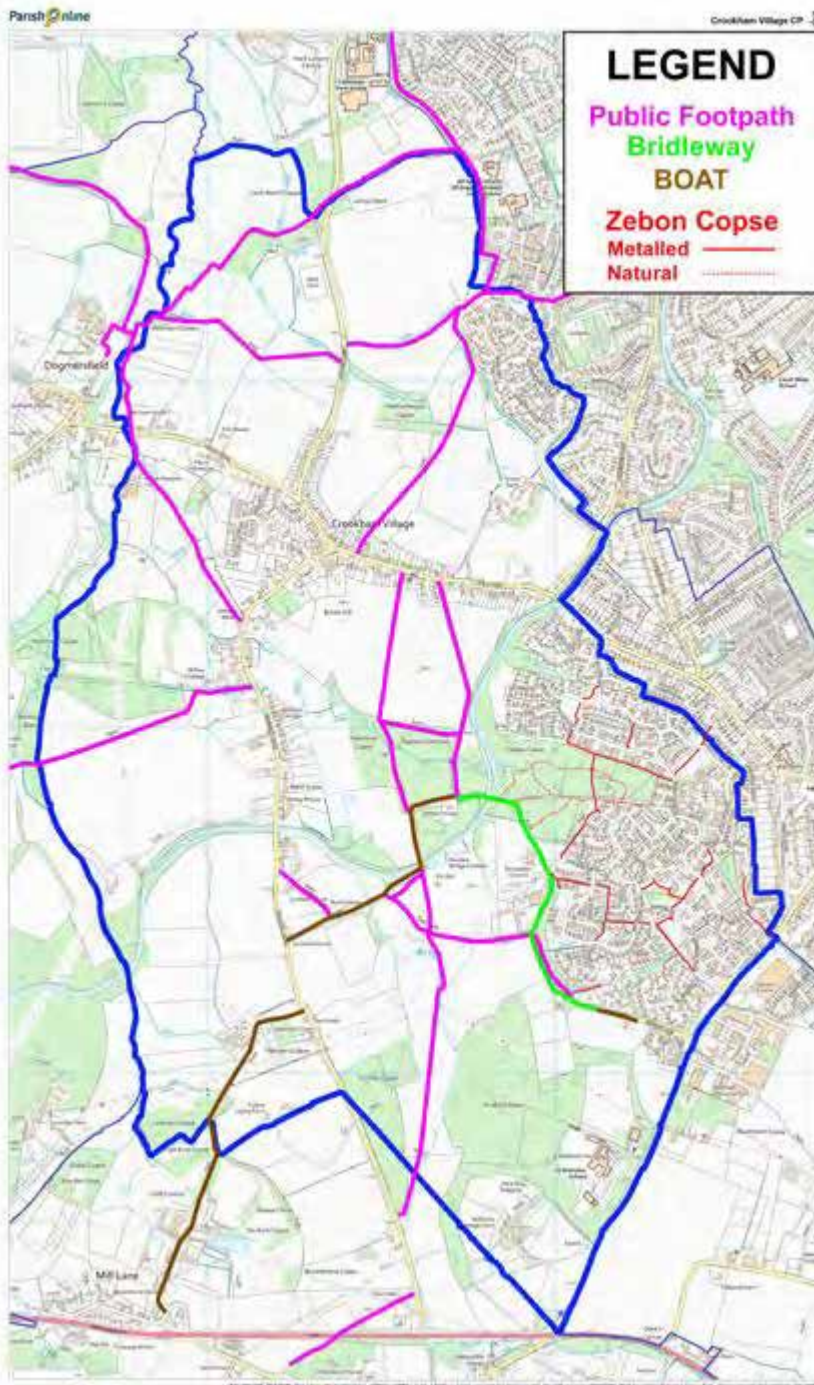


Figure 10 – Parish Footpaths (see Policy Map 4)

This policy directly contributes to the delivery of Plan’s Built Environment, Transport and Movement, as well as the Health, Leisure and Well-being objectives.

Rationale

Crookham Village Parish has an extensive network of cycleways, bridleways and footpaths which traverse the parish as shown in Figure 10 (see Policy Map 4) and Figure 11. Residents rely on these for both dog walking and for recreation and health. Throughout the various consultations, residents have consistently expressed the need to keep the footpaths through the Parish open and accessible. There is also a tradition of equestrian pursuits within the parish which makes good use of the network bridleways. While these pathways make a very

significant contribution to the wellbeing of residents, they do not offer the level of connection to the wider Hart area that would enable residents to use them for everyday needs such as travel to work and school. Improving the quality of non-vehicular travel opportunities throughout the parish, for both leisure and work purposes, will not only support the viability of the community but also contribute to the quality of life for those who live, work, study or spend their leisure time in the parish.

However, whilst we all need transport facilities, transport systems can have adverse side effects which include risks to personal safety, damage to the natural environment, the severance of activities by transport infrastructure, noise, atmospheric pollution and visual intrusion.

The purpose of this policy is therefore to support the most acceptable balance between the ease of travel and the impacts of transport systems, including the creation of ‘rat runs’ resulting from new development.

Not all people have equal access to all forms of transport; activities have different access requirements depending upon who needs to access them and their mode of travel, whilst various parts of Crookham Village and adjacent parishes have different sensitivities to the adverse effects of transport.

In general this policy therefore seeks to:

- embrace the different needs of all sectors of the community;
- recognise the different functions of transport for various activities; and
- minimise the adverse effects of transport in those places where they are most significant.

Evidence

Supporting evidence for this policy can be found in:

- Adopted Hart District Council Local Plan 2014 – 2032 policy: Supporting transition to a low carbon future in compliance with INF3 Transport
- The Parish Council has a programme of works to maintain the network of footpaths. They receive many comments, complaints and requests of areas to be included or attended to, highlighting the perceived value of the footpaths to both dog walkers and the wider public. The footpaths across Netherhouse Moor are of particular value to children attending Calthorpe Park and All Saints schools. The high traffic nature of these paths is evident from the level of maintenance necessary to keep them in good order. The consultation conducted in the summer of 2017 also indicated the importance of the footpaths and cycle ways to the local community. Many of the comments were made by

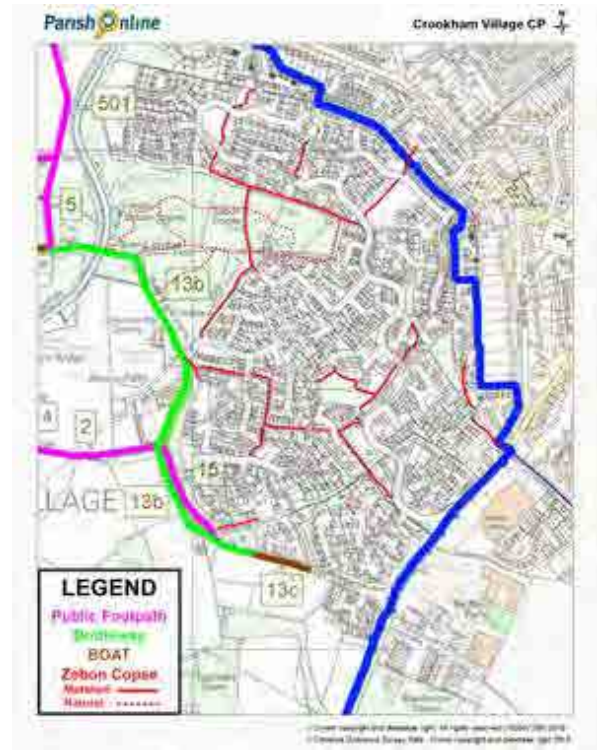


Figure 11 - Zebon Copse Footpaths

local children who use the cycleways to travel safely to school and who support the sensitive development of further cycleways to keep them away from traffic.

“I really like living here because you enjoy the countryside and go on walks. Hart has been voted best place in England 3 times; if they build any more it won’t be voted best. It is good for our health without loads of houses and traffic. I cycle a lot and I won’t be able to cycle as much if there are loads of cars. If loads of houses are built it will make the roads really busy and we won’t have as much freedom. (Age under 16)”

- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H.

Protection of Historic and Community Assets

General

These policies establish important design principles for all new development across the Parish. The Hart District Council Urban Characterisation and Density Study 2010 and the three Conservation Area appraisals recognise and describe the distinct character of different parts of the Parish and its valued features. These documents provide an invaluable reference in understanding the local design context of different parts of the Parish. During consultation meetings, sense of place has come up as one of the key concerns of residents in all part of the Parish. Consequently, they feel that the development of policies to govern sense of place are an incredibly important part of their Neighbourhood Plan. Similarly, they feel that historic assets provide a very important part of the character and sense of place within the Parish and that it is important that developments respond to local character and history, and reflect the identity of local surroundings and materials.

The policies in this section are designed to ensure development proposals demonstrate how they have acknowledged their location in relation to their surroundings and how they have responded positively to the design references prevailing in adjacent parts of the settlements. This need not mean that the design of all proposals should replicate what is already there, nor does it require uniformity in design. However, where proposals intend to depart from the established character of the area, the onus will be on the applicant to demonstrate how this will be successful and how they will contribute to the overall quality of the area and reflect and reinforce local distinctiveness. These development policies also reflect the importance of access to the local environment through the footpath network to support the sense of place in each of the three conservation areas in the parish. This supports the NPPF 2019 requirement to establish a “strong sense of place” (para 127 d)) and for developments to be “sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change” (para 127 c)).

Policy PA01 – Crookham Village Conservation Area

As appropriate to the nature, scale and location of the proposed development , development within the Crookham Village Conservation Area and its setting, including alterations and extensions to existing buildings, will be supported, provided that it is in accordance with other development plan policies and the following principles:

- Development should be designed so as to sustain the key views that contribute to the character and appearance of the Conservation Area. These views are the “Key Views” shown in Policy Map 6, and applications should include an assessment of the impact of the proposal on the positive qualities of such views, explaining the rationale of design choices used;
- Development should:
 - respect historic plot boundaries
 - be sited so as to respect relevant building-to-plot ratios; and
 - follow historic precedent as to traditional forms and grain of development;

- Development should respect the linear nature of pattern of development in the Conservation Area, following adherence to recognised good examples of traditional building forms and the prevailing grain of development within the area. Where appropriate it should reflect the mix of single and two storey traditional buildings in order to introduce interest and variety into the development in order to reinforce the character and distinctiveness of an area
- Existing open green space, including private gardens, should be protected from unsympathetic development where this would have an adverse impact on the spacious character of the existing site and the area;
- Development in The Street should respect common building lines;
- Development should respect the significance of heritage assets in the Conservation Area street scene. Particular consideration should be given to retaining the contribution of buildings and sites to the significance of the conservation area where they frame, punctuate or terminate views though, out and into the village’;
- The positive contribution that the properties on the southern side of The Street and eastern side of Crondall Road provide to the setting of the Conservation Area and the key views that they afford from the village to the countryside, should be respected and protected from unsympathetic development;
- The linear nature of the settlement of Crookham Village should be respected;
- Boundary treatments should reflect locally distinctive forms and materials, commonly hedges, such as beech or other native species; and
- Development that affects locally significant buildings (as identified on Policy Map 8) must not undermine the significance of that contribution.

Rationale



This policy establishes design principles for development in the Conservation Area derived from Hart District Council’s Crookham Village’s Conservation Area Character Appraisal and Management Proposals of 1994. This document defines the character of the Area and provides an important source of evidence that should inform the design rationale of development in the Conservation Area and its setting. This policy uses the existing historic environment evidence base to

incorporate the guidance from the Conservation Area character appraisal to provide locally distinctive policies that supplement national and local policy.

The Crookham Village Conservation Area was first designated by Hart District Council in February 1982 as two separate sections, one encompassing The Street and part of Pilcot Road and a second section to include part of Crondall Road. This was reviewed and updated in 1994 when the section along Crondall Road was extended to bring the two sections together to form a single Conservation Area for Crookham Village.



The 1994 character appraisal recognises the number and variety of heritage assets in Crookham Village in its opening lines: “The special character of Crookham Village Conservation Area is due largely to the number of buildings of special architectural or historic interest, their variety of character, and their relationship to each other, together with the strong linear form of the two sections of the settlement.”

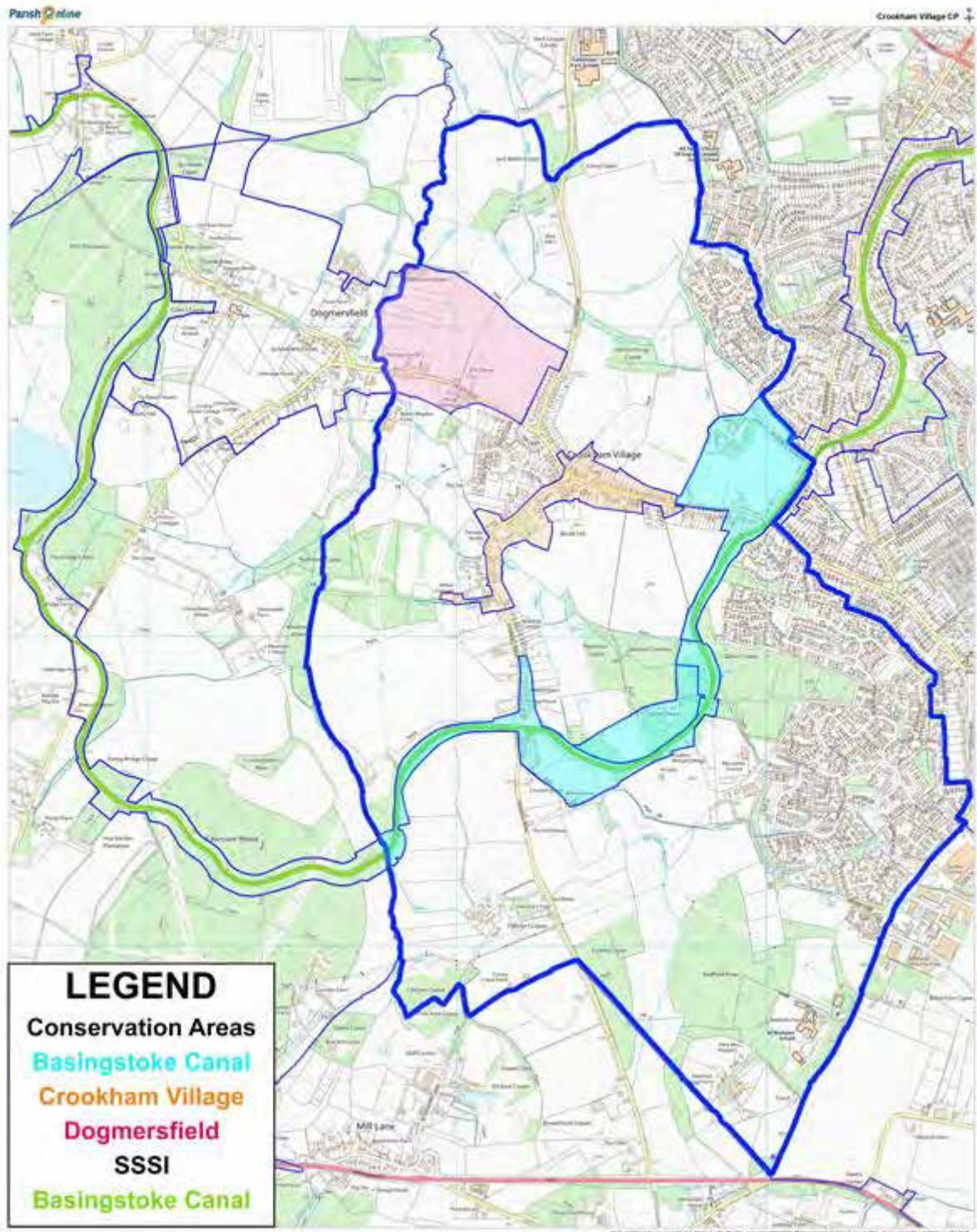


Figure 12 - Conservation Areas (see Policy Map 5)

In this policy, heritage assets are defined as including designated Grade II listed assets, curtilage listed assets as well as non-designated heritage assets, such as locally listed buildings and structures as identified by the Neighbourhood Plan Steering Group and identified in Appendix B (see Figure 17 and Policy Map 8). Together with the many key views into, out of, and within the Conservation Area (see Figure 13 and Policy Map 6) they contribute strongly to its character. The assessment and appraisal of both statutory designated and non-designated heritage assets is not a static process and will be reviewed on a regular basis by Crookham

Village Parish Council. The policy will need to encompass the results of future assessments and revisions to the list of heritage assets.

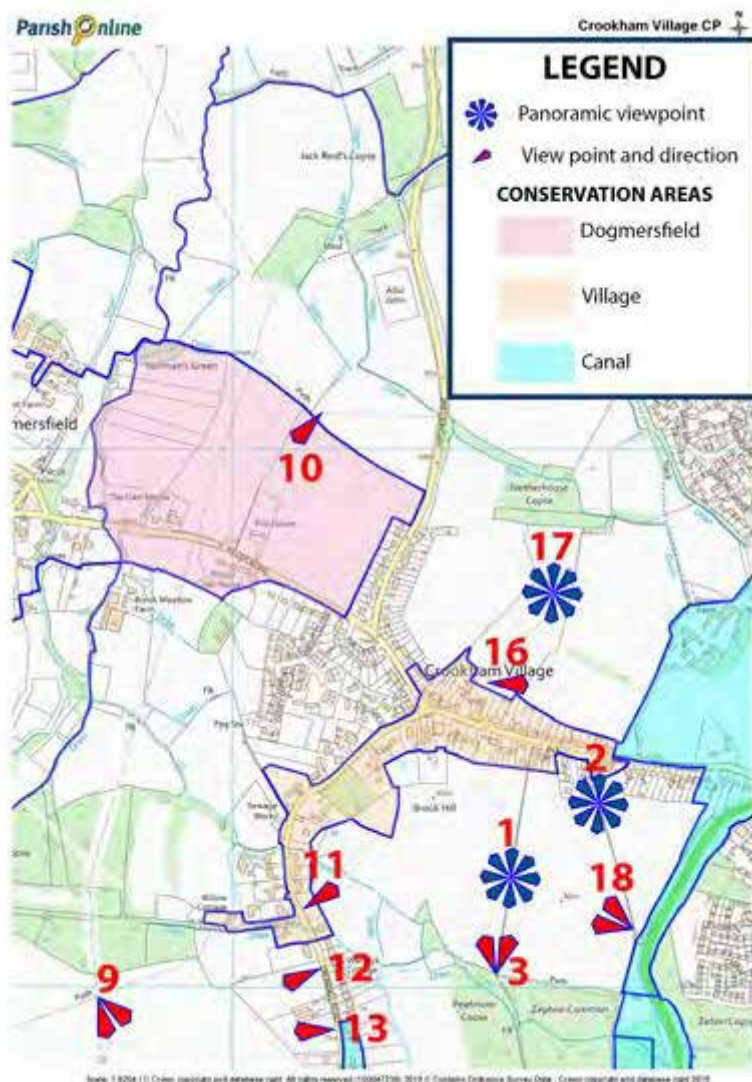


Figure 13 - Crookham Village Conservation Area views (see Policy Map 6)

The key views shown on Figure 13 (left) (see Policy Map 6) and described under Policy NE02 also contribute to the character and setting of the Conservation Area and, in almost all instances, relate to views into and out of the village at the edges of the settlement. These views emphasise the open rural setting of the Conservation Area as well as providing views back towards groups of mainly historic buildings bordered by mature trees. All along the length of The Street and Crondall Road, there are many unplanned views, too numerous to be indicated on a plan, but which remain important to the significance and character of the Conservation Area. Many of these views are valued for their historic and aesthetic significance

as well as the informal and varied presence of greenery in the form of trees, hedges and mature gardens. While the value of these views is not easily codified in a policy, it is nevertheless important that they should be retained and, where possible, enhanced so as to preserve or enhance the ambience and setting of the conservation area. The objective of this policy is to preserve or enhance those characteristics of which the views are an essential element and point. This policy only applies to planning applications likely to have an impact on these key views.

The first criterion of Policy PA01 only applies to planning applications likely to have an impact on these key views.

This policy contributes to the delivery of Plan Objectives the Landscape and Natural Environments and Health, Leisure and Well-being.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and requirements in Part 8 on promoting healthy communities and part 15 on conserving and enhancing the natural environment;
- Adopted Hart District Council Local Plan 2014 – 2032 policy: NBE8 Historic Environment with additional evidence of non-designated heritage assets comprising of locally significant buildings of historic significance, para 334;
- The Crookham Village Conservation Area Character Appraisal and Proposals (https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF);
- Feedback from the initial consultation on the draft vision and objectives, Appendix G;
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H.

The 2016 consultation revealed overwhelming local support for the three conservation areas surrounding Crookham Village. Typical comments include:

“Conservation areas – essential to protect heritage buildings and flora and fauna from being inappropriately developed.”

“Ecology very important for our humanity – so conservation areas needed – don’t build over – problems flooding, diversity etc.”

“The character of the old village should be retained by maintaining the conservation area.”

“Either side of the Basingstoke Canal must be preserved in its natural state and must be protected.”

“The canal is a beautiful asset to the community that is used by a complete cross-section of people. It’s vital that it is protected for future generations and that development isn’t permitted all around it. It also serves as a reminder to the area’s past – another thing we should cherish and preserve.”

Policy PA02 – Basingstoke Canal Conservation Area

As appropriate to the nature, scale and location of the proposed development, development within the Basingstoke Canal Conservation Area and its setting, including alterations and extensions to existing buildings, will be supported, provided that it is in accordance with other development plan policies and the following principles:

- Development which affects the Conservation Area and its setting should be of a scale and design to reinforce the locally distinctive character of the area;
- Development should be designed so as to sustain key views that contribute to the character and appearance of the Conservation Area. The Key Views shown in Figure 14 below, and applications shall include an assessment of the impact of the proposal on the positive qualities of such views, explaining the rationale of design choices used;
- Development should be designed so as to sustain all open spaces that contribute to the character and appearance of the Conservation Area;
- Development should:

- have regard to the contribution of the canal side cottages to the significance of the canal setting;
- have regard to the contribution of the historic bridge crossings to the historic significance of the canal;
- have regard to the contribution of the landscape including ancient woodland alongside the water's edge;
- Development should use a common palette of locally distinctive vernacular building forms and materials, commonly red brick, painted brick, rendered or timber framed; and use locally distinctive traditional materials or hedging comprising native species.
- Development that affects locally significant buildings (as identified on Policy Map 8) and their positive contribution to the Conservation Area should not undermine the significance of that contribution.

This policy contributes to the delivery of Plan Objectives the Landscape and Natural Environments and Health, Leisure and Well-being.

Rationale

This policy establishes design principles for development in the Conservation Area derived from Hart District Council's Basingstoke Canal Conservation Area Character Appraisal and Management Proposals of 2009. This document defines the character of the Area and provides an important source of evidence that should inform the design rationale of development in the Conservation Area or its setting. This policy uses the existing historic environment evidence base to incorporate the guidance from the Basingstoke Canal Conservation Area Appraisal and Management Proposals (BCCA APMP) document to provide locally distinctive policies that supplement national and local policy.

The Basingstoke Canal Conservation Area was first designated by Hampshire County Council in 1977 and was reviewed and extended by Hart District Council in 1987 to include land and buildings within the setting of the Conservation Area. In 2009, Hart District Council approved the BCCA APMP document which made a number of recommendations which were designed to ensure the viability and amenity of the canal, protect ecological resources and protect and promote the historic and architectural interest of the canal and its setting.

In Crookham Village Parish, the Basingstoke Canal Conservation Area is geographically separate from both the Crookham Village and Dogmersfield Conservation Areas. Although much of this area is open countryside, it is punctuated by a series of canal worker's cottages and public houses constructed at important bridging points, originally built to serve the workers. There is also a series of four brick worker's cottages at Zephon Common built to service the brick making industry which predates the canal. In the 2009 version of the Basingstoke Canal Conservation Area: Character Appraisal and Management Proposals document, a number of areas were deemed to make a positive contribution to the historic and architectural interest of the conservation area but were located outside its boundary. This document recommended that the conservation boundary be extended to include these areas and, while this document was accepted by Hart District Council Cabinet on 3 December 2009, it does not appear that these boundary changes were made. The changes within Crookham Village Parish include:

- 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; and
- Land to the south of The Street, Crookham Village including Glendale, Broad Oak, Whiteleigh, Malthouse Cottage, Stretsam and Corydon.

While this Neighbourhood Plan supports the changes identified in 2009 and has reflected them in the maps derived from the 2009 document, it does not offer any further evidence to justify the changes to the boundary of the Basingstoke Canal Conservation Area.

In 1940, the canal formed part of the GHQ line built as part of the national system of defences. Crookham Village Parish has one of the only complete sections of pill boxes and anti-tank defences in the country as well as number of Grade II listed bridges and non-designated structures, all of which are regarded as heritage assets. In this policy, “heritage assets” include designated heritage assets as well as the locally listed and locally significant buildings and structures identified in Figure 17 (see Policy Map 8).

Many key views have been identified in the section of the Canal Conservation Area that traverses Crookham Village Parish. These are typically out into rolling countryside with farmhouses providing points of interest and are identified on the Townscape Appraisal Map 7 in Hart District Council’s Basingstoke Canal Conservation Area Character Appraisal and Management Proposals of 2009. These views, which alternate with areas of cutting and embankments, create interest in the contrasts between enclosure and openness which is complimented by several areas of well managed woodland. All these attributes make an important contribution to the character and appearance of the conservation area and greatly add to its value as a public amenity which is particularly valued by the local community.

Evidence

Supporting evidence for this policy can be found in:

- NPPF core planning principles and requirements in Part 8 on promoting healthy communities and part 15 on conserving and enhancing the natural environment;
- Adopted Hart District Council Local Plan 2014 – 2032 policies: retained policies CON10 and RUR32 Basingstoke Canal Conservation Area (https://www.hart.gov.uk/sites/default/files/2_Businesses/Planning_for_businesses/Conservation_and_listed_buildings/Bas%20Canal%20appraisal%20and%20character.pdf);
- Feedback from the initial consultation on the draft vision and objectives, Appendix G;
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H.

The 2016 consultation revealed overwhelming local support for the three conservation areas surrounding Crookham Village. Typical comments include:

“Conservation areas – essential to protect heritage buildings and flora and fauna from being inappropriately developed.”

“Ecology very important for our humanity – so conservation areas needed – don’t build over – problems flooding, diversity etc.”

“The character of the old village should be retained by maintaining the conservation area.

“Either side of the Basingstoke Canal must be preserved in its natural state and must be protected.”

“The canal is a beautiful asset to the community that is used by a complete cross-section of people. It’s vital that it is protected for future generations and that development isn’t permitted all around it. It also serves as a reminder to the area’s past – another thing we should cherish and preserve.”

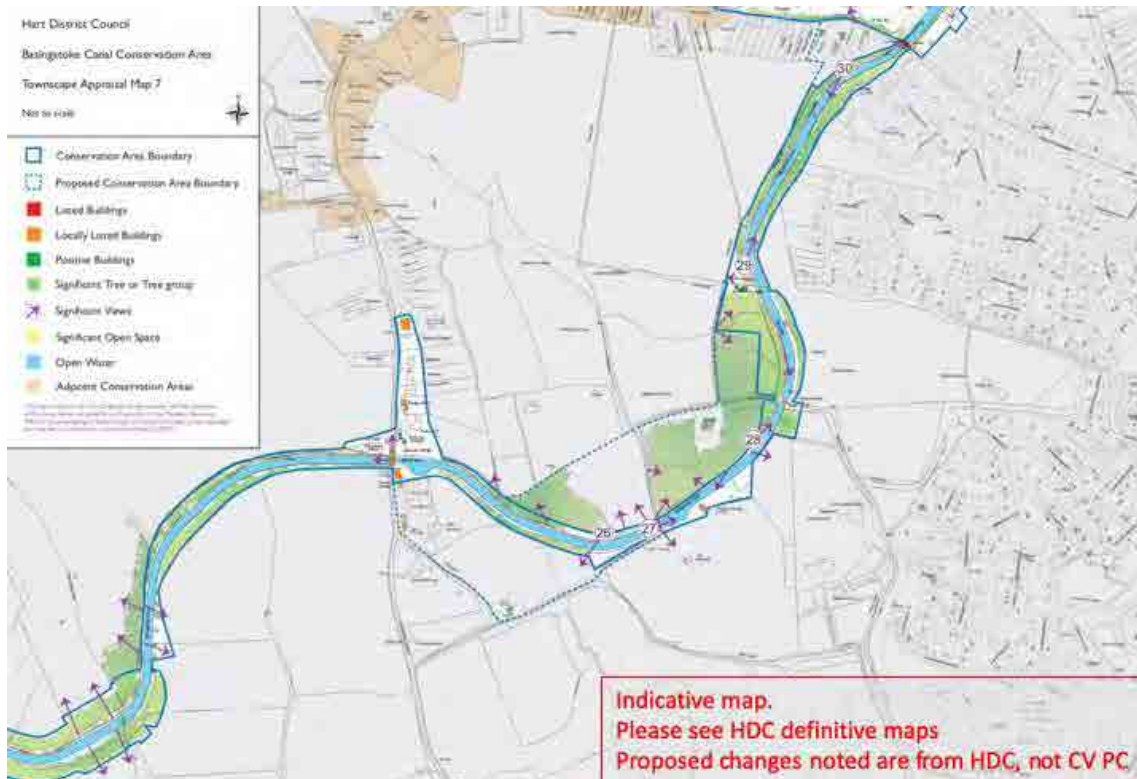


Figure 14 - HDC Basingstoke Canal Conservation Area views (see Basingstoke Canal Conservation Area: Character Appraisal and Management Proposals Approved Document 3rd December 2009: Character area 6; Townscape Appraisal Map 7)



Figure 15 - The Swing Bridge

Policy PA03 – Dogmersfield Conservation Area

As appropriate to the nature, scale and location of the proposed development, development within the element of the Dogmersfield Conservation Area that lies within the Crookham Village neighbourhood area and its setting, including alterations and extensions to existing buildings, will be supported, provided that it is in accordance with all development plan policies and the following principles:

- Development proposals will be supported where their design reflects:
 - the distinct village character and respond to and reinforce the pattern of development in the Dogmersfield Conservation Area;
 - the character, appearance and architectural detail of existing buildings and the character and/or appearance of the streetscape in respect of the use of construction materials and finishes for buildings or extensions; and
 - as appropriate to their locations these finishes should include timber framed structures, local red brick, clay plain roof tiles, natural wood lap above render, and the use of wood or visually similar natural materials for fittings.
- New buildings should be of a density, scale, size, colour, style and proportions to complement the character of the Dogmersfield Conservation Area;
- Development should be designed so as to sustain significant open spaces and key views from the road that contribute to the character and appearance of the Conservation Area and preserve the separate identities of Dogmersfield and Crookham Village. Development proposals should identify such open spaces and views and key views shown in Policy Map y, and shall include an assessment of the impact of the proposal on the positive qualities of them, explaining the rationale of design choices used;
- Development should respect the density of existing properties in the adjacent area;
- Boundary treatments should use locally distinctive traditional materials or hedging comprising native species;
- Development that affects locally significant buildings (as identified on Policy Map 8) and their positive contribution to the Conservation Area should not undermine the significance of that contribution;
- Proposals to demolish buildings which are identified as being non designated heritage assets and are buildings of local importance or significance will be resisted; and
- Development should seek to retain mature trees and where any trees are lost as a result of development, these should be replaced elsewhere.

This policy contributes to the delivery of Plan Objectives the Landscape and Natural Environments and Health, Leisure and Well-being.

Rationale

This policy addresses that part of the Dogmersfield Conservation Area that is within the Crookham Village neighbourhood area. The substantive part of the conservation area is within Dogmersfield Parish to the west. The policy has been designed so that it is consistent with Policy DNP2 of the made Dogmersfield Neighbourhood Plan. This will ensure that the District Council will be able to determine development proposals throughout the conservation area in a clear and consistent fashion.

This policy establishes design principles for development in the Conservation Area derived from Hart District Council's Dogmersfield Conservation Area Character Appraisal and Management Proposals of 2012. This document defines the character of the Area and provides an important source of evidence that should inform the design rationale of new development in the Conservation Area or its setting. This policy uses the existing historic environment evidence base to incorporate the guidance from the Dogmersfield Conservation Area character appraisal and management proposals to provide locally distinctive policies that supplement national and local policy.

The Dogmersfield Conservation Area was first designated by Hart District Council in 1977 and initially comprised two separate elements; the centre of the village and Chatter Alley Green. This area was reviewed and extended in 1988 when these two areas were combined and further land added to reflect the setting of the core areas. In 2012, Hart District Council prepared a draft Conservation Area appraisal and management proposals document to demonstrate "that local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest" as specified in paragraph 186 of the NPPF 2019.

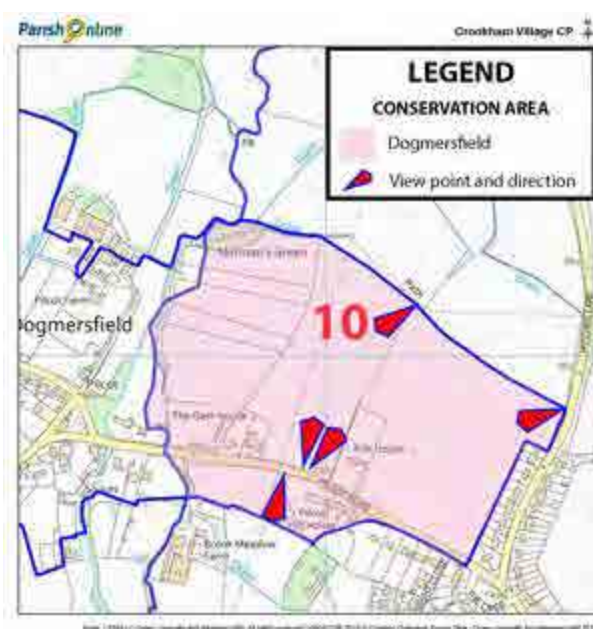


Figure 16 - Dogmersfield Conservation Area views (see Policy Map 7)

The southerly part of the Dogmersfield Conservation Area along Pilcot Road towards Dogmersfield village centre lies within the parish of Crookham Village. The area within Crookham Village Parish consists of large tracts of open countryside on each side of the road with a very small number of dwellings on both sides. It is this open character that is considered to be the most important element of this area as it creates a strong sense of separation between the villages of Crookham Village and Dogmersfield with their very different characters. While the majority of the open land is on the north side of Pilcot Road; that on the south side of Pilcot Road also acts as an important gap to separate the settlements. The land to the north of

Pilcot Road was previously designated as a Local Gap (iii) Crookham Village to Dogmersfield in Saved Policy CON21 (2009) of the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement) 1996-2006. The residents consider that all of this open land is equally important in preserving the open character of this area.

The Basingstoke Canal Conservation Area was designated in 1977 by Hampshire County Council in association with Basingstoke and Deane Borough Council, in recognition of the special architectural and historic interest of the canal. The Canal Conservation Area Appraisal provides further useful and detailed character and design analysis, and should be used as an additional resource to inform proposals for development in the Conservation Area.

Along Pilcot Road, there are almost continuous views of open countryside which are important to the significance and character of this part of the Conservation Area. These views are important and should be retained and, where possible, enhanced. The first criterion of this policy only applies to planning applications likely to have an impact on these views.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and requirements in Part 8 on promoting healthy communities and part 15 on conserving and enhancing the natural environment;
- Adopted Hart District Council Local Plan 2014 – 2032 policy: NBE8 Historic Environment, The Crookham Village Conservation Area Character Appraisal and Proposals (https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF).
- Dogmersfield Conservation Area Appraisal published by HDC in December 2012 (https://www.hart.gov.uk/sites/default/files/2_Businesses/Planning_for_businesses/Conservation_and_listed_buildings/Dogmersfield.pdf)
- Feedback from the initial consultation on the draft vision and objectives, Appendix G;
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H.

The 2016 consultation revealed overwhelming local support for the three conservation areas surrounding Crookham Village. Typical comments include:

“Conservation areas – essential to protect heritage buildings and flora and fauna from being inappropriately developed.”

“Ecology very important for our humanity – so conservation areas needed – don’t build over – problems flooding, diversity etc.”

“The character of the old village should be retained by maintaining the conservation area.”

“Either side of the Basingstoke Canal must be preserved in its natural state and must be protected.”

“The canal is a beautiful asset to the community that is used by a complete cross-section of people. It’s vital that it is protected for future generations and that development isn’t permitted all around it. It also serves as a reminder to the area’s past – another thing we should cherish and preserve.”

Policy PA04 – Protection of Historic Assets

Insofar as planning permission is required restoration and conservation proposals that would conserve or where practicable enhance the historic environment in the neighbourhood area will be supported.

Development proposals which preserve or enhance a heritage asset will be supported where this is clearly and convincingly demonstrated by way of an assessment of the development's likely effects on the asset or its setting.

The sustainable re-use, maintenance and repair of listed buildings and other heritage assets will generally be supported, particularly for those identified as being at risk. Within conservation areas development proposals which respect the built form and linear nature of their built environment will be supported. Where it is practicable to do so development proposals should not involve the net loss of native trees and hedges. Physical improvements to conservation areas which are linked to the objectives contained within the Crookham Village Design Statement (see Appendix A1) and the Crookham Village Conservation Area Appraisal will be supported.

Development proposals should seek to maintain local distinctiveness through the built environment, in terms of buildings and public spaces and enhance the relationships and linkages between the built and natural environment.

This policy contributes to the delivery of Plan Objectives for the Built Environment as well as the Health, Leisure and Well-being.

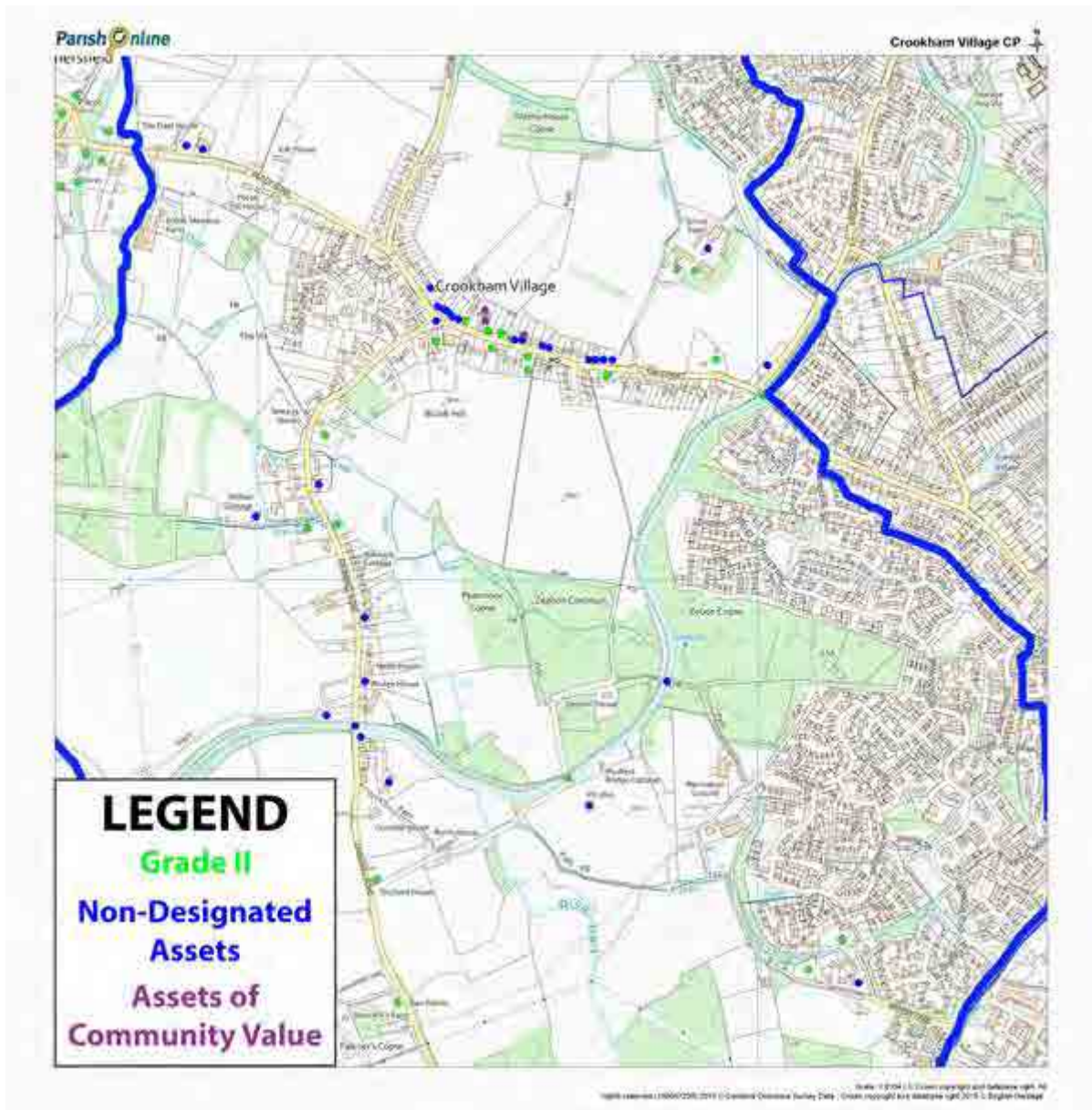


Figure 17 - Listed and notable buildings and structures (see Policy Map 8)

Rationale

The significance of all heritage assets and their settings will be recognised and will be given the requisite level of protection and a precautionary approach taken in accordance with their status, to anticipate any development that could damage them individually or cumulatively. For this purpose, heritage assets are defined as:

- nationally protected listed buildings and their settings;
- the Crookham Village Conservation Area and its landscape setting;
- the Basingstoke Canal Conservation Areas and its setting;
- the Dogmersfield Conservation Area;
- non-designated heritage assets and locally significant buildings as listed in Appendix B; and
- the GHQ Defence Line (see Appendix B).

In addition to the Grade II listed properties, the Parish also has a number of properties of local significance (see Figure 17 and Policy Map 8). Many of these were originally identified in Hampshire Treasures and more recently classified by HDC as locally listed or non-designated heritage assets. In addition, the Parish also has a number of properties with historical or literary associations.







The Neighbourhood Plan Steering Group has undertaken work to verify and expand the details noted in the earlier listing descriptions to ensure that all the properties identified continue to be in an appropriate condition for inclusion. As part of this process, a small number of buildings were removed from the listing. This exercise also identified a number of buildings and other structures within the Parish boundary which are considered to justify inclusion in the list of locally significant buildings. While some of these are similar in age and condition to the Grade II listed buildings in the area, others have distinctive architecture, literary associations within the Parish or represent an important part of the working life and heritage of the Parish. A further 22 buildings and structures were identified for inclusion in a local listing either due to their architectural or historical merit. Several of these buildings comprise a number of separate properties and so cover a total of 30 separate properties or structures. Of these, 7 date from the 17th century while a further 11 are from the 18th century and 12 from the 19th and 20th centuries, (see Appendix B for further details). While some of these buildings would not be suitable for a formal listing, they make a vital contribution to the street scene and heritage of the Old Village.

This policy seeks to ensure the conservation of heritage assets and curtilage listed buildings within their settings in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the nature and character of the village and to the quality of life of this and future generations.

Evidence




Evidence in support of this policy can be found in:

- NPPF 2019 planning principles and requirements in Part 16 on Conserving and Enhancing the Historic Environment.
- Adopted Hart District Council Local Plan 2014 – 2032 policy: NBE8 Historic Environment with additional evidence of non-designated heritage assets comprising of locally significant buildings of historic significance.
- The community consultations - The importance to the local and neighbouring populace is evidenced by the high number of comments made in response to planning applications when it is perceived that these treasures are under threat.
- The list of notable buildings and structures in Appendix B as originally designated by Hampshire Treasures and later reviewed and updated by Crookham Village Parish and adopted as being of buildings and structures of local significance by virtue of their architectural or historic merit.
- Appendix B contains fuller details of these non-designated heritage assets, along with the 22 statutory listed buildings within the parish (see below).
- The Crookham Village Conservation Area Character Appraisal and Proposals (https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF).

Crookham Village Parish Heritage Assets			
Building Name	Photo	Type and Age	Location
Two Ponds, Cron dall Road.		Cottage C.13/14	Cron dall Road, Crookham Village
Grove Farmhouse.		Farmhouse C.16/17	The Street, Crookham Village
Brook Cottage, Cron dall Road.		Cottage C.17	Cron dall Road, Crookham Village
Brook House, Cron dall Road.		House C.17	Cron dall Road, Crookham Village
Brunley, The Street.		Cottage C.17	The Street, Crookham Village
Meadow View Cottage, Watery Lane.		Cottage C.17	Watery Lane, Crookham Village

Grove Farm Granary.			Granary C.17	The Street, Crookham Village
Grove View and West View Cottages.			Cottage C.17 (2 cottages on 1 listing)	The Street, Crookham Village
Nos. 1, 2 and 3, Cross Farm Cottages.			Cottage C.17 (3 cottages on 1 listing)	Cross Farm Cottages, The Street, Crookham Village
Vuname and Grove Cottage, The Street.			Cottages C.17 (2 cottages on 1 listing)	The Street, Crookham Village
The Bawn, The Street.			Cottage C.17	The Street, Crookham Village
Strangers Corner, Stroud Lane, Crondall Road.			Cottage C.17	Stroud Lane, Crondall Road, Crookham Village
Westbrook and Lavender Cottage, The Street.			Cottages C.17 (2 cottages on 1 listing)	The Street, Crookham Village

<p>The Forge House, The Street.</p>		<p>House C.17</p>	<p>The Street, Crookham Village</p>
<p>Velmead Farmhouse, Watery Lane.</p>		<p>Farm house C.17/18</p>	<p>Watery Lane, Crookham Village</p>
<p>Cedar Cottage, The Street.</p>		<p>Cottage C.18</p>	<p>The Street, Crookham Village</p>
<p>Laurel Cottage, The Street.</p>		<p>Cottage C.18</p>	<p>The Street, Crookham Village</p>
<p>Orchard House, Crondall Road.</p>		<p>House C.18</p>	<p>Crondall Road, Crookham Village</p>
<p>The Old Horns, Redfields Lane.</p>		<p>Cottage C.18</p>	<p>Redfields Lane, Church Crookham (Despite being in Church Crookham, this property falls within the boundary of Crookham Village Parish)</p>

The Forge, The Street.		Building C.18/19	The Street, Crookham Village
Malthouse Bridge.		Bridge C.18	The Street, Crookham Village/Church Crookham (While this bridge lies on the boundary between Crookham Village and Church Crookham, it is considered to form part of Crookham Village Parish)
Poulter's Bridge.		Bridge C.18	Zephon Common Lane, Crookham Village

Other Crookham Village Parish Notable and Historic Buildings

The list of non-designated heritage assets and other locally significant buildings and structures can be found in Appendix B. Appendix B also contains a list of the non-designated heritage assets associated with the GHQ Defence Line that can be found within the Parish.

Policy PA05 – Protection of Assets of Community Value

Development proposals that will result in either the loss of, or significant harm to Assets of Community Value will not be supported, unless it can be clearly demonstrated that the operation of the asset, or the ongoing delivery of the community value of the asset, is no longer financially viable.

Development proposals which would affect the integrity or the use of an Asset of Community Value will be supported if it is demonstrated that suitable alternative facilities are provided or they are needed to ensure the continued viability and sustainability of the Asset.

This policy contributes to the delivery of Plan Objectives for the Built Environment as well as Health, Leisure and Well-being.

Rationale



A building or other land is an asset of community value if its main use has recently been or is presently used to further the social wellbeing or social interests of the local community and could do so in the future. The Localism Act 2011 states that 'social interests' include cultural, recreational and sporting interests. This policy seeks to protect designated Assets of Community Value from

unnecessary loss but does not seek to designate assets. This policy only applies to assets once they have been designated and seeks to ensure the conservation of assets of community value in a manner appropriate to their significance so that they can be enjoyed for their contribution to the nature and character of the Parish and to the quality of life of current and future generations.

The policy will apply to any additional Assets of Community Value which may be designated within the Plan period.

Once designated, the inclusion of a site on the register of Assets of Community Value will provide the Parish Council or other community organisations within the Parish with a six-month opportunity to acquire the asset on behalf of the local community if placed for sale on the open market. The inclusion will also enable the asset to benefit from the protection of this planning policy.

The Assets of Community Value registered within Crookham Village Parish currently include:

- The Women's Institute (WI) Hall
- The Social Club
- The Spice Merchant pub (previously the Black Horse pub).

The recent consultation has also revealed a number of other assets, not currently registered as assets of community value, which are considered to be of great importance by the community.

These include:

- Zebon Community Centre, sports pitches and play areas
- Exchequer Public House
- Crookham General Store, Tearoom and Post Office
- The telephone kiosk in Crookham Village
- Kiln Workshops
- The triangle of land at Crossways Junction.

If considered to meet the criteria for designation, they will be put forward to Crookham Village Parish Council for submission to Hart District Council for designation.

Evidence

Evidence in support of this policy can be found in:

- Localism Act 2011;
- Adopted Hart District Council Local Plan 2014 – 2032 policy: INF5 Community Facilities;

- the NPPF Section 8: Promoting Healthy and Safe Communities,
- Responses from community consultations.

Assets of Community Value:



Although the Spice Merchant pub (previously The Black Horse) was only registered with the Land Registry in 1994, the building actually dates back to the early 1700's, and has been a pub for over 150 years.

Crookham Social Club has served the community since it was given to the village in around 1920.

The Women's Institute Hall was originally an old army hut, dating from around the 1950s. A new purpose-built brick community building has now replaced the old army hut on the same site.

All three buildings are in daily use and serve the community for social gatherings including wedding receptions, funerals, pre-schools and public consultations.

Other Assets of Value to the Community:



The Exchequer Public House, formerly known as The Chequers, was originally built in the 18th century when it was recorded as having a contract to lodge canal employees and to stable their horses. Lying near to Chequers Wharf, it has been completely rebuilt and is now a popular gastro pub which forms the social hub of the community along Crondall Road.

The Zebon Community Centre and playing fields opened in 1992 to provide community facilities for the new Zebon Copse development. Initially called the Velmead Community Centre, it was owned and operated by Hart District Council. It was purchased by Crookham Village Parish Council in 2009 and renamed as the Zebon Community Centre. It has continued to provide social and community facilities for both local residents and the wider parish community.



The Crookham General Stores, Tea Room and Post Office was a popular local convenience store with adjacent tea room. Originally the site of the local post office and convenience store, it expanded in 2016 to include a popular tea room which acted as a local social club during the daytime. In 2019 the convenience store, Post Office and tea room closed and is to be replaced by a

venue for a playgroup.

Based on responses from the recent consultation, a number of other local assets have been identified as being of great importance to the community. These include:

- The telephone kiosk outside the Post Office which is used for local displays.

- Kiln Workshops which are used to provide premises for several local businesses.
- Triangle of land at the Crossways junction which provides the main focal point for the centre of the Old Village.

All of these will be put forward to CVPC for consideration for designation.

Comments from the various consultations held in the Parish include the following comments:

“What is an asset of community value and why does it only cover The WI Hall, the social club and the Black Horse? What about the community centre, the Exchequer PH, playing fields, open spaces, playgrounds, the telephone box outside the post office, the Kiln workshops, the triangle at the junction of Crondall Road [Crossways], etc.”

“The village stores (incorporating the Post Office) should maintained / protected from development for alternative use. Consider including the post office and Public House (currently The Spice Merchant) to ensure their status cannot be changed.”

“The Exchequer and Zebon Copse Community Centre should be included. There is more to the parish than The Street.”

Landscape and Natural Environment Policies

General

In addition to guiding the design of the built environment, it is important that both appropriate and proportionate consideration be given to preserving the green environment within which the all of the parish's built environment character areas sit.

The River Hart Valley forms an important ecological corridor linking the Thames Basin Heaths Special Protection Area (within 5 km), the River Hart valley and the Basingstoke Canal SSSI. Although largely undesignated, the Hart River valley to the west of Fleet and around Crookham Village and Dogmersfield is more biodiverse than some nearby designated areas, including the SPAs.

The Parish has 12 Sites of Importance for Nature Conservation (SINCs) either within it or adjacent to it (see Figure 27). The banks and waterway of the Basingstoke canal are designated as a Site of Special Scientific Interest, and this stretch of the canal in particular is noted as one of the most important areas for biodiversity conservation nationwide. As well as 18 sites of biological importance (as recorded by the Hampshire Biodiversity Information Centre), the Parish is home to some 32 Biodiversity Action Plan (BAP) Priority Sites, a Local Nature Reserve (LNR), and links three conservation areas (Crookham Village, Dogmersfield and the Basingstoke Canal SSSI).

Given the importance and value to the parish of the natural environment, as emphasized throughout the consultations to develop this Plan, the Landscape and Natural Environment Policies capture a number of environmental objectives which apply to any new development proposals. Some of the key objectives are captured below, and the more detailed policies are found in this section of the Plan:

Key environmental objectives and policies where they are spelled out	
Key environmental objective	Principal policy
To protect the gap between settlements so as to protect the separate identity of the Parish and avoid physical or visual coalescence	Policy NE01
To protect the key views within and around Crookham Village in order to maintain the character, sense of place and enjoyment of the Parish	Policy NE02
To protect Local Green Space in the Parish for enjoyment and recreation	Policy NE03
To protect Open Space in the Parish to contribute to local amenity, character and green infrastructure	Policy NE04
To provide a net gain of biodiversity for all development proposals in order to maintain and enhance biodiversity in the Parish	Policy NE05

In order to achieve these objectives, it is important that any proposed development is considerate of, and where necessary protects, the values and setting of the Conservation Areas (PA01 – PA03), and that it does not damage any of the Gaps Between Settlements (NE01), the Key Views both into and out from settlements and their environs (NE02), or the locally important open areas within and immediately adjacent to settlements (NE03 – Local Green Spaces and NE04 – Protected Open Spaces).

It is expected that development applications will evidence how they have sought to minimise negative impacts on the environment by following the mitigation hierarchy (avoid, minimise, restore, offset), have applied this to seek a net gain of biodiversity, basing their mitigation measures on studies conducted during the appropriate seasons and enhancing biodiversity, for example through the conservation of wildlife corridors, both at the landscape scale and on the margins of development.

Policy NE01 – Preserving the Gap Between Settlements

The Plan designates the following Local Gaps as shown on Policy Map 9

- Crookham Village Gap – Grove Farm Area; and
- Crookham Village Gap – Cross Farm, Peatmoor Copse and the River Hart floodplain Area'

Proposed development in the identified Local Gaps will be supported where it does not lead to the physical or visual coalescence of settlements, or damage their separate identity, either individually or cumulatively with other existing or proposed developments.

This policy contributes to the delivery of all of the Plan Objectives.

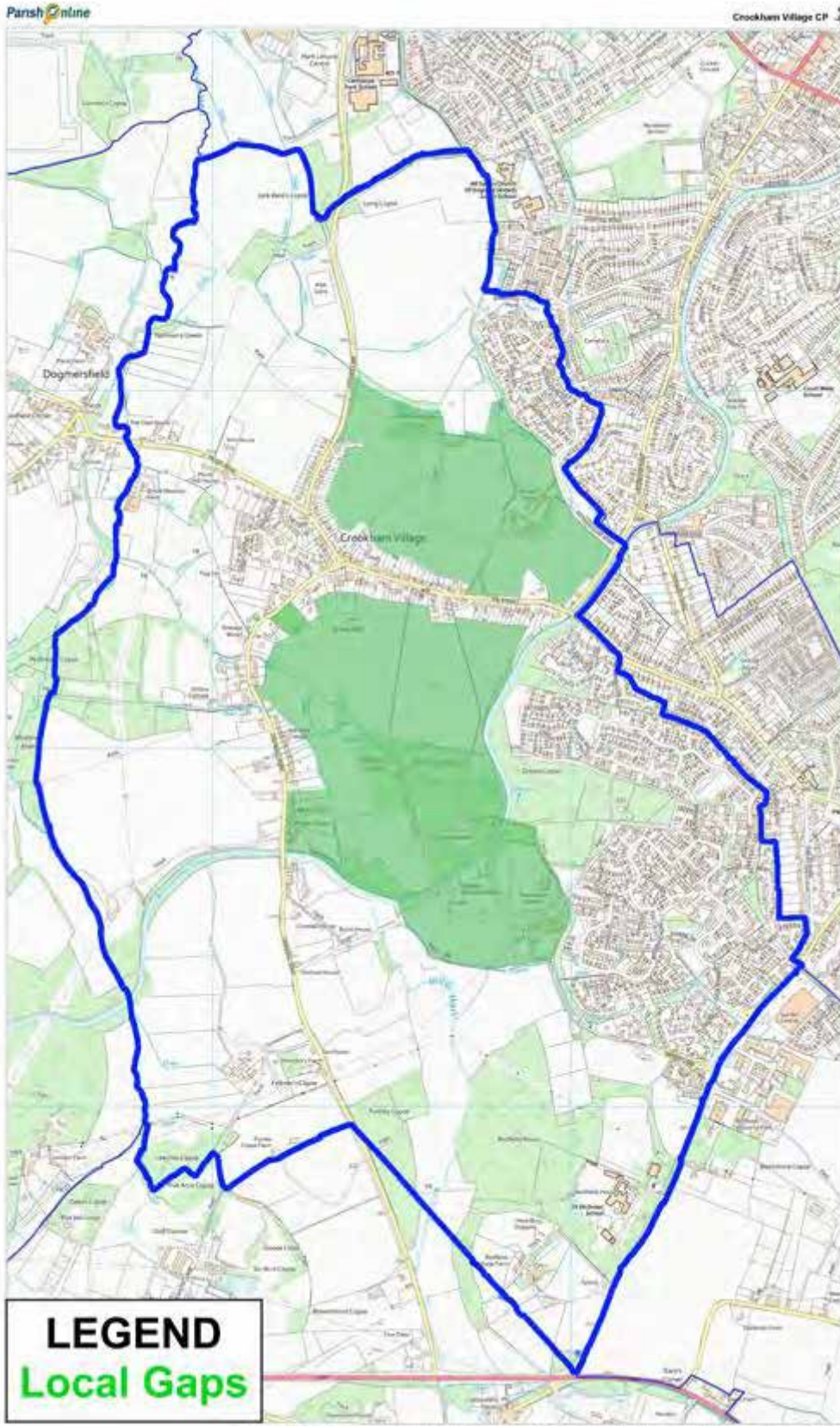


Figure 18 - Local Gaps (see Policy Map 9)

Rationale

This policy reflects the sensitivity of the geographical location of Crookham Village and its surrounding settlements. The two identified Local Gaps are located in the countryside and are outside the settlement boundary of Crookham Village itself. In this context this policy has been designed to add distinctive value to the general approach towards the countryside in Policy SB01 of this Plan.

Crookham Village Parish lies directly to the west of Church Crookham, southwest of Fleet, and immediately adjacent to a parcel of land which acts as a “Gap between Settlements”. This gap wraps around the village to separate Fleet from Crookham Village to the north, prevent the coalescence of Crookham Village to the south with the part of the postal area of Church Crookham that lies within our parish and give a sense of open space to the parish. The two identified Local Gaps are Crookham Village Gap – Grove Farm Area and Crookham Village Gap – Cross Farm, Peatmoor Copse and the River Hart floodplain Area. They are shown on Figure 18 above (see Policy Map 9).

During public consultation into Landscape and Sense of Place 2016 (Appendix H), 98% of local people placed the highest importance on maintaining the local gap and expressed the view that this gap is fundamental to preserving the character of the Parish.

The Local Gaps identified in this Neighbourhood Plan are designed to protect the character of Crookham Village from the very different areas of Fleet and Church Crookham by ensuring separation between these settlements and helping to maintain their distinct character and identity. The policy approach is set within the context of a plan that has been positively prepared and which seeks to meet identified development needs and promotes sustainable development. The identified Local Gaps are focussed solely on the area where there is a genuine case for their designation.

The policy approach seeks to ensure that any development which may be proposed within the Local Gaps in the context of the approach in Policy SB01 of this Plan would be determined on an assessment of the extent to which it would, either individually or cumulatively, lead to the physical or the visual coalescence of the settlements concerned. Plainly such decisions will be a matter of judgement for Hart District Council on a case-by case basis and in the context of policies in this Plan and Policy NBE2 Landscape of the Local Plan.

Evidence

Evidence in support of this policy can be found in:

- the National Planning Policy Framework (NPPF 2019) which is not prescriptive on supporting or opposing gaps, but does state:

“Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.” (NPPF 2019 para 125)

- NPPF 2019 para 175(a), which states that, *“if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused”* and para (c) states that *“development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient*

or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.”

- Adopted Hart District Council Local Plan 2014 – 2032 policies: NBE1 Development in the Countryside and NBE2 Landscape

Modification MM82 of Proposed Main Modifications (published July 2019) to the ‘Hart Local Plan Strategy and Sites 2016-2032 Proposed Submission Version, February 2018 states within the reason for the modification:

“Coalescence issue incorporated into Policy NBE3 Landscape. Gaps can still be identified through the Development Management DPD and Neighbourhood Plans.”

MM83 NBE3 (e) has been added. This states:

Landscape: Development proposals will be supported where there will be no adverse impact to:

a) the particular qualities identified within the relevant landscape character assessments and relevant guidance;

b) the visual amenity and scenic quality of the landscape;

c) historic landscapes, parks, gardens and features;

d) important local, natural and historic features such as trees, woodlands, hedgerows, water features e.g. rivers and other landscape features and their function as ecological networks;

and

e) it does not lead to the physical or visual coalescence of settlements, or damage their separate identity, either individually or cumulatively with other existing or proposed development.

- Hart District council Topic Paper: Gaps between Settlements: <https://www.hart.gov.uk/Local-Plan-Publication-2018>;
- Supporting Paper for Policy NE01 of the Neighbourhood Plan (Amended Version - 17/10/2019);
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H. This consultation revealed that 98% of residents who responded were either in favour or strongly in favour of retaining the existing local gaps as designated in the Hart Local Plan Saved Policies. The remaining 2% were in favour but made no specific comments on this topic.

Typical responses included:

“Local gaps are extremely important! Enables villages to maintain their identities which have been in place for hundreds of years and prevents one village simply merging into another or part of Fleet town. Crookham Village and Dogmersfield should certainly keep their own identity.”

“Gaps are very important to maintain the village atmosphere of Crookham Village.”

“Local gaps – essential to prevent coalescence of urban areas with the old settlement of Crookham Village.”

“Extremely important for the well-being of local people providing an identity for local communities, also providing an ecological boundary between communities. Crookham Village will no longer be a village if it is built around!”

“To preserve its identity Crookham village should not lose the very important local strategic gap between the village and Fleet as it provides access to open grassland and woods which currently are enjoyed for quiet leisure and enjoyment.”

“Local gaps are important and should be kept. There is far too much build-up of new developments in the close vicinity to the present local gaps with potential to diminish the character of Netherhouse Moor.”

“If this expansion [*without consideration of local gaps*] continues, Fleet, Church Crookham and Crookham Village will merge and become yet another faceless commuter dormitory town.”

“Local gaps are important to maintain the rural feel of the area. In particular Crookham Village should be preserved with a separate identity.”

“Gaps need to separate established and new settlements.”

“Gaps are very important to maintain the village atmosphere of Crookham Village.”

Policy NE02 – Preserving Key Views

The Plan identifies a series of key views in Table 1 and as shown on Policy Map 10. Development proposals should respect the identified key views and should be designed so that their layout, scale, massing and height does not have an unacceptable impact of the characteristics of any affected key view concerned. Development proposals which would have an unacceptable impact on the character of an identified key view will not be supported.

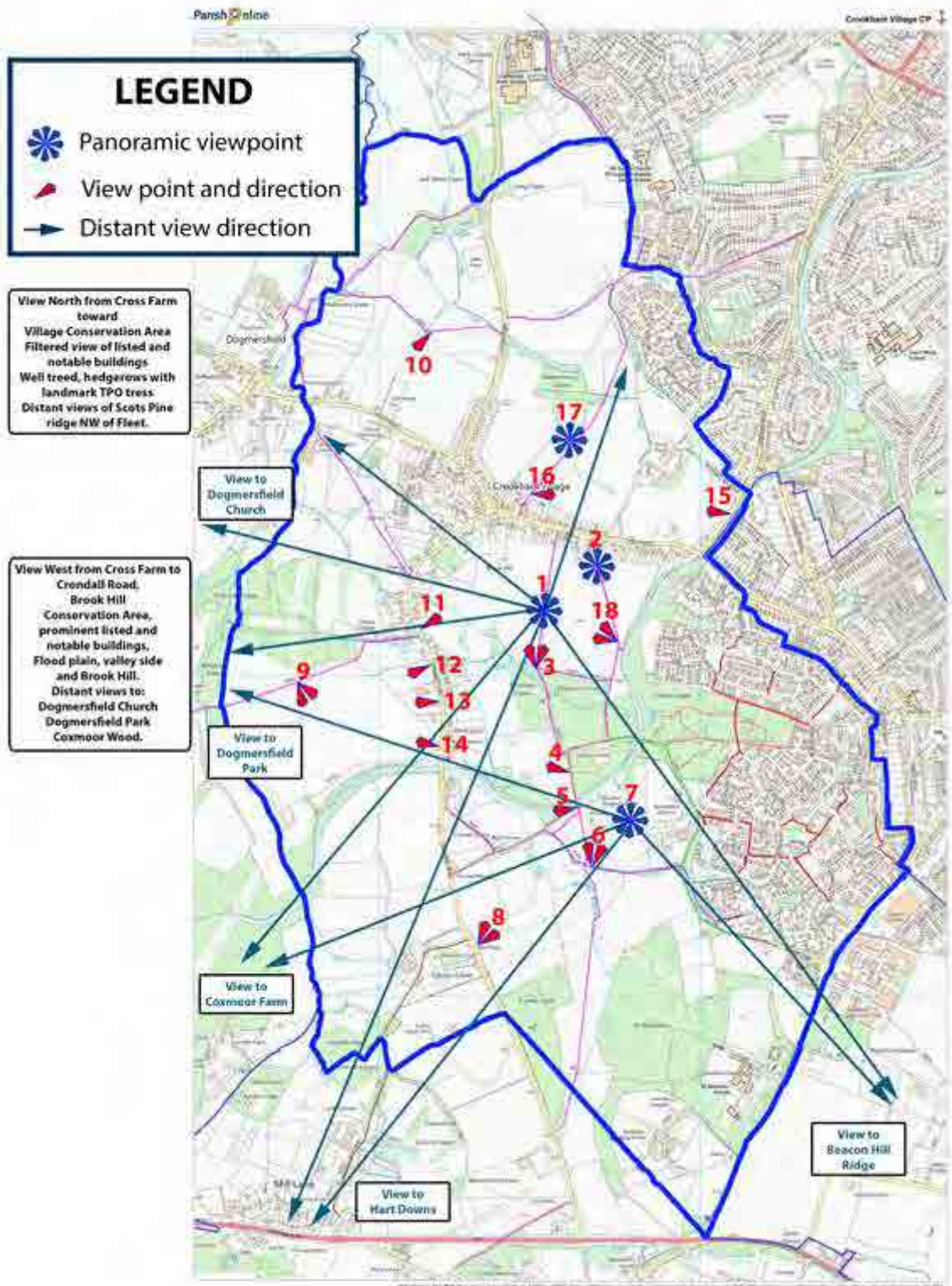

















Figure 19 - Crookham Village key views (see Policy Map 10)

Crookham Village Parish Key Views		
Ref	Locations and Key Features	Photographs
01	<p>Panoramic View from Cross Farm Ridge on Footpath 1.</p> <p>This iconic view point at the heart of Crookham Village is on a popular footpath running southward from the Village Conservation Area and crossing elevated, open fields. It is arguably the best place from which to see many of the village's most historic and significant buildings and to appreciate the River Hart Valley in a largely unspoilt rural setting. The complete southern edge of the Conservation Area can be seen and the Brook Hill tree clump is a prominent landmark. Views of the woodland associated with the canal and Zephon Common enclose the ridge. This point affords distant views out of the Parish to the Hart Downs, Beacon Hill and to Dogmersfield Church and Park and has a strongly positive sense of place.</p>	
02	<p>Panoramic View from Cross Farm Ridge on Footpath 5.</p> <p>A few hundred metres east of View 01, just south of the village, this footpath leads across open fields to the Basingstoke Canal. Views from the footpath are unspoilt and tranquil. Looking northwest along The Street the southern edge of the Conservation Area can be seen as can Brook Hill, Dogmersfield Park and, in the winter, Grove Farm House and other buildings of historic merit. The isolated Riverside Cottage on the edge of Zephon Common is also a landmark feature.</p>	
03	<p>Cross Farm Ridge from Footpath 1 north of Zephon Common.</p> <p>This view out of the Conservation Area across Cross Farm Ridge offers the best sense of the rural land immediately behind The Street and its rolling valley side landform. It is an idyllic, pastoral scene with grazing cattle and glimpses of some of the village's iconic buildings through the trees of Peatmoor Copse and valley parkland.</p>	

04	<p>Bridge House from Footpath 1, Zephon Common Lane.</p> <p>This view into the Crondall Road section of the Conservation Area reveals the view across the rushy pasture and copses of the Hart Valley towards the white walls of Bridge House which lies on rising ground beyond the river.</p>	
05	<p>Zephon Common Lane and Burnt Cottage from River Hart bridge.</p> <p>This is a rural view along the byway (a Byway Open to All Traffic: BOAT) from the River Hart bridge to isolated Burnt Cottage, surrounded by a landscape of fields and woods.</p>	
06	<p>Hillyburrow from the Kissing Gate on Footpath 14, looking north.</p> <p>This is the best view of the distinctive, gently contoured hillock of Hillyburrow with its diverse mosaic of seasonal flowers and regenerating vegetation. The pasture is grazed by horses and there are thickets of bramble, woodland trees and hawthorn scrub.</p>	
07	<p>Panoramic View from top of Hillyburrow.</p> <p>Hillyburrow grants beautiful panoramic views of areas within and outside the parish. These include views towards Beacon Hill, the Hart Downs, Hancocks Farm and Dogmersfield Church. This much loved spot has a strong sense of place and attracts people throughout the year for the views, its tranquil and naturalistic character and its rich wildlife.</p>	

<p>08</p>	<p>The Hart Valley and Hillyburrow from Crondall Road. These northern and easterly views into the Hart Valley, from south of Orchard House on Crondall Road, dip towards the River Hart across open, gently sloping farmland. Combined with striking parkland oaks, hedges, thickets and Hillyburrow, the scene is picturesque.</p>	
<p>09</p>	<p>Towards Beacon Hill from Footpath 11. Views across open, elevated farmland of the Crondall Road settlement, north of the Canal crossing towards the Beacon Hill Ridge, provide a strong sense of place. To the south east there are distant views of approximately 2 miles and the pervading sense of tranquil countryside is reinforced by an important population of skylarks.</p>	
<p>10</p>	<p>Pilcot Farm from Footpath 7a. The eye-catching historic farmstead on the banks of the River Hart is viewed here from higher ground to the east. The footpath is part of the Dogmersfield Conservation Area and gives a strong sense of walking into attractive countryside; the views of the farmstead enhance this.</p>	
<p>11</p>	<p>Cross Farm Ridge from Crondall Road. This striking outlook on a bend in Crondall Road is hard to miss with its views of the attractive countryside setting of Crookham Village. It provides a window between the buildings on Crondall Road that looks out on the rural environment and the setting for the Conservation Area and numerous listed buildings.</p>	

<p>12</p>	<p>Whitlow Alders across farmland from Crondall Road. This is an attractively filtered view from Crondall Road section of the Conservation Area through roadside trees of wet meadow, hedgerow and arable fields beyond. It reinforces the rural context of the village which has a linear settlement pattern that provides countryside views from roads and lanes. This attractive wild countryside, rich in wildlife and natural diversity, enhances the rural character of the village.</p>	
<p>13</p>	<p>Whitlow Alders across farmland from Crondall Road. View from the beer garden of the Exchequer (previously Chequers & dating back to approx. 1810-1830), Crondall Road looking west out across the field to the Alders with Hillcroft to the South and the Alders in the distance to the North-West.</p>	
<p>14</p>	<p>Whitlow Alders across farmland from Crondall Road. Crondall Road looking West towards the fields. The southern edge of the view nestles next to the Basingstoke Canal and sits within the current conservation area. The house behind this photo is Bridge House one of the oldest building in the Village and is where WG Grace is known to have played cricket in the fields.</p>	
<p>15</p>	<p>Grove Farm fields and rural gap between settlements from Crookham Road (east to west). The open fields west of the Basingstoke Canal between Church Crookham, Netherhouse Moor and Crookham Village are part of the rural gap between the settlements of Fleet and Crookham Village. This view from Crookham Road gives a sense of these separate settlements and the rural nature of the countryside</p>	




	surrounding the village.	
16	<p>Rural gap between settlements from Hitches Lane and Footpath 6 (west to east).</p> <p>The rural gap between the settlements of Fleet and Crookham Village is seen here from the west, as counterpoint to view 15. This view shown is taken from Footpath 6, north of The Street.</p>	
17	<p>Panoramic View of Landscape between Crookham Village and Netherhouse Copse from Footpath 6.</p> <p>This iconic, panoramic middle distance view of the north side of Crookham Village with its open farmland setting includes glimpses of the WI Hut and Social Club. Other sights from the footpath include Netherhouse Copse, the skyline trees of the cemetery and those along the canal and some of the village's listed buildings.</p>	
18	<p>View from Basingstoke Canal Conservation Area towards Cross Farm Ridge.</p> <p>This is the first glimpse of open countryside looking west from the canal after several miles of woodland and suburban Fleet and Church Crookham. The view from the stile of footpath 5 has a pastoral character and sense of openness. The landform of the ridge is attractive and is highlighted by Zephon Copse to the south. Brook Hill is due west.</p>	

Table 1 – Crookham Village Parish Views

This policy contributes to the delivery of all of the Plan Objectives.

Rationale

A key feature that defines the character of Crookham Village Parish is its key views, both within the Village and in the longer distance, across the Hart Valley to the Hart Downs, to Caesar's Camp and to Beacon Hill. These views are all publicly accessible. See also Appendix C3 (Landscape Character Assessments) and Appendix C4 (Additional Views). The various views are principally shown on Figure 19 above (see Policy Map 10). They are also shown on Figure 13 (see Policy Map 6), Figure 14 and Figure 16 (see Policy Map 7) above to add value to the other information shown on those figures.

There are also key views from and towards the highest points on Cross Farm which lies immediately to the south of The Street in Crookham Village and forms an essential rural backdrop to the listed properties along The Street. The view 07 is from Hillyburrow (named after the local rabbit community), which now forms an essential element of the proposed new SANG for the Watery Lane development.

Policy NE02 provides a context within which new development should take account of the significance of the various identified viewpoints. It seeks to ensure that through careful design, massing and the orientation of buildings that new development can be incorporated within the neighbourhood area whilst respecting the identified views.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and requirements in Part 8 on promoting healthy communities and part 15 on conserving and enhancing the natural environment;
- Adopted Hart District Council Local Plan 2014 – 2032 policy: NBE2 Landscape;
- The Crookham Village Conservation Area Character Appraisal and Management Proposals (https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF);
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H
- Evidence in support of this policy can be found in the NPPF 2019 and Hart saved policies, and in the community consultations, Appendices G & H.

These views are much prized by the local community, as emerged from the consultations. People are also attracted from far afield to walk the footpaths in order to enjoy the views and the rural setting.

Comments from local people involved in the consultations include: “Both Cross Farm and Grove Farm provide wonderful outlooks for the residents of Crookham Village. PLEASE, PLEASE do not take away from us the wonderfully uplifting feeling gained from looking out across these areas. Building housing on part of these areas and justifying it by saying there will also be paths built across it simply IS NOT THE SAME!”

“Any development on Cross Farm would change the views, both from my walks and from the rear of my property, spoiling the open countryside views and sounds that all visitors find so relaxing (especially with the deer).”

“This space [*Cross Farm as marked on questionnaire map*] is vital for the life and soul of Crookham Village. The paths are much used and provide the ‘lungs’ for this area. Pastoral scenes are fast disappearing but the fields at the rear of The Street must be preserved.”

“*[The proposed Cross Farm development site is an]* important open space – high point of village, everywhere overlooked.”

“Concerned 3+ storey construction on ridge to rear of Post Office as circled [*see questionnaire map*] will be intrusive as will overlook and be visible from all of Crookham Village and generally detrimental to the area.”

Policy NE03 – Local Green Space

The sites shown on Policy Map 11, Policy Map 12 and Policy Map 13 and listed below are designated as Local Green Spaces.

- Playing fields at the Zebon Community Centre on Zebon Copse;
- Crescent in Crookham Village; and
- Play areas at Lea Green on Netherhouse Moor.

Development will not be supported that would result in the loss of designated Local Green Space other than in very special circumstances.

This policy contributes to the delivery of Plan Objectives: Built Environment, Landscape and Natural Environment and Health, Leisure and Well-being.

Rationale

The Local Green Space designation is a way to protect green areas against development where they are of particular importance to local communities to protect them for current and future generations. Typical examples of local green space include Village Greens, areas of local historic importance, sports pitches and playing fields. Crookham Village Parish has several areas which play a major role in contributing to the wellbeing of residents, for recreation and amenity and also as elements of green infrastructure, creating connected habitats to support biodiversity and species' adaptation to climate change. These are the playing fields at the Zebon Community Centre on Zebon Copse which have well used football pitches for both adults and children. The Crescent in Crookham Village has a long history of community use while the play areas at Lea Green on Netherhouse Moor have a major role in contributing to health and wellbeing with its gym equipment and play equipment for children of all ages. The allotments along Hitches Lane allow residents to enjoy gardening and the outdoors and support local food production.

Each of the areas detailed above has been assessed in line with the NPPF 2019 provisions on promoting the health and well-being of communities and this policy is consistent with the Adopted Hart Local Plan: Strategy and Sites 2016-2032. Each of the identified spaces is demonstrably special because of its historic significance, recreational value, general quality or amenity value. They have been identified as a result of community engagement, with careful assessment against the NPPF 2019 criteria. Maps showing their location are included at Figure 20, Figure 24 and Figure 26 and a fuller description of the rationale for their inclusion is included at Appendix C5. Policy NE03 provides appropriate protection for the three identified green spaces. The policy approach follows the matter-of-fact approach in the NPPF 2019. The District Council will be able to take an informed decision on a case-by-case basis if any development is proposed within any of the three proposed green spaces. Very special circumstances may reflect the scale and nature of the three sites concerned. However, they may include the provision of essential infrastructure where it cannot be provided elsewhere.

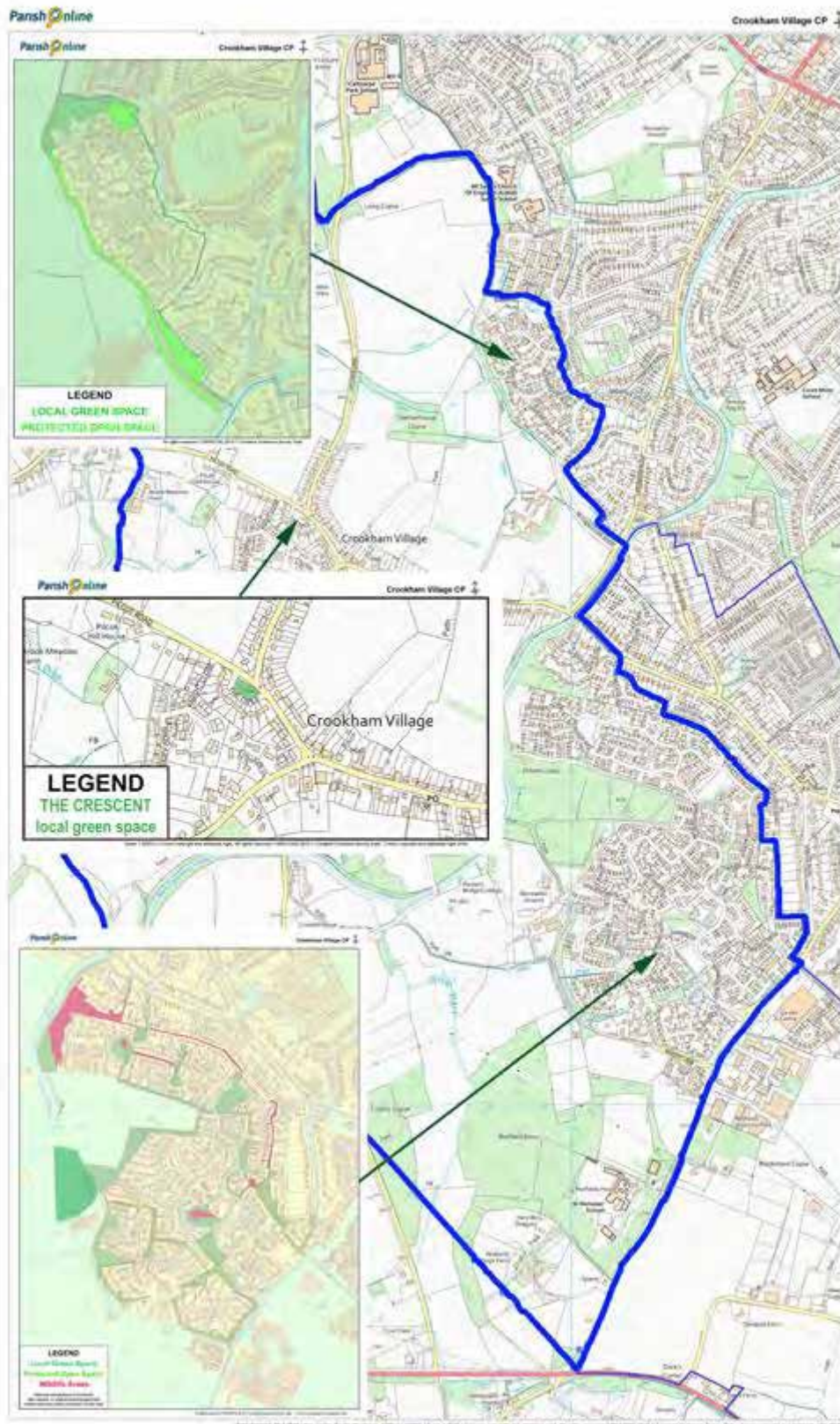


Figure 20 - Local Green Space (see Policy Map 11, Policy Map 12 and Policy Map 13)
 (see also Figures 24 – 26)

Local Green Space		
Ref	Locations and Key Features	Photographs
1	<p>The Crescent in Crookham Village</p> <p>This open ground lies at the north end of the Old Village and has a long history of use for community purposes. It is used to host the Mummers play every Christmas and for other events such as picnics as part of the Queen's Jubilee celebrations.</p>	
2	<p>Playing fields at the Zebon Community Centre in Zebon Copse</p> <p>These playing fields have been in constant use for the last 27 years. They provide invaluable recreation space for sports clubs as well as hosting the annual fete. The grounds also contain popular play areas for both toddlers and juniors.</p>	
3	<p>Lea Green recreational area at the northern end of Netherhouse Moor</p> <p>This well used play area has recently been refurbished by the Parish Council. It houses a toddler and junior play area as well as adult gym equipment.</p>	

Table 2 – Crookham Village Parish Local Green Spaces

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and requirements in Part 8 on promoting healthy communities and part 15 on conserving and enhancing the natural environment;
- Adopted Hart District Council Local Plan 2014 – 2032 policy: INF4 Open Space, Sport and Recreation section c;
- [The Crookham Village Conservation Area Character Appraisal and Proposals \(https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF\)](https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF);
- Feedback from the initial consultation on the draft vision and objectives, Appendix G;
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H;
- Rationale for the selection of specific sites as designated Local Green Spaces in Appendix C5;

The Open Space Study conducted by Hart District Council in 2016 at:

https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents

[ts/Planning_policy/Hart Open Space Study 2016-17.pdf](#) records the importance of the playing fields at Zebon Community Centre.

See also the ©Get mapping 2019 aerial views in Figure 21, Figure 23 and Figure 25.

Policy NE04 – Protected Open Space

Those areas shown in Policy Map 12 and Policy Map 13 and defined in Table 3 for the Netherhouse Moor Character Area and Table 4 for the Zebon Copse Character Area below shall be safeguarded as Protected Open Space.

Each of these areas contributes to local amenity, character and green infrastructure, and development will only be supported where, as part of the proposal: -

- the development is associated with the open space use, or
- new and appropriate alternative provision can be demonstrated to compensate for localised loss of public amenity and community wellbeing; or,
- it can be demonstrated that any loss of green infrastructure and/or local character can be rectified or the existing situation enhanced.

All of the areas identified in Table 3 for the Zebon Copse Wildlife Areas are currently designated as wildlife areas. These areas shall continue to be safeguarded as wildlife areas and afforded the same protection as Protected Open Space.

Figure 23 and Figure 25 (see Policy Map 12 and Policy Map 13) detail the locations of the Protected Open Spaces, with the tables following giving more detail for the larger areas. Figure 21, Figure 23 and Figure 25 are aerial photographs by ©Getmapping, and vividly show the rural nature of the area and the widespread nature of the amenity green space throughout both the Zebon Copse and Netherhouse Moor developments.



Figure 21 - Crookham Village from above



Figure 22 - The Crescent Green Space (see Policy Map 11)

(The Crescent appears top left and The Street runs across the middle)

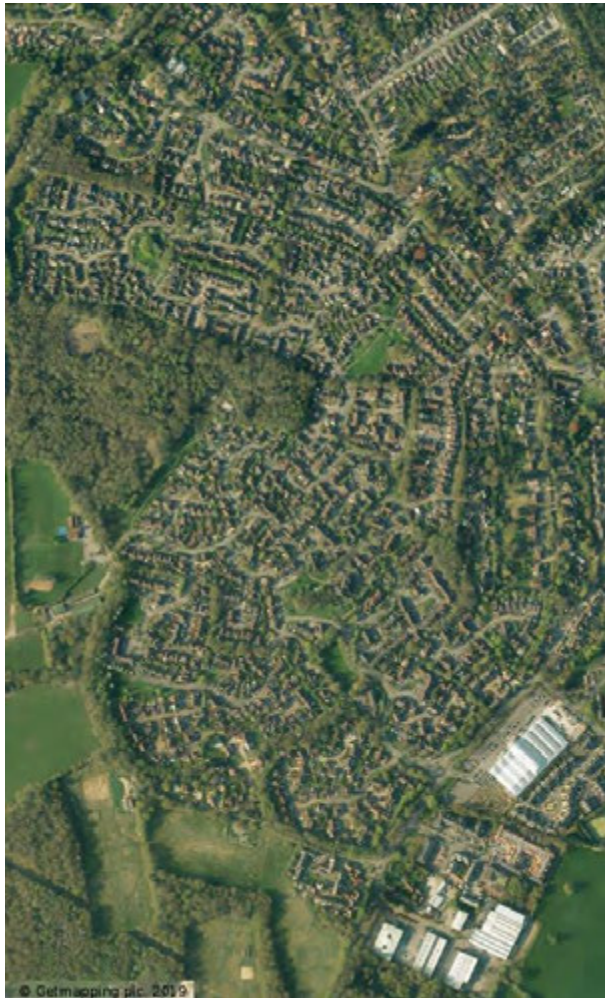


Figure 23 - Zebon Copse from above
 (Redfields Garden Centre appears in the lower right corner)



Figure 24 - Zebon Copse Green and Protected Open Space
 (and Wildlife Corridors) (see Policy Map 121)

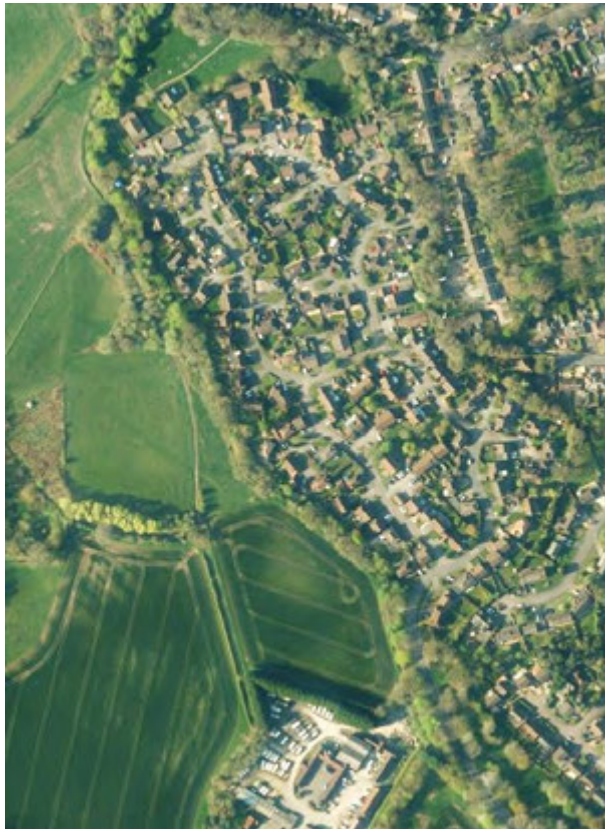


Figure 25 - Netherhouse Moor from above
(Grove Farm appears at the bottom)







Figure 26 - Netherhouse Moor Green and Protected Open Space (see Policy Map 13)




NOTE: designations of amenity open spaces in original planning approvals remain valid even where not shown on these maps.





Netherhouse Moor Character Area Protected Open Spaces		
Ref	Locations and Key Features	Photographs
1	<p>Open ground by the Lea</p> <p>This open ground lies adjacent to the north eastern corner of Netherhouse Moor and the junction of Lamer Close and Lea Springs. It is used as an informal extension to the more formal recreational areas designated as local green space which contain outdoor gym equipment, a toddlers' play area and a junior play area.</p>	





<p>2</p>	<p>Border Path with Larmer Close</p> <p>This path is located at the border of the Netherhouse Moor estate located on the edge of Lea Green park and Larmer Close and is frequently used by parents and children to access local schools. The path is also used as a shortcut by residents to access Crookham Road. The area is characterised by ditches designed to ease flooding during wet periods and, on one side, an enclosed green marsh space which is used as recreational space.</p>	
<p>3</p>	<p>Opening Road into Netherhouse Moor Estate</p> <p>This curved road runs for approximately 300 yards before reaching houses on the Netherhouse Moor estate. The length of the entry road is crucial in detaching the estate from Crookham Road that links Crookham to Fleet town centre. The detachment created by the entry road helps create the countryside-feel that many residents of Netherhouse Moor enjoy.</p>	

Table 3 – Netherhouse Moor Character Area Protected Open Spaces

Zebon Copse Character Area Protected Open Spaces		
Ref	Location and Key Features	Photographs
1	<p>Open ground at Sylvester Way</p> <p>This area lies at the centre of Sylvester Way. It is traversed by a public footpath and is densely planted in places, leaving large open areas which are much loved by the local children who use it as an informal play area.</p>	
2	<p>Land between Sylvester Way and Brandon Road</p> <p>This area of land borders the entrance of Sylvester Way and Brandon Road. It is traversed by a public footpath and contains several areas of dense planting which provide safe refuge for wildlife.</p>	
3	<p>Land bordering the footpath from Sylvester Way to Leger Close</p> <p>This tract of land is wooded and borders the public footpath which runs from Sylvester Way across Brandon Road to Leger Close. This path forms part of a network of similar paths allowing residents to travel through the estate with minimal use of the roads.</p>	
4	<p>Land bordering the footpath at south side of Sylvester Way</p> <p>Area 4 borders each side of a public footpath and provides the boundary between the ancient woodland of Zebon Copse and the properties along the south side of Sylvester Way. It is popular with dog walkers as it also provides easy and safe access to the open land in area 6 at the end of Londlandes, which can be reached via a public footpath and cycleway through the Zebon Copse woodland.</p>	



<p>5</p>	<p>Land between Cavendish Road and Brandon Road</p> <p>Area 5 is a tract of land that runs from Cavendish Road through to Brandon Road, crossing Jessett Drive. A public footpath runs the entire length of this land from Cavendish Road to Brandon Road. It is traversed by a public footpath which, to the north, allows safe access for school children to the primary school and a limited bus service on Galley Hill Road, while to the south, it is popular with local children who use it as a skateboard run. It is also widely used as a safe play area and by dog walkers. Although it was originally designated as a LEAP by the developer, the play equipment was never installed.</p>	
<p>6</p>	<p>Land between Danvers Drive and Zebon Copse ancient woodland</p> <p>This tract of land separates the development along the length of Danvers Drive from the Zebon Copse ancient woodland. It is very popular with dog walkers and local children alike and forms a major part of the footpath network of Zebon Copse. It has access points from Danvers Drive via Londlandes and from Sylvester Way and enables residents to access the Zebon Community Centre with minimal interaction with the public highway. At the community centre end lies one of the three balancing ponds on the estate which are designed to prevent flooding. This balancing pond is poorly drained and provides a useful marshy environment for local wildlife.</p>	
<p>7</p>	<p>Land at entrance to Annette's Croft</p> <p>This area is largely left wild and runs along the back of Annette's Croft down to Brandon Road. While technically it is publicly accessible, the top part is mainly used as a wild life corridor while the bottom part below Mellersh Close is used as an informal play area. The dense vegetation in this area also allows wildlife to move freely through the estate without having to cross roads.</p>	





<p>8</p>	<p>Land bordering footpath from Further Vell Mead to Nether Vell Mead</p> <p>This is a wide corridor of land bordering a public footpath which runs from Further Vell-Mead through to Nether Vell-Mead and on to Redfields Lane. Much of this area is wooded and used as an informal play area by children while the open areas surrounding the path provide a good sense of space and again provide recreation space for families.</p>	
<p>9</p>	<p>Land between Bechin and Brockle Close</p> <p>This open space lies between Brockle Close and Bechin Close and is used as an informal play area by local children.</p>	
<p>10</p>	<p>Land off Browning Road</p> <p>This open space contains the third balancing pond on the development at one end. Again, it provides useful recreation space for local families and is popular with dog walkers. Running to the west of both this open space and that on Brockle Close, is a wooded area through which lies a bridleway and public footpath connecting Watery Lane with the Zebon Community Centre on Danvers Drive.</p>	
<p>11</p>	<p>Land at Rayngoldes</p> <p>This is a small area of open land at the end of Rayngoldes which again provides safe play space. This lies at the end of the public footpaths and cycle ways which provide useful shortcuts through the centre of the development surrounded by Browning Road and allows access to Pawmers Mead and Hunnels Close. Each of these footways has a wide border to encourage wildlife.</p>	

<p>12</p>	<p>Land between Frenchman’s Creek and Hop Garden</p> <p>This is a large area of open land surrounding a designated wildlife area containing the main badger set for the estate. The area is bordered by Daphne Drive to the south and Hop Garden to the north. Through the northern side, there is a public footpath which allows easy access for residents to the local convenience store at Frenchman’s Creek. The large area of open land to the north is used as an informal play area and dog walking space.</p>	
<p>13</p>	<p>Balancing pond at the entrance to Zebon Copse</p> <p>The main function of this area is to act as a balancing pond for the lower reaches of the development. It is bordered on two sides by a public footway to allow residents to exit the estate away from the road. The balancing pond itself is mainly used as a play area for local residents and is very popular.</p>	
<p>14</p>	<p>Land to the rear of Du Maurier Close</p> <p>This open space runs to the rear of Du Maurier Close and houses a short public footway. Alongside the footway is a large wooded open space which borders a small stream on one side and the gardens of the properties on Du Maurier Close. The stream is part of a local network of drainage ditches used to transport excess runoff from the nearby fields. While this space is valued for its tranquillity, it also provides a useful overflow area in times of high rainfall when the space has flooded on several occasions.</p>	
<p>15</p>	<p>Land to rear of Blue Prior</p> <p>This is a small, open space at the side of the public footway leading to Redfields Lane. It is used by the residents of the nearby flats as a communal recreational space.</p>	

16	<p>Land at Knox Close</p> <p>This large piece of open land on the bend of Knox Close contains several mature oak trees and provides a useful community space. Although Knox Close has a separate entrance, it actually forms part of the Zebon Copse development and this open space is a continuation of the open spaces throughout that development.</p>	
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Table 4 – Zebon Copse Character Area Protected Open Spaces

Zebon Copse Wildlife Areas		
Ref	Locations and Key Features	Photographs
A	<p>Wildlife area A</p> <p>This wildlife area runs along the entire north western edge of the Zebon Copse development from the ancient woodland of Zebon Copse, curving round to Knox Close. The land borders the Basingstoke Canal and lies adjacent to Silvester Way with potential entry points from Camus Close and Levignen Close. This extensive tract of land is a designated wildlife area for badgers and entry is strictly prohibited.</p>	
B	<p>Wildlife area B</p> <p>This badger corridor runs between the spine road entry of Zebon Copse down to Jessett Drive and permits wildlife to move freely between the open spaces without encountering traffic. It lies between the back fences of the gardens on Freeland's Drive, Leger Close, Eggleton Close, Jessett Drive and the adjacent properties on Coniston Way and Cavendish Road.</p>	

<p>C</p>	<p>Wildlife area C This badger corridor lies between the back fences of the gardens on Decoutterre Close and Brandon Road and permits wildlife to move towards the open spaces at the centre of the Zebon Copse development without encountering traffic.</p>	
<p>D</p>	<p>Wildlife area D This is a densely wooded wildlife corridor which is not accessible to the public. It lies at the rear of the gardens along the southern end of Jessett Drive and allows badgers to move from Cavendish Drive towards the heavily wooded area on Further Vell-Mead.</p>	
<p>E</p>	<p>Wildlife area E This badger corridor lies to the rear of the gardens of the properties on Nether Vell-Mead, allowing animals to travel to the lower end of the estate without encountering residents.</p>	
<p>F</p>	<p>Wildlife area F This wide tract of land runs along the back of the gardens of Nether Vell-Mead. It contains several mature fruit trees which provide a useful food source for local wildlife and connects with the smaller wildlife corridors running to the rear of the Elmfield development and along the drainage stream which lies between Barn Meadow Close and Redfields Lane. It is not accessible to the public.</p>	





G	<p>Wildlife area G</p> <p>This is a fenced off area within the protected open space 12. It is the location of the main badger set for the estate and is not accessible to the public. A number of fruit trees have been retained in this area to provide a useful food source for the badgers and other wildlife.</p>	
H	<p>Wildlife area H</p> <p>This badger corridor lies to the rear of the gardens on Rebecca Close and Rasset Mead. While technically accessible to the public, it is very overgrown and only accessible with great difficulty.</p>	
I	<p>Wildlife area I</p> <p>This wildlife corridor surrounds the western and southern boundaries of Du Maurier Close. It borders Watery Lane and provides safe passage for wildlife from the main badger set to the open fields to the west of Watery Lane.</p>	
J	<p>Wildlife area J</p> <p>This wildlife corridor on the South Western perimeter separates the original listed properties on Watery Lane from the newer properties built as part of the Velmead Stud farm development. It borders the River Hart tributary which acts as a drainage ditch for the area.</p>	

Table 5 – Zebon Copse Wildlife Areas

This policy contributes to the delivery of Plan Objectives: Built Environment, Landscape and Natural Environment and Health, Leisure and Well-being.

Rationale

The NPPF 2019 recognises that open space is essential for both amenity and recreation purposes and contributes positively to the character, attractiveness and vitality of a community. Protected open space is an area of protected or conserved land or water on

which development is indefinitely set aside. There are many such spaces within Crookham Village Parish which are all highly valued by the local community. Examples of these areas include areas for play, which is an essential element in the development of all children, open space for dog walkers, linear corridors through developments and informal play areas. All of these serve to enhance the quality of life for our residents and the quality of each of our three character areas.

The green spaces within the Parish also include a number of wildlife areas and wildlife corridors which provide invaluable areas for nature conservation and biodiversity; act as a buffer between the residential and rural land areas and provide 'green lungs' to assist in meeting the objectives of the Parish to improve the health and quality of life for all residents.

The NPPF 2019 provides guidance to 'identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason'.

The parish has a significant number of small informal open spaces which are well used by residents for recreational purposes. While the majority lie within the Zebon Copse development, there are others within Netherhouse Moor, for example the entrance strip together with the NEAP and LEAP at Tudgey Gardens in Crookham Village. None of these open spaces are protected from development and their loss would significantly diminish the character of the area in which they exist and the sense of wellbeing engendered for the local community by their presence.

The Zebon Copse Open spaces are shown at:

https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/UCDS_Fleet_Zebon_Copse_Neighbourhood_Area_Map_-_2010.pdf. This map reflects the wide spread of the public open spaces which are well used by the local community as informal play areas.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and requirements in Part 8 on promoting healthy communities and part 15 on conserving and enhancing the natural environment;
- Adopted Hart District Council Local Plan 2014 – 2032 policies: INF2 Green Infrastructure and INF4 Open Space, Sport and Recreation;
- The Crookham Village Conservation Area Character Appraisal and Management Proposals (https://www.hart.gov.uk/sites/default/files/1_Residents/Planning_for_residents/CrookhamVillageConservationAreaOCR.PDF);
- Feedback from the initial consultation on the draft vision and objectives, Appendix G;
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H.

The evidence from recent consultations has shown that the local residents place a very high value on these green spaces both as children's play areas and for dog walking. Their loss would significantly diminish the character of the area in which they exist and the sense of well-being engendered.

Typical comments include:

“It’s important to have green spaces to enjoy on a leisurely basis – countryside is an invaluable healing tool for both young and old to go on mushroom forays, spotting wildlife and getting exercise. Please don’t let us lose all our green space. Whilst we need more housing, please don’t clog up the countryside with high volumes of traffic and noise. Let’s keep some of the countryside alone.”

“Cross Farm and Grove Farm areas are most important green spaces for recreation, walking etc. not for building!”

“Open spaces are necessary for relaxation, exercise, dog walking etc., education of young (and old) essential for mental and psychological wellbeing and for control of pollution and good air quality.”

“Losing the green spaces removes animal and insect habitats. It also restricts access to the countryside for all especially our children. Green spaces help with mental health issues and general well-being.”

“We have recently moved onto The Street (2015) and one of the main appeals of living here was the access to green space and open countryside. We have 3 children under 5 years and we use the public footpaths everyday walking our dogs. We visit the park on Netherhouse Moor via the cornfields accessed behind the WI hut. The walk to that park not only means we all get fit but it also means that all my children have contact with nature and they genuinely learn something new each time we walk. My 4 year old son even said to me, “I love walking near our house mummy!” and that, to me, and many others is priceless. The canal is equally as valuable to us for the same reasons. Taking these green and open spaces away would be devastating for us, especially the children who thrive in this beautiful location.”

“It is well known that health professionals promote getting out into green spaces and walking as very important. Why take away areas that are already freely available for this purpose.”

“ALL the local green spaces are extremely important to me and the wildlife natural habitat all round the village should be retained for posterity and future generations.”

Policy NE05 – Protecting Biodiversity

Proposals for developments in the Parish will be expected to identify whether and how they will affect biodiversity and, if they will, describe how they aim to provide a net gain of biodiversity in line with the NPPF 2019, with national policy and the UK's good practice principles for biodiversity net gain and associated practical guidance⁵. Development will be supported where it can be demonstrated that:

- the pre-development status of biodiversity has been appropriately recorded, based on studies of suitable scope, timing and repetition;
- biodiversity on the development site will be maintained and enhanced to the extent possible, including provision for the needs of wildlife, for example by incorporating nesting features for bats and birds and elements of green infrastructure such as green walls and roofs into the fabric of development and provision of wildlife corridors and stepping stone areas;
- impacts on natural habitats (including fragmentation), on protected species and on European designated sites will be avoided to the extent possible;
- Where avoidance is not possible, measures to minimize the loss of biodiversity and undertake any appropriate restoration are described, and any residual impacts identified;
- To achieve net gain, biodiversity offsetting has been considered to address any residual impacts following avoidance, minimization and on-site restoration measures. Any offsetting should be in line with the provisions of the NPPF 2019 on biodiversity net gain and the UK's good practice principles for biodiversity net gain and associated practical guidance, as well as any policies and plans adopted on this topic by HDC, and should use suitable, widely approved methods for calculating biodiversity net gain such as the Defra biodiversity offsetting metric⁶. Any biodiversity offset should be provided within the neighbourhood plan area, or, if that is not feasible, as near as possible within the District, favouring strategic biodiversity locations and promoting connectivity;
- Any tree and shrub planting within new residential developments is sustainable, respects and fits well with the distinctive local character and biodiversity of its setting, is adequate in scale and suitably varied in composition and size, primarily using locally native species that are attractive to wildlife, and contributes to a green infrastructure network that supports climate change resilience;

⁵ CIEEM, IEMA and CIRIA. 2016. Biodiversity Net Gain: Good practice principles for development <https://cieem.net/wp-content/uploads/2019/02/Biodiversity-Net-Gain-Principles.pdf> and CIEEM, IEMA and CIRIA. 2019. Biodiversity net gain. Good practice principles for development. A practical guide. <https://cieem.net/wp-content/uploads/2019/02/C776a-Biodiversity-net-gain.-Good-practice-principles-for-development.-A-practical-guide-web.pdf>

⁶ <https://www.gov.uk/government/collections/biodiversity-offsetting#guidance-for-offset-providers-developers-and-local-authorities-in-the-pilot-areas>. The 'Guidance for developers' and 'Guidance for offset providers' documents provide a calculation method. Some organisations provide calculators for using this metric, e.g. <http://www.environmentbank.com/impact-calculator.php>

- Where necessary, any sustainable drainage system (SuDS) is integrated into topography, landform and vegetation patterns, and maximizes the opportunity to benefit wildlife.

Development which is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths Special Protection Area shall include measures to avoid or mitigate any potential adverse effects in agreement with Hart District Council and Natural England in line with adopted Hart Local Plan policies. This will include the provision of, or financial contributions to, Suitable Alternative Natural Greenspace (SANG) and a financial contribution towards Strategic Access Management and Monitoring Measures (SAMM). Development proposals for SANGS will be supported where they meet the appropriate Natural England SANG criteria relating to issues such as size, walk length and parking and include a Management Plan to deliver long term biodiversity improvements. Development proposals should demonstrate how the 'rural' landscape character (see Policy Map 15 and Appendix C3) will be retained and enhanced, and wildlife conserved. Proposals for SANGS should also detail how measures will be taken to protect sensitive habitats. These proposals should use local rather than nationally generic species and tranquil areas should be provided for a diversity of users.

Development proposals should take account of the following Sites of Importance for Nature Conservation (as shown in Policy Map 14):

1. Jack Reid's Copse
2. Netherhouse Copse
3. Stroud Wood
4. Peatmoor Copse
5. Whitlow Alders
6. Poulter's Bridge Meadow
7. Zebon Copse
8. Poulter's Lane Meadows
9. Leeches Copse
10. Furney Copse
11. Redfield Rows
12. Redfields Cottage Farm Meadow

Proposals which would have an unacceptable impact on the integrity and biodiversity of any of the sites listed above will not be supported.

This policy contributes to the delivery of Plan Objective for Landscape and Natural Environment.

Rationale

According to public consultations for this Plan and in the context of specific planning proposals, parishioners place the highest importance upon conserving the wildlife and the rural setting of the parish, and in particular, biodiversity and natural capital assets. The parish has a distinctly rural character and lies in the floodplain of the River Hart which provides a key wildlife corridor and a natural boundary. The overall context for Crookham Village Parish is shown in Figure 27 below:

The River Hart Valley forms an important ecological corridor linking the Thames Basin Heaths Special Protection Area (within 5 km), the River Hart valley and the Basingstoke Canal SSSI. Although largely undesigned, the Hart River valley to the west of Fleet and around

Crookham Village and Dogmersfield is more biodiverse than some nearby designated areas, including the SPAs. The Hart Valley is highly accessible and valued by local people.

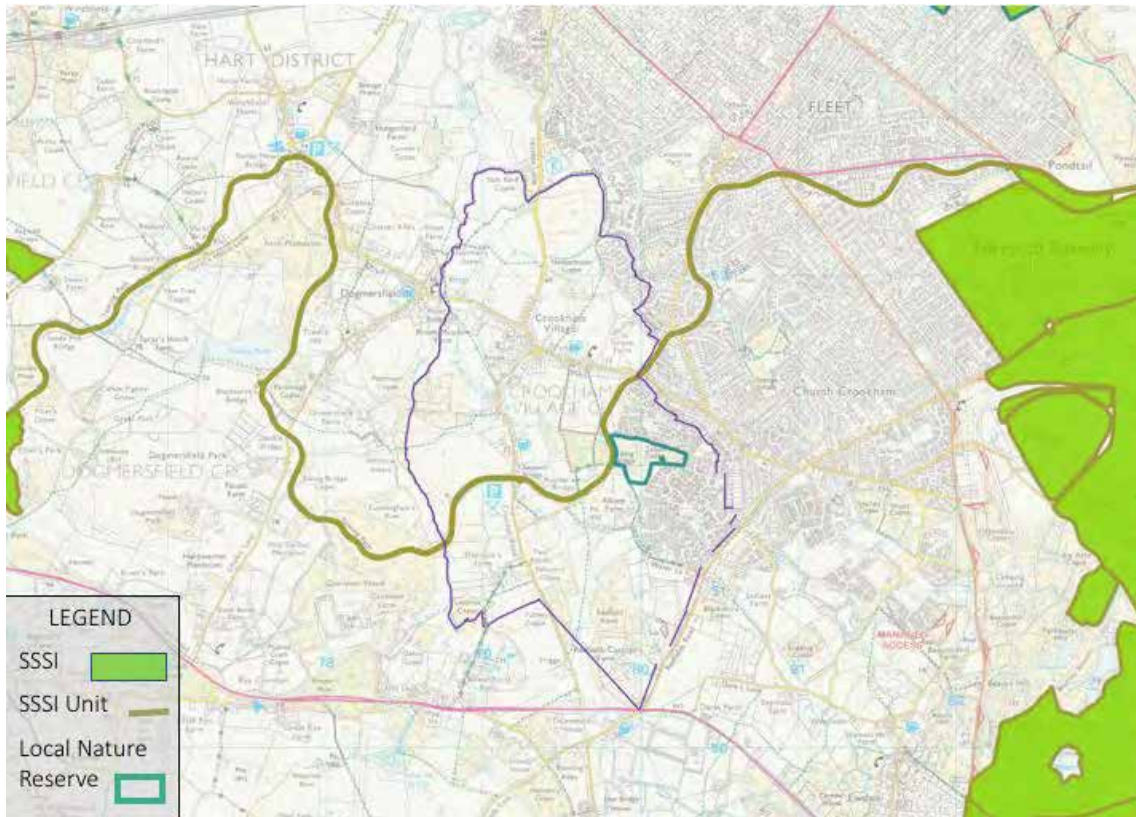


Figure 27 - Local Nature Reserves and SSSIs

The Parish features numerous hedgerows, hedgerow trees and veteran trees, as well as frequent tree belts and tree groups and semi-frequent copses and woodlands, including eight ancient semi-natural woodlands & copses as well as eight working farms. These are Grove Farm, Cross Farm, Hancocks, Brook Meadow (stables), Albany (horses), Furney Copse farm, Ormersfield Farm and Redfields Cottage Farm.

There are 12 Sites of Importance for Nature Conservation (SINCs) within or adjacent to the Parish (see Figure 27 and Policy Map 14). The banks and waterway of the Basingstoke Canal are designated as a Site of Special Scientific Interest, and this stretch of the canal in particular is noted as one of the most important areas for biodiversity conservation nationwide, with an exceptionally diverse flora and fauna including multiple nationally scarce higher plant species, and at least 2 nationally rare dragonfly species. As well as 18 sites of biological importance (as recorded by the Hampshire Biodiversity Information Centre), the Parish is home to some 32 Biodiversity Action Plan (BAP) Priority Sites, a Local Nature Reserve (LNR), and links three conservation areas (Crookham Village, Dogmersfield and the Basingstoke canal SSSI).

In contrast to the developed areas of the Crookham Village Conservation Area, Zebon Copse estate, and Netherhouse Moor, other 'character areas' in the Neighbourhood Plan are better described as countryside, with natural habitat and agricultural areas important for biodiversity. These are Grove Farm, Cross Farm, Zephon Common/Peatmoor, Pilcot Farm, Brook Meadow and Ormersfield Farm, The Basingstoke Canal, Hancocks Farm, Albany Farm/Redfields, Furney Copse and Zebon Copse Local Nature Reserve.



Ordnance Survey Licence 100078182

Figure 28 – Sites of Special Scientific Interest (SSSIs) & Sites of Importance for Nature Conservation (SINCs) (see Policy Map 14)

For descriptions of the landscape character and biodiversity of each of the Parish's principal character areas see Appendix C2.

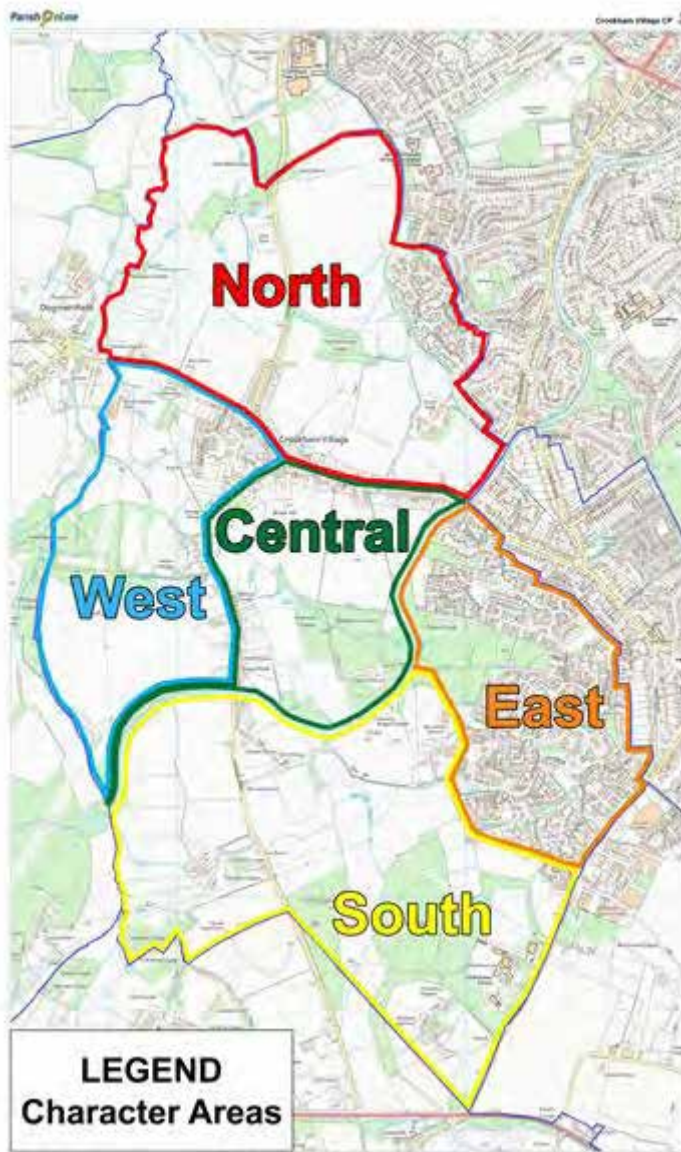


Figure 29 - Landscape Character Areas (see Policy Map 15)

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and requirements in Part 15 on requirements in respect of conserving and enhancing the natural environment. Specific provisions on net gain of biodiversity and the biodiversity duty are found in paragraph 170 of the NPPF 2019 and Section 40 of the Natural Environment and Rural Communities Act 2006 (NERC Act);
- Adopted Hart District Council Local Plan 2014 – 2032 policy: NBE4 Biodiversity;
- Feedback from the initial consultation on the draft vision and objectives, Appendix G;
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H;

- Appendix C2: Biodiversity Data.

The National Planning Policy Framework 2019 requires impacts on biodiversity to be minimised and provides for net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures, and specifically, NPPF (paragraph 170 (d) provides that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

NPPF Para 175(a) states that, if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; and para (c) states that development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.

The Thames Basin Heaths Special Protection Area (TBHSPA) is a network of heathland sites designated under the European Birds Directive and the Habitats Directive and protected in the UK under the Habitat Regulations. It provides a habitat for internationally important bird species of woodlark, nightjar and the Dartford Warbler. The overarching policies on the TBHSPA are set out in the South East Plan Policy (NRM6) and in the emerging Hart District Local Plan. Further detail on the delivery of mitigation measures is set out in the Thames Basin Heaths SPA Delivery Framework and the Council's Interim Avoidance Strategy - both available at <https://www.hart.gov.uk/Current-planning-policy-guidance>

The following sample quotes, collected during the consultation process, reflect the feelings of the parishioners:

"We are so lucky that one can see cattle, deer, larks and red kites all at the same time. Visitors to the area are amazed. This site [*i.e. Cross Farm*], together with Netherhouse Moor, must be allowed to remain untouched."

"Save the badgers and deer and orchids."

"We are lucky to have these biodiversity spaces and [*this*] should remain so!"

"[*Local green spaces*] strongly contribute to rural and open village environment. Essential to local wild life (I already have badgers and deer in my garden) as wildlife has already been deprived of its environment by massive housing development."

"[*Re: What makes local green spaces special?*] Wildlife, green space and tranquillity of area. Badgers, bats, deer, bird life; especially protected flora: orchids, special and protected plants."

Traffic and Movement Policies

Note that Traffic and Management Policies are the responsibility of Hart DC and Hampshire CC. In support of the 'Strategy to Deliver a Sustainable Community' we set out the following aspirations for how the traffic aspects of sustainable development will be supported across the Plan area.

The Neighbourhood Plan seeks to provide a framework to bring forward a package of improvements and changes that not only address the infrastructure needs arising from growth but also deliver a positive and sustainable change in the way people move around the Neighbourhood Plan area. The changes to be implemented must also address the issue of safety of all users but especially the needs of vulnerable users, particularly those of disabled users. Existing pavements need widening in some places to enable pushchairs and mobility scooters to use them safely.

Policy TM01 – Parking Standards

Development proposals will be supported where it can be demonstrated that: -

- they support sustainable transport through their design and layout in general, and through the provision of electric vehicle charging points appropriate to the layout of the development in particular;
- proposals for new residential development should provide appropriate parking provision, in terms of amount, design and layout, in accordance with the Hart District Council's published parking standards at that time;
- the parking standards continue to be met or include a commensurate increase in the number of off-street car parking spaces following any extensions or alterations to a property; and
- proposals for new, or extensions to existing, commercial premises or community facilities, should provide appropriate parking provision, in terms of amount, design and layout, in accordance with the Hart District Council's published parking standards

Rationale



The neighbourhood area has a range of housing types. Some larger houses have sufficient capacity to park the vehicles used by their household within their curtilages. Older properties in the village centre were not designed to accommodate current car parking requirements. The more modern developments at Zebon Copse and Netherhouse Moor present a specific set of car parking issues.

In the Zebon Copse and Netherhouse Moor Wards, the population has evolved as many original residents were young couples when they first arrived and now their children are



young adults with their own transport needs. This has resulted in a significant increase in vehicles per household and an increase in on street parking, particularly overnight. Policy TM01 requires that any new developments comply with the District Council's published



standards.

The current published guidance is interim in nature (August 2008). The District Council will be preparing a Supplementary Planning Document on this matter. Once it is adopted its parking standards will then be applied in the neighbourhood area. Whilst this approach will not resolve the existing parking issues in the neighbourhood area it should ensure that they do not become more intense. The first criterion of the policy also offers support to sustainable transport initiatives. This approach consolidates the approach included in Policy INF3 Transport of the adopted Local Plan and wider initiatives being pursued by the County Council'

Crookham Village Parish wishes residential parking policies for all new development within the Parish Boundary to reflect the expected levels of car ownership for the Parish, the importance of promoting good design and the need to use land efficiently.

Evidence

Supporting evidence for this policy can be found in Appendix D:

- The paper provided to Hampshire Association of Local Councils (HALC) by Crookham Village Parish Council regarding possible changes to the parking and planning law. This motion was accepted by HALC at the AGM in November 2017.
- Minutes showing resolutions of the HALC AGM meeting dated November 2017.
- Photographic evidence of wide spread on-street parking and parking on pavements throughout the Zebon Copse and Netherhouse Moor developments;
- NPPF 2019 planning principles and requirements in Part 9 Promoting Sustainable Transport paragraph 105 which states:

If setting local parking standards for residential and non-residential development, policies should take into account:

- (a) the accessibility of the development;*
- (b) the type, mix and use of development;*
- (c) the availability of and opportunities for public transport;*
- (d) local car ownership levels; and*

(e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

- <http://www.zcra.org.uk/loss-of-30-bus-service/>.

- Extract from August 2015 announcement of changes to bus service:

“-The Fleet - Farnborough section on the revised route covered withdrawn route 30, and the U-shape around Church Crookham partially replaced the withdrawn 30 around that area (not including Zebon Copse or The Verne, which lost all buses).”

- CVPC Questionnaire 2013 Results – this showed the average number of vehicles per household as Crookham Village – 1.7, Zebon Copse – 1.7, Netherhouse Moor 1.9.

- Car Ownership data 2011 Census for Crookham Village Parish.

Area	Crookham Village	Zebon Copse	Netherhouse Moor	Parish
All categories: Car or van availability	272	1121	203	1596
No cars or vans in household	14	32	9	55
1 car or van in household	90	403	77	570
2 cars or vans in household	115	561	92	768
3 cars or vans in household	36	91	20	147
4 or more cars or vans in household	17	34	5	56
All categories: Car or van availability	505	1943	341	2789
No cars or vans in household	5.15%	2.85%	4.43%	3.45%
1 car or van in household	33.09%	35.95%	37.93%	35.71%
2 cars or vans in household	42.28%	50.04%	45.32%	48.12%
3 cars or vans in household	13.24%	8.12%	9.85%	9.21%
4 or more cars or vans in household	6.25%	3.03%	2.46%	3.51%
Average vehicles per household	1.86	1.73	1.68	1.75

Comments from 2019 consultation:

“It is good to see the recognition of how much parking space should be allowed when considering new developments. So many places these days have a completely inadequate provision and on street parking becomes a nightmare.”

“Further consideration of how to reduce on street parking that is nearly always on pavements, preventing free pedestrian movement.”

“The suggested parking space allowance of 'minimum...allow one parking space per bedroom for each dwelling' is not apparent in the current developments; often a one bedroom property will have two car driving occupants - and where is the third car parking space for three bedroom dwellings, on the road outside? This is unacceptable.”

Aspiration TM02 – Reducing Congestion and Creating Sustainable Transport Networks

The local community will work with relevant organisations to secure:-

- enhanced community transport;
- safe cycle and pedestrian facilities; and
- measures to enhance road safety and to reduce congestion.

This aspiration contributes to the delivery of Plan Objectives: Built Environment, Transport and Movement and Health, Leisure and Well-being.

Rationale

Transport is primarily a means to an end, and the purpose of transport is to facilitate people's access to those places and activities which are necessary or desirable to enable them to participate in community life to the full. Good quality travel opportunities support the viability of the community, and contribute to the quality of life for those who live, work, study or spend their leisure in the community itself.

However, whilst we all need transport facilities, transport systems can have adverse side effects which include risks to personal safety, damage to the natural environment, the severance of activities by transport infrastructure, noise, atmospheric pollution and visual intrusion. The purpose of this aspiration is therefore to support the most acceptable balance between the ease of travel and the impacts of transport systems, including the prevention of "rat runs" resulting from new development. The Parish also seeks to support the use of sustainable forms of transport including electric vehicles.

The road network in the parish area is at limit and the Hart District Local Plan covers the impact of developments on the road network and surrounding parishes. The Neighbourhood Plan seeks, at a minimum, to maintain the current capacity of the network. There are considerable issues with on-road parking on Zebon Copse and Netherhouse Moor, which reduce the capacity of the current road network. In the Old Village settlement there is on road parking on the Street and adjacent roads. Any increase in on road parking in any area will reduce capacity and increase congestion.

In the various consultations, residents have expressed concerns about the use of narrow roads and bridges, particularly Crondall Road, by heavy goods vehicles which exceed the permitted weight limits; the use of parish roads as "rat runs"; the use of excessive speed by transiting vehicles particularly during rush hour periods and the difficulties in maintaining safe pedestrian routes and crossings, particularly for children travelling to school. While many of these concerns do not fall within the scope of the Neighbourhood Plan to resolve, in general this policy therefore seeks to:

- embrace the different needs of all sectors of the community;
- encourage the provision of additional facilities for non-vehicular travel such as cycleways and safe pedestrian facilities;
- recognise the different functions of transport for various activities; and

- minimise the adverse effects of transport in those places where they are most significant.

Many developments have been built in the South and West Fleet area during the last 20 years increasing congestion on the rural road network with no significant increase in capacity during that period. Many junctions now operate near, at or above capacity. Transport assessments for the developments at Watery Lane and Grove Farm demonstrate that the following junctions in or adjacent to the parish are approaching or at capacity:

- Hitches Lane, The Street, Pilcot Road.
- Gally Hill Road , Sandy Lane and Aldershot Road staggered junction.
- The double roundabout crossing the railway at Hitches Lane Reading Road (A325) and Elvetham Road.
- Redfields Road Junction with the A287 (this will be replaced by a roundabout as part of the Albany Park development).

The junctions adjacent to the parish are on 3 of the 4 four main access roads to the parish.

New developments at Grove Farm and Albany Park, coupled with current developments on the borders of the parish at Edenbrook and Crookham Park, will increase the congestion even further, as will the continued expansion of the Calthorpe Park secondary school which has a very wide catchment area across the District.

Evidence

Supporting evidence for this policy can be found in:

- NPPF 2019 planning principles and requirements in Part 9 on promoting sustainable transport.
- Adopted Hart District Council Local Plan 2014 – 2032 policy: INF3 Transport.
- Feedback from Crookham Village Parish Plan Refresh 2013 in Appendix F.
- Feedback from the initial consultation on the draft vision and objectives, Appendix G.
- Responses from community consultation on Landscape and Sense of Place 2016 as summarised in the Analysis of Consultation Responses on Landscape and Sense of Place, Appendix H to the Crookham Village Neighbourhood Plan.
- Feedback from 2019 consultation for Neighbourhood Plan Policies in Appendix H to the Consultation Statement.
- Transport assessment for Albany Park planning application 14-00504.
- Transport Assessment for Land North of Netherhouse copse planning application 16-01651. (see Appendix D)
- Extract (relating to transport issues) from FACE-It objection to Land North of Netherhouse Moor planning application

The transport assessments for the outline planning application for Albany Park, Pale Lane and Grove Farm highlight significant critical junctions either within the village or adjacent to boundaries. These junctions are operating at or close to capacity with current traffic levels.

Critical Junctions within the Village include:

- Hitches Lane, The Street, Pilcot Road Junction operating above capacity (Source Grove Farm Transport assessment).
- Redfields Lane, A287, Bowling Alley Junction (currently operating over capacity will be replaced by a roundabout as part of the Watery Lane development).
- Malthouse Bridge, The Street, Crookham Road. The Grade II listed Malthouse Bridge acts as a natural flow restrictor and results in the junction operating at capacity at peak times. Due to the Grade II listing this will remain in place.

Critical Junctions near the Parish operating at or above capacity

- Aldershot Road, Gally Hill Road, Sandy Lane staggered junction (source Albany Park Transport assessment.)
- Double roundabout and Railway Crossing Bridge at Hitches Lane, Reading Road North, Elvetham Road, Elvetham Heath Way and Fleet Road (Source Grove Farm Transport assessment and Pale Lane Transport assessment).

SECTION 4 – DELIVERING THE NEIGHBOURHOOD PLAN

Once the Crookham Village Parish Neighbourhood Plan has been ‘made’, the Parish Council will continue to monitor its effectiveness. The Parish Council has been active over many years in promoting a sustainable approach to development in the Parish and in preserving the character features of the Parish. The implementation of the Crookham Village Parish Neighbourhood Plan will provide clear policies and design principles to shape sustainable development across the Neighbourhood Area in the period to 2032.

The Parish Council will consider the need for review of this Neighbourhood Plan no less frequently than every five years, in line with good practice. Where Community Infrastructure Levy (CIL) raised by Hart District Council from a qualifying development in Crookham Village Parish is passed to the Parish Council, this funding can be used to support priorities in the Parish.

Through the process of developing this Neighbourhood Plan, the community has demonstrated strong support for managing future development to conserve the rural character and identity of Crookham Village Parish. The community has an important ongoing role in assuring the continued vitality of the neighbourhood, not least of respecting the village environment, including its heritage assets and biodiversity, and supporting local community amenities, facilities and activities.

The Parish Council recognises that the Crookham Village Conservation Area proposal was produced in 1982 and reconfirmed in 1994. While the evidence gathered during the production of this Neighbourhood Plan supports the validity of the designation of this Conservation Area, the work has shown that some additions could be made and a review will be undertaken in the near future. A fuller review of the historic properties and non-designated heritage assets will be completed as part of this process.

GLOSSARY

AFFORDABLE HOUSING: NPPF 2019 definition: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)

ANCIENT WOODLAND: NPPF 2019 definition: An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS)

BASINGSTOKE CANAL CONSERVATION AREA (BCCA): An area of notable environmental or historical interest that encompasses the waterway, towpath, bridges, land and buildings within the setting of the Basingstoke Canal throughout its passage through the district of Hart.

BASINGSTOKE CANAL CONSERVATION AREA CHARACTER APPRAISAL (BCCACA): Published by Hart District Council on 3rd December 2009, under the title “Basingstoke Canal Conservation Area: Character Appraisal and Management Proposals”.

BOAT: A byway open to all traffic is a highway over which the public have a right of way for vehicular and all other kinds of traffic but which is used mainly by the public for the same purposes as footpaths and bridleways.

BRIDLEWAY: A path which is used by horse riders.

BIODIVERSITY: The degree of variation of life forms within a particular ecosystem. Biodiversity is a measure of the health of an ecosystem.

BROWNFIELD LAND: See previously developed land.

CHARACTER APPRAISAL: An appraisal, usually of the historic character of conservation areas or other historic areas, such as terraced housing.

COMMUNITY: A group of people living in a particular local area.

COMMUNITY ENGAGEMENT & INVOLVEMENT: Involving the local community in the decisions that are made regarding their area.

COMMUNITY FACILITY: Includes, but is not limited to, facilities such as community centres and other community meeting places, healthcare facilities, education facilities, childcare facilities, the voluntary sector, public service providers, places of worship and cultural facilities including theatres and arts centres.

COMMUNITY INFRASTRUCTURE LEVY (CIL): A levy allowing local authorities to raise funds from owners and developers of land undertaking new building projects in their area. Money can be used to fund a wide range of infrastructure such as transport schemes, schools and leisure centres.

CONSERVATION AREA: An area of special architectural or historic interest, the character and appearance of which are preserved and enhanced by local planning policies and guidance. An area of notable environmental or historical interest which is protected by law against undesirable changes.

CONSERVATION (for heritage policy): NPPF 2019: The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

CONSERVATION (natural environment): The protection of animals, plants and natural resources, geodiversity sites and landscape areas.

CONSULTATION: A communication process with the local community that informs planning decision making.

CORE STRATEGY: A development plan document forming part of a local authority's Local Plan, which sets out a vision and core policies for the development of an area.

CROOKHAM VILLAGE CONSERVATION AREA (CVCA): Area of notable environmental or historical interest that encompass the settlement of Crookham Village and some of the surrounding countryside.

CROOKHAM VILLAGE CONSERVATION AREA PROPOSAL STATEMENT: Designated by Hart District Council in January 1982 and amended in 1994. The proposal statement was approved by the planning and infrastructure committee on 24 September 1992.

CROOKHAM VILLAGE NEIGHBOURHOOD PLAN (CVNP): The objective of the Steering Group is to produce a sound Neighbourhood Plan that defines the planning policy priorities identified by the community taking into account all representations made during the plan-making process and having regard to all relevant existing plans and evidence.

CROOKHAM VILLAGE NEIGHBOURHOOD PLAN STEERING GROUP (CVNP): The Neighbourhood Plan prepared by the Steering Group on behalf of Crookham Village Parish Council.

CROOKHAM VILLAGE PARISH COUNCIL (CVPC): A branch of local government administering the area of Crookham Village Parish.

DARK SKY/SKIES: Darkness at night, a key characteristic of rural areas and representing a major difference between what is rural and what is urban.

DEVELOPMENT: The legal definition is 'the carrying out of building, mining, engineering or other operations in, on, under or over land, and the making of any material change in the use of buildings and other land'.

DEVELOPMENT LAND: A document setting out the local planning authority's policies and proposal for the development and use of land in the area.

DOGMERSFIELD CONSERVATION AREA (DCA): That area of notable environmental or historical interest that encompass the settlement of Dogmersfield together with the surrounding countryside that lies within the parish boundary of Crookham Village Parish.

ECOSYSTEM SERVICES: These are the conditions and processes through which natural ecosystems and the species that make them up, sustain and fulfil human life.

EVIDENCE BASE: The evidence upon which a development plan is based, principally the background facts and statistics about an area and the views of stakeholders.

GREEN INFRASTRUCTURE: This is a catch-all term to describe the network of natural and semi-natural features within and between our villages, towns and cities. These features range in scale from street trees, green roofs and private gardens through to parks, rivers and woodlands.

GREEN INFRASTRUCTURE DESIGN: This differs from the conventional approaches to open space planning because it offers greater functionality. It can offer an environmentally friendly approach to land development, growth management and built infrastructure planning.

GREENFIELD LAND: Greenfield land is land not previously built upon, usually outside the current boundary of a city, town or village.

GREENFIELD SITE: Land (or a defined site) usually farmland, that has not previously been developed.

GREEN SPACE: Those parts of an area which are occupied by natural, designed or agricultural landscape as opposed to built development, open space, parkland, woodland, sports fields, gardens, allotments and the like.

HAMPSHIRE COUNTY COUNCIL (HCC): The branch of local government administering the area of the County of Hampshire.

HART (Hart District): An administrative area within the County of Hampshire.

HART DISTRICT COUNCIL (HDC): A branch of local government administering the area of Hart.

HART LOCAL PLAN (HLP): The adopted Local Plan for Hart District prepared by Hart District Council.

HART VALLEY/UPPER HART VALLEY: The River Hart rises in Crondall and drains through a shallow valley in a northerly direction crossing the Basingstoke Canal south west of the town of Fleet. The upper Hart Valley defines that area of the watercourse and the surrounding valley that passes through the parish of Crookham Village. The Hart Landscape assessment describes this area as being distinctly riparian in character with a broad flat, low lying rolling floor and river side pastures and meadows with gently undulating valley sides. The landscape is poorly draining and dissected by a network of streams and minor tributaries, often lined with hedgerows and trees.

INDEPENDENT EXAMINATION: The examination of a proposed Neighbourhood Plan, carried out by an independent person, set up to consider whether a Neighbourhood Plan meets the basic conditions required.

INFRASTRUCTURE: Basic services necessary for development to take place e.g. roads, electricity, water, sewerage, education and health facilities.

KEYWILDLIFE CORRIDOR: An area of habitat connecting wildlife populations separated by human activities or structures.

LEAP: Local Equipped Area for Play (LEAP). This is an area of open space specifically designated and laid out with features including equipment for children who are beginning to go out and play independently close to where they live.

LISTED BUILDING: A building which has been included in the national list of Buildings of Special Architectural or Historical Interest. The primary piece of legislation covering Listed Buildings and Conservation Areas is the Planning (Listed Buildings & Conservation Areas) Act 1990.

LOCAL GREEN SPACE: Land which is not extensive, is local in character and reasonably close to the community and which is demonstrably special, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife.

LOCAL PLAN: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase

Act2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

LOCAL PLANNING AUTHORITY (LPA): A local government body responsible for formulating planning policies and controlling development; a district council; borough council; metropolitan council, county council, unitary authority or national park authority.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF): The government policy document adopted in March 2012 and updated in 2019 intended to make national planning policy and guidance less complex and more accessible.

NEAP: Neighbourhood Equipped Area for Play (NEAP). This is an area of open space specifically designated, laid out and equipped mainly for older children but with play opportunities for younger children as well.

NEIGHBOURHOOD PLAN (NP): A planning document created by a parish or town council or a neighbourhood forum, which sets out a vision for the neighbourhood area, and contains policies for the development and use of land in the area. Neighbourhood Plans must be subjected to an independent examination to confirm that they met legal requirements, and then to a local referendum. If approved by a majority vote of the local community, the Neighbourhood Plan will then form part of the statutory Development Plan.

NEIGHBOURHOOD PLANNING: A community initiated process in which people get together through a Local Forum, or parish or town council, and produce a plan for their neighbourhood setting out policies and proposals for the development they wish to see in their area.

OPEN SPACE: Any open piece of land that is undeveloped (no buildings or structures) and is accessible to the public.

POLICY: A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT: The National Planning Policy Framework (NPPF) introduced the presumption in favour of sustainable development so that sustainable development is pursued in a positive way. There are three dimensions to sustainable development: economic, social and environmental.

PREVIOUSLY DEVELOPED LAND: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

PROTECTED OPEN SPACE: An open space reserve (also called open space preserve, open space reservation, and green space) is an area of protected or conserved land or water on which development is indefinitely set aside. Open space, includes all open space of public value and can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to

green infrastructure as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development.

REFERENDUM: A vote by the eligible population of an electoral area may decide on a matter of public policy. Neighbourhood Plans and Neighbourhood Development Orders are made by a referendum of the eligible voters within a neighbourhood area.

RURAL: Areas of land which are generally not urbanised; usually with low population densities and a high proportion of land devoted to agriculture.

SAVED POLICIES: Policies and proposals contained within the Hart Local Plan (Replacement) 1996-2006 that are saved beyond their relevant 3 year period and remain in force until superseded by policies in the Local Development Framework.

SETTING: The immediate context in which a building is situated e.g. the setting of a Listed Building could include neighbouring land or development with which it is historically associated or the surrounding townscape of which it forms a part.

SETTLEMENT HIERARCHY: A settlement hierarchy is used in the planning system in the UK and is a way of arranging settlements into a hierarchy based upon their population or some other criteria such as local facilities and services.

SIGNIFICANCE: The qualities and characteristics which define the special interest of a historic building or area.

SITE OF IMPORTANCE FOR NATURE CONSERVATION (SINC): Some of the most important sites in Hampshire are already protected by international or national designations such as Sites of Special Scientific Interest (SSSIs). However, a large number of other sites are also important for wildlife. To help safeguard these sites for the future, they are being identified and recorded as Sites of Importance for Nature Conservation (SINCs).

SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI): A protected area designated as being of a special interest by virtue of its flora, fauna, geological or geomorphological features. SSSIs are designated under the Wildlife & Countryside Act 1981 by the official nature conservation body for the particular part of the UK in question.

SPATIAL PLANNING: A wider view of planning which involves co-ordination and integration across different sectors such as transport and industry. Brings together all policies and programmes which have an impact on the environment in which you work, live or play.

CROOKHAM VILLAGE NEIGHBOURHOOD PLAN STEERING GROUP: Established by Crookham Village Parish Council to manage the process of preparing a Neighbourhood Plan and comprising volunteers from the Parish.

STRATEGIC ENVIRONMENTAL IMPACT ASSESSMENT: Environmental assessment as applied to policies, plans and programmes. Has been in place since the European SEA directive (2001/42/EC).

STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT (SHLAA): A technical document which provides information on potential housing sites submitted by landowners and/or their agents.

STRATEGIC PLANNING: The overall vision and policies for the planning system in an area. Lays out what an area wants development to accomplish.

SUSTAINABILITY APPRAISAL: An assessment of the environmental, social and economic impact of a Local Plan from the outset of the preparation process to check that the plan accords with the principles of sustainable development.

SUSTAINABLE DEVELOPMENT: An approach to development that aims to allow economic growth without damaging the environment or natural resources

THAMES BASIN HEATHS SPECIAL PROTECTION AREA (TBHSPA): European designated sites identified as being of importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

TOWN & COUNTRY PLANNING ACT 1990 (T&CP Act): Currently the main planning legislation for England and Wales is consolidated in the Town & Country Planning Act 1990; this is regarded as the 'principal act'.

UK BAP: The United Kingdom Biodiversity Action Plan or (UK BAP) was the UK government's response to the Convention on Biological Diversity, opened for signature at the Rio Earth Summit in 1992. Published in 1994, this created action plans for priority species and habitats in the UK that were most under threat so as to support their recovery.

WINDFALL SITES: Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously developed sites that have unexpectedly become available.

REFERENCES

Reference Adopted Hart Local Plan Strategy and Sites 2014-2032 (Appendix 2)

Fixing our Broken Housing Market - Secretary of State for Communities and Local Government, February 2017

Examiners Report to Hart District Council on the Crookham Village Parish Neighbourhood Development Plan (March 2020).

POLICY MAPS SUPPLEMENT

The maps included within this document are relatively small in scale and are provided for illustrative purposes only. The definitive Policy Maps have been included in the Policy Maps Supplement to the Crookham Village Neighbourhood Development Plan. These have been provided at high resolution to facilitate zooming in to sufficient detail for use in planning decisions.

APPENDICES

The Appendices to this Neighbourhood Plan are contained within separate documents.

List of Appendices

Policy Maps Supplement

Appendix A1 – Village Design Statement

Appendix A2 – Flooding

Appendix A3 – Profile of the Crookham Village Community today

Appendix A4 – Neighbourhood Demographics Snapshot (2011 Census)

Appendix B – Crookham Village Parish Listed, Historic and Notable Buildings

Appendix C1 – Environmental

Appendix C2 – Biodiversity Data

Appendix C3 – Crookham Village Parish Landscape Character Assessment

Appendix C4 – Additional Views

Appendix C5 – Crookham Village Parish Local Green Space Designations

Appendix D – Parking

Appendix E – Parish Plan 2010

Appendix F – Parish Plan 2013 Update

Appendix G – Analysis of Initial Neighbourhood Plan Questionnaire to Residents

Appendix H – Assessing the Importance of the Landscape and Sense of Place

Appendix I – Local Gap Definition and Supporting Evidence



Your Choices, Your Plan



POLICY MAPS SUPPLEMENT
CROOKHAM VILLAGE PARISH
NEIGHBOURHOOD DEVELOPMENT PLAN
2018-2032 - Referendum Version

Published by Crookham Village Parish Council, July 2020

DEFINITIVE POLICY MAPS

Policy Map 1 (Fig 1) Parish Boundary

Policy Map 2 - (Fig. 5) Crookham Village – Settlement Boundary

Policy Map 3 - (Fig. 6) Character Areas

Policy Map 4 - (Fig. 10) Footpaths

Policy Map 5 - (Fig. 12) Crookham Village Conservation Areas + SSSI

Policy Map 6 (Fig 13) Crookham Village Views

Policy Map 7 - (Fig 16) Dogmersfield Conservation Area Views

Policy Map 8 - (Fig.17) Listed Buildings

Policy Map 9 (Fig.18) Local Gaps

Policy Map 10 (Fig 19) CV Key Views

Policy Map 11 (Fig 21) The Crescent Green Space

Policy Map 12 (Fig 24) Zebon Copse Green Space

Policy Map 13 (Fig 26) Netherhouse Moor Green Space

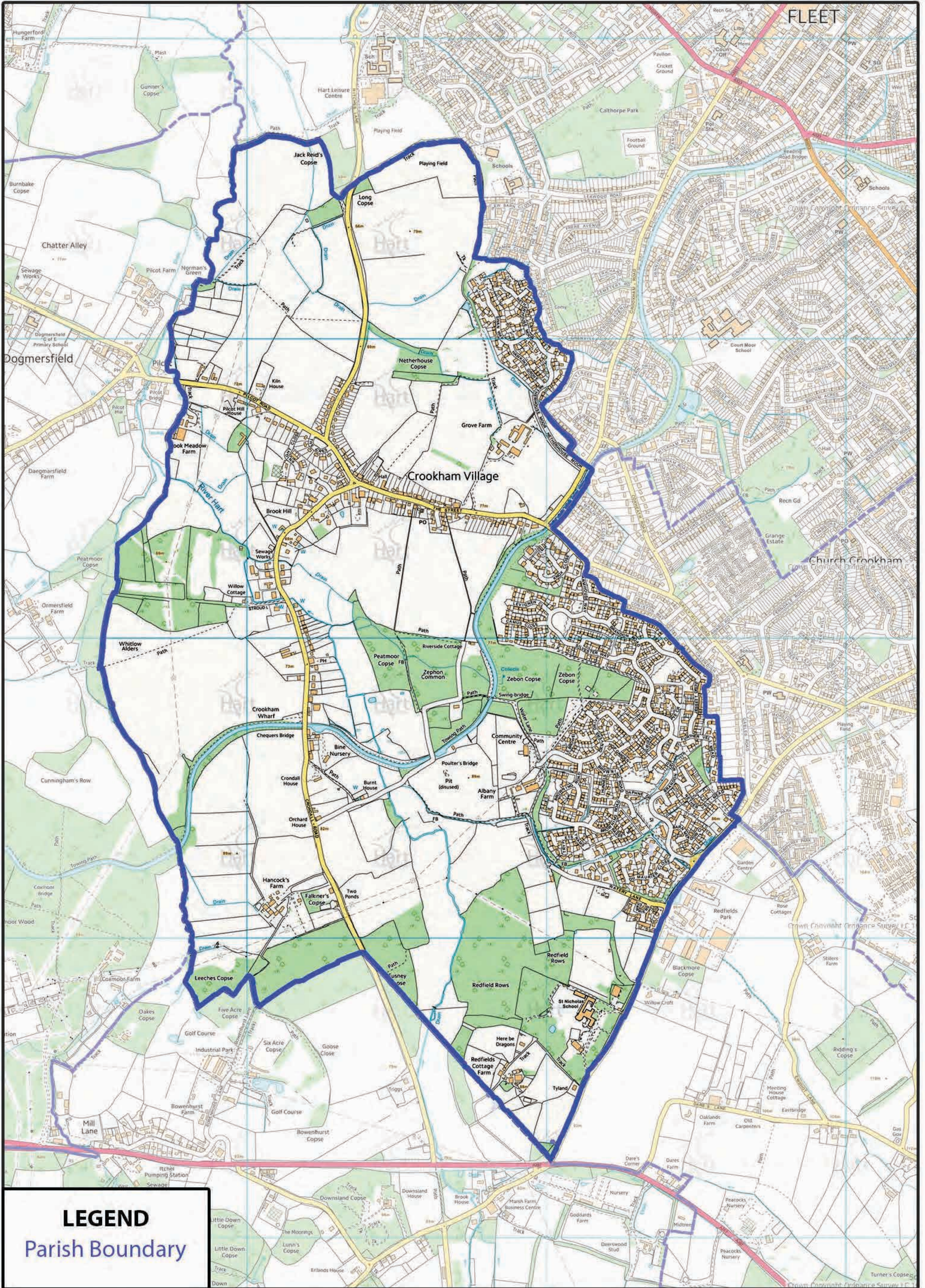
Policy Map 14 (Figs 4 & 28) SSSI & SINC

Policy Map 15 (Fig 29) Landscape Areas

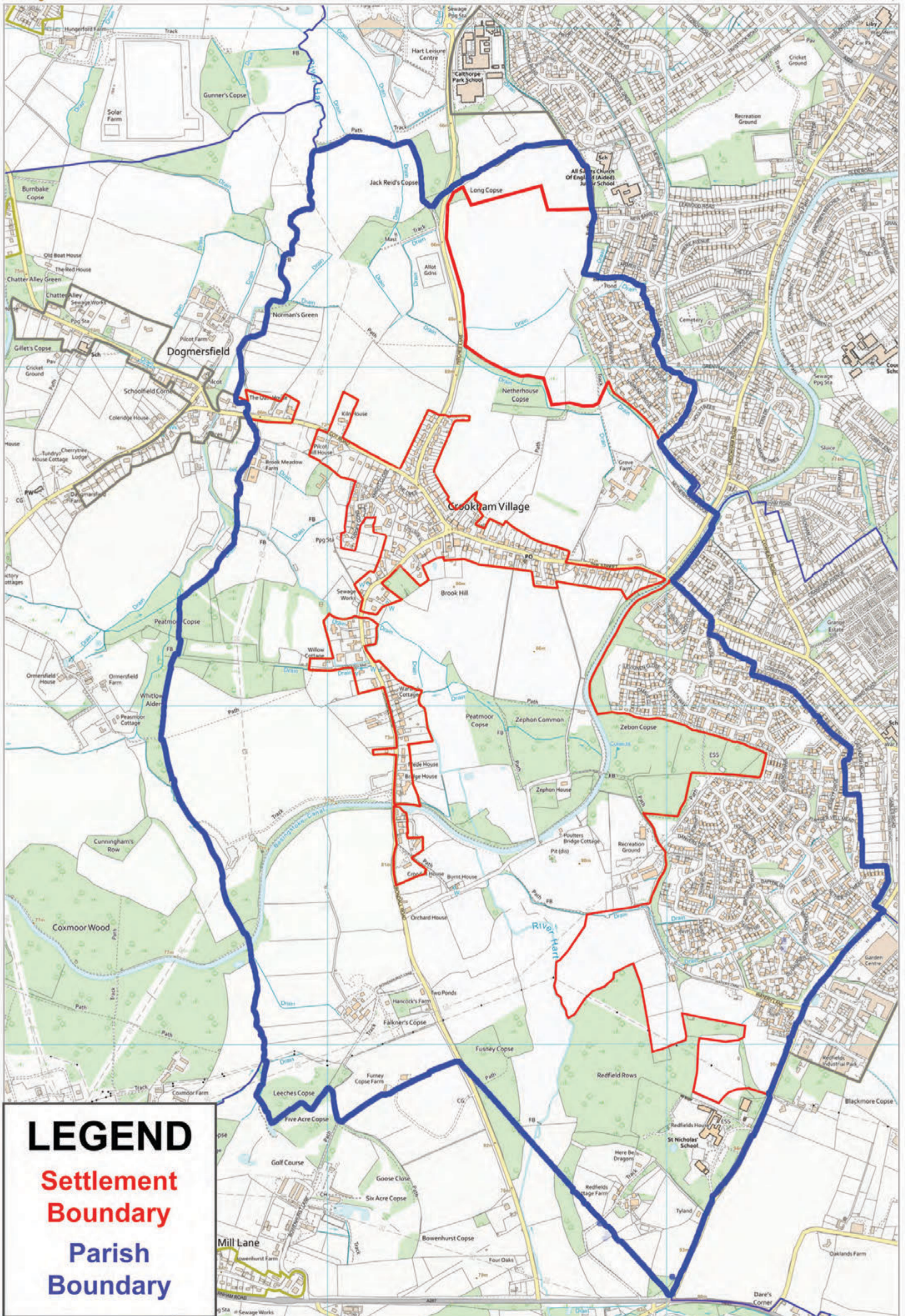
Note 1: The Figure numbers for the illustrative maps in main Neighbourhood Plan are shown in parenthesis.

Note 2: PDF versions of these maps are available from the Crookham Village Parish Council website.

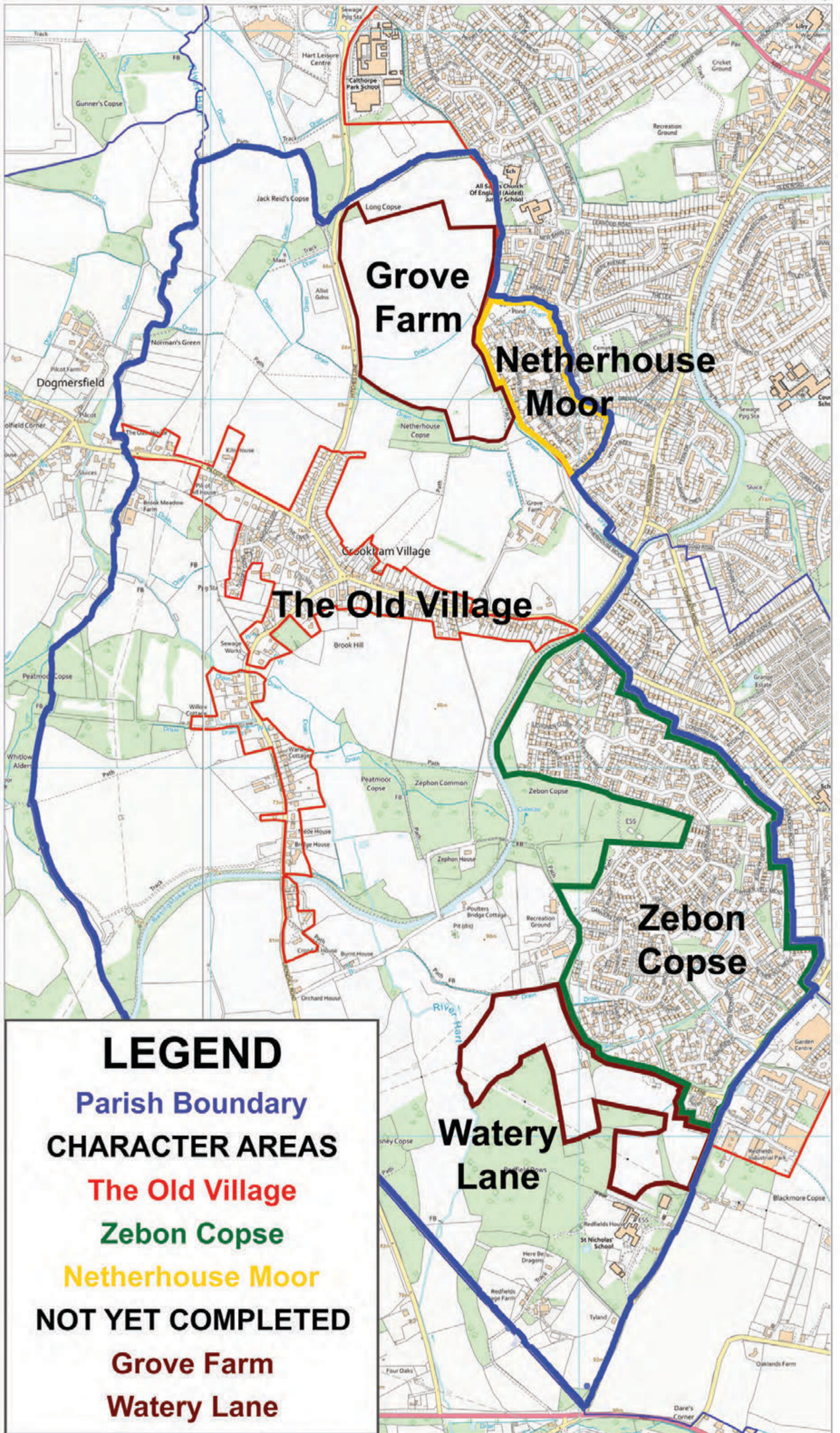
Note 3: Designations of amenity open spaces in original planning approvals remain valid even where not shown in these maps.



LEGEND
Parish Boundary



LEGEND
Settlement Boundary
Parish Boundary



LEGEND

Parish Boundary

CHARACTER AREAS

The Old Village

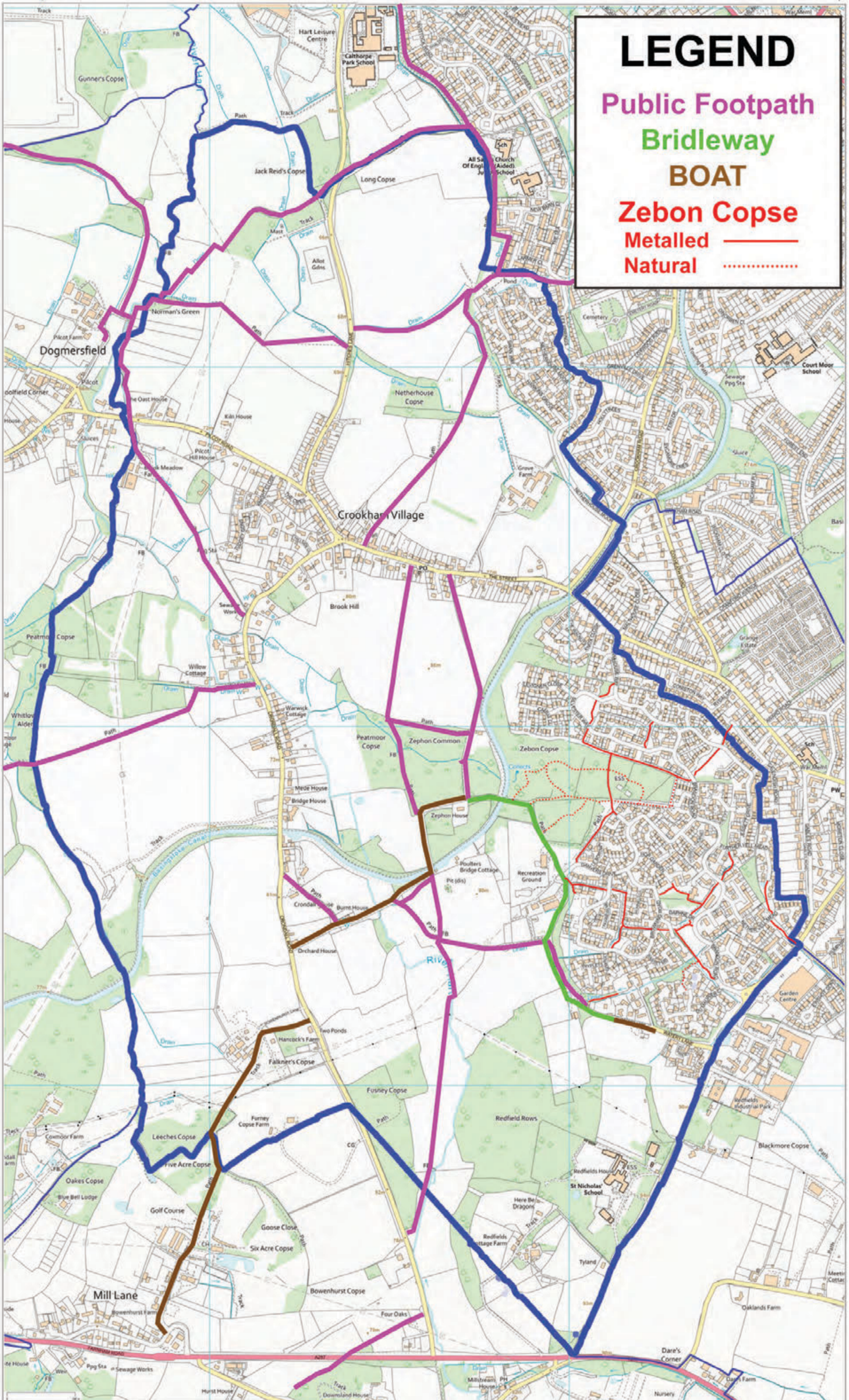
Zebon Copse

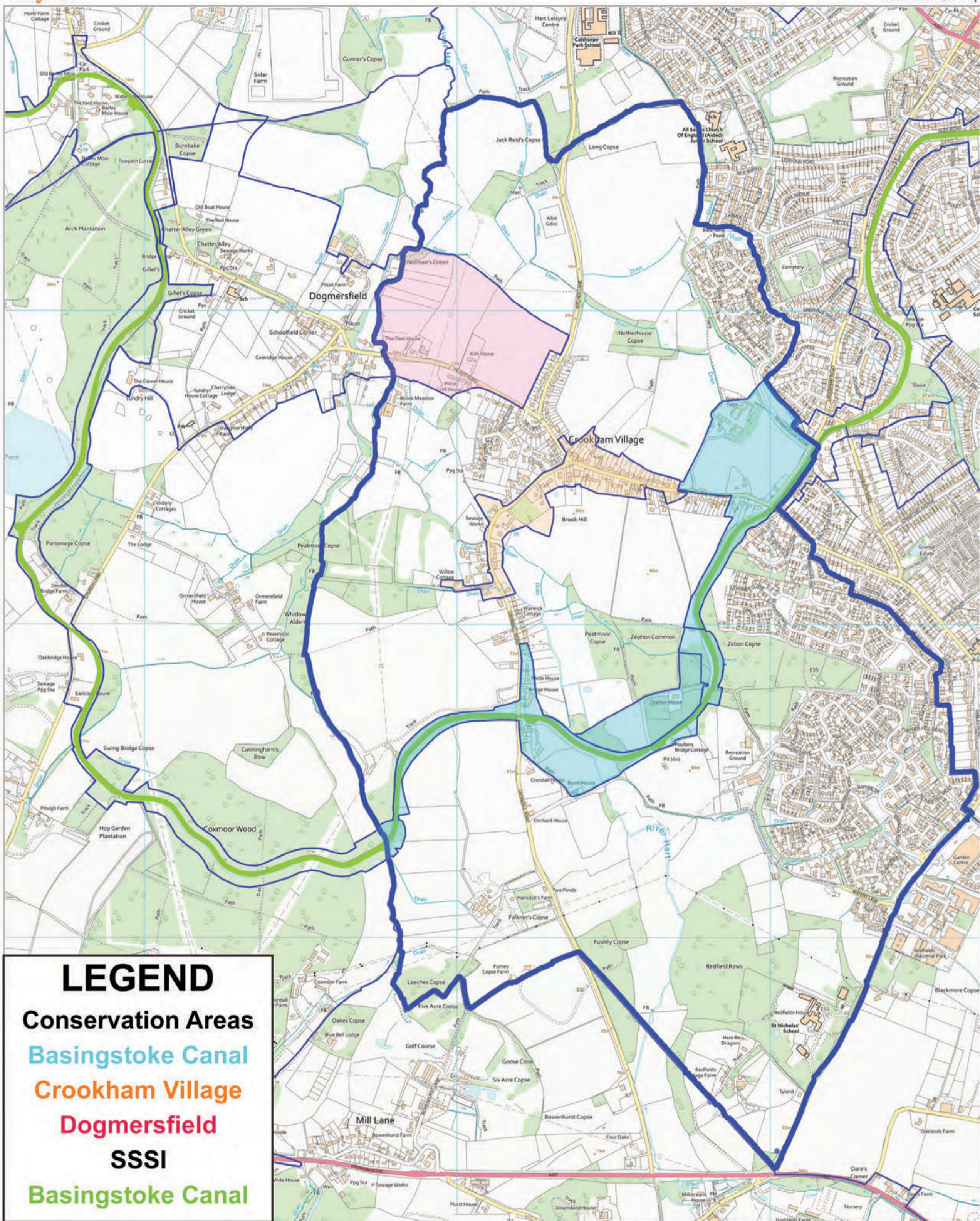
Netherhouse Moor

NOT YET COMPLETED

Grove Farm

Watery Lane





LEGEND

Conservation Areas

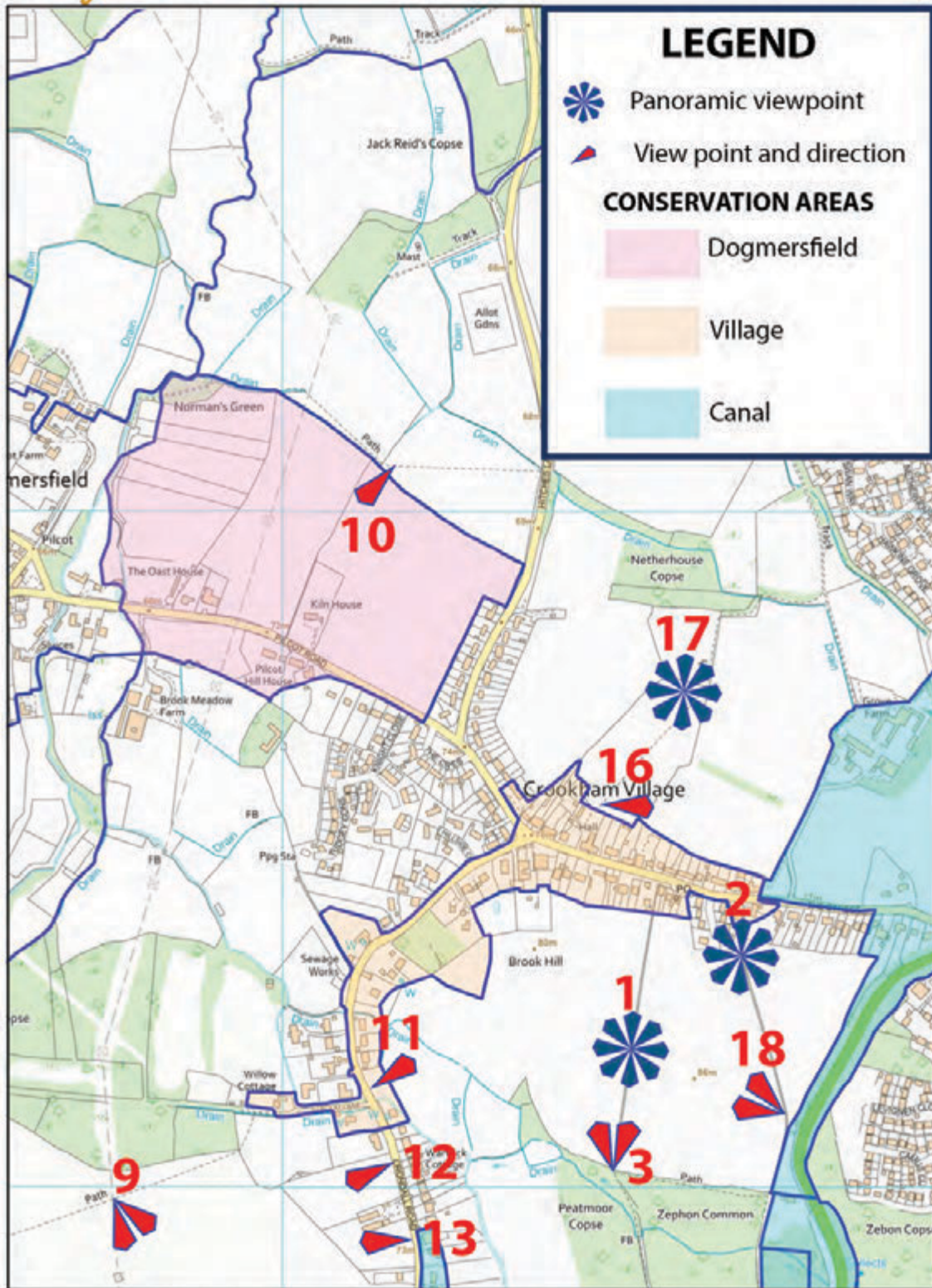
Basingstoke Canal

Crookham Village

Dogmersfield

SSSI

Basingstoke Canal



LEGEND



Panoramic viewpoint



View point and direction

CONSERVATION AREAS



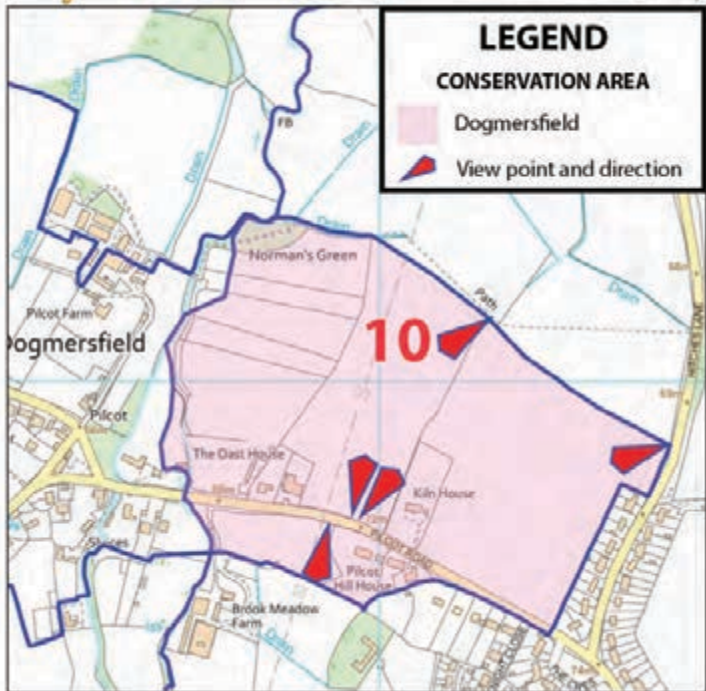
Dogmersfield

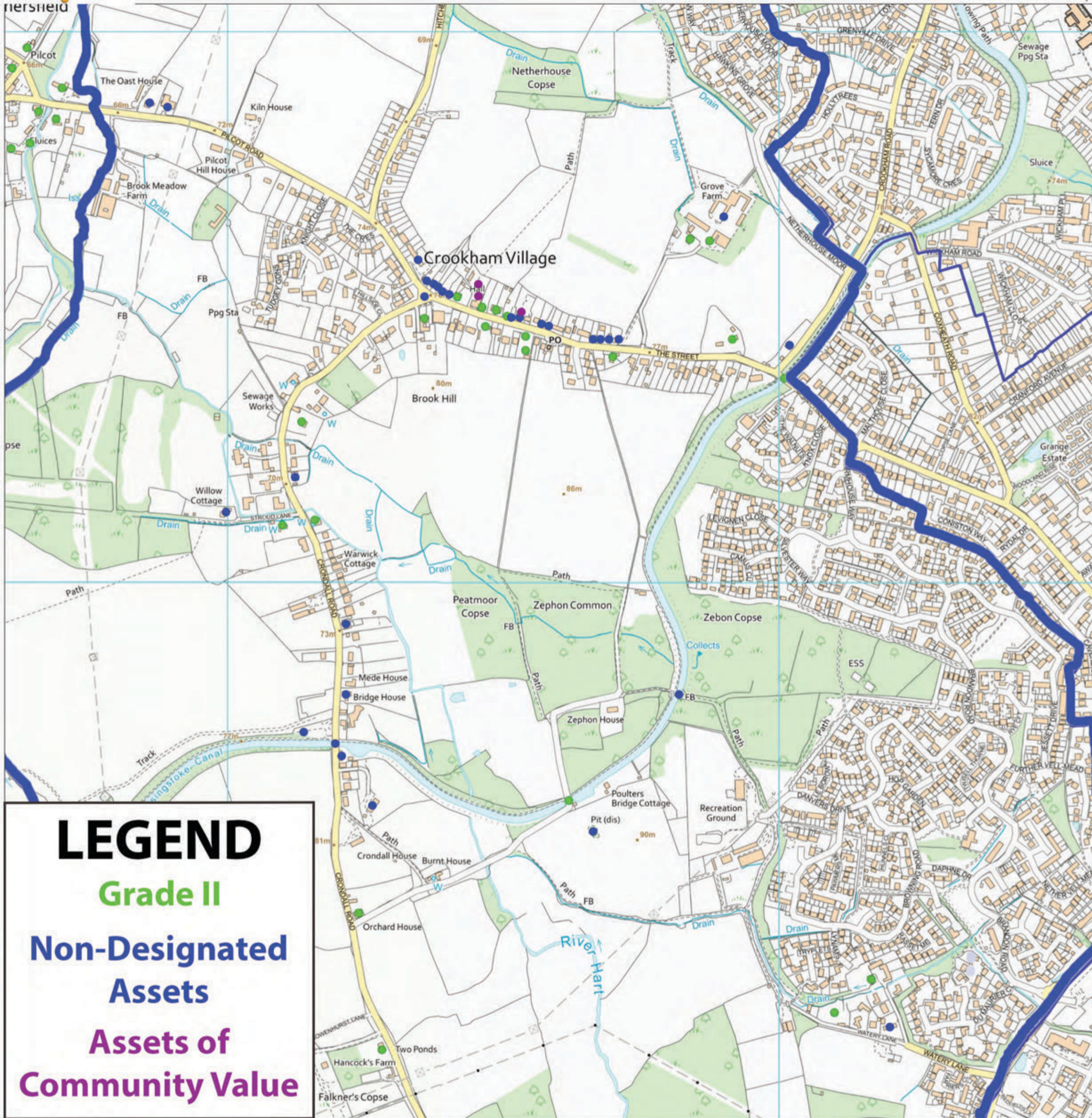


Village



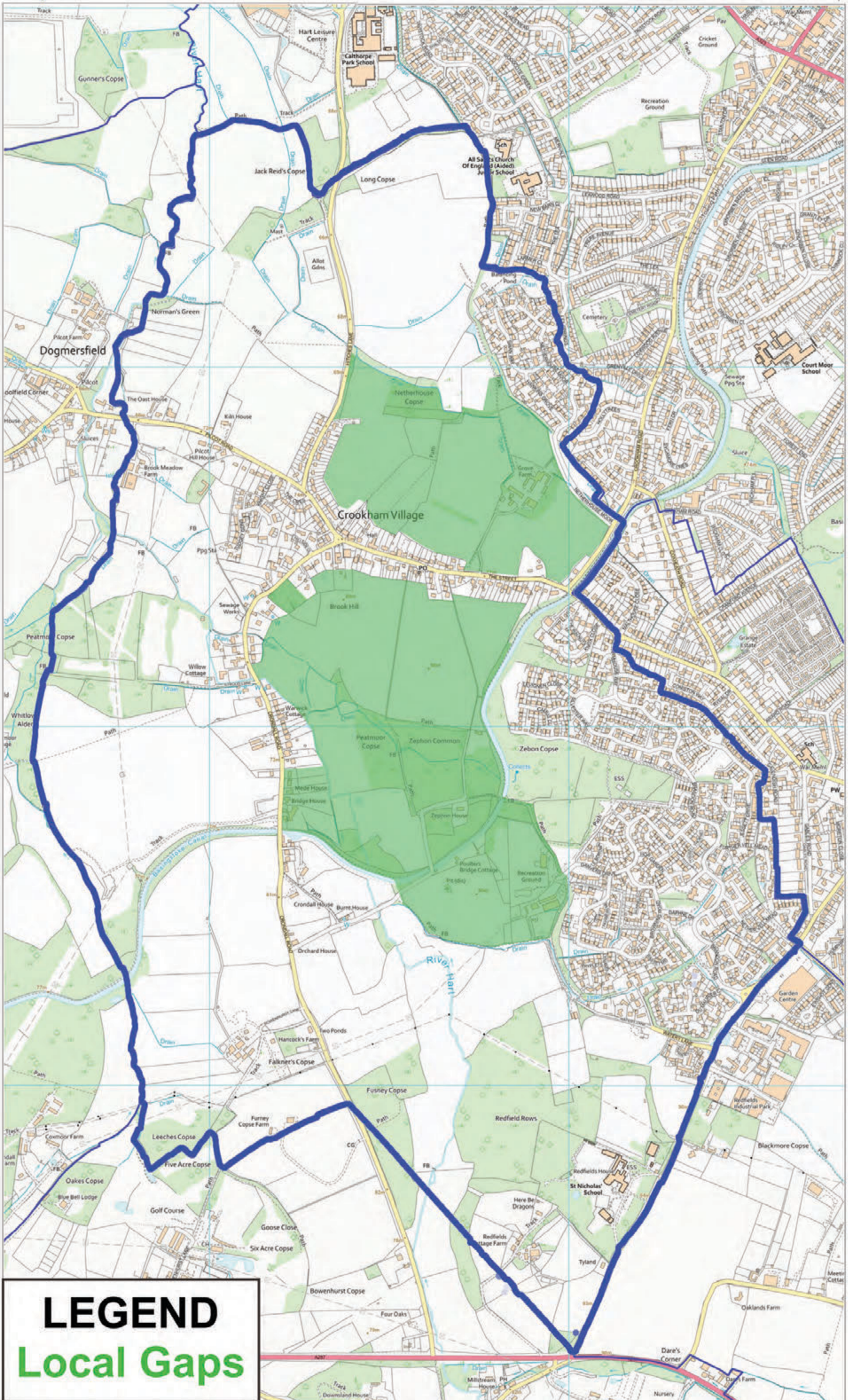
Canal








LEGEND

- Grade II
- Non-Designated Assets
- Assets of Community Value



LEGEND
Local Gaps

LEGEND

-  Panoramic viewpoint
-  View point and direction
-  Distant view direction

View North from Cross Farm toward Village Conservation Area
 Filtered view of listed and notable buildings
 Well treed, hedgerows with landmark TPO trees
 Distant views of Scots Pine ridge NW of Fleet.

View to Dogmersfield Church

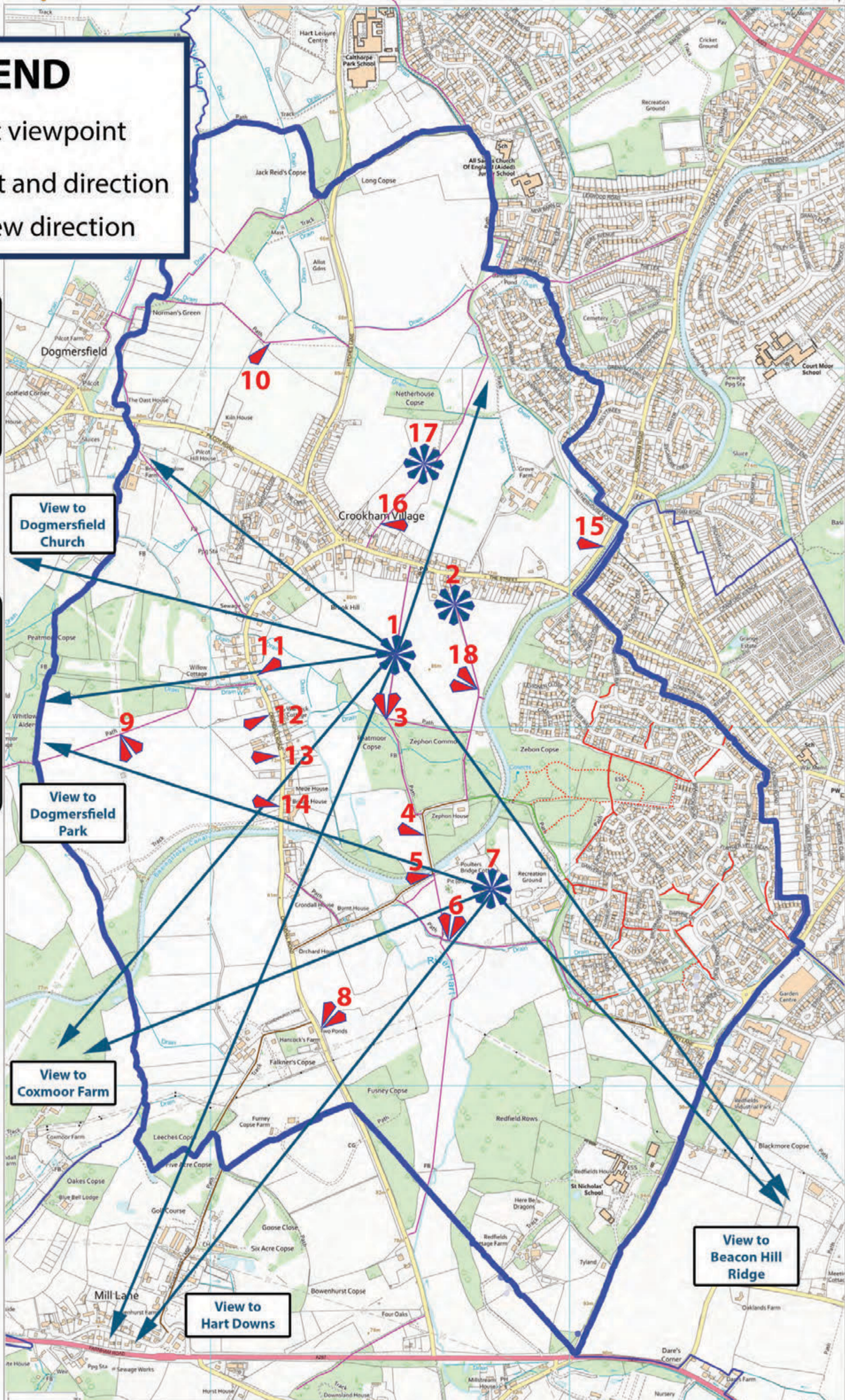
View West from Cross Farm to Crondall Road, Brook Hill
 Conservation Area, prominent listed and notable buildings,
 Flood plain, valley side and Brook Hill.
 Distant views to:
 Dogmersfield Church
 Dogmersfield Park
 Coxmoor Wood.

View to Dogmersfield Park

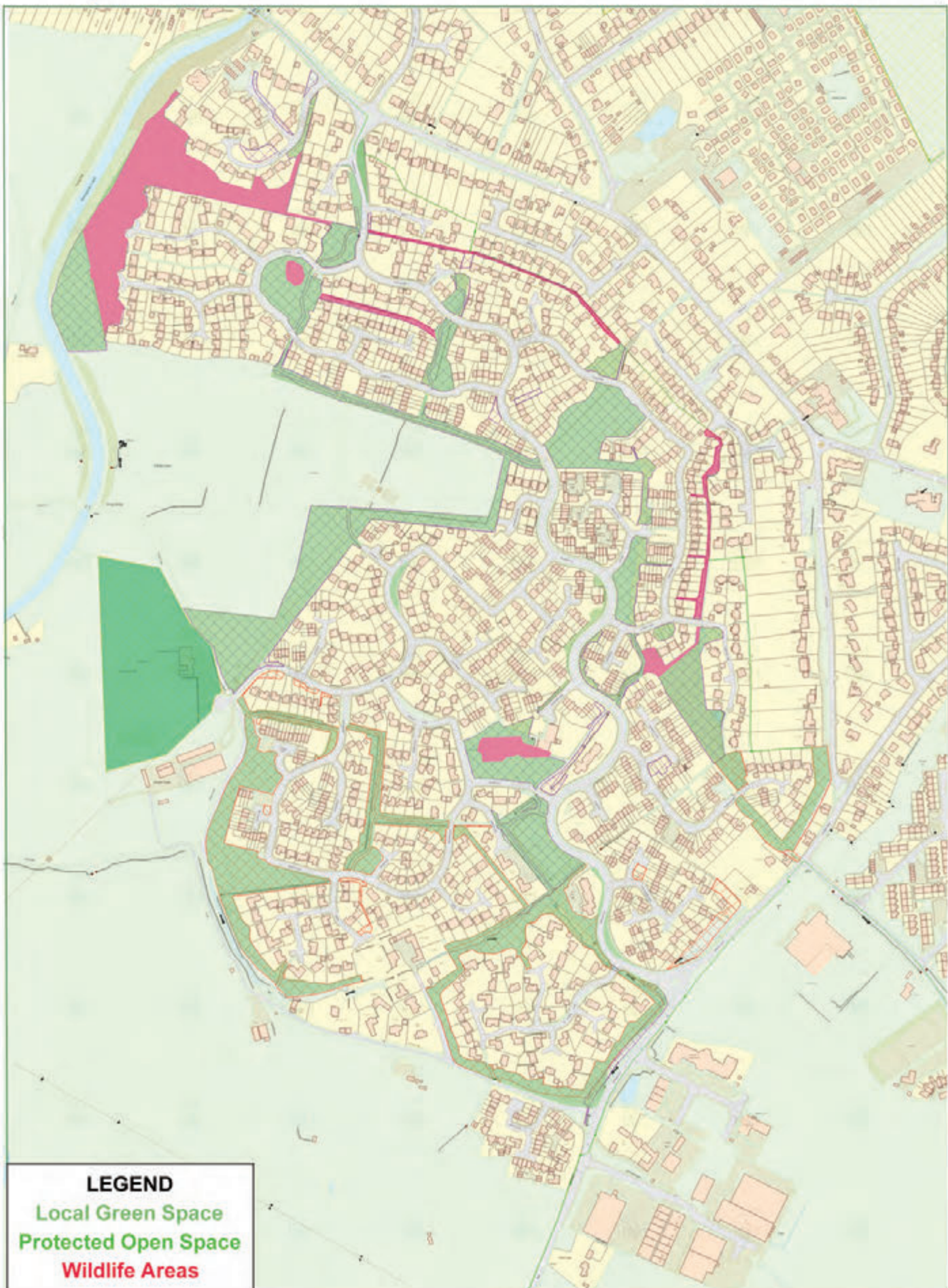
View to Coxmoor Farm

View to Hart Downs

View to Beacon Hill Ridge







LEGEND

- Local Green Space
- Protected Open Space
- Wildlife Areas

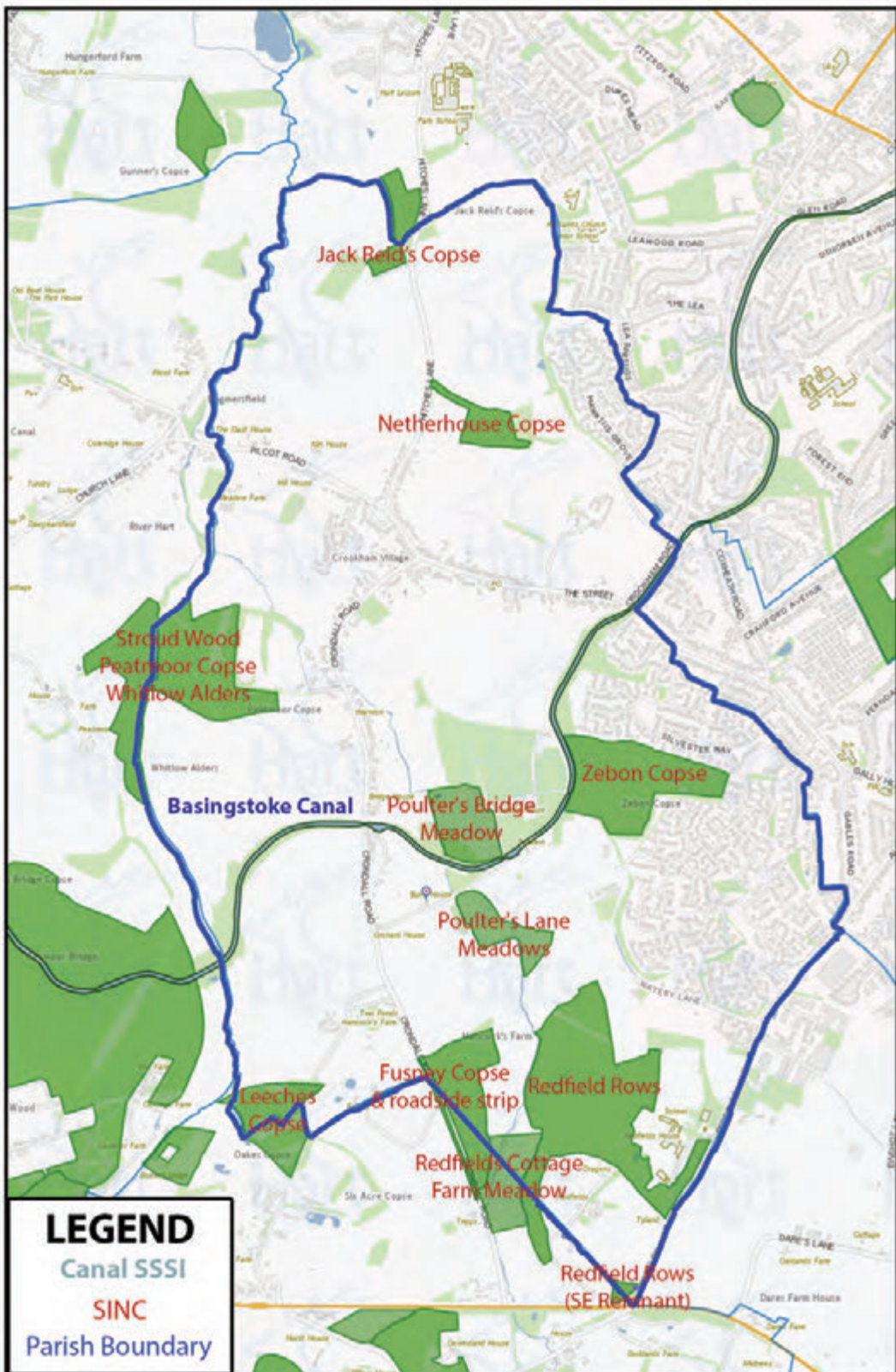


LEGEND

Netherhouse Moor

LOCAL GREEN SPACE

PROTECTED OPEN SPACE

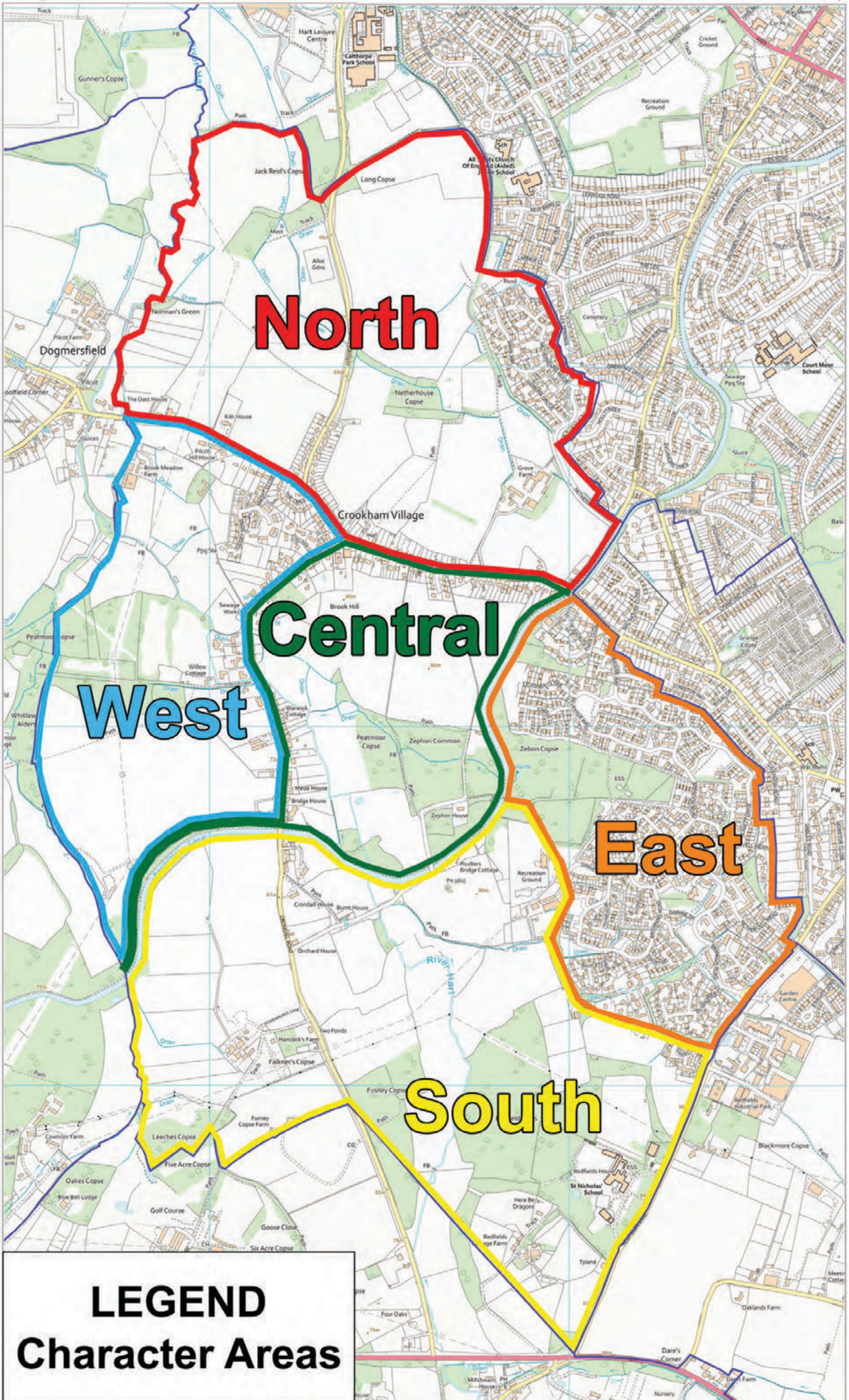


LEGEND

Canal SSSI

SINC

Parish Boundary



North

Central

West

East

South

LEGEND
Character Areas



APPENDIX A1

CROOKHAM VILLAGE PARISH

NEIGHBOURHOOD DEVELOPMENT PLAN

2016-2032 - Referendum Version

Published by Crookham Village Parish Council, July 2020

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APPENDIX A1 – VILLAGE DESIGN STATEMENT

Section 1 Introduction

Section 2 History and evolution of Crookham Village Parish

Section 3 Settlement pattern, Conservation Areas and built environment

Section 4 Design Principles (see Appendix A2)

Section 1. Introduction

The Village Design Statement is output from work on the preparation of a Crookham Village Parish Neighbourhood Plan for the Parish area. The community is keen to produce a statement of this type, which will sit within the context of the Neighbourhood Plan to guide and inform future development in the Parish in a way which will reinforce its distinctive local character and appearance.

The Village Design Statement sets out features of design which are expected of all applications submitted to the planning process. Compliance with this Village Design Statement will support the integration of new developments into the natural, built and historic environment of the Parish.

The Village Design Statement sits as an adjunct to the Neighbourhood Plan and provides a level of design guidance that cannot practically be included within the main body of the Neighbourhood Plan itself.

The structure of the Village Design Statement contained in this appendix is as follows:

Section 1. Introduction

This introduction.

Section 2. The history and evolution of Crookham Village Parish

This section provides an overarching context to the document. It describes how the history and evolution of the Parish has provided a very clear context for the settlement pattern and the buildings themselves within the distinct landscape setting of the Parish.

Section 3. The settlement pattern of Crookham Village Parish

This section describes the settlement pattern within the Parish. It also sets out the context for the Crookham Village Conservation Area and those parts of the settlement outside the Conservation Area. It provides a detailed context to vernacular building materials and key design features.

Section 4. Design Principles (see Appendix A2)

The final section sets out key design principles that will be applied to planning applications in the Neighbourhood Plan Area. These design principles provide the details and context to the policies contained in the main body of the Neighbourhood Plan. There is a clear overlap between the various design principles in this section and the background and context provided by the two earlier sections of this Village Design Statement.

Section 2. The history and evolution of Crookham Village

Crookham Village today

Crookham Village is a semi-rural parish (the “Parish”) in Hart District, in north east Hampshire. The Parish boundary constitutes the designated Neighbourhood Area for the Crookham Village Parish Neighbourhood Plan.

The population has changed significantly over the last 30 years, from 697 recorded in 1986 to 4473 in the 2011 Census.

The Village has not had a regular bus service for some years, although The Sixth form College at Farnborough does have an agreement with Stagecoach Buses to provide a daily service during term time. Most residents use cars to travel to places of employment and to access facilities available in Fleet, Church Crookham and beyond. Facilities available in Fleet and Church Crookham include shops, doctor’s surgeries, dental services, Leisure Centre and hospital.

Demographics of the Parish based on the 2011 Census are set out in Appendix A4.

Section 3. Settlement pattern, Conservation Area, outside the Conservation area and built environment

Settlement pattern

The Parish has 22 nationally listed buildings, as some of the listings cover more than one property this equates to 27 properties, dating from between the 13th and 19th centuries. The Street itself accounts for 13 listed buildings distributed along its length. In addition, there are also locally listed buildings and a number of unlisted historic buildings considered to be ‘positive’ (see Appendix B for details of Listed, Notable and Historic Buildings).

POSITIVE BUILDINGS OF TOWNSCAPE MERIT ARE: CONSERVATION AREA

The Crookham Village Conservation Area covers the village and extensive surrounding rural areas. It was originally designated in 1982. It encompasses The Street and Crondall Road public realm

For the old part of Crookham Village, the public realm is simple and low key, with streets covered in black tarmac few pavements.

Black and white finger posts, copying the traditional style, can be seen at the road junctions in The Street and are a popular local feature. Elsewhere the road signs are in the standard style.

There are occasional public seats, these are situated by the noticeboard in The Street and also on many of the green spaces on Zebon Copse and the play area at Lea Green. A bright red, cast iron K6 telephone box is located immediately outside the Village Shop and Post Office. This is under the care of the Parish Council and has become a particular feature along The Street.

The rapid expansion of Crookham Village Parish and significant development locally has increased traffic-related issues in the Parish. With poor sight lines along The Street, the speed of vehicular traffic remains a concern for residents. As does the speed and size of vehicles using Crondall Road. The congestion at many of the road junctions both in and near the parish are of concern to residents.

Aspects of the existing infrastructure supporting the Village already show signs of stress, including limited capacity of existing roads (The Street and Hitches Lane) and surface water run-off.

Section 4. Design Principles

The design principles are set out in this section under the following headings:

- Landscape Principles
- Principles for Settlement pattern and the arrangement of buildings
- Principles for Open spaces
- Building design and detailing principles

Landscape Principles

Sections 2 and 3 of this Design Statement set out the historic and rural context to the setting and the appearance of the Parish in general and the Village in particular. This section of the Design Statement sets out key principles for trees and hedges together with the need to ensure that views out from the Village into the surrounding countryside are safeguarded.

DP1. Landscape Mature trees should be retained wherever practicable. New developments that are approved on the basis of policies in the Neighbourhood Plan must be designed and planned to safeguard and respect these important aspects of the local landscape. Trees and their roots should be professionally fenced off during construction works and to standards set out in BS 3998 (2010) The planting of new trees as part of the wider development of built proposals is actively encouraged. Particular support and encouragement will be given to the use of native trees that are common within the Parish. Existing hedges should be retained wherever practicable. They add significantly to the character and appearance of the Village. New hedge planting should use natural species found within the Parish. New residential and other developments are encouraged to include new hedges as part of their overall design. This approach is preferred to the use of close boarded or other forms of mass-produced timber fencing. Where an element of fencing is required as part of the security of the property concerned, or to maintain a separation between domestic and agricultural uses, consideration should be given to the combination of a post and rail fencing system combined with a hedgerow. General layering and coppicing of hedgerows is strongly encouraged. This traditional approach provides both strength and texture to the hedgerow and encourages biodiversity and wildlife. All new development will be required to be designed so that it respects its position within the wider landscape. Existing views into the countryside must be safeguarded and built into the design and access statement for proposals where relevant. The protected views are addressed in policy NE02 of the main body of the Neighbourhood Plan.

Principles for Settlement pattern and the arrangement of buildings

Any new development in the Village that conforms to the policies in the Neighbourhood Plan should respect informal open spaces in the built up areas of the Village. Wherever practicable, developments should be designed around, rather than to the detriment of, such spaces. Grass verges are a key element of the open character of the Village, the verges on The Street and Crondall Road being a notable feature. The conversion of grass verges to hard surfaces and/or hard-standings will not be supported. Breaches of established grass verges required to enable vehicle access to properties must be implemented sensitively. Where kerbs are considered

necessary, for instance to protect verges or retain gravel, these should be of appropriate height and material.

Building design and detailing principles

Section 3 of this Design Statement sets out details of existing building design and details, both generally and within particular parts of the Neighbourhood Area. The design, architecture and integrity of the traditional and modern buildings in the Parish create a strong degree of harmony and character.

This section sets out expectations for the future design of all buildings. In the period of the Neighbourhood Plan, building works and other development will for the most part be centred on the usual range of improvement and extension/adaptations to existing buildings. On this basis, this section is divided into two separate and yet overlapping parts to provide coverage for existing buildings and new buildings.

Existing buildings DP3 (a). Building Design – existing buildings’ traditional brickwork should be retained, safeguarded and maintained. While all intended works to historic and listed properties must comply with the relevant national legislation, historic timber-framed houses must be treated with particular care and respect to retain, safeguard and maintain their distinct features. Any proposed alterations to the building that obscure or otherwise harm their integrity or structure will not be supported.

The painting or rendering of traditional brickwork or other similar building materials is actively discouraged. Traditional architectural features should be retained and restored as necessary. Such features add to the visual interest, character and integrity of the Village. Particularly important features in the Parish include chimneys and chimney stacks. Repairs to roofs must be undertaken in a fashion that preserves the integrity and appearance of both the building concerned and the wider street scene. Clay tiled roof-scapes contribute significantly to Village character and their replacement with other materials should generally be avoided.

Many of the traditional buildings within the Village have retained their original windows and associated detailing. Traditional features must be retained and repaired where necessary. In circumstances where the windows are beyond repair they should be replaced with like for like wooden windows and with a painted and not stained finish. Outside the Conservation Area, the same principles will apply in general terms to the maintenance and repair of windows. Where modern or UPVC windows are proposed, they will be expected to be designed in both their format and style to respect the traditional window designs in the immediate area. UPVC windows will not be supported on listed buildings or other character buildings in the Parish.

Extensions to residential properties in the Parish will be expected to be designed to be in character, scale and appearance consistent with that of the original building. The original or matching materials should be used in extensions, having regard to nearby historic buildings, to ensure harmony in design and visual appearance. Where an existing property outside the Conservation Area is substantially redeveloped (e.g. to enlarge accommodation within increased ridge height) the principles for new buildings shall be applied. Generally, it is expected that solar panels and external equipment related to other renewable energy technologies, TV satellite dishes, utility meter boxes and other external equipment will be located on less sensitive and/or rear elevations of buildings to minimise visual impact on the street scene and/or important views

identified under policy NE02 in the main body of the Neighbourhood Plan. It is expected that external items fitted to all buildings, such as guttering/downpipes, light fittings and utility boxes, will be of an appropriate colour and form to preserve the integrity and appearance of both the building concerned and the wider street scene, using appropriate materials in the case of listed buildings.

New buildings DP3 (b). Building Design – New Buildings All new buildings constructed within the Parish will be required to demonstrate through their design and access statements (for schemes of over 10 or individual units in Conservation Areas) at planning application stage how they respect and interpret their location within the Neighbourhood Area. Quality should be at the heart of each and every proposal. In all cases the proposal concerned must respect its plot, size and orientation. The overall scale, mass, height, landscape, layout, materials and access aspects of all new buildings will be expected to respect the design and character of surrounding buildings, in particular the setting of nearby historic buildings.

New infill residential buildings must be designed in a fashion that seeks to integrate and incorporate into the established built fabric, including sensitive landscaping as appropriate. The use of over-size dormers and roof lights will be resisted. The density of any new residential development will be expected to respect and reflect the density of the part of the Village in which it is located in general, and the density criteria set out in policy BE01 of the main body of the Neighbourhood Plan. New residential development will not be supported if it results in a dwelling that is inappropriate both in scale and in relation to its proposed plot.

New residential developments will be expected to provide for the appropriate number of off-street parking spaces as designated by parking policy TM01. Those spaces must be sensitively incorporated into the overall design and integrity of the layout of the dwelling concerned. Large areas of hard-surfacing (including block paving and tarmacadam) to the front elevation of houses will not be supported. Any free-standing garage blocks must be designed in a way which relates to and complements the design and appearance of the parent building. Complementary design features and materials should be used. Garages or garage blocks should not be located within a building plot in such a fashion that they become either the dominant visual feature or obscure the principal elevation of the dwelling itself (of particular concern in the Conservation Area). The insensitive positioning of garages and other garden structures (including sheds) has the ability to have a detrimental effect on local character and appearance in a Village, which is most typically characterised by an open vista of trees, hedges and dwellings set back from the road.

In order to achieve an early assimilation of new buildings into the Parish wherever it is practical and appropriate, it is expected that the colour texture and pattern of traditional and vernacular local materials will be used as the choice for building materials of new properties. Particular support will be given to proposals that use Hampshire red-multi-stock brickwork and plain red handmade clay tiles. It is expected that existing established hedgerows that form a boundary to a new building plot will be retained. Wherever practicable, it is expected that the installation of additional overhead cables for connection of utilities to properties, with associated telegraph poles and/or high level supports, will be avoided. Proposals which include provision to remove existing overhead cables will be encouraged.

Analysis of the main features of Zebon Copse

Plus Points

1. There are wildlife corridors both surrounding the housing development and in strips through the estate. These areas are not accessible to residents to protect the wildlife that lives in them. These contribute to the semi-rural feel of the estate which differentiates it from the more urban feel of other large estates in the local area.
2. A network of footpaths runs through the estate between the blocks of housing. These permit residents to travel between the different elements of the estate without having to walk along the roads for much of the way. All of these footpaths lie between green corridors which also contribute to the semi-rural nature of the estate.
3. The estate is brick built in separate phases by three different builders around the Zebon Copse conservation area, an area of ancient woodland. This provides a good mix of low-density housing with differing styles and layouts to create interest and variety.
4. The ground on which the estate has been built was prone to localised flooding. This has been resolved with the creation of several balancing ponds to drain the excess water. These are sited throughout the estate and provide additional areas of green space which enhance the local environment and provide opportunities for local residents in the form of the Residents Association to plant displays of spring bulbs and create small wildflower meadows. These are complimented with other more substantial areas of green space that are accessible to residents. These are used mainly for recreational purposes including informal play. Again, all of these aspects contribute to the semi-rural nature of the estate.
5. There are several groups of affordable housing scattered throughout the estate. These are fully integrated into the main housing areas and of similar appearance to the surrounding housing. The spread of affordable housing in small pockets throughout the development means that affordable housing is not “ghettoised” as has been the case in more recent housing developments. This has led to improved community integration.
6. The majority of the roads within the development have a good mix property sizes which provides a balance of different households.
7. The development is well supplied with leisure facilities, most of which have been implemented as a result of S.106 funding. Of particular note is the Zebon Copse Centre which is run by the Parish Council. There are also two children’s play areas for toddlers and older children over the age of 12 which are co-located on the grounds of the Centre. While the location of this essential resource is at the western edge of the development and is not easy to find for non-locals, the evidence of bookings diary shows that this facility is very well used by local residents.
8. There is anecdotal evidence that the Zebon Copse estate is well liked by the residents, many of whom choose to move to larger properties within the development rather than to another area of Fleet or Church Crookham. (Evidence for this is based on conversations with local

residents during canvassing for the local elections where it is very common for the same resident to appear at a different addresses within the estate over a succession of years. Obtaining statistics for this will be difficult as it is illegal to use the electoral register for this purpose.)

Negative Points

1. While there are formal play areas in the form of a single NEAP and LEAP, these are segregated to the area of the Community Centre which lies at the western edge of the development. This means that residents have to travel some distance to supervise their children using the play area designed for children under 12 which is less than satisfactory. Funding for other LEAPS which would have been in close proximity to the housing was provided by the original developer but these were not implemented prior to the occupation of the development. When the Parish Council attempted to implement these play areas, it was met by local opposition and this implementation was halted. This has shown that it is essential for all LEAPS and LAPS to be implemented prior to first occupation on any new development to prevent this situation from re-occurring.
2. Despite the parking allowance being the maximum stated, even the smaller properties frequently need parking for some four or five vehicles. As a result, vehicles are regularly left on the spine and other side roads. This impedes the smooth passage of traffic in and out of the estate and may also impede the passage of emergency vehicles.
3. The level of affordable housing within Zebon Copse is far less than the current requirement of 40% (believed to be about 20% but figures for the exact numbers have been requested from HDC and are awaited.) This, coupled with the high market prices for the starter homes on the estate, means that older children tend to either have to leave the area or remain in the family home. This is evidenced by numbers of parked vehicles which overspill onto the local roads as there is insufficient parking on the curtilage of the average property. This has the effect of exacerbating the parking problems described above.
4. For some 22 years, Zebon Copse was supplied with a local bus service that provided access to the facilities in Fleet including the rail network. This ceased in 2015 with the result that there is now no provision for public transport. This has tended to contribute to the parking problems.
5. Limited range of local facilities. Zebon Copse is served with a single Spar shop, dentist and hairdressers which are co-located at the centre of the estate. Other than these and home working, there are no other employment opportunities and, in the absence of public transport, residents need access to a vehicle to address most of their needs.



APPENDIX A2

CROOKHAM VILLAGE PARISH

NEIGHBOURHOOD DEVELOPMENT PLAN

2016-2032 - Referendum Version

Published by Crookham Village Parish Council, July 2020

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APPENDIX A2 - FLOODING

- a) Parish flooding map
- b) Relevant maps from the HDC Strategic Flood Risk Assessment (SFRA), July 2016
- c) FACE IT Press Release 022 Hart Valley Unsuitable For Further Housing As Flooding Strikes Again - January 2014.
- d) Zebon Copse Residents Association – photos from reports

See reports FLOODING around Zebon Copse Estate, dated 1 April 2007, 20 July 2007 & January 2014

- e) FACE IT Response to Hart District Outline Planning Application 14/00504/Major Land at Watery Lane
- f) SuDs talk, by Annette Blackwell

Parish Flooding Map

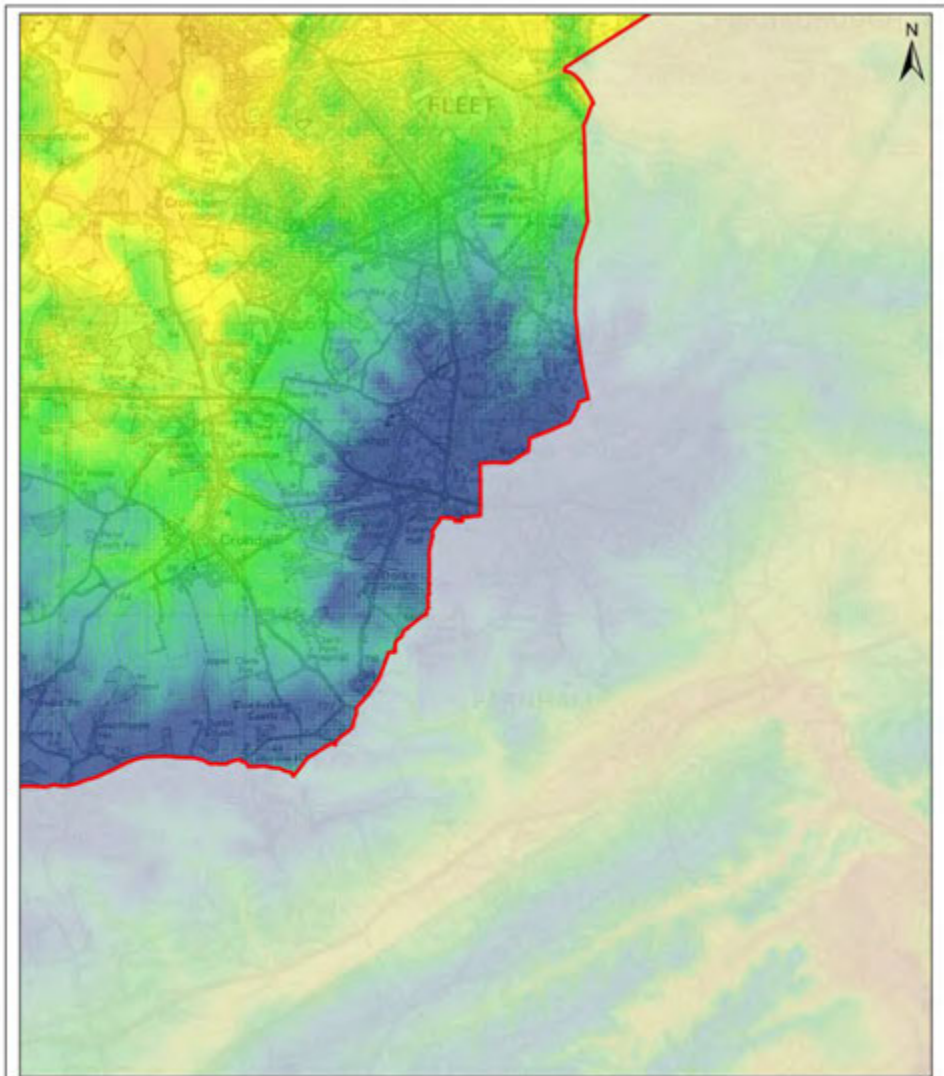


Figure 1 - Parish Flooding map

Relevant maps from the HDC Strategic Flood Risk Assessment (SFRA), July 2016

The following maps are those relevant to the Crookham Village parish in the Hart District Council Strategic Flood Risk Assessment, Volume 2, Maps, July 2016

(https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=2ahUKEwixud-N1b3hAhWQQRUIHXb7C1YQFjAAegQIAxAC&url=https%3A%2F%2Fwww.hart.gov.uk%2Fsites%2Fdefault%2Ffiles%2F4_The_Council%2FPolicies_and_published_documents%2FPlanning_policy%2FSFRA%252012th%2520December%2520FINAL.pdf&usq=A0vVaw36HFrxJwqYsAJZGHA1Nsh)



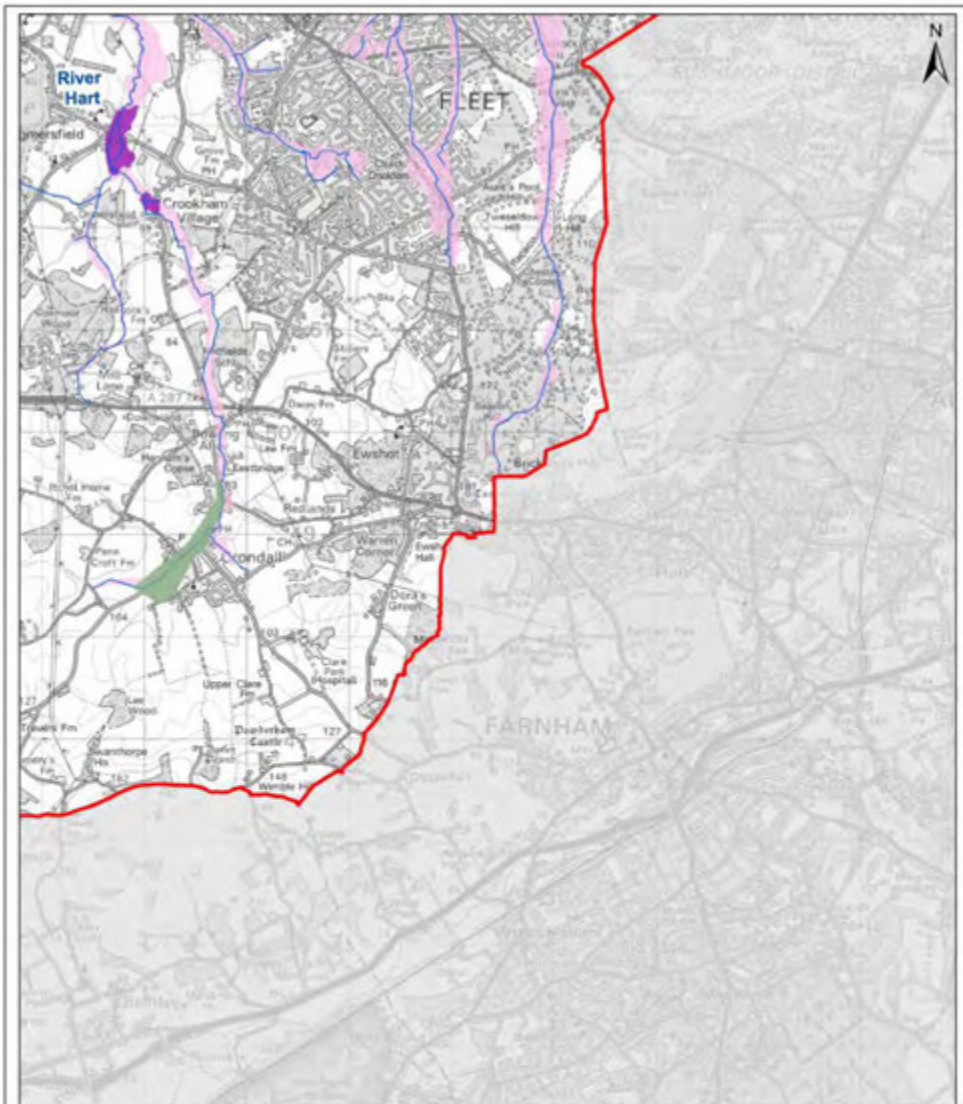
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Figure 2-3 - Topography

Legend		High : 224 m Low : 37 m			Strategic Flood Risk Assessment		
Study Area							
DRAWN BY	CHECKED BY	PASSED BY	DATE	SCALE @ A3	ISSUING OFFICE	DRAWING NUMBER	REV
HT	ST	LM	24/04/2015	1:70000	E.Grinstead	CS072101_Fig2.3	-

LAYOUT FILENAME: F:\Documents\2015\11\CS000000\06\BAP\Cred_00000000.mxd

Figure 2 - HDC SFRA – Fig. 2.3 - Topography



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Figure 3-3 - EA Flood Warning and Flood Alert Areas



Figure 3 - HDC SFRA – Fig. 3.3 - EA Flood Warning and Flood Alert Areas

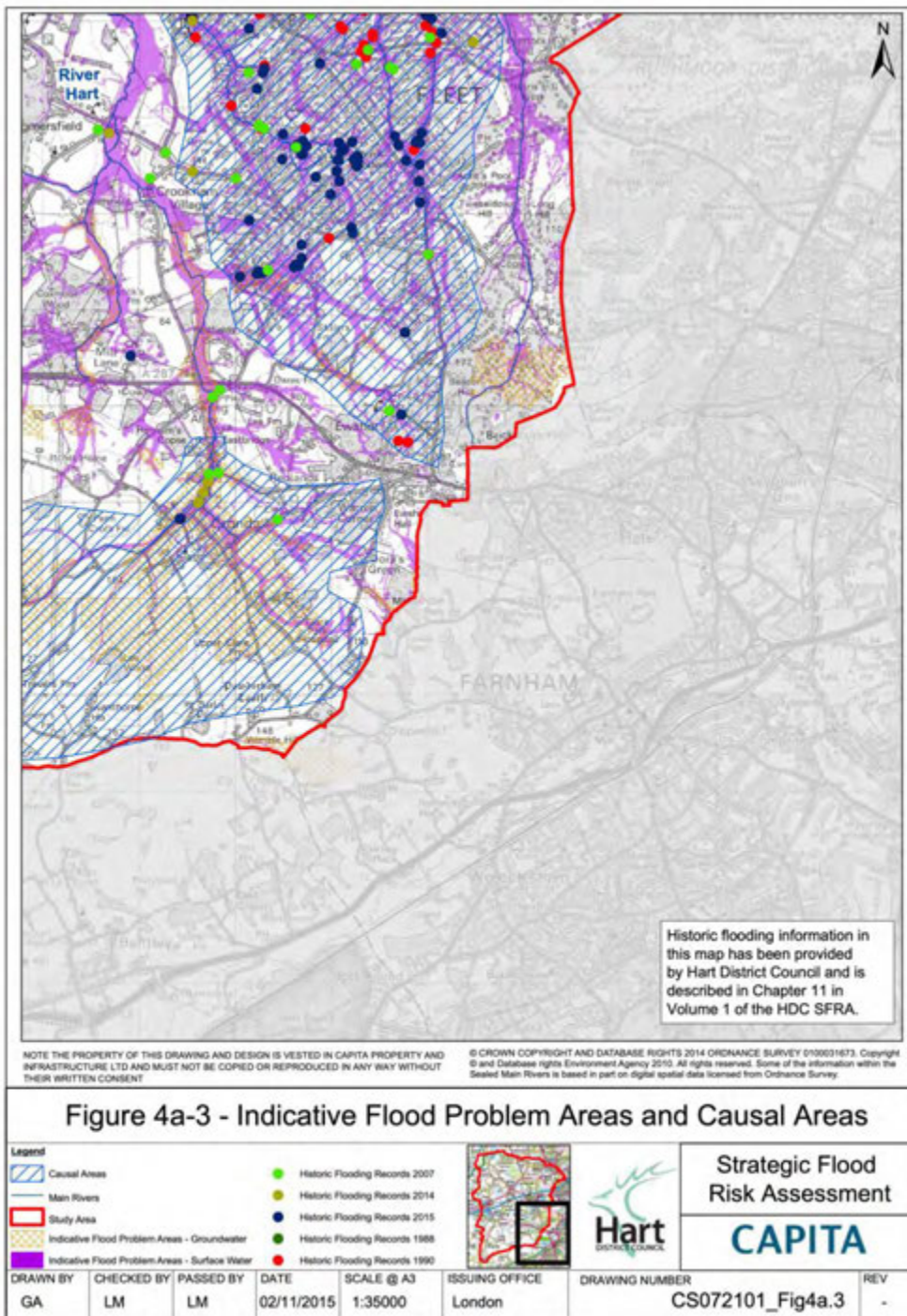
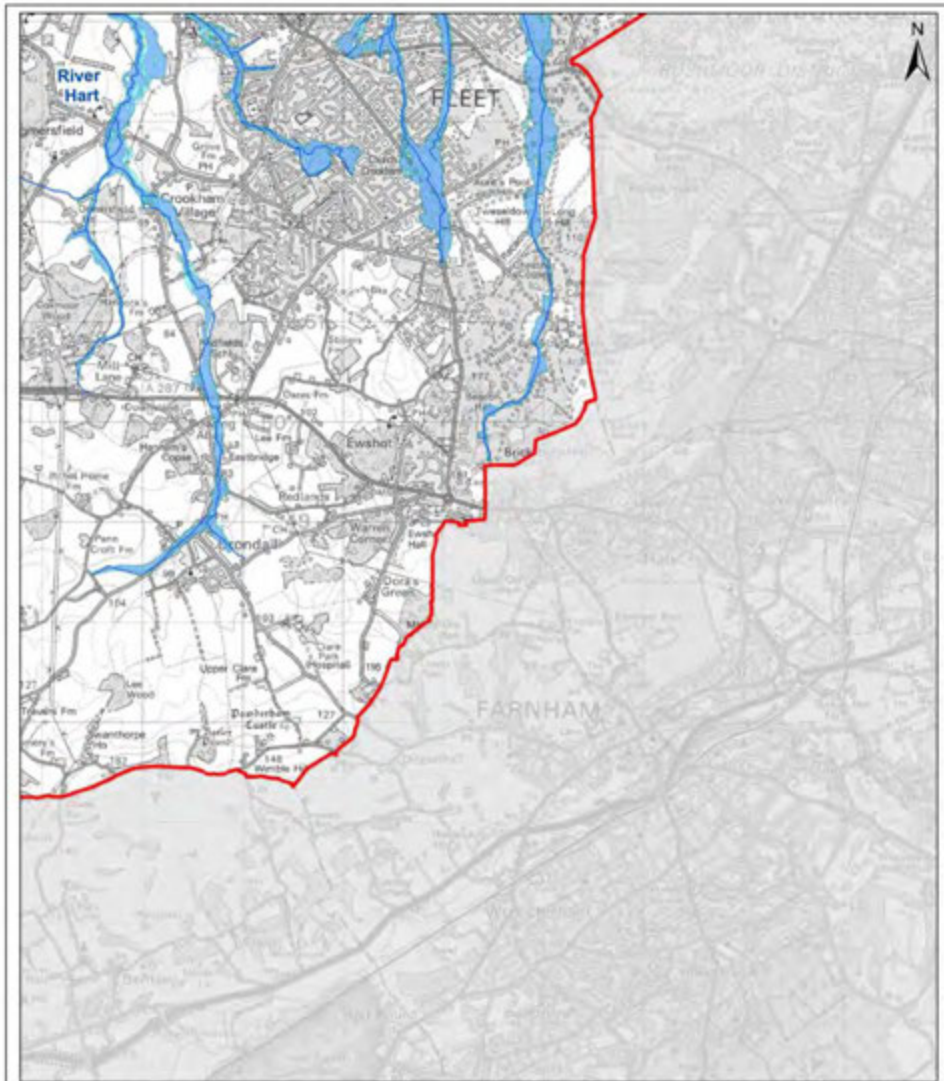


Figure 4 - HDC SFRA - Fig. 4a.3 - Indicative Flood Problem Areas and Causal Areas



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Figure 5-3 - EA Flood Zones



Figure 5 - HDC SFRA - Fig. 5.3 - EA Flood Zones

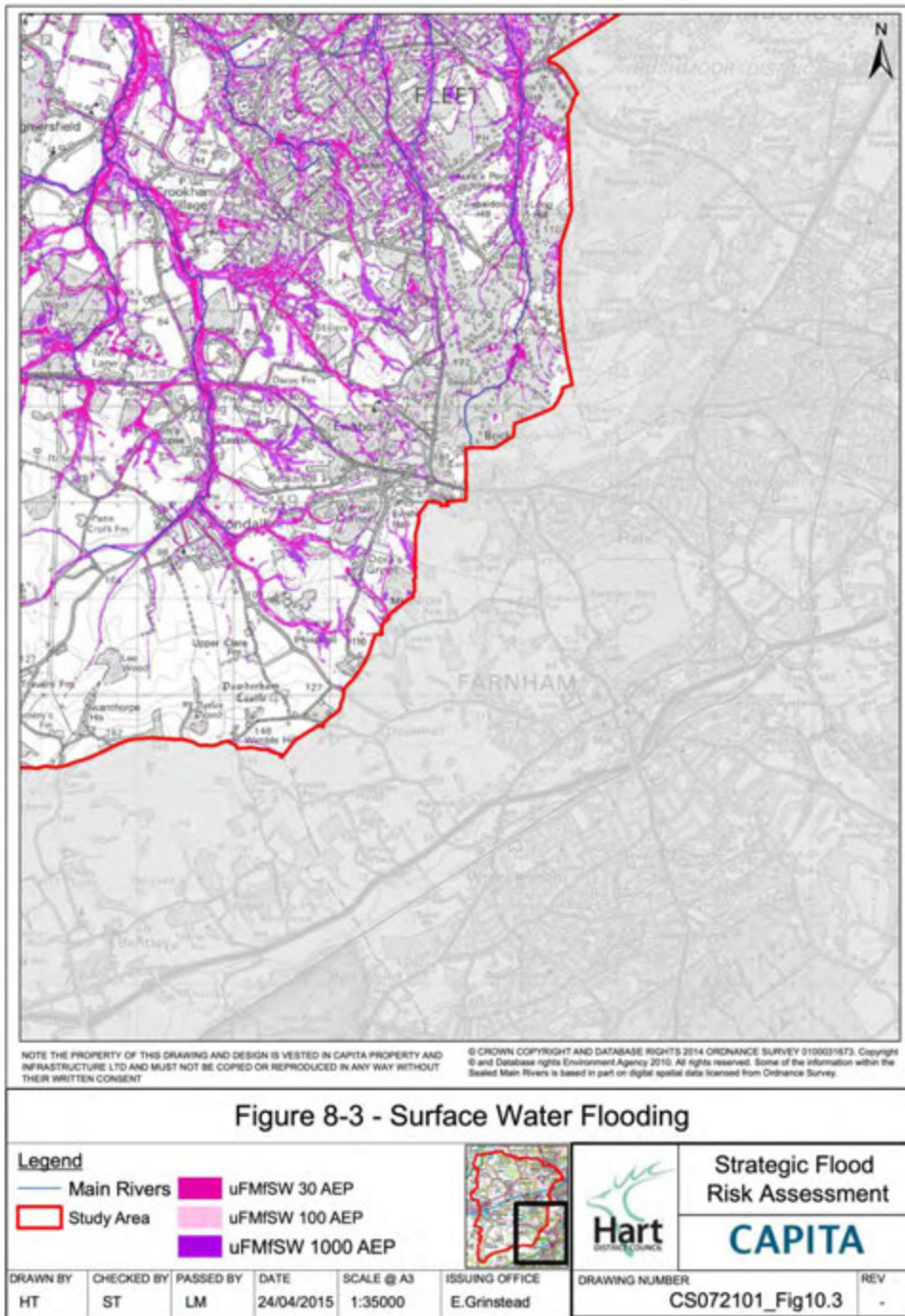


Figure 6 - HDC SFRA - Fig. 8.3 - Surface Water Flooding

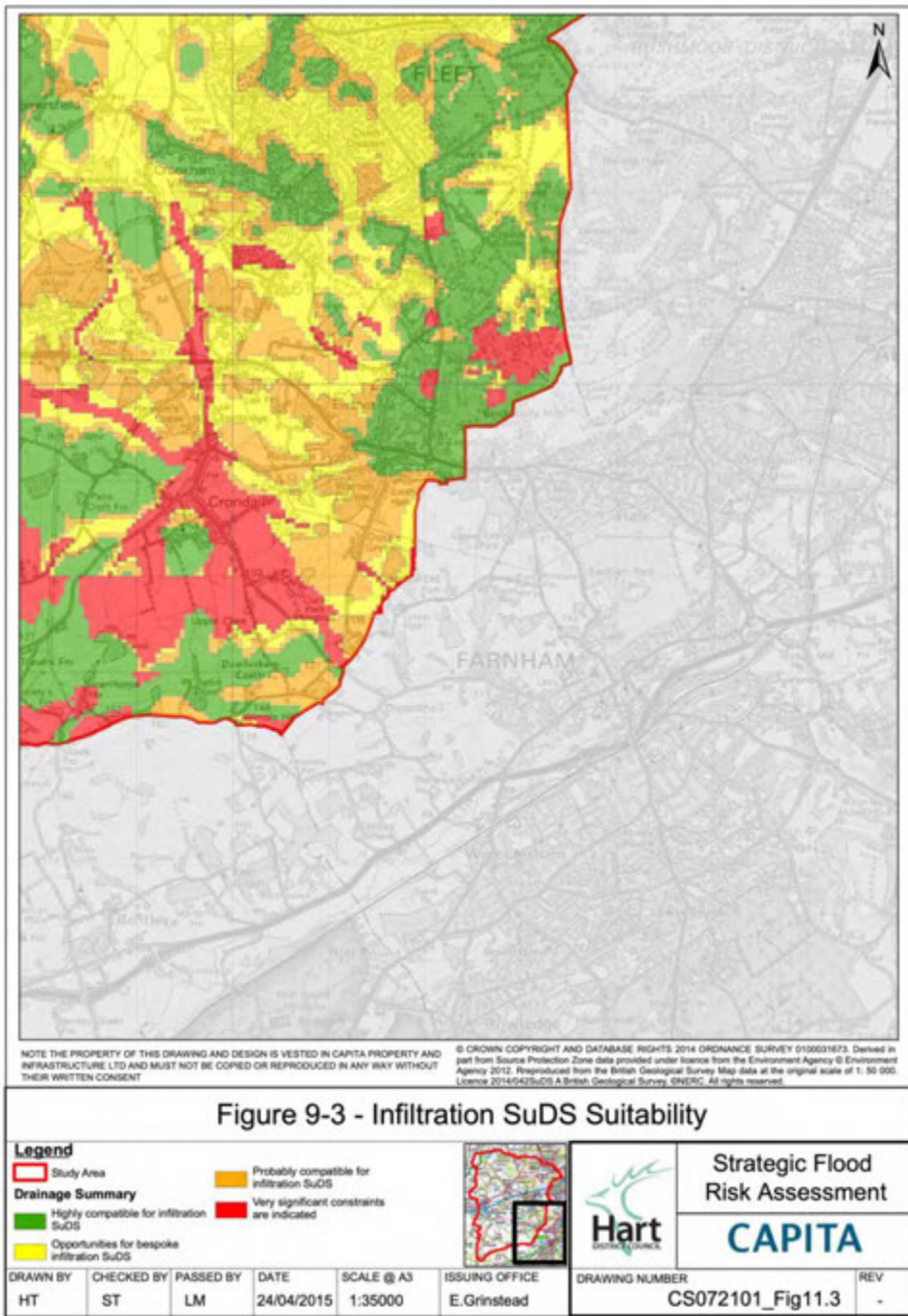


Figure 7 - HDC SFRA - Fig. 9.3 - Infiltration SuDS Suitability

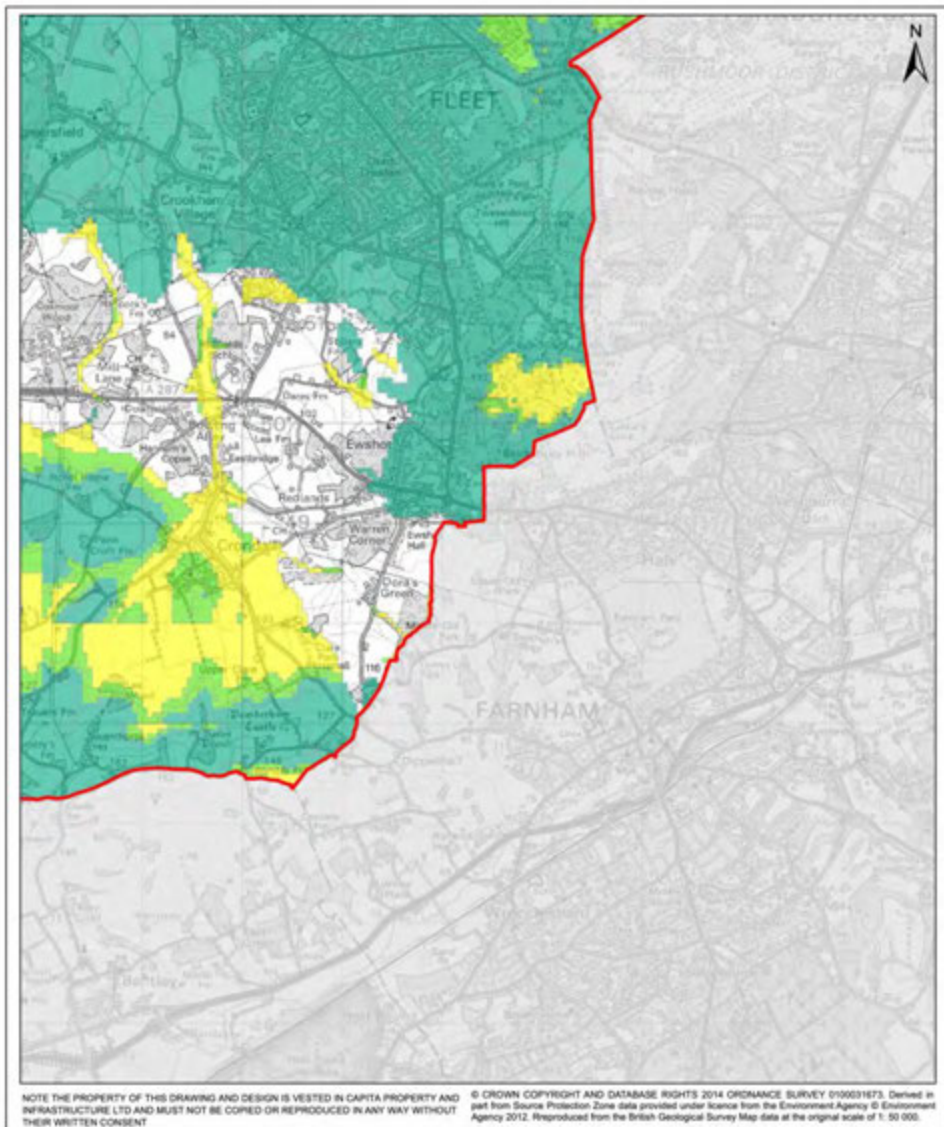


Figure 10-3 - Groundwater Flooding

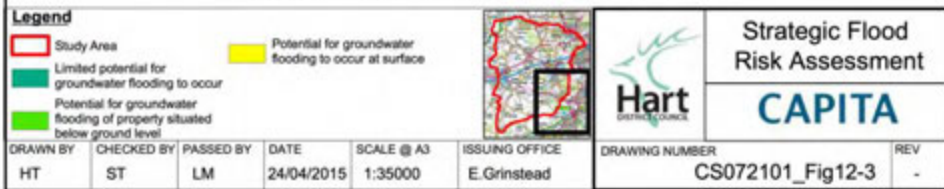
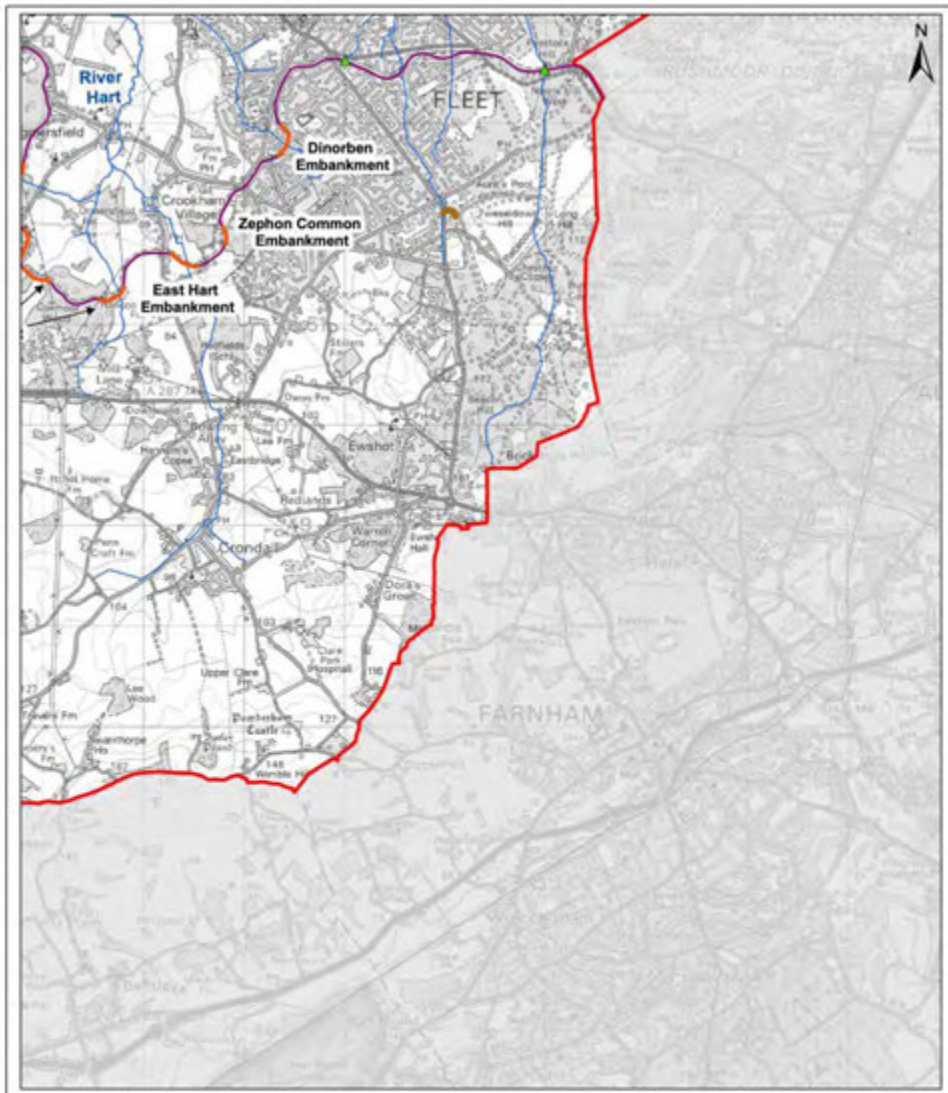


Figure 8 - HDC SFRA - Fig. 10.3 - Groundwater Flooding

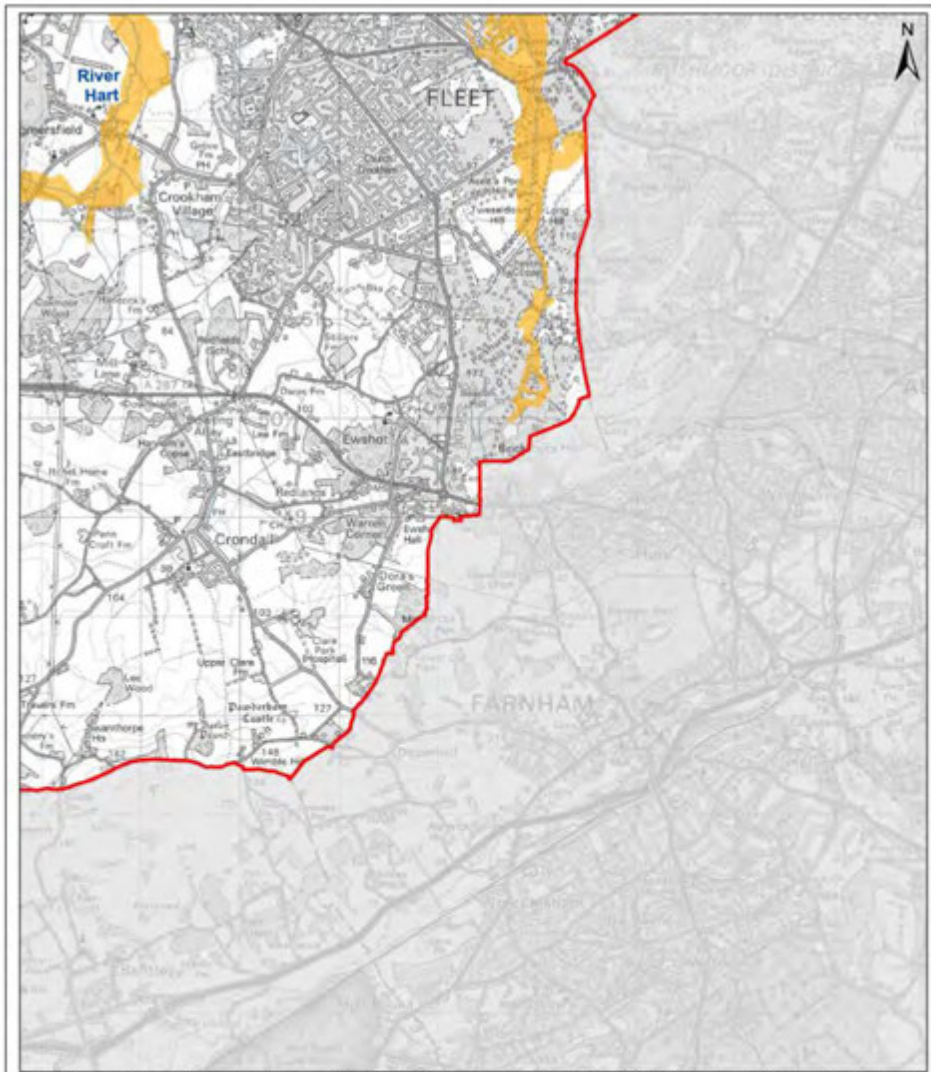


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Figure 11-3 - Canal Embankments & Flood Defences



Figure 9 - HDC SFRA - Fig. 11.3 - Canal Embankments & Flood Defences



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Figure 12-3 - Flood Risk from Reservoirs



Figure 10 - HDC SFRA - Fig. 12.3 - Flood Risk from Reservoirs

FACE IT Press Release 022 Hart Valley Unsuitable For Further Housing As Flooding Strikes Again - January 2014.

HART VALLEY UNSUITABLE FOR FURTHER HOUSING AS FLOODING STRIKES AGAIN

Nature vividly demonstrated the course of the Hart River over the weekend of the 4th Jan 2013 as we saw some of the heaviest rainfall in recent years. Man-made drainage systems failed the test and the ditches, streams, and rivers that have naturally drained this area for centuries took over their role as the low-lying land of the River Hart Valley again showed its unsuitability for further housing development.

At Hitches Lane to the West of Fleet the drainage system could not cope and water running through the low-lying land came out of drains and flooded the road although drivers continued to brave the flood with dramatic results.



IMG001
Hitches Lane



IMG002
Hitches Lane

Further along the valley at Dogmersfield, the River Hart flooded houses and gardens and the roads became impassable due to flood waters.



IMG003
Gardens flooded at Dogmersfield



IMG004
Gardens flooded at Dogmersfield



IMG005
Road impassable at Pilcot Road,
Dogmersfield

Slightly upstream at Crookham Village the river broke its banks and low-lying fields were flooded. There was run-off across Crondall Road and in Stroud Lane with the road having to be closed for some time.



IMG006
River Hart bursts its banks at
Crookham Village

IMG007
Flowing water in Stroud Lane,
Crookham Village

Further upstream the natural water meadows of the River Hart near the Basingstoke Canal and at Zephon Common Lane showed their true nature. Here the river again broke its banks and created a massive flood plain on the fields almost reaching nearby homes. Three households were cut off by the flood until late evening on Saturday. Had this water not been held here by this flood it would have been even more serious downstream in Crookham Village, Dogmersfield and Hitches Lane.



IMG008
Poulter's Lane Water Meadows



IMG009
Fields at Zephon Common Lane



IMG010
Course of River Hart at Zephon
Common Lane

Further along the valley the stream and ditches around the aptly-named Watery lane filled up and over-flowed further soaking the land at Albany Farm.



IMG011
River Hart bursts its banks at
Watery Lane



IMG012
Waterlogged land at Watery Lane

This land holds water during the winter that will be slowly released providing the gentle trickle of water into streams and rivers that sustains life in the dry summer months. Martin Grant is proposing to build on this land and provide an urban drainage scheme based on 'balancing ponds' to absorb the water that the land would normally do. On the Zebon Copse Estate, the man-made drainage systems failed to cope with the run-off from roads and housing, with 'balancing ponds' overflowing and flooding the roads and

gardens of the estate. The adjacent roundabout on Redfields Lane next to Redfields Garden Centre was also dangerously awash. This overflow also passed run-off water into the Hart Valley contributing to the flooding downstream.



IMG013
Zebon Copse Balancing Pond
overflows to roads
Church Crookham

IMG014
Roundabout awash at Redfields
Lane
Church Crookham

Back in 2007 there was similar major flooding in the estate as the balancing pond overflowed. The 2007 flooding was supposedly due to be 'once in 500 year rainfall' but here we are seven years later with the same or worse problems.

A FACE IT spokesperson said "The weather over the last month has demonstrated why the Hart River runs in a valley and the area has a high water table. Water meadows and low-lying land act as natural water storage in the peaks of the season and naturally release it over time into the streams and rivers. These events show the unsuitability of this land for further large-scale development and the inadequacy of the provision in existing developments for the peak events which occur with apparently increasing frequency and severity."

FACEIT is the local campaign group for the Fleet and Crookham areas of Hart with an increasing membership and profile. The group has been actively engaged in the planning process and has encouraged Hart to review and improve local plans for the benefit of the community and the environment.

Ends

Pictures courtesy of FACE IT members.

For further information see www.faceit-group.org or contact publicity@faceit-group.org or action@faceit-group.org

Zebon Copse Residents Association – photos from reports

See reports FLOODING around Zebon Copse Estate, dated 1 April 2007, 20 July 2007 & January 2014



Figure 11 - Brandon Road adjacent to the main balancing pond, 2003

Brandon Road adjacent to the main balancing pond was too deep to cross wearing Wellington boots and was a challenge to cars



Figure 12 - Redfields end roundabout, 2003

A strong flow of water from the Redfields end roundabout ran along Brandon Road (here seen from the junction with Barn Meadow Close looking towards Redfields Lane) and contributed to the flooding opposite the balancing pond.

Roadside drains were blocked by fallen leaves, which compounded the problem. Cleaning the drain covers proved to be a fruitless exercise, since they immediately obstructed again with further leaves.



Figure 13 - Brandon Road roundabout, 2003

Looking South from the Brandon Road roundabout along Redfields Lane as Robert Hopkins, HCC highways engineer, prepared to close the road. Flood water at the end of Watery Lane was too deep for safe passage of cars.



Figure 14 - Flooding at Du Maurier Close, November 2006



Figure 15 - Brandon Road balancing pond - July 2007

The bund along the western side of the main balancing pond on Brandon Road was breached at SU 5031 5140, allowing water to flow across the southern side of Rebecca House to 5 and 6 Rasett Mead and Nos 25



Figure 16 - Brandon Road balancing pond breach, July 2007 - Natural contours retained the water at the northern western edge of the pond area.



Figure 17 - Brandon Road balancing pond overflowed from a point close to its northeastern corner (July 2007).



Figure 18 - Ewshot Lane - Runoff from the QEB site July 2007

This picture was taken from Ewshot Lane at SU 8082 5120 looking northeast. The water at this point was over a foot deep and moving very quickly. There were two feeds: One from the right of the picture and the other from straight ahead.



Figure 19 - Ewshot Lane July 2007 - looking towards Redfields Lane from same place as above figure



Figure 20 - The ditch across the entrance to Redfields Garden centre, July 2007

The ditch across the entrance to Redfields Garden centre was over full and spilling further water onto the road.



Figure 21 - Nether Vell Mead affected by the flow down Ewshot Lane and across Redfields Lane, July 2007



Figure 22 - Aldershot Road / Redfields Lane, Winter 2013/14



Figure 23 - Brandon Road balancing pond, Jan 2014



Figure 24 - View from Burnt House of flooded fields on Zephon Common Lane, winter 2013/14

It was reported that Zephon Common Lane was flooded to a depth of 2.5 feet, making it impassable to normal vehicles and thus cutting off properties from Poulter's Bridge Cottage to Riverside Cottage.



Figure 25 – end of Gables Road (at junction of Aldershot Road)



Figure 26 – Redfields Lane (outside St. Nicholas' School gate)



Figure 27 – Redfields Lane, approaching St. Nicholas' School and A287



Figure 28 – The roundabout in front of Redfields Garden Centre



Figure 29 – Next to Brook Meadow Farm, Dogmersfield



Figure 30- Pilcot Road, leaving Crookham Village towards Dogmersfield



Figure 31 – Redfields Lane



Figure 32 – Stroud Lane / Crondall Road



Figure 33 - The driveway and road outside Forge Cottage on The Street



Figure 34 - The floods recede - Forge Cottage, January 2015



Figure 35 - The floods finally recede from the garden of Forge Cottage, Jan 2015



FACE IT Response to Hart District Outline Planning Application 14/00504/Major Land at Watery Lane

Annex D: FLOOD RISK
DATED 22 APRIL 2014

INTRODUCTION

The following is made up firstly of quotations taken directly from The Environment Agency's published response of 12 November 2013 to Martin Grant's pre-development application for Watery Lane (available at the Hart Planning website). The pictures are taken from a flood risk assessment report produced by Searchflow (Homecheck Professional Flood Report, Ref 32162348_1, dated 12 August 2010) for a home buyer, who was in the process of buying No. 9 Tryplets at that time, with the outline of the Watery Lane development superimposed on the relevant part of the 1 in 100 year flood risk map. The final pictures show, in larger scale, that a significant area of proposed housing in the Watery Lane development lies within the 1 in 100 year flood risk zone.

HISTORY

The western end of the Zebon Copse estate has suffered from frequent surface water flooding:

- Brandon Road pond has overflowed 4 times since 2000
- Run-off water from the western part of the QEB development will flow into the already strained Zebon Copse drainage¹ (and indeed did just that in January and February 2014)

The proposed Watery Lane development is likely to have a significant impact on Zebon Copse:

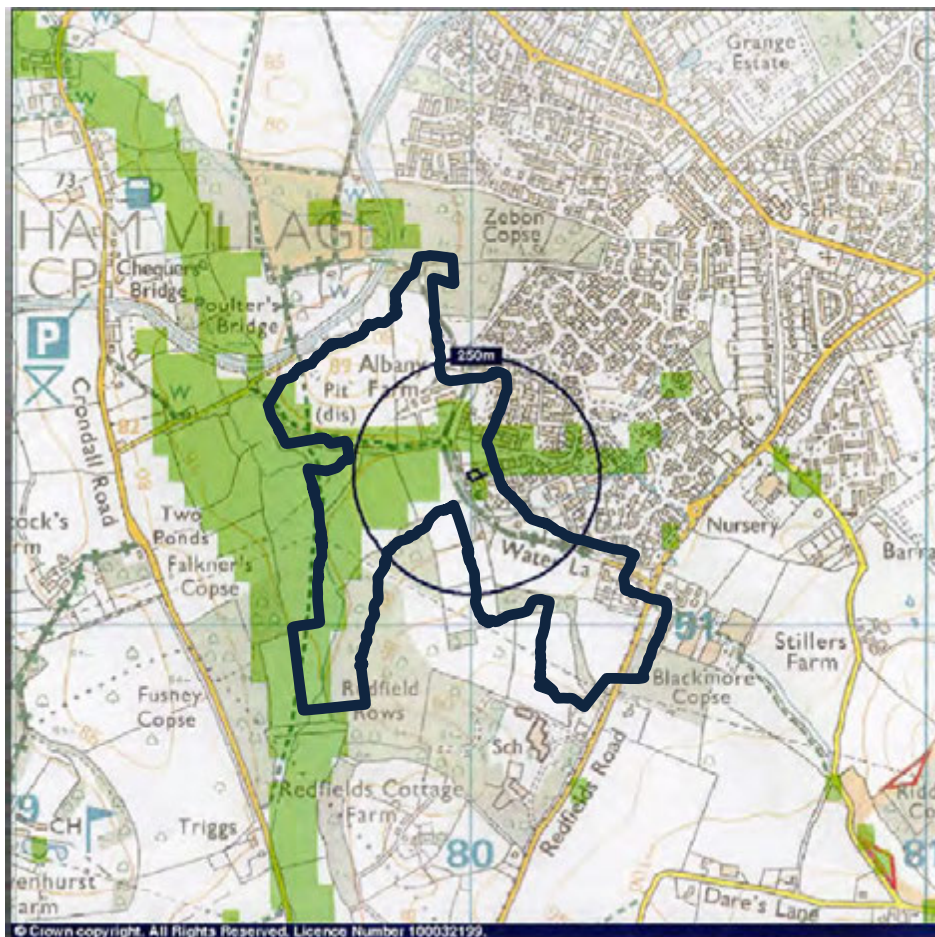
- Run-off water from Zebon Copse flows into this land
- Large areas of the proposed housing are in the flood risk zone
- Latest building standards require flood risk levels that are higher than was the case for Zebon Copse
- This could further exacerbate the flood risk for Zebon Copse

ENVIRONMENT AGENCY'S RESPONSE

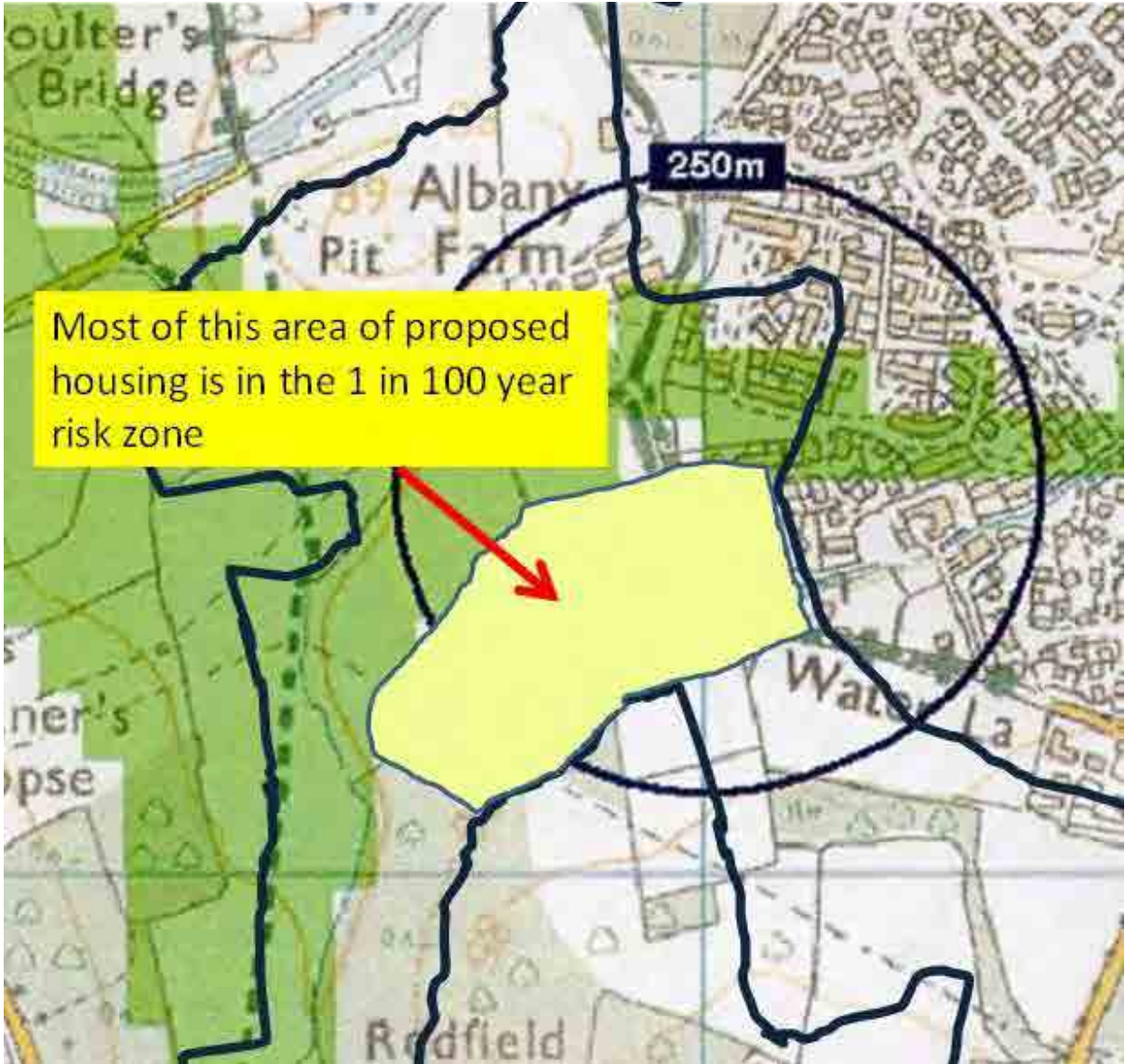
- "The site ... has areas located in Flood Zones 3 and 2 of the River Hart ... designated a main River"

¹ See Report "Flooding around Zebon Copse Estate, Church Crookham, Hants GU52, by David Jackson, Chairman, Zebon Copse Residents' Association, 1 April 2007. Page 11 refers to the Q.E.B. Developers Consultants Water Quality & Hydrology Technical Appendix 'I' July 2003, page 9, quoting as follows, "the (QEB) site is currently drained by natural run off and infiltration. It is proposed to drain the site by utilising the same points of discharge as existing"

- “The site is down slope of much of Church Crookham and ... receives much of the runoff from this urban area”
- “A Flood Risk Assessment ... should address the following issues”...
 - “Demonstrate that the development will not increase flood risk elsewhere” and “that there will be no loss of floodplain storage up to the 1 in 100 plus climate change storm event”
 - “Finished floor levels should be set 300mm above the 1 in 100 plus climate change flood level”
- Surface water
 - The surface water strategy should show that “The site will not flood from surface water up to a 1 in 100 year storm with a suitable allowance for climate change”
 - “Surface water ... must be controlled such that ... water from roads and car parks does not flow into any watercourse or conventional drains. Measures for this may include adoption of SuDS”
 - Preference is for “infiltration over discharge to a watercourse”
 - “If infiltration methods are likely to be ineffective then discharge may be appropriate”
 - “The proposed site is situated on London Clay.” ... “The hydrogeological situation could limit the possibility of infiltration SUDS techniques”



Rough outline of proposed Albany Park development
- overlaid on 1 in 100 year flood risk map (shown in green)



SUDs talk

Copy provided by the author, Annette Blackwell, Burnt House, Zephon Common Lane

I have lived in my house for 23 years; fifteen of those years full time (I worked in the Far East for the first seven years of owning it so wasn't here all the time then). My house and my neighbours' house, Poulter's Bridge Cottage, are the closest properties to the proposed SANG. My house is approximately 150 metres away from the SINC and I can see the entrance to the track leading to the kissing gate from my back door. Between my house and the SINC is the River Hart, which runs along its boundary. The river is closer to the SINC than it is to my house.

The River Hart flows at the bottom of the field at the back of my house and then through a culvert underneath the Basingstoke Canal. The culvert acts like a bottleneck following heavy rainfall, which helps protect the properties downstream in Crookham Village, as once the water level reaches the top of the culvert (six foot high, I believe) the water backs up and floods the field. According to the Environment Agency website, the part of the field closest to my house is in Flood Zone 2, which means there is up to a one in one thousand chance of this occurring each year (see the map). As you can see from the photographs, this is misleading and the pictures contained in this document show water backed up to the bottom of my garden (beyond the one in one thousand year mark) on two occasions. In fact, this has happened at least eight times in the past fifteen years; three of these occasions during the summer months when there had been heavy rain after a spell of sustained dry weather (I do not have a record of the dates). Both sides of the river were under water on these occasions. There have been many anxious moments during the past twenty-three years when heavy rainfall is forecast, and many nights I have been in and out of bed during the night, watching the rise in the water level.

Anecdotally, the field next to my house flooded, a few years ago, to the one in one thousand mark, just after the farmer had cut the hay. This followed heavy rainfall after a period of sustained dry weather. The huge cylindrical bales of hay wrapped in black plastic were scattered over the field and became waterborne, floating towards the culvert. One or two acted like a cork in the culvert and the water backed up very seriously until the farmer managed to get them free on the other side of the tunnel. I can't remember the exact date but I don't think you cut hay at any time other than the summer. It was not more than ten years ago. There was another serious flood up to this mark in July in 2007 (the twentieth, I think) following a cloudburst early one morning, but I am not certain of the exact date. Again, heavy rain after a dry spell.

When this level of flood is reached my three sets of neighbours who live further down the lane at Riverside Cottage, Zephon House and Poulter's Bridge Cottage are completely marooned. They cannot get their cars to Crondall Road and there is no other vehicular access out. In years gone by they have had to wade through the water with their children and we have driven them to school.

I have a well in my garden and, for most of the year, the water level in the well is a few centimetres only below the level of the ground outside it. I presume this shows the high water table in the immediate area. The patch of grass opposite my house, and the verge up to the river, is green and lush, no matter how dry the weather has been. It is perhaps appropriate to note that the lane my house is in, Zephon Common Lane, was also called Watery Lane up until about

twenty years ago when this section, west of the swing bridge, was renamed. It was named Watery Lane for obvious reasons.

The site of the proposed SANG is known as Hillyburrow locally, and despite having had dogs for the past fifteen years, and despite living so close to it (as I have said, I can see it from my back door), I rarely walk with them on the footpaths through the field. The reason is, the ground is extremely waterlogged and slippery. For most of the year, you are in danger of slipping over and you come home with a dog that needs to be hosed down. My neighbours are the same and walk elsewhere. My neighbours at Zephon House usually go to the SPA at Caesar's Camp, at Beacon Hill and my neighbours at Poulter's Bridge walk the canal. They have a long-haired bearded collie (enough said) and I have never seen them on Hillyburrow.

I take my dog in the car to Crondall each day and walk around the farm tracks there. Part of the reason for having a dog, as I see it, is the social aspect. I have made many good friends from walking my regular route and my dog benefits from meeting and romping with other dogs. If you walk the area of the proposed SANG you rarely meet anyone. Hand on heart, the last time I walked the footpaths over Hillyburrow was about three years ago.

I have heard that Lyme disease has been reported in this area. I see roe deer very frequently in the vicinity of my house, the SINC and the SANG, and that is another deterrent from walking there. Where there are deer, there are ticks. This might be a factor that will put dog walkers off.

I have many times seen the horses that graze the SANG area up to their knees in water at the same time the grassland is carpeted in buttercups, which I believe is in June. The buttercups obviously love the wet, rich marshy conditions there.

I have outlined my concern if the proposed development at Watery Lane goes ahead, not least for the several householders in Zebon Copse that keep sandbags in their garages as a matter of course. I am concerned that there will be extra run off which will add to the flood risk. In addition, and in my experience of living next to it for twenty-three years, the area proposed for the SANG is unsuitable and will not be an attractive option for dog walkers and for recreational purposes.



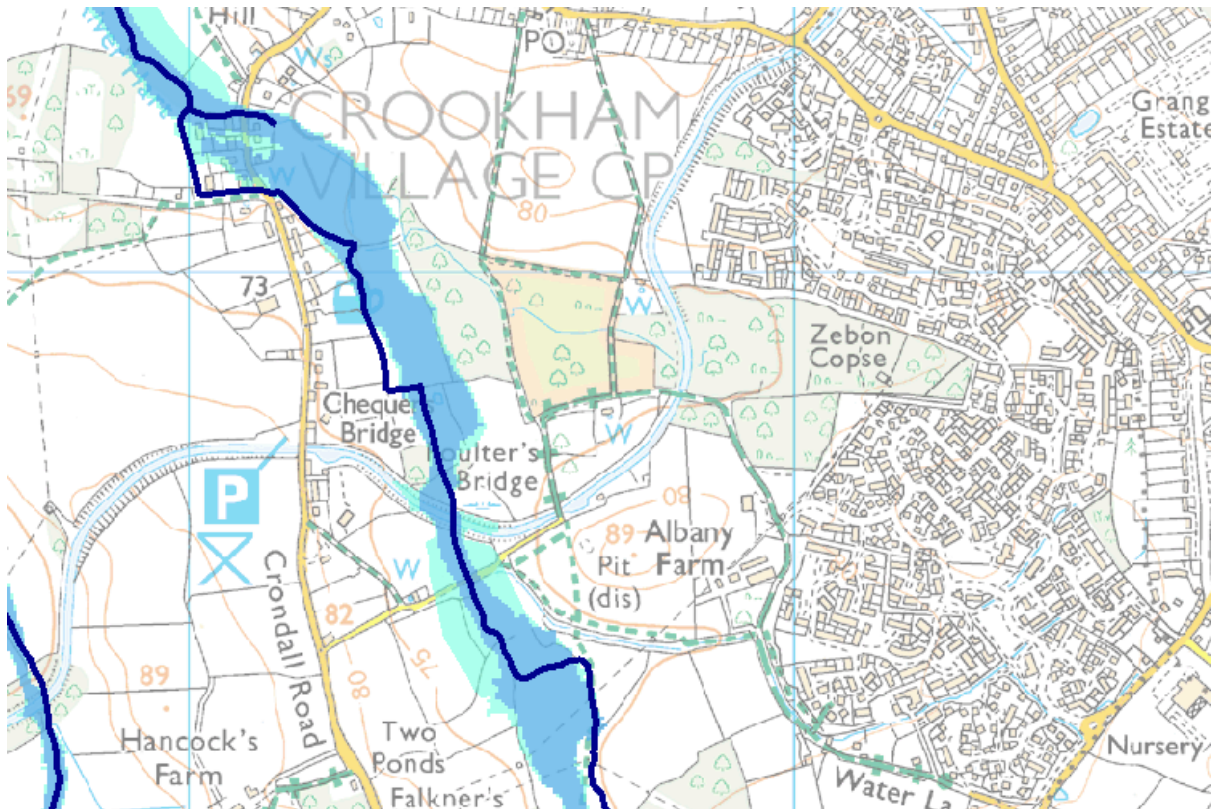
26 November 2006 Taken from my bedroom window




22 December 2013



Taken 25 April 2014. Part of the proposed SANG with a boardwalk which was put in place to make walking the footpath easier and less wet underfoot.



Flood Zone indicated on Environment Agency website. Light blue area indicates 1 in 1000 year risk but flood level has been up to this level and beyond on at least 8 occasions in the past 15 years. Pictures above show the water at this level on two occasions (2006 and 2013) The Environment Agency wording is:

- **Light blue**  shows the additional extent of an extreme flood from rivers or the sea. These outlying areas are likely to be affected by a major flood, with up to a 0.1 per cent (1 in 1000) chance of occurring each year.

My pictures show water exceeding this mark on two occasions in the last ten years.

Brooks Meadow flooding – 20th July 2007 (approx. 17:41)

Paul Rutherford kindly sent the following comments and photos of the flooding that occurred on his property, Brooks Meadow, on 20th July 2007.

Extracted from objection to Cross Farm development application

I have lived adjacent to an unnamed stream, known locally as Brook Stream (the ‘Stream’) for nearly 27 years.

This discharges into the River Hart approximately 50 meters downstream from this address.

The stream is to the west of the [*Cross Farm*] Application Site (the ‘Site’).

It floods—particularly if there is persistent heavy rain, driven into the Site’s hillside by a strong westerly wind.

A field forms the northern bank of Brook Stream. Fortunately, it is slightly lower relative to this property.

Therefore, initially when Brook Stream floods (which has done several times in the past) this runs off across the field, north-westerly into the River Hart.

So far, my main property has never flooded (my garage has) – but by the narrowest of margins (Once the responsibility of Thames Water we help mitigate the risk this by annually dredging the Stream).



Figure 36 - Field between Brooks Meadow and Seven Steps



Figure 37 - Brooks Meadow – view of front of dwelling



Figure 38 - Brooks Meadow - view from front door of dwelling



Figure 39 - Brooks Meadow – Claire standing next to side of dwelling



Figure 40 - Brooks Meadow - Adam standing in flood at side of dwelling



Figure 41 - Brooks Meadow - Adam inspecting flood water at drain cover

Crondall Road flooding – January 2014

Richard Gwynne kindly provided the following comments and photos of the flooding in January 2014

These pictures were taken in January 2014 following heavy rain. It is not the first time that the river has burst its bank in recent years.

The flow of the river was so great that the banks burst and cut a line straight across the field rather than follow its natural path. The water table is very high in this area, and the water crept up the gardens of the houses on the East side of Crondall Road. Some items in people's outbuildings were damaged and the property 'Foxes Corner' had to evacuate its furniture from the down-stairs living area to higher ground. This latter property built water defences with sand bags and managed to keep most of the water out, but the outbuildings where the freezers were kept were destroyed, along with their contents.



Figure 42 - North 1

River burst its bank and flowing fast. View from property along Crondall Road view facing North



Figure 43 - East 1&2

River burst its bank and flowing fast. View from property along Crondall Road facing east

Foxes Corner, Crondall Road, January 2014

The previous owners of Foxes Corner, provided the following photographs, showing the extent of the flooding to the garden in 2014.



Figure 44 - View from upper floor of Foxes Corner



Figure 45 - View of Foxes Corner from end of garden



Figure 46 - View of garden and Cross Farm fields behind Foxes Corner



Figure 47 - View of Cross Farm water meadow behind Foxes Corner



APPENDICES A3-A4

CROOKHAM VILLAGE PARISH

NEIGHBOURHOOD DEVELOPMENT PLAN

2016-2032 - Referendum Version

Published by Crookham Village Parish Council, July 2020

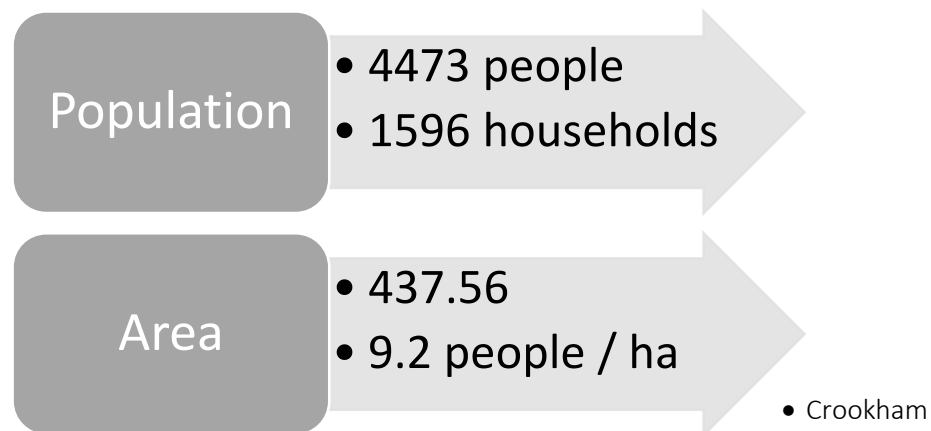
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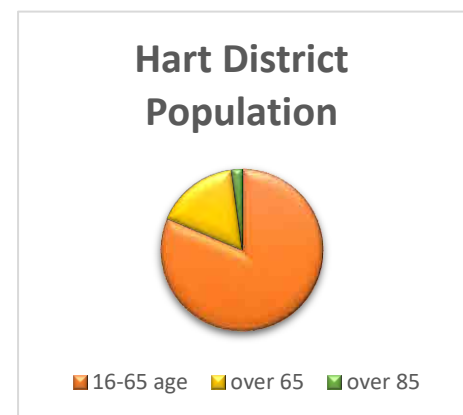
APPENDIX A3 – PROFILE OF THE CROOKHAM VILLAGE COMMUNITY TODAY

A detailed profile of the community can be found in Appendix X. In summary, the key aspects of the profile of Crookham Village Parish as they relate to the Neighbourhood Plan, are as follows¹:

- Crookham Village Parish is classified in the Local Plan as a main village and has a population of 4473 (Census data 2011) with an area of 437.56 ha and a population density of 9.2 persons per hectare spread across 1596 households. The population of Hart is 91,033 according to 2011 Census data from the Office of National Statistics and it is projected to rise to approximately 100,166 by 2021, representing a 10% increase



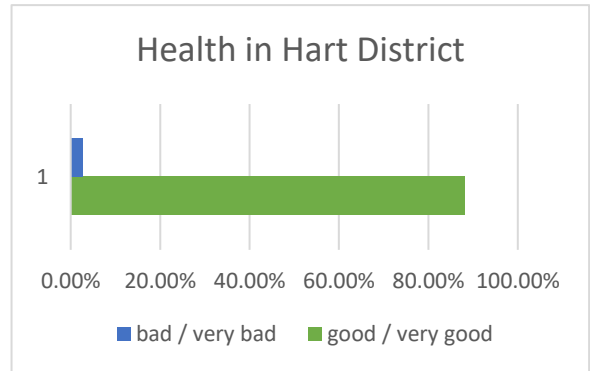
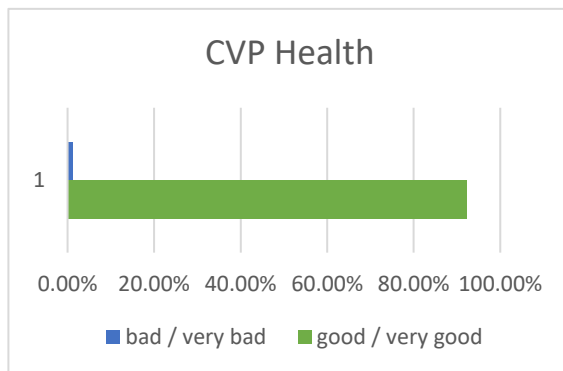
Village relatively young population with, just over 67% (2718 residents) of the population in Crookham Village Parish of working age between 16 and 65 with only 315 people aged over 65 (7.8% of the population compared to 16.5% for Hart district) with those over 85 making up only 0.64% of the population compared to 2.10% across Hart district



- Crookham Village Parish is well served for affordable housing with recent developments delivering the required 40%, meaning that 5.26% of the housing in Crookham Village Parish (84 households) is social housing.

¹ Source: 2011 Census - Datashine

- Hart District has no widespread deprivation given it has zero areas ranked below the 30th percentile. (The 2010 Indices of Deprivation Hampshire report, September 2011). In fact, Hart averages as the least deprived district in England, the position it also held in the 2007 Indices.
- Crookham Village Parish has reasonably high levels of car ownership, 2789 cars owned by households, with nearly 78.42% of the working population travelling to work by car or van.
- Crookham Village Parish does not have a noticeably high proportion of commuters that travel by public transport, only 7.76%. *N.B. this is 2011 data. In January 2015, all public transport within the Parish ceased and so this figure may have changed.*
- Equally, commuting locally on foot or by bicycle are below the national averages, with only 2.6% travelling by foot and 3.0% by bicycle.
- The health of people in Hart is generally better than the national average. At the time of the 2011 census 92.25% of people in Crookham Village Parish said they felt they were in "good" or "very good health", this compares to 88.10% for the district as a whole. 1.31% reported they were in "bad" or "very bad health" compared to 2.64% across the district.



A full summary of the demographics for the residents of the Parish is set out in Appendix A5.

Local Infrastructure

Description of Crookham Village and adjacent developments

- Traffic and road network - The road network throughout the Parish is largely unchanged from the time when Crookham Village was served by horse and cart. As a result, the roads in the Parish are unsuited to the volumes of traffic currently experienced with the result that several junctions are already overloaded and act as bottlenecks to the smooth flow of traffic both through the Parish and between the various settlements within the Parish. The linear nature of Crookham Village, with historic development along the length of two main roads, results in all through-traffic having to pass through the village centre. This puts pressure on the ability of the road network to accommodate growth in traffic from developments at Zebon Copse and Netherhouse Moor since 1990. Recent traffic surveys have confirmed that further pressure will arise from other recently permitted housing schemes (land at Watery Lane and Knight Close) on the outskirts of the parish. The Hart new leisure centre and expansion of the main secondary school "Calthorpe Park" to accommodate developments in adjacent parishes all add to the traffic density.
- Public transport - Although the Parish used to be served by a limited bus service, this has recently been discontinued for economic reasons and the nearest available public transport is beyond the Government suggested walking distances of 1 km. As it is unlikely that bus

services within the Parish will be restored, improvements will be required to pedestrian and cycle ways, as well as a need to meet the inevitable increase in traffic from new development.

- Education - The parish has a single private girls' secondary school, St Nicholas', and several playgroups. While all the children access state infant, junior and secondary education outside the parish, there are a limited number of places available and secondary places are presently at a premium with many local children having to attend school in neighbouring districts.
- Sports and leisure - The parish has sports and leisure facilities as well as public recreational play areas for both younger and older children at Zebon Copse which greatly contribute to the community's wellbeing. There is also a play area at the northern edge of the Netherhouse Moor development which has play equipment for younger and older children as well adult fitness equipment. Crookham Village does not have any formal play areas but does have a small community facility at the centre of the village. While this is well used and much loved by local residents, as a converted WWII Nissan Hut, it is sadly nearing the end of its useful life. While the Section 106 agreement for the Knight Close development only provides a local area of play for children in Crookham Village, the larger recently-permitted development at the south of the Parish will provide additional sports facilities and play areas.
- Medical - The parish does not have a GP surgery but is served by several in Hart District, the nearest surgery being less than two miles distant. This surgery has spare capacity to accommodate additional patients from new development.
- In addition to Grove Farm Barn Workshops (1.4 ha) there are also smaller centres of employment at the Village Shop & Post Office, The Kiln Workshops, Village Cars and Auto Panel Craft in the Old Village settlement. In Zebon Copse there is a mini-supermarket, hairdresser and dentist plus the Zebon Community Centre with additional employment opportunities immediately adjacent to the parish along Redfields Lane, including St Nicholas School.
- The Zebon Copse area of the parish has been subject to flooding on a number of occasions, such as July 2007 and with a serious incident in November 2006 when numerous dwellings were flooded. Given that flooding is controlled by Sustainable Urban Drainage systems which have failed on several occasions, there is local concerns at the ability of modern SUDS systems to meet flows from new developments. It is therefore important that new developments are designed to ensure that satisfactory arrangements are made to avoid flooding or drainage problems
- The parish also has two significant River Hart natural flood plains, one south of the culvert under the Basingstoke canal and one west of the crossing of Crondall Road. These two areas flood frequently during in both summer and winter. In addition to providing a unique wetland environment, these flood plains provide two essential functions: firstly to protect downstream neighbouring parishes and secondly; to provide water during drought periods ensuring that the River Hart continues to flow and does not dry up, as has been seen with other rivers as the evidence of global warming becomes more apparent. It is essential that any development protects the natural and inherent functionality of these flood plains.
- Employment – As the Parish has very limited employment opportunities, the majority of working age inhabitants travel outside the Parish for work.

APPENDIX A4 - NEIGHBOURHOOD DEMOGRAPHICS SNAPSHOT (2011 CENSUS)

This provides a summary of demographics for the residents of the Parish of Crookham Village based on the 2011 Census.

Key Facts

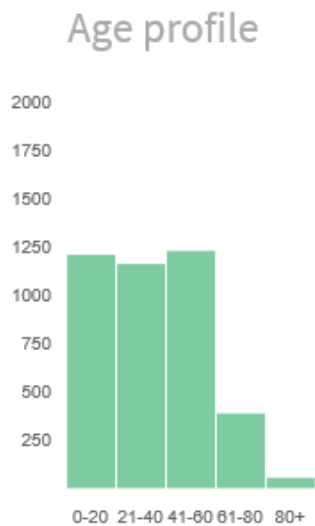
Crookham Village Parish
Area: 437.56 ha
Total population: 4473
Population Density: 9.2 people/ha
Households: 1596

Population

Crookham Village Parish is a medium sized village located in Hampshire. The overall population size of the Parish, according to the 2011 Census was 4473 persons, living in 1596 households. The population of Hart is 91,033 according to 2011 Census data from the Office of National Statistics. It is projected that the population will rise to approximately 100,166 in 2021, representing a 10.03% increase.

Age

Crookham Village Parish Age Profile Distribution
Data Source: 2011 Census and Hart District Council Parish Profile



Deprivation levels

In terms of the levels of deprivation in Hart, no Lower Layer Super Output Area (LSOA) falls in the top 10% or 20% among either the England or Hampshire Economic Area LSOAs in terms of relative deprivation. The 'most deprived' Hart LSOA is ranked 18,470 nationally – which is in the band '40% and 50% least deprived' in England. Some 42 of Hart's 53 LSOAs are ranked as in the 10% least deprived in England and a further 6 are in the 20% least deprived. (taken from HDC Key findings from 2011 census data)

Hart District has no widespread deprivation, given it has zero areas ranked below the 30th percentile. (The 2010 Indices of Deprivation Hampshire report, September 2011). In fact, Hart averages as the one of the least deprived districts in England

Diversity

These figures for Country of Birth for the residents of Crookham Village are from the UK Census of 2011. Since Crookham Village has a higher level of residents born in the UK than the national average and a lower rate of residents either born in other EU countries or outside the EU, it does not have a significant immigrant population.

COUNTRY	HART	HAMPSHIRE	ENGLAND
United Kingdom	90.4%	91.6%	86.2%
Republic of Ireland	0.6%	0.5%	0.7%
Other EU Countries	3%	2.6%	3.7%
Outside the EU	6%	5.3%	9.4%

Car ownership

Total number of cars or vans in the area	2789
Households with no cars or vans	55
Household with one car or van	570
Households with 2 cars or vans	768
Households with 3 or more cars or vans	203

Health

The health of people in Hart is generally better than the England average. Deprivation is lower than average, however about 1,200 children live in poverty over the Hart District. Life expectancy for both men and women is higher than the England average. (Hart Health Profile, 2012).

The 2011 Census asked three questions relating to health and the provision of unpaid care. The questions relate to whether people felt their general health was good, whether they looked after or gave help or support to other family members, friends, neighbours or others, and lastly whether their day to day activities were limited because of a health problem or disability.

Provision of unpaid care

The question asked “Do you look after, or give any help or support to family members, friends, neighbours or others because of either; a long term physical or mental illness health/disability? Or because of problems related to old age?” (Note that the Census data does not differentiate between the two reasons offered).

Long term illness and disability

The 2011 Census asked, “are your day to day activities limited a lot due to a health problem or disability which has lasted, or is expected to last, at least 12 months?”

The District / borough figure was 7.49%.

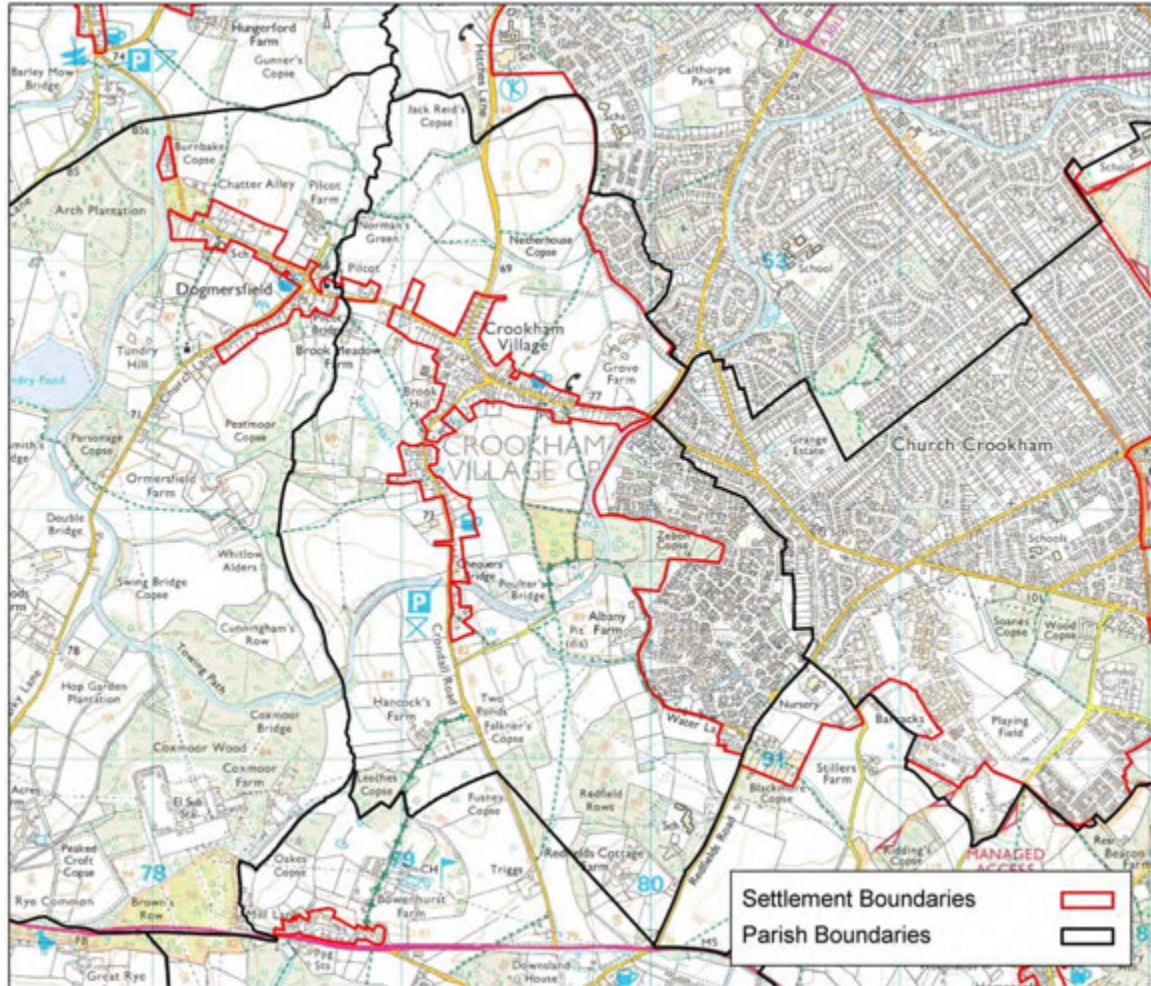
Housing data

There were 1596 households in Crookham Village Parish at the time of the 2011 Census. The neighbourhood area has 4473 usual residents and covers an area of 437.56 hectares.

Crookham Village Parish

Settlements wholly or substantially within the Parish: Crookham Village, and urban extensions to Fleet.

Parish Size: 438 ha



Overview

Crookham Village Parish is a small and partially rural area located on the outskirts of Fleet. There are limited services so residents must travel further for basic services and facilities such as shops, employment areas and schools. The parish is well located to access Fleet, Farnborough and Winchfield stations, providing links to London and Basingstoke.

Population & Households

	2001	2011 Census	Change	Percentage change
Current population	3,648	4,037	389	11%
Number of dwellings	1,546	1,596	50	3%

	2011-12	2012-13	2013-14	2014-15	2015-16	Average
Dwellings built	0	3	12	0	0	3
Outstanding dwelling commitments (at 1 st April 2015)			327			

300 dwellings in the land supply are for the Watery Lane application. This development will be an extension of Fleet settlement; the land however falls within Crookham Village parish.

	Owner Occupier	Shared Ownership	Social rented	Private rented	Living rent free
Household tenure	1,222 (77%)	29 (2%)	84 (5%)	253 (16%)	8 (1%)

Economically Active Residents

There are 2,909 people aged between 16 and 74 in the parish

Economically Active			Economically Inactive		
All economically active	2,393	82%	All Economically Inactive	516	18%
Employee: Part-time	434	15%	Retired	213	7%
Employee: Full-time	1,509	52%	Student (including full-time students)	91	3%
Self-employed	322	11%	Looking after home or family	147	5%
Unemployed	55	2%	Long-term sick or disabled	35	1%
Full-time Student	73	3%	Other	30	1%

Car & Van Availability

Households with no car or van	55 (3%)
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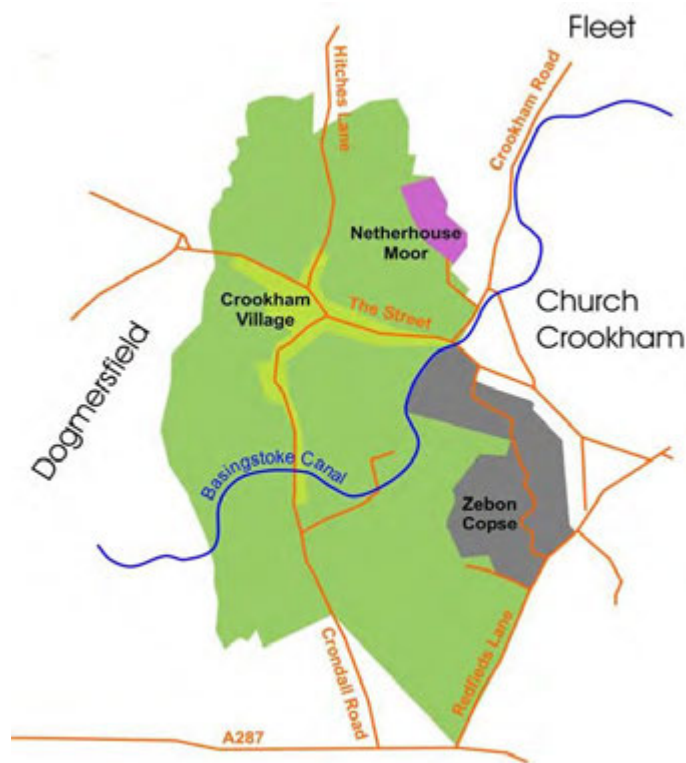
Employment Areas

In addition to Grove Farm Barn Workshops (1.4 ha) there are also smaller centres of employment at The Kiln Workshops, Village Cars and Auto Panel Craft in Crookham Village. In Zebon Copse there is a mini-supermarket, hairdresser and dentist plus the Zebon Community Centre with additional employment opportunities immediately adjacent to the parish along Redfields Lane, including St Nicholas School.

Recreation

Crookham Village Parish has 2.97 ha of parks and gardens incorporating Zebon Copse and Lea Green, both of which have play areas. There are activity halls at Crookham Village WI and Zebon Community Centre, which also has sports pitches, while the sports facilities, including hockey pitch, at St Nicholas's School are available by appointment only.

Settlements: Crookham Village Parish



Description – Crookham Village

Crookham Village is a small, linear village to the west of Fleet, with much of it benefiting from surrounding countryside. A number of the buildings have architectural or historic interest due to the variety in character and their listed building status. The village centre, which includes a social club, is surrounded by scattered cottages and until 1974 Crookham Village was noted for the hops that were grown and kiln-dried.

Community Services & Facilities

Post Office	Convenience Store	Comparison Store	Food & Drink	Public House	Services	Village / Community Hall
1	1	0	1	2	0	1
GP Surgery	Dental Surgery	Primary School	Secondary School	Place of Worship		
0	0	0	0	0	0	0

Urban Extensions to Fleet

Description – Zebon Copse

Zebon Copse is an enclave development built throughout the 1990s on a greenfield site, formerly partly a tobacco plantation. Built around the Zebon Copse conservation area, an area of ancient woodland, the development is low density, with housing built around open amenity areas. The development retains its rural roots with an interconnected network of wildlife corridors, both encircling the housing and traversing it. It is served by footpaths lying between green corridors that connect the main amenity areas. The development has a convenience store, hairdresser, dentist, popular community centre and playing fields.

COMMUNITY SERVICES & FACILITIES

Post Office	Convenience Store	Comparison Store	Food & Drink	Public House	Services	Village / Community Hall
0	1	0	0	0	0	1
GP Surgery	Dental Surgery	Primary School	Secondary School	Place of Worship		
0	1	0	0	0		

Description – Netherhouse Moor

Built in the late 1980s on land formerly part of Grove Farm, Netherhouse Moor is a small development of 200 houses surrounded by areas of natural woodland. Although lying on the edge of the Fleet conurbation, the residents identify strongly with Crookham Village and Netherhouse Moor has always formed part of the parish. The housing is low density and represents a self-contained enclave with many small cul-de-sacs to give a community feel. There are no commercial facilities nearby and the only community facility is the Lea Green play area which lies on the northern edge of the development. This has recently been refitted to include a new children's play area and adult gym equipment. The development is well connected to local schools by means of a network of cycle ways and footpaths.

Description – Watery Lane

A further urban extension to Fleet of 300 dwellings was allowed in outline at appeal in 2015 which will further extend the built area into the south of the parish.

COMMUNITY SERVICES & FACILITIES

Post Office	Convenience Store	Comparison Store	Food & Drink	Public House	Services	Village / Community Hall
0	0	0	0	0	0	0
GP Surgery	Dental Surgery	Primary School	Secondary School	Place of Worship		
0	0	0	0	0		

ACCESSIBILITY & TRANSPORT

There are no bus services within the Parish, and the Fleet Link community bus service is no longer available.

A pre-bookable Taxi-share service is available to take residents between all areas of Crookham Village Parish and Fleet on 3 days each week.

Crookham Village is 5 miles from Junction 4A of the M3 and 6 miles from Junction 5.

Designations

- Crookham Village Parish is within 5km of the Thames Basin Heaths SPA.
- The Basingstoke Canal SSSI runs from the western edge of Crookham Village Parish through to the east of the old Village.
- To the west is Stroud Wood, Peatmoor Copse and Whitlow Alders SINC. Redfields Rows is to the South, whilst Poulter's Bridge Meadow SINC is in the center.
- Part or all of the Conservation Areas of Crookham Village, Dogmersfield and the Basingstoke Canal (also a SSSI) are within the parish.
- There is a local gap curving north, east and south around the village which separates Crookham Village from Fleet and other nearby urban developments. Another local gap lies to the west, separating Crookham Village from Dogmersfield
- Areas of flood zone 2 and 3 are present on Crondall Road due to a tributary of the River Hart that traverses the parish.
- Parts of the parish, mainly the estates of Zebon Copse and Netherhouse Moor, are classified as urban. There are also areas of grade 3 and 4 agricultural land.



APPENDICES B TO D
CROOKHAM VILLAGE PARISH
NEIGHBOURHOOD DEVELOPMENT PLAN
2016-2032 - Referendum Version

Published by Crookham Village Parish Council, July 2020

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APPENDIX B - CROOKHAM VILLAGE PARISH LISTED, HISTORIC AND NOTABLE BUILDINGS

Listed Buildings

Categories of listed buildings

- Grade I buildings are of exceptional interest,
- Grade II* buildings are particularly important buildings of more than special interest, and it is the most likely grade of listing for a home owner.









Figure 1 - Notable buildings

G11 Nationally Listed Buildings and Structures

Building Name	Photo	Type and Age	Description
Two Ponds, Crondall Road		Cottage C.13/14	Brick and timber- framed structure. Left hand wing basically a single bay cruck cottage. Internal timbering of great interest. Large modern extension. The oldest building in the village. C15, C17, modern. 2 storeys. Small western part comprises a 2-bay cruck-frame with C17 frame structure attached to the east; modern extensions on the north side. Red tile roof, of different heights, half-hips. The frame is exposed on the upper part of the eastern part (south side). The cruck is exposed on the west gable, but inside is fully revealed with arch braces. White painted brickwork but red herringbone brickwork infilling to frame. Modern casements.
Grove Farmhouse		Farm house C.16/17	Timber-framed, flint and brick structure with later additions. Interesting timber and flint work. Parts of the building are thought to be Tudor in origin. Grove Farm had extensive hop gardens until the 1930's and continued production until 1974 when the lack of local pickers and the increasing popularity of lager for which these hops were unsuitable led to the end of hop growing in Crookham Village.
Brook Cottage, Crondall Road		Cottage C.17	Timber-framed and brick structure. Tiled roof. Interesting internal timber-work. May be older than date shown. C17. 2 storeyed timber-framed house with frame exposed on the first floor and gable. Red tile roof with half-hips ground floor outshot to the south; tile hanging to south gable. Massive central chimney stack. Casements. Modern

			gabled rustic porch.
Brook House, Crondall Road		House C.17	2 storeys and attic. Brick structure. Old tiled roof. Part of a once extensive country house with Dutch gable dated 1664. Later timber-framed addition. Said to have been a retreat of King Charles II and Nell Gwynne. C17 and C18. 2 storeys and attic; 1:0:2 windows. A building of mixed form and dates, walled in red brick, with English and Flemish bonding. The west front has a C18 set-back northern unit of lesser height, an entrance section, and at the south end a Dutch gable, dated 1664. The gable walling, and its return on the south face is divided panel wise in recesses, having small brick arcading on the top side; within the panels beneath the gable, windows are framed within raised bands, linked by a vertical below the centre of each sill to the bottom edge of the main panel. The middle section of the front has a blank panel above an arched doorway (with keystone and impost bands). The south wall has a 3-panel division, without ornament. Red tile roof, part gabled, half-hipped and a full hip to the east; large brick stacks. Modern casements. The facade is probably the surviving part of a larger, probably symmetrical, design.
Brunley, The Street		Cottage C.17	Timber-framed structure with recent extension. Originally the Malthouse. May be older than date shown. Malt House, C17, and later. 2 storeyed house with exposed timber-frame, mainly to the upper floor and in the gables; other walling and infilling in painted brickwork. 4 windows; casements. Red tile roof. Open porch.




<p>Meadow View Cottage, Watery Lane.</p>		<p>Cottage C.17</p>	<p>Originally two cottages, these have been merged to form a single dwelling. The building is timber-framed with brick infill. Built in C17, it has a modern extension. The house has 2 storeys and attic, with timber-frame exposed on east face and north gable; modern 2 storeyed extension to north-west. Red tile roof with gables; massive central brick stack. Frame infill of painted brickwork, rendered south gable which is buttressed. Casements. Tile canopy on brackets shelters plain door.</p>
<p>Grove Farm Granary</p>		<p>Granary C.17</p>	<p>Timber-framed with brick infilling. Standing on saddle stones. Half-hipped old tiled roof.</p>
<p>Grove View and West View Cottage, The Street.</p>		<p>Cottages (2) C.17</p>	<p>Timber-framed structure with small modern extension to West View Cottage. May be older than date shown. C17 and C18. 2 storeyed block, 5 windows. The timber-frame is exposed on the west side, being all of the upper floor and part of the lower; the main part had a slightly later south extension and a recent small extension to the north, all timber-framed. Red tile roof with half-hips and catslide to the east; large grouped stack in the centre of the oldest unit and chimney at the south end. Walling is painted brickwork, brick infilling to frame, tile-hung upper wall to north gable. Casements. Small porch. There is a well in the rear garden of West View Cottage.</p>

<p>Nos. 1, 2 and 3, Cross Farm Cottages.</p>		<p>Cottages (3) C.17</p>	<p>Timber- framed and brick structure. Tiled roof. No. 3 originally a hop kiln. C17. 2 storeys; 1:1:2 windows. Massive red tile roof, gabled at east end with a front gable at the west end, the latter tile-hung to the ground floor. Large central brick stack. Timber-frame exposed on the upper floor and part ground floor, also on the east gable, filled with painted brickwork; rear extension to No 3 in red brick. Modern casements. Plain doors. Continuous tile-covered canopy on brackets along north front of Nos 1 and 2.</p>
<p>Nuname (Vuname) and Grove Cottage, The Street</p>		<p>Cottages (2) C.17</p>	<p>2 cottages with brick and timber-framed structure. Tiled roof. May be older than date shown. C17. 2 storeys, 4 upper windows. Red tile roof, gabled to east and half-hipped to west, tile-hung east gable. Exposed timber frame to upper walls; red brick infilling and to lower walls. Casements. Modern brick porch to Westbrook.</p>
<p>The Bawn, The Street</p>		<p>Cottage C.17</p>	<p>Timber-framed structure. C.19 extension with modern half-hipped tiled roof and some additional timbering. May be older than date shown. C17. 2 storeys; some upper windows below eaves and some are dormers. Irregular window pattern. Exposed timber frame, with painted brick infilling; east end projects forward. Red tile roof; gable and half-hips; tile hanging to upper part of east wing. Casements, including some small original windows; 3 gabled dormers. Modern brick porch. Lead fire-insurance sign.</p>

<p>Strangers Corner, Stroud Lane, Crondall Road</p>		<p>Cottage C.17</p>	<p>Timber-framed and brick structure. Old tiled roof. May be older than date shown. C17 and C18. 2 storeys, 4 windows. Timber-framed house, with exposed timbers on the upper part, infilled with painted brickwork, which is also used for the lower walls; gables rendered and lower rear walls boarded. Massive red tile roof, half-hipped and with catslide to south. Central stack. Modern casements; plain door.</p>
<p>Westbrook and Lavender Cottage, The Street</p>		<p>Cottages (2) C.17</p>	<p>Timber-framed and brick structure. Tiled roof. That Lavender Cottage dates from between 1620 and 1650 is confirmed by a wall mural found by former residents and Westbrook is believed to have been built at the same time. Both properties have 2 storeys with 4 upper windows. Red tile roof, gabled to east and half-hipped to west, tile-hung east gable. Exposed timber frame to upper walls; red brick infilling and to lower walls. Casements. Modern brick porch to Westbrook.</p>
<p>The Forge House, The Street.</p>		<p>House C.17</p>	<p>This house is thought to have been built in the early to mid-17th century. It is a timber-framed and brick structure with late C.19 addition.</p>
<p>Velmead Farmhouse, Watery Lane.</p>		<p>Farm house C.17/18</p>	<p>Built circa 1660, this is possibly the oldest building in Church Crookham. Of a brick and part timber-framed structure, it has been subject to some restoration but retains many external original features. This timber-framed house of 2 storeys is now mainly clad with tiles to the first-floor and painted brickwork to ground floor. The east side has an extension which may be the oldest part, with half-timber exposed in</p>




			gable. There is a massive red tile roof, half-hipped; tall brick stack. The casements and porch are more modern.
Cedar Cottage, The Street.		Cottage C.18	Brick structure. Tiled roof. C18. 2 storeys, windows. Red tile roof with gables at ends and catslide to north. Painted brickwork; brick dentil eaves, 1st floor band, cambered ground floor openings. Later casements; blank panel above central entrance, which is an open tile-covered porch on pillars.
Laurel Cottage, The Street.		Cottage C.18	2 storeys. Red brick. Plain tile roof with brick end stacks. 3-light casement windows. Central 6-panel door with later hood. C18. 2 storeys, 2 windows. Red tile roof. Red brick walling in Flemish bond; first-floor band (broken in centre), rubbers to ground floor flat arches. Casements; blank panel above central entrance. Old door with later gabled canopy on brackets.
Orchard House, Crondall Road.		House C.18	Formerly the Old Parsonage and stable block. Brick structure with later additions. Used as vicarage for Church Crookham/Crookham Village Parish, 1841 to approximately 1865. C18, C19. L-shaped house with later infilling of interior angle (to south-east). 2 storeys, 4 windows. Red tile roof, hipped at corners. Painted brickwork, also rendered; parapet with stone coping, flat arches. Sashes, older in exposed frames on north side, in reveals elsewhere, ground floor bay and north and south ends. Red brick and tile single storeyed detached stable block and outbuildings.



<p>The Old Horns, Redfield Lane.</p>		<p>Cottage C.18</p> <p>Brick structure with string courses. Tiled roof. Former public house. Licence transferred at the turn of the century to Horns at Crondall. Old yew tree in garden. House, once an alehouse, Early C18; with minor C19 and C20 additions. Painted brick. Clay plain tile roof with gabled ends. Brick gable end stacks with set-offs. PLAN: T-shaped on plan. 2-room plan front range with central entrance passage, both rooms heated from gable-end fireplaces, the right-hand room was the parlour, and the smaller left room was used as the alehouse bar. A large l-room plan wing at the back contains the kitchen with a gable-end fireplace and staircase, with outshut on its SW side, and an outshut on 1ts NE side integral with the front range. C19 single-storey outbuilding on the left [SW] end of front range, once used as cobbler's shop. EXTERIOR: 2'storeys. Symmetrical 2-window SE front with brick platband at first floor level, 3-light casements with glazing bars, ground floor with cambered arches; central doorway and C20 timber porch. Small single-storey outbuilding on left [SW] end. Gable-ended rear wing with outshut In angle on either side. C20 glazed conservatories at rear. INTERIOR: Small left hand room has chamfered axial beam with straight-cut stops, exposed unchamfered joists and large fireplace with moulded timber chimneypiece and jambs cut back and replaced by brick. Larger right hand room has chamfered axial beam with cyma stops, ceiled joists and C20 chimneypiece. Kitchen in rear wing has roughly chamfered</p>
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			axial beam, exposed unchamfered joists, large fireplace with chamfered timber bressumer and shelf, and moulded plank doors to integral outshut and to stairs.
The Forge, The Street.		Building C.18/19	Brick structure thought to have been built in the mid-19 th century. Tiled roof. In use for shoeing until late 1950s. Original forge and bellows still operational.
Malthouse Bridge		Bridge C.18	This bridge is one of the original brick-arch bridges built when the canal was cut in the 18th century. It was built circa 1792, subsequently reinforced with several ties and steel straps and was extensively repaired in 1951 by Hampshire County Council. At this time the parapets were rebuilt but the original sarsen sandstone end blocks were retained.
Poulter's Bridge.		Bridge C.18	Poulter's Bridge is one of the original red-brick single-arch bridges dating around 1792 from the building of the canal. At some time it was strengthened with four pairs of tied circular iron pattress plates. When the bridge was restored in 1977 by Crookham Village Association it had a limit of 4 tons axle weight. In 1994, the arch was strengthened with a concrete saddle which allowed the weight limit to be removed. The strengthening works revealed that the brick arch barrel was only one brick thick with ribs formed by an extra line of bricks under the wheel track positions. Late C18. Standard bridge over the Basingstoke Canal; single cambered brick arch spanning the waterway and tow path, with projecting band below the parapet, which ends in square pillars topped




			by a stone cap. Red brickwork (English bond) for bridge and cutwaters; cast iron discs at end of ties. Oval cast metal plaque with:- Poulter's Bridge: built 1792: Central relief of a canal barge with small lettering above (Basingstoke Canal) and below (restored jubilee year 1977): Crookham Village Association.
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Locally Significant Buildings and Structures



Building Name	Photo	Type and Age	Description
Willow Cottage, Stroud Lane, Crondall Road		Cottage C.17	Property built circa 1650. Formerly timber-framed externally, now brick filled. Evidence of internal timber-framing. Willow Cottage is one of the founding dwellings in Crookham Village.
Culvers, Pilcot Road.		Cottage C.17/18	Formerly Culvers Farm. This is a brick structure with string courses and a half-hipped tiled roof. This looks much older than is indicated by its stretcher bond brickwork. It has small timber casement windows and two of these at the front have sculptured swag designs within the splayed flat brick lintel arches. There is a three brick horizontal band course at first floor level and big square chimney in the centre of the ridge to the half hipped clay tiled roof.
South View, The Street,		Cottages (2) C.17	A pair of timber-framed and brick structure cottages. Tiled roof. While these are thought to have been built in the 17 th century, they may be older than this. These cottages were much altered 1964/5 internally while their outwards appearance continues to make a major contribution to the Old Village street scene.





Velmead Cottage, Watery Lane.		Cottage C.17	Mainly old brick with timber-framing at gable ends. Tiled roof. This 17 th century cottage has been altered and enlarged over the years but still retains much of its timber and brick interior.
Bine Cottage, Crondall Road.		Cottage C.17	This property dates back to the early 17 th century. It is of timber-framed construction with brick infilling and tile hung to the upper story. It retains the old tiled roof with dormer windows. Although modernised and extended 10 years ago, it retains many of its original features including timber beams. The curtilage contains an ancient barn.
Sundown, Crondall Road.		Cottage C.17	This property is thought to date from the late 17 th century. It has a brick and timber-framed structure with an old tiled, half-hipped roof and dormer windows. Many of the rooms retain their original timber beams.
Mayfield Cottage, The Street.		Cottage C.18	This property is joined to Laurel Cottage which has a Grade II listing. The property is thought to date from the same period but have been built slightly later. Of red brick, it has a plain red tiled roof and brick end stacks. The 3-light casement windows and central 6-panel door with later hood all match those on those features on Laurel Cottage as does the style of the red brick walling in Flemish bond.
Berry Cottage and Karolyn, The Street.		Cottages (2) C.18	Built of local red brick and rendered, these cottages were thought to have been built in the 18 th century, probably to house either agricultural worker or canal workers. Both properties have modern tile roofs.

<p>Bridge House, Crondall Road.</p>		<p>House C.18</p>	<p>Brick structure. Tiled roof. Grounds used at turn of century for cricket. W. G. Grace said to have played here.</p>
<p>Canal Cottage, Crondall Road.</p>		<p>Cottage C.18</p>	<p>Canal bailiff's cottage and store. Formerly the canal wharfinger's office and cottage. Home of the celebrated Mark Hicks who worked for the canal company for over 80 years. Cottage, bridge, flash and wharf form a very attractive group. Guinness Book of Records, 1970, p.167.</p>
<p>Cross View, The Chestnuts and West Marsh, The Street.</p>		<p>Cottages (3) C.18</p>	<p>This row of three brick and tile terraced cottages were built in the 18th century, probably to house agricultural workers. While the brickwork records the original date of 1740, this has now been rendered over. The centre cottage, The Chestnuts, was formerly The Jolly Waterman public house.</p>
<p>Malthouse Bridge Cottage</p>		<p>Cottage C.18</p>	<p>This cottage is recorded as being built in the 18th century possibly to house agricultural workers. Although to the front, its outwards appearance is largely unchanged, it has undergone extensive refurbishment and extension to the rear. Despite this extension, it was recorded as being locally listed by the HDC planning department as recently as 2018.</p>

<p>The Old Forge, Redfields Lane.</p>		<p>Cottage C.18</p>	<p>This 18th century cottage has a brick structure with string courses. It has a tiled roof with a timber and tiled porch. The date is shown by a brick in chimney which is dated 1767.</p>
<p>The Spice Merchant (previously The Black Horse) and Mayfield, The Street.</p>		<p>Buildings C.18</p>	<p>The Spice Merchant (formerly Black Horse) is a brick structure which has been in business for over 150 years as a public house. Photos from the early 20th century reveal that the building is little changed both externally and internally. This building is an important part of the village street scene. This is one of four sites for the annual performance of the Mummers play on Boxing Day. This is part of a centuries old tradition that has survived in Crookham Village and is one of the oldest plays of this type in the country, having been performed almost continuously since 1880.</p>
<p>The Exchequer (previously Chequers), Cron dall Road.</p>		<p>Inn C.18</p>	<p>This colour washed brick structure has a slate roof and is believed to have been built in the 18th century. It held first contract for boarding canal employees and horses, and has close associations with Basingstoke Canal. Within the Basingstoke Canal Conservation Area, its history dates back to a licence in 1810-1830 when the PH was used as a watering hole and possibly earlier to the building of the Basingstoke Canal (Source: Basingstoke Canal Archives - https://www.basingstoke-canal.org.uk/archive/booklets/bkltar c3.htm#p8 ; referenced as the 'Chequers' its former name). This public house is also one of the sites for the annual Mummers play on</p>

			Boxing Day.
Prospect Cottage and Lavernock, The Street.		Cottages (2) C.19	A pair of well-built cottages of locally made red brick in 'Victorian Gothic' style. Metal window frames. Both of these cottages were formally included in the HDC local listing. Lavernock was extended in 1989/90 in the same "Victorian Gothic" style and Prospect Cottage has recently been similarly extended.
The Oast House, Pilcot Road.		Building C.19	The Oast House is the second hop kiln within Crookham Village Parish. The former Hop kiln with adjacent timber-framed barn which was converted into many years ago to a dwelling. Following planning permission in 2007, the residence was remodelled, although the conical hop kiln roof remains a landmark feature with clay tiles and a shallow window set at low level in the roof.
Hop Kiln, Pilcot Road.		Building C.19	This is one of two hop kilns within Crookham Village Parish and was in use until 1974 when hop growing eased. Brick, twin square pyramidal towers. Slated hipped ventilators. Wooden annexe, weather boarded. The building is included in the list of local buildings and features of interest in the Conservation Area Proposal Statement and contains a small museum to hop growing. It remains a significant landmark in village.
Redfields House		House C.19	This late 19 th century house was designed by Alfred Eggar and built by W Birch, both of Farnham in 1879, (datestone), for Mr Atty. Arthur Brandon, a London brewer, bought the estate and from 1911 to 1938 he experimented growing tobacco commercially. Home of St Nicholas School since 1994. This is a large

			<p>country house with gate house. The main house is 2-3 storeys with red brick and stone quoins, window surrounds and string courses to elevation. It has casement windows and multiple decorated chimney-stacks. It has a plain clay tile roof and a stone portico with 4 columns. The Gate house is in red brick with tile hanging to first floor. The house and garden has a woodland setting. To the rear there was a walled garden with additional tree planting, which has since been demolished. This house was the centre of tobacco production in Church Crookham which ended in 1937. The last remaining evidence of tobacco production in the form of the drying sheds were demolished in the 1970's. St. Nicholas Private School took over the house and grounds in the 1994.</p>
<p>Melrose and Nos. 1, 2 and 3, Sunnyside, The Street.</p>		<p>Cottages (4) C.20</p>	<p>Victorian villas, built on site of the village pottery and a C.18 cottage. A blue plaque tells how these were once the home of David Harris of Hambledon Cricket Club circa 1870, - England's first demon bowler.</p>
<p>Chequers Bridge over Basingstoke Canal.</p>		<p>Bridge C.20</p>	<p>Built in the early 1950s, it replaced a bridge built in 1896 by Hartley Wintney Rural District Council Sewerage Board and this bridge in turn had replaced the original brick arch bridge of c1792 which was built when the canal was cut. The modern structure, built in 1951 has some original C. 18 brick- work at base. The bridge blends well with adjacent items of canal-side interest. Remains of original brick canal wharf, restored 1976/77.</p>

<p>Crookham Wharf.</p>		<p>Wharf</p>	<p>Just upstream of the bridge is Crookham Wharf, which is now a pleasant picnic area. The wharf is brick and is approximately 8 ft. high. This was once the site of a saw mill and is now grassed over. In 2018, the edge of the wharf was raised by the Basingstoke Canal Association to allow greater accessibility for users with mobility issues. This change was supported by a donation from Crookham Village Parish Council.</p>
<p>Zephon Common swing bridge over Basingstoke Canal.</p>		<p>Bridge C.20</p>	<p>Steel and wood structure, modern, 1950s. Abutments and mounting, C.18 brick. Carries weights dated 1840. This is one of only two examples of a swing bridge on the length of the Basingstoke Canal and is a very distinctive landmark for the Parish. This bridge is also known as Zebon (or Zephon) Copse Swing Bridge. It was rebuilt in 1954 after several collapses, and was reconstructed again in 1992-3 to bring it up to modern requirements.</p>
<p>Crossways</p>		<p>Junction</p>	<p>The traffic island in the centre of Crookham Village is known locally as Crossways. It lies at the junction of the three main roads through the Village and has become the identifiable focal point at the centre of the village. The island lies adjacent to a small area of public open space outside Cross Farm Cottages.</p>
<p>Pillboxes</p>		<p>Building C.20</p>	<p>These were constructed as part of the G.H.Q. line 1940 and built to house a field gun. There are several throughout the parish including: - Poulter's Bridge / Hilly Burrow. Sited in old sand pit on Hilly Burrow commanding Crondall Road. -</p>

Canal Boundary Stones		Canal Boundary Stones C.18	Sarsen stone. Inscribed 'B.C.N.'. There are several in our parish, including along and adjacent to the Basingstoke Canal towpath, adjacent Poulter's Bridge Cottage garden, east side of Poulter's Bridge, north of swing bridge in wood below embankment, approximately 10 yds south of swing bridge, on south bank close to parish boundary and other locations, both on the north and south banks of the canal.

Historical Assets from the WWII GHQ Defence Line in Crookham Parish

Introduction

This paper describes the assets of historical value from the World War II defences built in the area as part of a defensive line against a possible German invasion of England.

The GHQ Line (General Headquarters Line) was part of a network of defences hastily built in 1940 to contain an expected German invasion. The primary purpose of the stop lines and the anti-tank islands that followed was to hold up the enemy, slowing progress and restricting the route of an attack. The need to prevent tanks from breaking through was of key importance. Consequently, the defences generally ran along pre-existing barriers to tanks, such as rivers and canals; railway embankments and cuttings; thick woods; and other natural obstacles

Many forms of defences were used such as ‘pillboxes’, ‘dragon’s teeth’ (also known as ‘pimples’, gun emplacements anti-tank ditches, cylinders and other measures.

Pillboxes were squat concrete forts that were sited at road junctions, canals and other strategic points. About 28,000 pillboxes and other hardened field fortifications were constructed in the United Kingdom of which about 6,000 still survived in 2006. A variety of designs was used to several standard types as well as local designs and variations.

Pimples, popularly known as [Dragon's teeth](#), were pyramid-shaped concrete blocks designed specifically to counter tanks. Anti-tank cylinders were made from a section of sewer pipe 3 to 4 feet in diameter filled with concrete typically to a height of 4 to 5 feet, frequently with a dome at the top. Smaller cylinders cast from concrete are also frequently found. Sockets for anti-tank mines were also placed on bridges and embankments along the Basingstoke Canal.

For more information on types of defences see

https://en.wikipedia.org/wiki/British_hardened_field_defences_of_World_War_II

1986 and 1988 Surveys

In June 1988 Crookham Village Parish Council sought and gained the assistance of the Aldershot Military Historical Trust in finding information about the pillboxes and other fortifications still identifiable in the parish area.

Many of the sites had already been included in a survey with site visits in 1986 and earlier in 1988 and the Council was provided with extracts from the survey report on the relevant items.

The identified items were marked on a local map and generally form a line in a north-south direction although there are other fortifications along the Basingstoke Canal which runs in a line generally south-west to north-east.

The contents of this survey are included in this paper.

The following assets, specifically pillboxes, cylinders, pimples and mortar base were identified.

Ref	Date	Containing	Wills Class	Shown on map
SU75/1	16/07/1986	'Dragons Teeth' on Basingstoke Canal towpath	A/TP	Yes
SU75/2	16/07/1986	Pillbox Type 24 (6 sides) on Basingstoke Canal towpath	PMS	No
SU75/3	23/07/1986	Pillbox type 22 (8 sides) south of Basingstoke Canal nr Chequers Bridge	PMW	Yes
SU75/4	23/07/1986	Pillbox special (square w corners) south of Basingstoke Canal nr Chequers Bridge	RCS	Yes
SU75/5	23/07/1986	Pillbox special (square w corners) south of Basingstoke Canal nr Chequers Bridge	RMSE	Marked as 75/4
SU75/6	16/07/1986	Pillbox Type 24 (6 sides) on Basingstoke Canal towpath	PMSSE	Marked as 75/7
SU75/66	09/02/1988	Cylinders (approx 180 filled & 180 empty) on Basingstoke Canal bank	n/a	No
SU75/67	n/a	Item marked on map Bowenhurst Copse (may be a mistake?)	unknown	Yes
SU75/67	09/02/1988	Pillbox Type 24 (6 sides) at Leeches Copse just off the Golf Course)	PMSW	Yes
SU75/68	09/02/1988	Pillbox Vickers HMG on hill near Poulter's Bridge (Hillyburrow)	PMSW	Yes
SU75/69	10/02/1988	Pillbox Type 24 variant (6 sides) garden of 'Meadow Brook'	PMSW	Yes
SU75/70	10/02/1988	Pillbox Type 24 variant (6 sides) off Crondall Road (field adj Seven Steps)	PMW	Yes
SU75/71	10/02/1988	Pillbox LMG (square w blast wall) off Crondall Road (field adj Willow Cottage)	PMW	Yes
SU75/72	10/02/1988	Anti-tank Obstacles off Crondall Road (field adj Willow Cottage)	A/TP	Yes
SU75/84	19/02/1988	Pillbox unusual (square w blast wall) S of Pilcot Road	SMSW	Yes
SU75/85	19/02/1988	Spigot mortar base near SU75/84 S of Pilcot Road	n/a	Yes
SU75/87	n/a	Item marked on map off Crondall Road nr Triggs Farm	unknown	Yes

Defence of Britain Project

The Defence of Britain Project databases were created from field and documentary work carried out between April 1995 and December 2001. The purpose of the Project was to record the 20th century militarised landscape of the United Kingdom, and to inform the responsible heritage agencies at both local and national level with a view to the future preservation of surviving structures.

Following completion of the Defence of Britain Project in 2002, and using the records it generated, the Council for British Archaeology undertook a study of 'defence areas' in England (with funding from English Heritage). This project resulted in extensive revisions and additions to the original Defence of Britain database and this revised dataset is searchable via the Defence of Britain Website at

<https://archaeologydataservice.ac.uk/archives/view/dob/index.cfm>.

These databases are now fixed and will not be updated further, although the Defence of Britain project data has been distributed to the National Monuments Records and local Sites & Monuments Records throughout the UK and will be updated through their systems in the future.

Extract from Defence of Britain Archive at the Archaeology Data Service
Council for British Archaeology, 2002 (Updated 2006)

Anti-invasion Records

The Anti-Invasion Database provides the full text of information recorded. It also includes references to material in the paper archive as well as elements which have been digitised. Some 2000 photographs have been scanned, but an estimated further 6,500 remain with the original paper records. The full site data on a defence component listed in 'Beaches, Fields, Streets, and Hills' (the research report of the Defence Areas Project) can be obtained by entering its unique numerical reference into the search box in the database held at

https://archaeologydataservice.ac.uk/archives/view/dob/ai_q.cfm?CFID=77e3095c-08d3-4db6-9b8d-be41598d54cb&CFTOKEN=0.

The items below were identified through a database search for anti-invasion measures in the area of Crookham in the county of Hampshire. They are part of the Aldershot Command: Fleet / Farnham stop line, a short length of stop line (a switch line), part of the perimeter defences of Aldershot, running south from the Fleet area via Pilcot and Crookham to join the GHQ Line north-west of Farnham or the West to East section of the GHQ Line running from Reading through Hampshire and West Surrey to Kent (Leigh) following in part a line south of the North Downs.

Direct links to the database are shown in blue in the text below.

- [PILLBOX \(ID: S0016692\)](#), Crookham Village, Hampshire, England
W of the Crondall Road, N of Chequers Bridge., Condition: Unknown (Grid ref: SU 7914 5184)

- [CYLINDER \(ID: S0016752\)](#), Crookham Village, Hampshire, England
On the N bank of the Basingstoke Canal (by the towpath) opposite
Coxmoor Wood, W of Chequers Bridge. , Condition: Good (Grid ref: SU
78377 51222)

[\[Database image 1\]](#) from field Visit on 27 August 2003.



- [PILLBOX \(ID: S0011218\)](#), Crookham Village, Hampshire, England
W of Crondall Road in middle of open field, WNW of Chequers Bridge.,
Condition: Extant but condition unknown (Grid ref: SU 7889 5179)
- [ANTI TANK DITCH \(ID: S0016697\)](#), Crookham Village, Hampshire,
England
Running SW and W of Crookham Village to Pilcot., Condition: Infilled (Grid
ref: SU 7911 5173)(Grid ref: SU 7913 5184)(Grid ref: SU 7899 5200)(Grid
ref: SU 7903 5233)(Grid ref: SU 7879 5258)(Grid ref: SU 7878 5300)
- [ARMY BATTLE HEADQUARTERS \(ID: S0016661\)](#), Crookham Village,
Hampshire, England
Pilcot Farm, N of Pilcot Bridge., Condition: Unknown (Grid ref: SU 7866
5309)
- [CYLINDER \(ID: S0016695\)](#), Crookham Village, Hampshire, England
Crossing NE area of Coxmoor Wood., Condition: Extant but condition
unknown (Grid ref: SU 7868 5097)(Grid ref: SU 7842 5121)
[\[image 1\]](#) from field visit on 27 August 2003.



- [PILLBOX \(ID: S0011165\)](#), Crookham Village, Hampshire, England
Meadow Brook Stable, Crookham Village., Condition: Unknown (Grid ref: SU 7905 5270)
- [ANTI TANK DITCH \(ID: S0016694\)](#), Crookham Village, Hampshire, England
Running S of Crookham Village., Condition: Infilled (Grid ref: SU 7958 5004)(Grid ref: SU 7950 5040)(Grid ref: SU 7923 5034)(Grid ref: SU 7891 5052)(Grid ref: SU 7868 5096)
- [ARMY BATTLE HEADQUARTERS \(ID: S0016759\)](#), Crookham Village, Hampshire, England
Kiln House, Pilcot Road, Crookham Village., Condition: Unknown (Grid ref: SU 7904 5284)
- [ANTI TANK DITCH \(ID: S0016696\)](#), Crookham Village, Hampshire, England
Running S of Crookham Village., Condition: Infilled (Grid ref: SU 7874 5084)(Grid ref: SU 7884 5094)(Grid ref: SU 7883 5106)(Grid ref: SU 7892 5161)
[\[image 1\]](#) from field visit on 28 August 2003.



- [PILLBOX \(TYPE FW3/24\) \(ID: S0006768\)](#), Crookham Village, Hampshire, England
At the SW edge of Five Acre Copse, now on land of Bowenhurst golf course., Condition: Unknown (Grid ref: SU 789 507)
- [PILLBOX \(TYPE FW3/24\) \(ID: S0007411\)](#), Crookham Village, Hampshire, England
On land of Hancock's Farm near N edge of Leeches Copse., Condition: Fair (Grid ref: SU 78844 50951)
[\[image 1\]](#) from field visit on 28 August 2003.



- [\[image 2\]](#) from field visit on 28 August 2003.



- [PILLBOX \(TYPE FW3/24\) \(ID: S0011167\)](#), Crondall, Hampshire, England
Triggs Farm, between Crookham Village and Bowling Alley Lane.,
Condition: Extant but condition unknown (Grid ref: SU 7957 5042)
- [PILLBOX \(TYPE FW3/24\) \(ID: S0010816\)](#), Crookham Village, Hampshire, England
On N bank of Basingstoke Canal opposite Coxmoor Wood, W of
Chequers Bridge., Condition: Fair (Grid ref: SU 7839 5123)
- [PILLBOX \(TYPE FW3/24\) \(ID: S0011104\)](#), Crondall, Hampshire, England
Avondale Lawn Tennis Club, Crookham., Condition: Extant but condition
unknown (Grid ref: SU 807 501)
- [PILLBOX \(TYPE FW3/24\) \(ID: S0006826\)](#), Crondall, Hampshire, England
Bowenhurst Copse, between Crookham Village and Bowling Alley Lane.,
Condition: Good (Grid ref: SU 7922 5045)
- [PILLBOX \(TYPE FW3/24\) \(ID: S0007412\)](#), Crookham Village, Hampshire, England
At the SW edge of Leeches Copse, on land of Bowenhurst golf course.,
Condition: Good (Grid ref: SU 78843 50764)
[\[image 1\]](#) from field visit on 28 August 2003.



- [PILLBOX \(TYPE FW3/24\) \(ID: S0007864\)](#), Crondall, Hampshire, England
Humphreys Park, Church Crookham., Condition: Extant but condition unknown (Grid ref: SU 8190 5060)
- [PILLBOX \(TYPE FW3/24\) \(ID: S0008858\)](#), Crondall, Hampshire, England
Set into bank, at road junction of A287 road with Redfields Lane to Church Crookham., Condition: Fair (Grid ref: SU 8004 5023)
- [PILLBOX \(ID: S0016693\)](#), Crookham Village, Hampshire, England
N of Willow Cottage, NW of Stroud Lane off Crondall Road., Condition: Unknown (Grid ref: SU 7896 5218)
- [PILLBOX \(TYPE FW3/24\) \(ID: S0011216\)](#), Crookham Village, Hampshire, England
'Meadow Brook', S of sewage works, Crookham Village., Condition: Removed (Grid ref: SU 79057 52248)
- [PILLBOX \(TYPE FW3/24\) \(ID: S0011217\)](#), Crookham Village, Hampshire, England
At side of public footpath off Crondall Road, SE of Brook Meadow Farm, Crookham Village., Condition: Fair (Grid ref: SU 79022 52455)
- [VICKERS MACHINE GUN EMPLACEMENT \(ID: S0006974\)](#), Crookham Village, Hampshire, England
At edge of old quarry pit on the side of a hillock, S of Poulter's Bridge. , Condition: Good (Grid ref: SU 79667 51555).
Defence Grouping: Aldershot Command: Fleet / Farnham stop line.
[\[image 1\]](#) from field visit on 28 August 2003.



[image 2] from field visit on 28 August 2003.



- [image 3] from field visit on 28 August 2003.



- [SPIGOT MORTAR EMPLACEMENT \(ID: S001166\)](#), Crookham Village, Hampshire, England
Meadow Brook Stable, Crookham Village., Condition: Unknown (Grid ref: SU 7910 5270)
- [PIMPLE \(ID: S0011220\)](#), Crookham Village, Hampshire, England
Near gate to Willow Cottage on N side of Stroud Lane by stream, Crookham Village., Condition: Good (Grid ref: SU 79025 52127)
- [PIMPLE \(ID: S0010812\)](#), Crookham Village, Hampshire, England
On the N bank of the Basingstoke Canal just W of Chequers Bridge, Crookham Village., Condition: Good (Grid ref: SU 79106 51723)
[\[image 1\]](#) from field visit on 27 August 2003.



- [ROADBLOCK \(ID: S0016659\)](#), Crookham Village, Hampshire, England
On Hitches Lane, N of Pilcot Road., Condition: Removed (Grid ref: SU 7931 5280)
- [PILLBOX \(VARIANT\) \(ID: S0007415\)](#), Crookham Village, Hampshire, England
On hill on land of Hancock's Farm, S of Chequers Bridge and Basingstoke Canal., Condition: Good (Grid ref: SU 78889 51432)
[\[image 1\]](#) from field visit on 28 August 2003.



- [PIMPLE \(ID: S0016751\)](#), Crookham Village, Hampshire, England
On the S bank of the Basingstoke Canal just W of Chequers Bridge, Crookham Village., Condition: Good (Grid ref: SU 79126 51690)
- [ROADBLOCK \(ID: S0016658\)](#), Crookham Village, Hampshire, England
Pilcot Road, E of Pilcot., Condition: Removed (Grid ref: SU 7876 5285)
- [VICKERS MACHINE GUN EMPLACEMENT \(ID: S0007414\)](#), Crookham Village, Hampshire, England
On hill on land of Hancock's Farm, S of Chequers Bridge and Basingstoke Canal., Condition: Good (Grid ref: SU 79002 51482)
[\[image 1\]](#) from field visit on 28 August 2003.



[image 2] from field visit on 28 August 2003.



- **VICKERS MACHINE GUN EMPLACEMENT (ID: S0007413)**, Crookham Village, Hampshire, England
On hill on land of Hancock's Farm and just N of farm buildings, S of Chequers Bridge and Basingstoke Canal., Condition: Good (Grid ref: SU 79021 51226)
- **VICKERS MACHINE GUN EMPLACEMENT (ID: S0008618)**, Crookham Village, Hampshire, England
Above the N bank of the Basingstoke Canal W of Chequers Bridge., Condition: Fair (Grid ref: SU 7878 5156)
[image 1] from field visit on 27 August 2003.



- **VICKERS MACHINE GUN EMPLACEMENT (ID: S0007416)**, Crookham Village, Hampshire, England
On a small hill S of Poulter's Bridge over Basingstoke Canal., Condition: Removed (Grid ref: SU 7975 5151)
- **VICKERS MACHINE GUN EMPLACEMENT (ID: S0016698)**, Crookham Village, Hampshire, England
At edge of field behind houses off footpath from Crondall Road, Crookham Village., Condition: Good (Grid ref: SU 79021 52026)
[\[image 1\]](#) from field visit on 28 August 2003.



[\[image 2\]](#) from field visit on 28 August 2003.



APPENDIX C1 – ENVIRONMENTAL

The small Parish of Crookham Village at the heart of Hart District is a historic, rural and wildlife rich neighbourhood straddling the River Hart Valley with a high quality, built and natural environment. The Parish occupies just 4.5 square kilometres and is uniquely diverse with an exceptional concentration of environmental assets. These assets include:

- 3.5 kilometres of the River Hart and its floodplain and another 4kms of other watercourses.
- A range of accessible open space, well used by people and social space: Basingstoke Canal & Grove Farm (unsure at time of writing how the current development plans will fully impact), others naturalistic, tranquil and undisturbed (Furney Copse Moor/Field of Dreams, Stroud Lane Meadow, Pilcot Farm).
- 3 Conservation Areas (protecting built form of architectural/historic merit and settings).
- Listed buildings and structures and a village with roots from at least 880 AD.
- 2.5 kilometres of the Basingstoke Canal, a Site of Special Scientific Interest (SSSI).
- 8 Ancient Semi-Natural Woodlands & Copses (ASNW) and 8 working Farms.
- A Local Nature Reserve (LNR) and 10 Sites of Nature Conservation Interest (SINC's).
- 10 kilometres of rural public footpaths with scenic views and attractive countryside.
- 1 ridge and 2 prominent 'knolls' providing views, natural landmarks and a distinctive landscape identity to the Hart Valley at Crookham Village: The 'Tump' at Grove Farm (unsure at time of writing how the current development plans will fully impact, the Brook Hill/Cross Farm Ridge and Hillyburrow south of Poulter's Bridge).
- Important assemblages of rare and declining farmland, woodland and wetland birds with many Principal Species and 11 Red Listed and 19 Amber Listed Birds of Conservation Concern regularly occurring.
- The number of birds recorded in Crookham Village is 119 species, greater than the larger, nearby Chobham Common National Nature Reserve on the Thames Basin Heaths.
- Important assemblages of bats, plants and insects of County and Regional significance are also present with many species of dragonflies, butterflies and rare plants including 5 species of orchids occurring in their hundreds.
- A traditional and intimate landscape with an attractive mosaic of mixed farmland, copses, a village with narrow country lanes and views of historic houses, farmsteads and open countryside.

Crookham Village directly adjoins the eastern edge of Hart's largest urban area, Fleet/Church Crookham and the Parish has already absorbed new housing estates which occupy approximately 15% of its area and represent a significant percentage of the current population. Despite this encroachment, Crookham 'Old' Village and its countryside setting has retained its core scenic, ecological and historic characteristics largely intact and its biodiversity is as rich as anywhere in Hart. The major new estates of Netherhouse Moor and Zebon Copse were located sensitively

near to the Netherhouse Copse woodland, on low lying ground behind mature woodland belts, and surrounding the ancient woodland at Zebon Copse respectively.

Further large-scale urban extension would have to break out into 'open' farmed countryside with serious damage to landscape character, biodiversity and valued community resources, such as tranquil open space and rural walks.

Crookham Village's proximity to the large population of Fleet and Church Crookham, its attractive 'countryside' with pubs and a tea shop and its excellent network of accessible routes, has meant it is highly valued as a recreational asset available on foot or bicycle to many thousands of people. This significantly contributes to the community's quality of life, sense of well-being and identity, and allows people to walk without using cars, thus retaining walkers locally, alleviating pressure on the nearby Thames Basin Heaths Special Protection Areas.

Crookham Village and its countryside is an exemplar and fundamental piece of Hart's Green Infrastructure. It provides many ecosystem services that benefit society and the economy, and is highly vulnerable to ill-considered urban sprawl development. There are however opportunities to sustainably develop, improve the environment and plan for the future with appropriate sensitivity to the existing character and with good quality design.

Geographically, Crookham Village is uniquely located on the junction of 5 National Character Areas as described by Natural England: Thames Basin Heaths, Hampshire Downs, North Downs, Thames Basin Lowlands and Wealden Heaths, all with distinct geologies and ecology. This proximity adds considerably to the Parish's biological diversity providing significant opportunities for species colonisation and dispersal and having a major influence on the variety of habitat types that have developed over time.

Watercourses flowing into the Parish originate from both the chalky substrates of the Hampshire Downs and the acid Thames Basin heaths. These diverse sources strongly shape the habitats and flora in the Valley. It is possible to see heathland plants such as ling and cross-leaved heath growing within the vicinity of lime loving plants such as sanicle, cowslip, barren strawberry and sweet briar, which is unusual in England.

Fleet and Church Crookham have largely been built on heathy woodland with little historic agricultural value due to poor quality soil. The boundary between west Fleet, centred on All Saints School, and the 'Tump' at the north of Grove Farm marks the junction between ancient rich farmland of the alluvial River Hart Valley and the extensive thin soils of Crookham Common.

The Hart Valley around Crookham Village has been farmed for many hundreds of years. This traditional, small scale pattern of mixed farming, a blend of floodplain pasture, arable land on the drier slopes, copses, wet woodland and common land has led to a remarkable variety of habitats and wildlife. Appendix C2 (biodiversity evidence) shows how many farmland species birds such as linnet, skylark and yellowhammer depend on this diverse mosaic to provide food and nesting opportunities throughout the year. Despite the small scale of the Parish it is still actively farmed and it is possible to see a range of arable crops and horses, sheep and cattle grazing pasture. Other areas which are left unmanaged, such as south of the canal, provide further diversity with important areas of undisturbed scrub and rough grassland frequented by many song birds, barn owls and kestrels. The north – south alignment of the River Hart Valley makes it an important Ecological Corridor, a route followed by many migrating birds which provides feeding and

dispersal stepping stones for the Thames Basin Heaths trio of birds: Dartford warbler, woodlark and nightjar, all of which have been recorded in the Parish.

In contrast to the developed areas of the Crookham Village, Zebon Estate, and Netherhouse Moor, the other 'character areas' in the Neighbourhood Plan are better described as countryside, with natural habitat and agricultural areas important for biodiversity. These are:

- **Grove Farm:** This area includes part of the River Hart Valley which forms an important ecological corridor linking the Thames Basin Heaths Special Protection Area, the River Hart valley and the Basingstoke Canal SSSI. Although largely undesignated, the Hart River valley to the west of Fleet and around Crookham Village and Dogmersfield is more biodiverse than some nearby designated areas, including the SPAs. Grove Farm includes and surrounds the Netherhouse Moor Site of Interest to Nature Conservation (SINC). The Hart Valley is highly accessible and valued by local people. This site includes 14 species of birds on the UK BAP Priority List which breed in the area and a further 9 species that have occurred. This includes breeding populations of species of district importance, such as 15+ pairs of skylark, 10 pairs of yellowhammer, 3 pairs of reed bunting and 1-2 pairs of northern lapwing. Grove Farm is also important for rare and declining cornfield annual plant communities that like dry, acid soils including corn marigold, bugloss, corn spurry, wild pansy, storksbill and poppy, with sheep's sorrel on the field fringe.
- **Cross Farm:** The open, rolling and pastoral farmland so close to the village gives excellent access to nature in a rural landscape that is contained within woodland, wooded belts and the wooded and attractive south facing Village Street back gardens. The farmland meadow in the open escarpment contains much sweet vernal grass, fescue and bents, meadow buttercup, sorrel, knapweed, oxeye daisy with birdsfoot trefoil, large birdsfoot trefoil, sheeps sorrel, ladies smock, some meadowsweet, tufted vetch, meadow vetchling, lesser stitchwort and other meadow species. This floristic assemblage indicates a rich species diversity that has persisted for at least 20 years of observations, and has included green winged orchids and very rare species. Cross Farm Ridge provides a prominent rural landmark from the River Hart Gap as seen by walkers, cyclists and cars using Crondall Road and the canal tow-path and the open fields of the farm are regarded as the heart and a principal defining characteristic of the Village. The two footpaths that traverse the elevated Cross Farm Ridge give the best views of Crookham Village looking north and west of the historic settlement and the Conservation Area including views of the Parish's listed and historic buildings. The area supports a diverse assemblage of breeding birds typical of a mixture of garden, woodland edge and farmland habitats, with 2500 records of notable birds representing 75 species. Notable bird species recorded within 2km of the site includes county rare and scarce species and those listed as Priority Species on the Hampshire Biodiversity Action Plan (HBAP). The site is important as a migratory stepping stone and ecological corridor for yellow wagtail following the Hart Valley south that occur with both wheatear and whinchat. Skylarks have bred on the farm every year since 1997 and are part of a population that use all the connected farmland along the Upper Hart Valley and Crookham Village parish, and lapwing have also raised young on the meadow. Several woodcock and significant numbers of snipe feed in the damp short pasture in the winter. The River Hart at Cross Farm is a regular site for wintering little egret.

- Zephon Common/Peatmoor Copse is a large area of wet woodland including CROW Open Access Common and is the best place in the Village to enjoy woodland, wild naturalness and notable woodland wildlife including marsh tit, spotted flycatcher and occasionally lesser spotted woodpecker (all species have bred on the common). It is predominantly wet alder/downy birch woodland and is a sensitive area with breeding marsh tit (currently singing), bullfinch, song thrush, spotted flycatcher, lesser spotted woodpecker and wintering woodcock (all red listed birds of conservation concern). It is an interesting mosaic of priority habitats, including heathy mire habitat with sphagnum moss, ling, cross leaved heath, heath bedstraw, tormentil, occasional devils bit scabious, ragged robin with much alder buckthorn, rowan and aspen. There are also elements of ancient woodland influenced by a calcicole flora with some sweet woodruff, much wood sorrel, whitebeam, field maple, guelder rose, wild cherry. In early July white admiral and silver washed fritillary are much in evidence on the bramble on the edge of the ride to the east of the common. This is an ecologically rich, wet site with sensitive ecology that would be vulnerable to increased access. It has a high degree of tranquillity and the scenic quality of being away from roads, with much birdsong and dark skies. The landform and wooded common provide seclusion and a sense of being away from it all.

Pilcot Farm, Brook Meadow Farm and Ormersfield Farm, Hancock's Farm, Furney Copse Farm and Albany Farm/Redfields similarly represent areas of conservation value, as do the Basingstoke Canal (which is an SSSI) and the Zebon Copse LNR, both of which are well managed by local volunteers and much used by residents and visitors.

Broad habitats/landscape

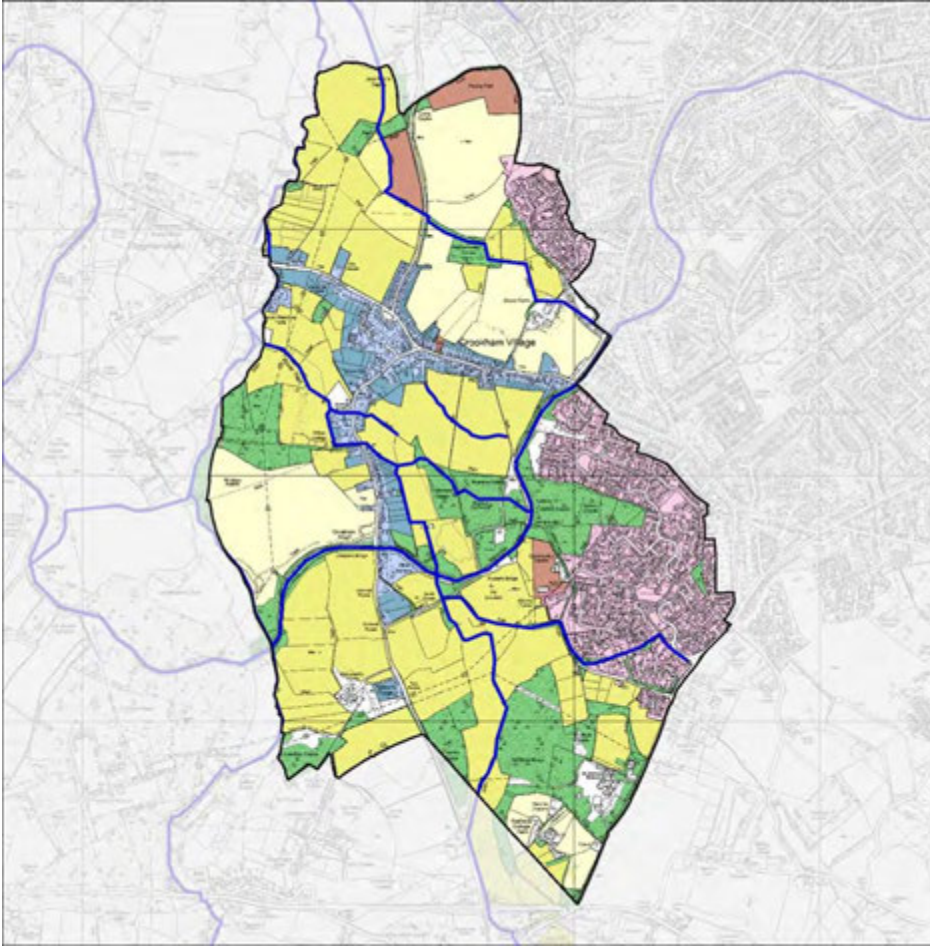


Figure 2 - Broad Habitats Land Use



Priority Habitats

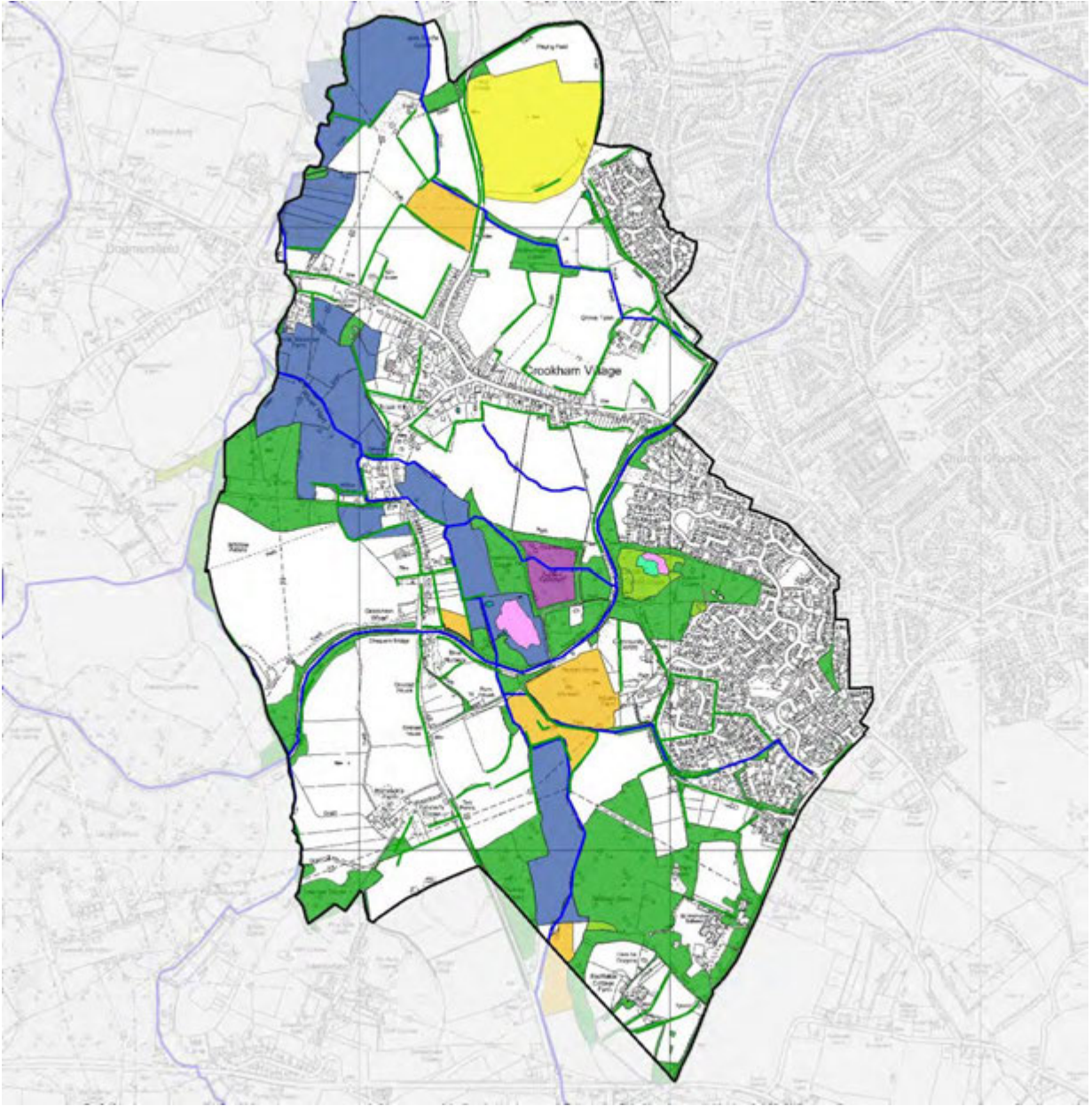


Figure 3 - Priority Habitats

The following Figure shows the parish's priority habitats, key ecological networks and assemblages of important bird species

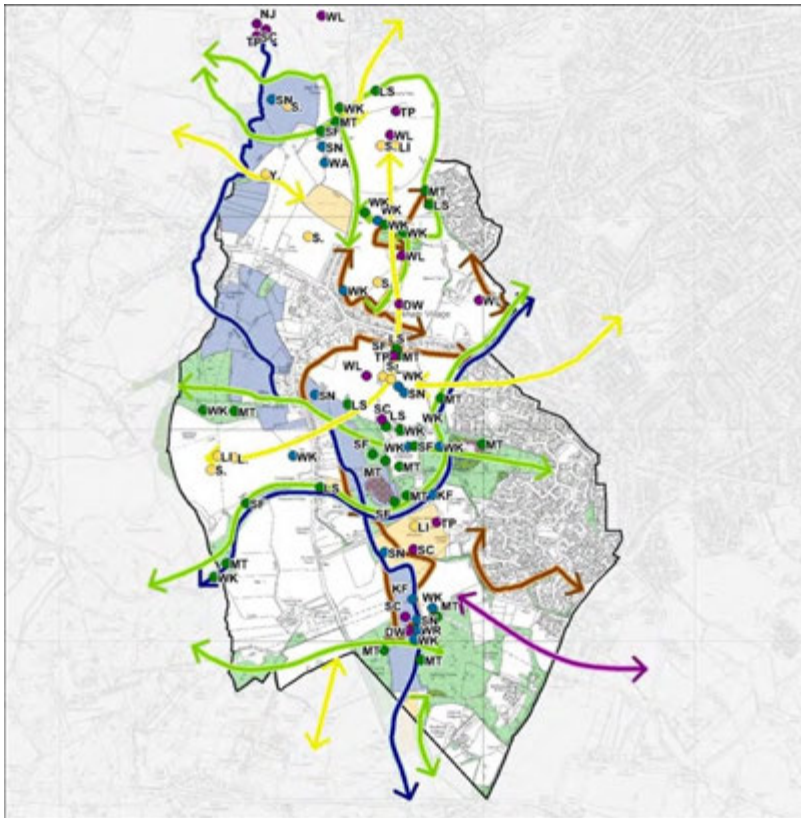


Figure 4 - Priority Habitats, Ecological Networks and Bird Assemblages

- Lowland Mixed Deciduous Woodland
- Wet Woodland
- Ponds
- Purple Moor Grass and Rush Pastures
- Lowland Meadows
- Lowland Fen
- Floodplain Grazing Marsh
- Arable Flora
- Acid Grassland and remnant heath
- Hedgerows
- Rivers and Canals

Bird Assemblages

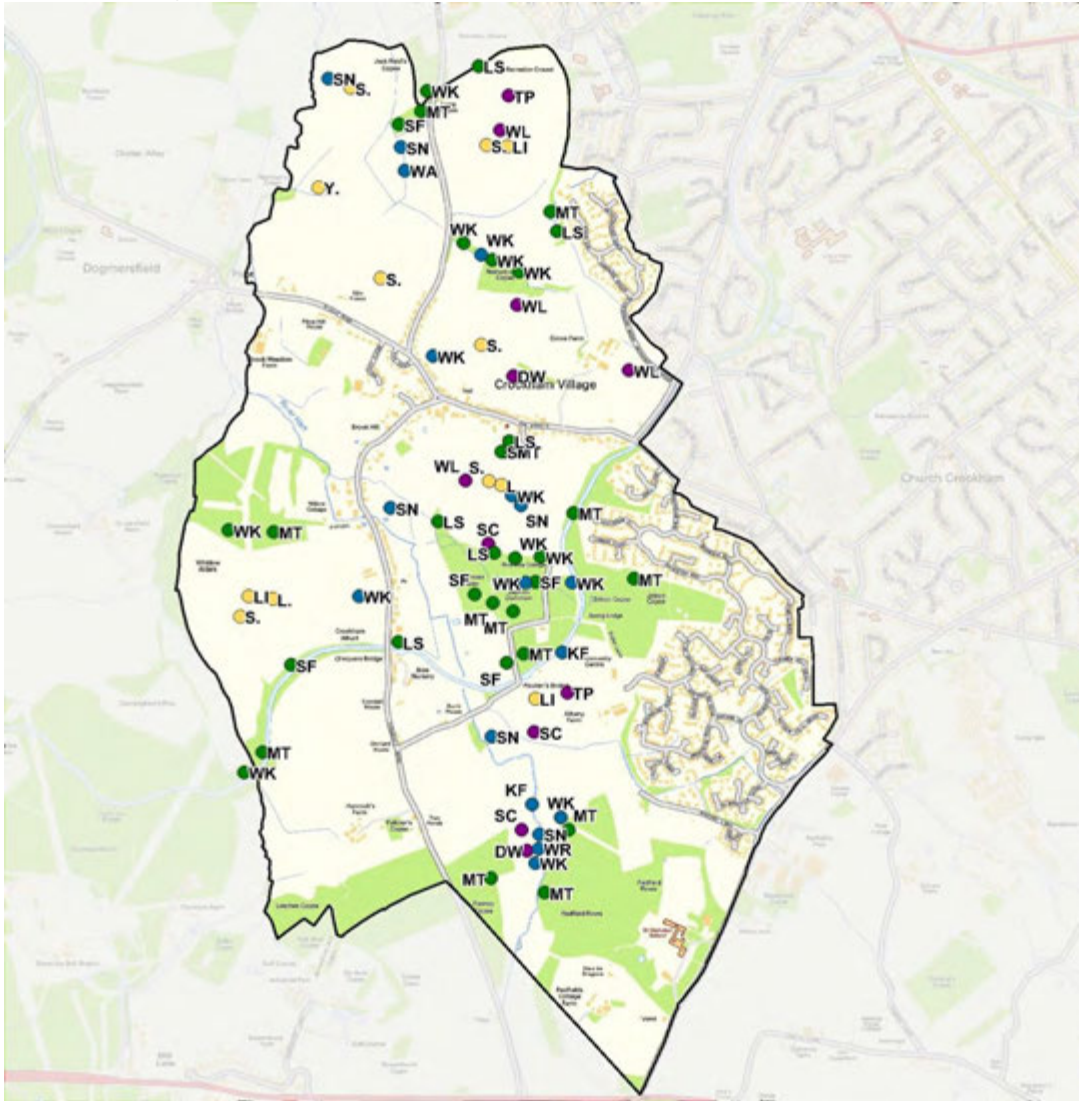


Figure 5 - Bird Assemblages

- Wetland birds
- Woodland birds
- Farmland birds
- Heathland birds

Eco networks – fine scale

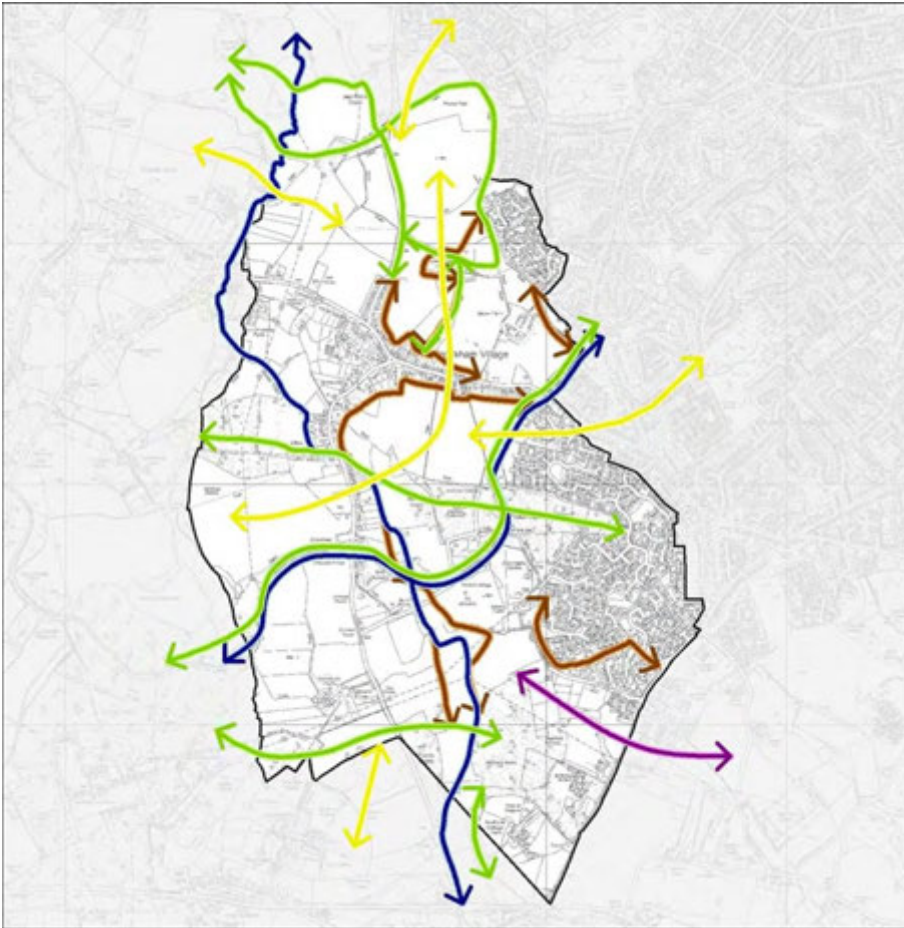







Figure 6 - Ecological Networks

-  Farmland birds flight lines
-  Heathland birds flight lines
-  Woodland network
-  Rivers and canal network
-  Hedges, verges & greenway network

Figures 54, 55 and 56 identify some key areas that present opportunities for the conservation of biodiversity, in the broader context of Hart District and the county of Hampshire.)

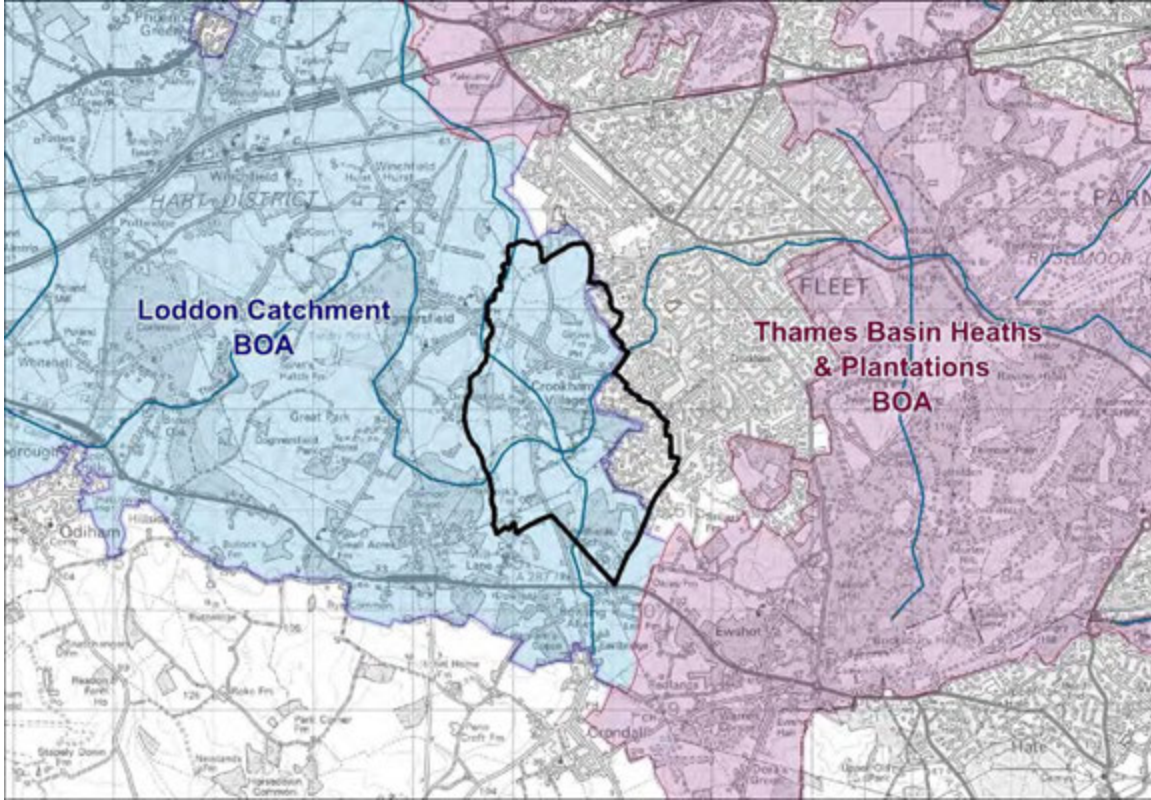
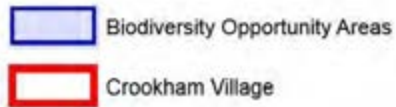


Figure 7 - Landscape Importance inset map



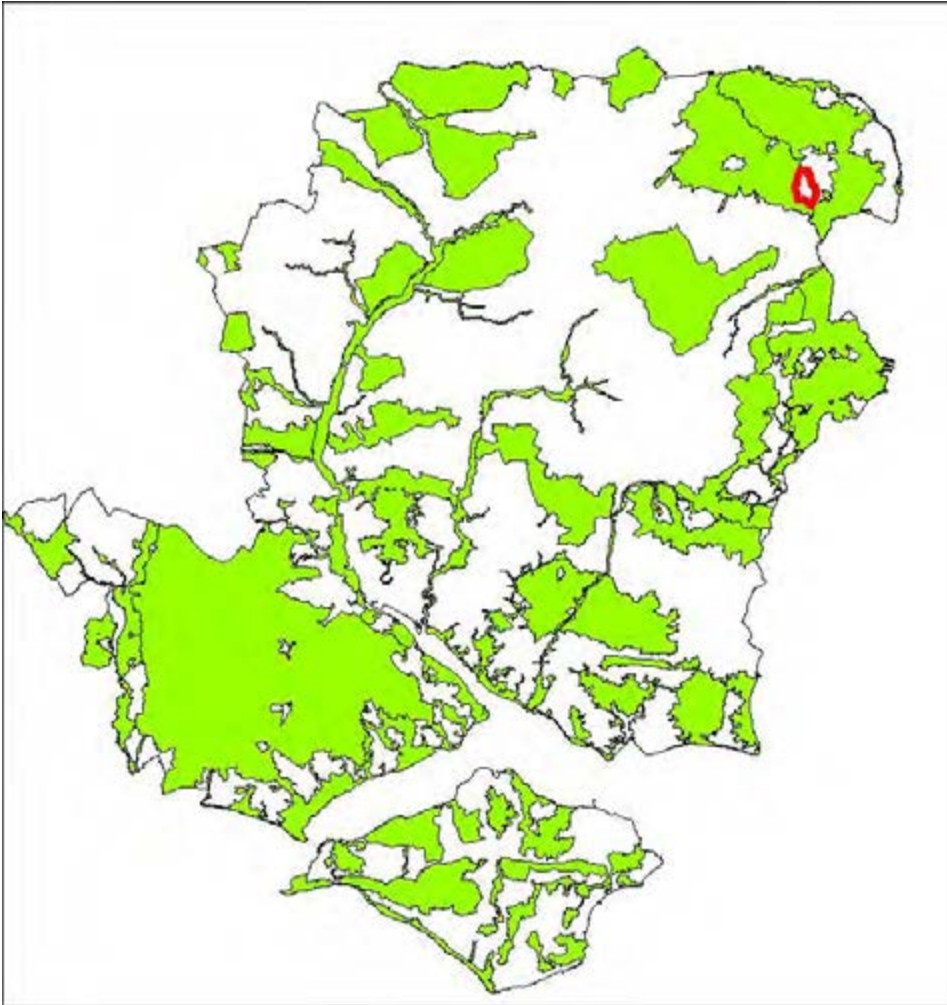


Figure 8 - Landscape Importance inset map

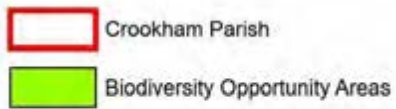


Figure 9 depicts the location of some important ecosystem services (including cultural services) within the parish.

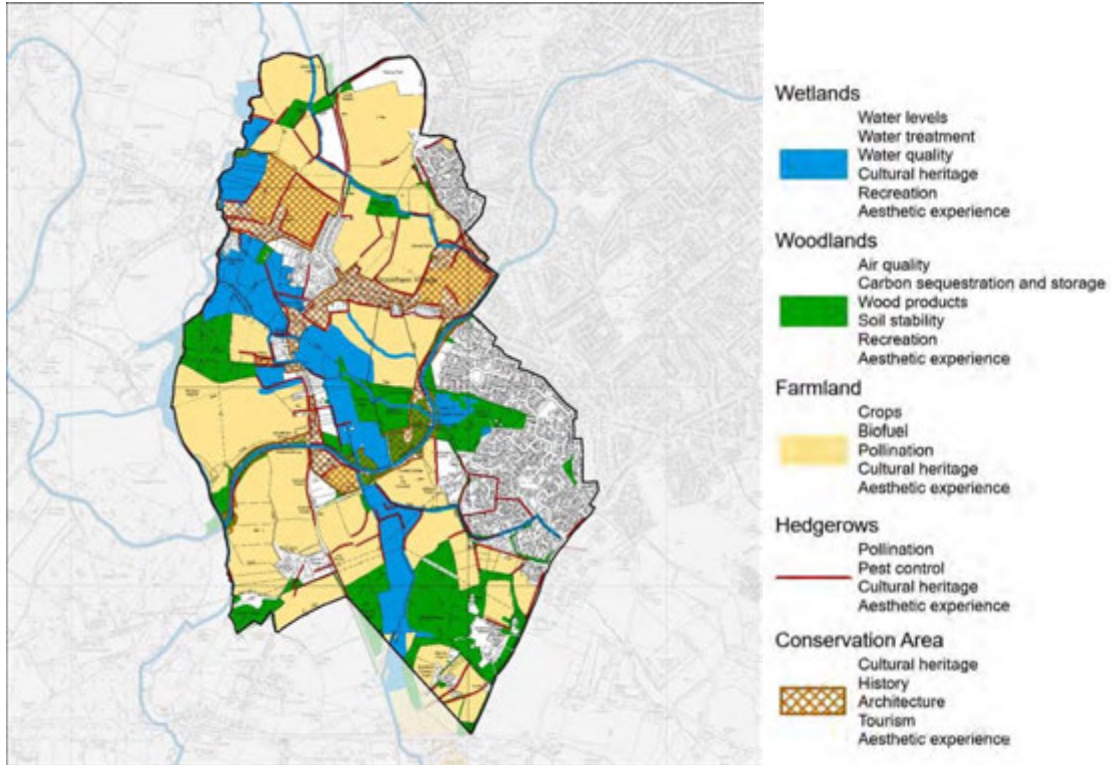


Figure 9 - Ecosystem Services

APPENDIX C2 – BIODIVERSITY DATA

This appendix provides data compiled for this Neighbourhood Plan by the Hampshire and Isle of Wight Wildlife Trust from the Hampshire Biodiversity Information Centre (HBIC) and other authoritative records. The source of data is listed within or beneath each table below.

The data are presented in the following order:

- Birds
- Mammals
- Plants

BIRDS

Notable Farmland, Wintering Wetland, Woodland and Heathland Bird Species in Crookham Village Parish
Compiled By The Hampshire And Isle Of Wight Wildlife Trusts for the Crookham Village Neighbourhood Plan, 2017.
Sources: Hampshire Biodiversity Information Centre (HBIC) and others (see right hand column)

Notable Farmland Birds

SPECIES	SITE	GRID REF	Year	COUNT	Source
Lapwing	Ne (edenbrook) Hitches Lane Cp, Fleet	SU7953	2012	2	HBIC
Lapwing	Ne Crookham Village	SU7952	2015	2	HBIC
Lapwing	Ne (Edenbrook) Hitches Lane CP, Fleet	SU795520	2015	2	HBIC
Lapwing	Hitches Lane Country Park, Fleet	SU75	2013	5	BirdTrack
Lapwing	Crookham Village,	SU75	2013	14	BirdTrack
Lapwing	Bramshill Plantation	SU7562	2015	1	Goingbirding
Lapwing	Crookham Village	SU7952	2015	3	Goingbirding
Linnet	Ne (edenbrook) Hitches Lane Cp, Fleet	SU7953	2012	7	HBIC
Linnet	Ne Crookham Village	SU7952	2015	7	HBIC
Linnet	Ne (Edenbrook) Hitches Lane CP, Fleet	SU795520	2015	2	HBIC
Linnet	Hitches Lane Country Park, Fleet	SU75	2013	6	BirdTrack
Linnet	Edenbrook (Hitches Lane) CP, Fleet	SU795520	2014	25	Goingbirding
Linnet	Crookham Village	SU7952	2014	85	Goingbirding
Linnet	Crookham Village	SU7952	2014	90	Goingbirding
Linnet	Crookham Village	SU7952	2014	120	Goingbirding
Linnet	Crookham Village	SU7952	2014	75	Goingbirding
Linnet	Crookham Village	SU7952	2014	35	Goingbirding
Linnet	Crookham Village	SU7952	2017	1	Goingbirding
Linnet	Crookham Village	SU7952	2017	83	Goingbirding

SPECIES	SITE	GRID REF	Year	COUNT	Source
Skylark	Ne (edenbrook) Hitches Lane Cp, Fleet	SU7953	2012	3	HBIC
Skylark	Ne (Edenbrook) Hitches Lane CP, Fleet	SU795520	2013	2	HBIC
Skylark	Ne Crookham Village	SU7952	2015	11	HBIC
Skylark	Crookham Village,	SU795534	2013	40	BirdTrack
Skylark	Crookham Village,	SU75	2013	12	BirdTrack
Skylark	Hitches Lane Country Park, Fleet	SU75	2013	4	BirdTrack
Skylark	Crookham Village,	SU75	2013	3	BirdTrack
Skylark	Crookham Village,	SU75	2013	20	BirdTrack
Skylark	Crookham Village	SU7952	2014	3	Goingbirding
Skylark	Crookham Village	SU7952	2014	4	Goingbirding
Skylark	Crookham Village	SU7952	2014	12	Goingbirding
Skylark	Crookham Village	SU7952	2014	25	Goingbirding
Skylark	Crookham Village	SU7952	2014	85	Goingbirding
Skylark	Crookham Village	SU7952	2015	40	Goingbirding
Skylark	Crookham Village	SU7952	2015	25	Goingbirding
Skylark	Crookham Village	SU7952	2015	4	Goingbirding
Skylark	Crookham Village	SU7952	2015	12	Goingbirding
Skylark	Crookham Village	SU7952	2015	7	Goingbirding
Skylark	Crookham Village	SU7952	2015	2	Goingbirding
Skylark	Crookham Village	SU7952	2016	4	Goingbirding
Skylark	Crookham Village	SU7952	2016	2	Goingbirding
Skylark	Crookham Village	SU7952	2016	3	Goingbirding
Skylark	Crookham Village	SU7952	2017	1	Goingbirding
Skylark	Crookham Village	SU7952	2017	3	Goingbirding
Skylark	Dogmersfield Village	SU788529	2017	1	Goingbirding

SPECIES	SITE	GRID REF	Year	COUNT	Source
Skylark	Dogmersfield Village	SU789519	2017	1	Goingbirding
Skylark	Dogmersfield Village	SU786519	2017	7	Goingbirding
Skylark	Crondall	SU790518	2017	2	Goingbirding
Yellowhammer	Ne (edenbrook) Hitches Lane Cp, Fleet	SU7953	2012	5	HBIC
Yellowhammer	Ne (edenbrook) Hitches Lane Cp, Fleet	SU795520	2012	1	HBIC
Yellowhammer	Ne (Edenbrook) Hitches Lane CP, Fleet	SU795520	2013	1	HBIC
Yellowhammer	Ne Crookham Village	SU7952	2015	2	HBIC
Yellowhammer	Hitches Lane Country Park, Fleet	SU75	2013	15	BirdTrack
Yellowhammer	Hitches Lane Country Park, Fleet	SU75	2013	1	BirdTrack
Yellowhammer	Hitches Lane Country Park, Fleet	SU75	2013	5	BirdTrack
Yellowhammer	Hitches Lane Country Park, Fleet	SU75	2013	12	BirdTrack
Yellowhammer	Crookham Village	SU7952	2014	7	Goingbirding

Notable Wintering Wetland Birds

SPECIES	SITE	GRID REF	Year	COUNT	Source
Kingfisher	Ne B'stoke Canal Double Br-crookham Wharf	SU7851	2004	1	HBIC
Kingfisher	Ne Coxmoor Wood	SU7851	2005	1	HBIC
Kingfisher	Ne Crookham Wharf	SU7951	2005	2	HBIC
Kingfisher	Ne B'stoke Canal N Warnboro'-colt Hill	SU791517	2012	1	HBIC
Kingfisher	Ne (edenbrook) Hitches Lane Cp, Fleet	SU7953	2012	2	HBIC
Kingfisher	Ne (edenbrook) Hitches Lane Cp, Fleet	SU795520	2012	1	HBIC
Kingfisher	Ne B'stoke Canal Crookham Wh-Gally Hill Br	SU7851	2013	1	HBIC
Kingfisher	Ne B'stoke Canal N Warnboro'-Colt Hill	SU788514	2013	1	HBIC
Kingfisher	Ne Crookham Village	SU7952	2015	5	HBIC
Kingfisher	Ne (Edenbrook) Hitches Lane CP, Fleet	SU795520	2015	2	HBIC
Kingfisher	Crookham Village	SU7952	2015	1	Goingbirding
Kingfisher	Crookham Village	SU7952	2015	2	Goingbirding
Kingfisher	Crookham Village	SU7952	2016	1	Goingbirding
Snipe	Ne (edenbrook) Hitches Lane Cp, Fleet	SU7953	2012	3	HBIC
Snipe	Ne Crookham Village	SU796522	2013	1	HBIC
Snipe	Ne Crookham Village	SU7952	2015	7	HBIC
Snipe	Ne (Edenbrook) Hitches Lane CP, Fleet	SU795520	2015	5	HBIC
Snipe	Crookham Village,	SU796522	2013	5	BirdTrack
Snipe	Crookham Village,	SU75	2013	10	BirdTrack
Snipe	Hitches Lane Country Park, Fleet	SU75	2013	4	BirdTrack
Snipe	Hitches Lane Country Park, Fleet	SU75	2013	5	BirdTrack
Snipe	Hitches Lane Country Park, Fleet	SU75	2013	2	BirdTrack
Snipe	Edenbrook (Hitches Lane) CP, Fleet	SU795520	2014	10	Goingbirding
Snipe	Crookham Village	SU7952	2014	7	Goingbirding

SPECIES	SITE	GRID REF	Year	COUNT	Source
Snipe	Crookham Village	SU7952	2015	2	Goingbirding
Snipe	Crookham Village	SU7952	2015	17	Goingbirding
Snipe	Crookham Village	SU7952	2015	26	Goingbirding
Snipe	Crookham Village	SU7952	2015	1	Goingbirding
Snipe	Crookham Village	SU7952	2015	4	Goingbirding
Snipe	Crookham Village	SU7952	2016	32	Goingbirding
Snipe	Crookham Village	SU7952	2016	21	Goingbirding
Snipe	Crookham Village	SU7952	2017	13	Goingbirding
Snipe	Crookham Village	SU7952	2017	6	Goingbirding
Snipe	Crookham Village	SU7952	2017	16	Goingbirding
Water Rail	Ne Crookham Village	SU7952	2015	4	HBIC
Water Rail	Ne (Edenbrook) Hitches Lane CP, Fleet	SU795520	2015	2	HBIC
Water Rail	Crookham Village	SU7952	2014	2	Goingbirding
Water Rail	Crookham Village	SU7952	2015	1	Goingbirding
Woodcock	Ne Crookham Village	SU7952	2015	3	HBIC
Woodcock	Crookham Village,	SU75	2013	4	BirdTrack
Woodcock	Yateley Common (HCC)	SU8259	2015	1	Goingbirding
Woodcock	Crookham Village	SU7952	2015	2	Goingbirding
Woodcock	Yateley Heath Wood	SU8057	2015	1	Goingbirding
Woodcock	Yateley Common (HCC)	SU8259	2016	1	Goingbirding
Woodcock	Crookham Village	SU7952	2016	1	Goingbirding
Woodcock	Yateley Common (HCC)	SU8259	2017	1	Goingbirding
Woodcock	Crookham Village	SU7952	2017	1	Goingbirding

Notable Woodland Birds

SPECIES	SITE	GRID REF	Year	COUNT	Source
Lesser Spotted Woodpecker	Ne Crookham Village	SU7952	2013	2	HBIC
Lesser Spotted Woodpecker	Crookham Village,	SU75	2013	1	BirdTrack
Lesser Spotted Woodpecker	Crookham Village	SU7952	2016	1	Goingbirding
Spotted Flycatcher	Ne B'stoke Canal Double Br-crookham Wharf	SU794517	2002	1	HBIC
Spotted Flycatcher	Ne Crookham Wharf	SU790517	2008	1	HBIC
Spotted Flycatcher	Ne (edenbrook) Hitches Lane Cp, Fleet	SU7953	2012	3	HBIC
Spotted Flycatcher	Ne Church Crookham	SU796518	2012	1	HBIC
Spotted Flycatcher	Ne Crookham Village	SU7952	2015	4	HBIC
Spotted Flycatcher	Crookham Village,	SU75	2012	1	BirdTrack
Spotted Flycatcher	Crookham Village	SU7952	2014	2	Goingbirding
Spotted Flycatcher	Crookham Village	SU7952	2014	1	Goingbirding
Spotted Flycatcher	Crookham Village	SU7952	2015	1	Goingbirding
Spotted Flycatcher	Crookham Village	SU7952	2015	2	Goingbirding
Woodcock	Ne Crookham Village	SU7952	2015	3	HBIC
Woodcock	Crookham Village,	SU75	2013	4	BirdTrack
Woodcock	Yateley Common (HCC)	SU8259	2015	1	Goingbirding
Woodcock	Crookham Village	SU7952	2015	2	Goingbirding
Woodcock	Yateley Heath Wood	SU8057	2015	1	Goingbirding
Woodcock	Yateley Common (HCC)	SU8259	2016	1	Goingbirding
Woodcock	Crookham Village	SU7952	2016	1	Goingbirding
Woodcock	Yateley Common (HCC)	SU8259	2017	1	Goingbirding
Woodcock	Crookham Village	SU7952	2017	1	Goingbirding

Notable Heathland Birds

SPECIES	SITE	GRID REF	Year	COUNT	Source
Dartford Warbler	Ne Crookham Village	SU7952	2015	8	HBIC
Dartford Warbler	Crookham Village	SU7952	2014	1	Goingbirding
Dartford Warbler	Crookham Village	SU7952	2014	2	Goingbirding
Dartford Warbler	Crookham Village	SU7952	2015	1	Goingbirding
Dartford Warbler	Yateley Common (HCC)	SU8259	2015	1	Goingbirding
Dartford Warbler	Bourley South, Bricksbury Hill, Caesar's Camp	SU8349	2015	1	Goingbirding
Dartford Warbler	Yateley Heath Wood	SU8057	2015	2	Goingbirding
Stonechat	Crookham Village	SU7952	2014	1	Goingbirding
Stonechat	Edenbrook (Hitches Lane) CP, Fleet	SU795520	2014	2	Goingbirding
Stonechat	Edenbrook (Hitches Lane) CP, Fleet	SU795520	2015	3	Goingbirding
Stonechat	Bramshill Plantation	SU7562	2015	2	Goingbirding
Stonechat	Yateley Common (HCC)	SU8259	2015	2	Goingbirding
Tree Pipit	Ne Crookham Village	SU7952	2014	2	HBIC
Tree Pipit	Crookham Village	SU7952	2014	3	Goingbirding
Tree Pipit	Crookham Village	SU7952	2014	5	Goingbirding
Woodlark	Ne (edenbrook) Hitches Lane Cp, Fleet	SU7953	2012	1	HBIC
Woodlark	Ne Crookham Village	SU7952	2014	1	HBIC
Woodlark	Ne (Edenbrook) Hitches Lane CP, Fleet	SU795520	2014	1	HBIC
Woodlark	Hitches Lane Country Park, Fleet	SU75	2012	1	BirdTrack
Woodlark	Yateley Common (HCC)	SU8259	2014	1	Goingbirding
Woodlark	Crookham Village	SU7952	2014	2	Goingbirding
Woodlark	Yateley Heath Wood	SU8057	2014	6	Goingbirding
Woodlark	Crookham Village	SU7952	2017	1	Goingbirding
Woodlark	Yateley Heath Wood	SU8057	2017	2	Goingbirding

MAMMALS

Hampshire Biodiversity Information Centre (HBIC) Data on Notable Protected Mammal Species in Crookham Village Parish Compiled By The Hampshire And Isle Of Wight Wildlife Trusts For The Crookham Village Neighbourhood Plan, 2017								
Location	Grid Ref	Group_Nm	Taxon_Nm	Common_Nm	First_Year	Last_Year	Num_Recs	Max_Count
C* House	SU7924515 3	Mammals - Terrestrial (bats)	Pipistrellus nathusii	Nathusius's Pipistrelle	2015	2015	1	1
C* House	SU7924515 3	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2016	2016	1	2
Toad Crossing - The George & Lobster, Crondall Road, Crookham	SU792519	Amphibians & Reptiles	Bufo bufo	Common Toad	2001	2001	1	Present
Poulter's Bridge Area	SU792518	Invertebrates - Lepidoptera	Argynnis paphia	Silver-washed Fritillary	2010	2010	1	1
Poulter's Bridge Area	SU792518	Invertebrates - Lepidoptera	Coenonympha pamphilus	Small Heath	2010	2010	1	2
Poulter's Bridge Area	SU792518	Invertebrates - Lepidoptera	Plebejus argus	Silver-studded Blue	2010	2010	1	2
Zebon Copse, Crookham	SU798518	Invertebrates - Lepidoptera	Argynnis paphia	Silver-washed Fritillary	2014	2014	1	3
Zebon Copse, Crookham	SU800517	Invertebrates - Lepidoptera	Argynnis paphia	Silver-washed Fritillary	2014	2014	1	3
Zebon Copse, Crookham	SU800518	Invertebrates - Lepidoptera	Argynnis paphia	Silver-washed Fritillary	2014	2014	1	1
Zebon Copse, Crookham	SU800519	Invertebrates - Lepidoptera	Argynnis paphia	Silver-washed Fritillary	2014	2014	1	1
Zebon Copse, Crookham	SU802518	Invertebrates - Lepidoptera	Argynnis paphia	Silver-washed Fritillary	2014	2014	1	4
Chequers Bridge / Basingstoke Canal	SU789517	Mammals - Terrestrial (bats)	Chiroptera	Bat species	1999	2015	20	19
Chequers Bridge / Basingstoke Canal	SU789517	Mammals - Terrestrial (bats)	Myotis daubentonii	Daubenton's Bat	1999	2015	25	184
Willowbrook, Crondall Road, Crookham Village, Fleet	SU790521	Mammals - Terrestrial (bats)	Chiroptera	Bat species	1997	1997	1	Present

Orchard House, Crookham Village, Fleet	SU792514	Mammals - Terrestrial (bats)	Chiroptera	Bat species	2001	2001	1	2
Orchard House, Crookham Village, Fleet	SU792514	Mammals - Terrestrial (bats)	Plecotus auritus	Brown Long-eared Bat	2001	2001	1	3
Bridge House, Crondall Road, Crookham, Fleet	SU792517	Mammals - Terrestrial (bats)	Plecotus auritus	Brown Long-eared Bat	1998	1998	1	7
The Willows, Crondall Road, Crookham Village	SU792523	Mammals - Terrestrial (bats)	Pipistrellus	Pipistrelle Bat species	1988	1988	1	Present
Crondall Road, Crookham	SU793524	Mammals - Terrestrial (bats)	Pipistrellus	Pipistrelle Bat species	2000	2000	1	Present
Unknown	SU793524	Mammals - Terrestrial (bats)	Pipistrellus	Pipistrelle Bat species	2000	2000	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Stream	SU796511	Mammals - Terrestrial (bats)	Myotis	Unidentified Bat	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Stream	SU796511	Mammals - Terrestrial (bats)	Nyctalus noctula	Noctule Bat	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Stream	SU796511	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Stream	SU796511	Mammals - Terrestrial (bats)	Pipistrellus pygmaeus	Soprano Pipistrelle	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham. Woodland Edge	SU798511	Mammals - Terrestrial (bats)	Eptesicus serotinus	Serotine	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham. Woodland Edge	SU798511	Mammals - Terrestrial (bats)	Myotis	Unidentified Bat	2013	2013	2	1
Albany Farm, Watery Lane, Church Crookham. Woodland Edge	SU798511	Mammals - Terrestrial (bats)	Nyctalus noctula	Noctule Bat	2013	2013	2	1

Albany Farm, Watery Lane, Church Crookham. Woodland Edge	SU798511	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham. Woodland Edge	SU798511	Mammals - Terrestrial (bats)	Pipistrellus pygmaeus	Soprano Pipistrelle	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 1	SU798513	Mammals - Terrestrial (bats)	Myotis	Unidentified Bat	2013	2013	2	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 2	SU798513	Mammals - Terrestrial (bats)	Myotis	Unidentified Bat	2013	2013	3	2
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 1	SU798513	Mammals - Terrestrial (bats)	Nyctalus noctula	Noctule Bat	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 2	SU798513	Mammals - Terrestrial (bats)	Nyctalus noctula	Noctule Bat	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 1	SU798513	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	3	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 2	SU798513	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	3	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 1	SU798513	Mammals - Terrestrial (bats)	Pipistrellus pygmaeus	Soprano Pipistrelle	2013	2013	3	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 2	SU798513	Mammals - Terrestrial (bats)	Pipistrellus pygmaeus	Soprano Pipistrelle	2013	2013	3	Present
Unknown	SU798518	Mammals - Terrestrial (bats)	Pipistrellus	Pipistrelle Bat species	2005	2005	1	1

Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 3	SU799511	Mammals - Terrestrial (bats)	Myotis	Unidentified Bat	2013	2013	1	3
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 3	SU799511	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	3	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 3	SU799511	Mammals - Terrestrial (bats)	Pipistrellus pygmaeus	Soprano Pipistrelle	2013	2013	2	Present
Redfields Lane/a287 Junction, Church Crookham. Tree Line	SU800502	Mammals - Terrestrial (bats)	Myotis	Unidentified Bat	2013	2013	1	1
Redfields Lane/a287 Junction, Church Crookham. Tree Line	SU800502	Mammals - Terrestrial (bats)	Nyctalus noctula	Noctule Bat	2013	2013	1	1
Redfields Lane/a287 Junction, Church Crookham. Tree Line	SU800502	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	1	1
Redfields Lane/a287 Junction, Church Crookham. Tree Line	SU800502	Mammals - Terrestrial (bats)	Pipistrellus pygmaeus	Soprano Pipistrelle	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Hedgerow	SU800511	Mammals - Terrestrial (bats)	Myotis	Unidentified Bat	2013	2013	1	3
Albany Farm, Watery Lane, Church Crookham, Fleet. Hedgerow	SU800511	Mammals - Terrestrial (bats)	Nyctalus noctula	Noctule Bat	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Hedgerow	SU800511	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	1	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Hedgerow	SU800511	Mammals - Terrestrial (bats)	Pipistrellus pygmaeus	Soprano Pipistrelle	2013	2013	1	Present

Crookham Road, Church Crookham	SU800526	Mammals - Terrestrial (bats)	Plecotus auritus	Brown Long-eared Bat	2010	2010	1	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 4	SU801509	Mammals - Terrestrial (bats)	Myotis	Unidentified Bat	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 4	SU801509	Mammals - Terrestrial (bats)	Nyctalus noctula	Noctule Bat	2013	2013	1	1
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 4	SU801509	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	3	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 4	SU801509	Mammals - Terrestrial (bats)	Pipistrellus pygmaeus	Soprano Pipistrelle	2013	2013	1	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 4	SU801509	Mammals - Terrestrial (bats)	Plecotus	Long-eared Bat species	2013	2013	2	2
Roost Within Gu52 6dq	SU801513	Mammals - Terrestrial (bats)	Chiroptera	Bat species	2010	2010	1	Present
Crookham Road, Church Crookham	SU801526	Mammals - Terrestrial (bats)	Plecotus auritus	Brown Long-eared Bat	2010	2010	1	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 5	SU802509	Mammals - Terrestrial (bats)	Nyctalus noctula	Noctule Bat	2013	2013	1	2
Albany Farm, Watery Lane, Church Crookham, Fleet. Transect 5	SU802509	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	3	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Site W1	SU802510	Mammals - Terrestrial (bats)	Myotis	Unidentified Bat	2013	2013	1	Present
Albany Farm, Watery Lane, Church Crookham, Fleet. Site W1	SU802510	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	2	Present

Albany Farm, Watery Lane, Church Crookham, Fleet. Site W1	SU802510	Mammals - Terrestrial (bats)	Pipistrellus pygmaeus	Soprano Pipistrelle	2013	2013	1	Present
Albany Farm, Redfields Lane, Church Crookham, Fleet. Tree Line	SU803509	Mammals - Terrestrial (bats)	Myotis	Unidentified Bat	2013	2013	2	Present
Albany Farm, Redfields Lane, Church Crookham, Fleet. Tree Line	SU803509	Mammals - Terrestrial (bats)	Pipistrellus pipistrellus	Pipistrelle	2013	2013	1	Present
Albany Farm, Redfields Lane, Church Crookham, Fleet. Tree Line	SU803509	Mammals - Terrestrial (bats)	Pipistrellus pygmaeus	Soprano Pipistrelle	2013	2013	1	Present
10 Nether Vell Mead, Church Crookham, Fleet	SU804515	Mammals - Terrestrial (bats)	Pipistrellus	Pipistrelle Bat species	2005	2005	1	5
Unknown	SU804515	Mammals - Terrestrial (bats)	Pipistrellus	Pipistrelle Bat species	2005	2005	1	1
Unknown	SU805513	Mammals - Terrestrial (bats)	Pipistrellus	Pipistrelle Bat species	2005	2005	1	1
Crookham	SU7952	Invertebrates - Lepidoptera	Cyclophora porata	False Mocha	2012	2012	1	1
Basingstoke Canal section 6	SU8052	Invertebrates - Odonata	Cordulia aenea	Downy Emerald	2005	2005	1	Present
Basingstoke Canal section 6	SU8052	Invertebrates - Odonata	Somatochlora metallica	Brilliant Emerald	2005	2005	1	Present
Crookham, Chequers Br-Poulter's Br, Basingstoke Canal	SU7951	Lower plants - Liverworts, Hornworts & Mosses	Ricciocarpos natans	Fringed Heartwort	1986	1986	1	Present
Crookham, Malthouse Br-Coxheath Br, Basingstoke Canal	SU8052	Lower plants - Liverworts, Hornworts & Mosses	Ricciocarpos natans	Fringed Heartwort	1986	1986	1	Present

PLANTS

Hampshire Biodiversity Information Centre (HBIC) Data on Notable Plant Records for Crookham Village Parish. Compiled by the Hampshire and Isle of Wight Wildlife Trust for the Crookham Village Neighbourhood Plan, 2017							
Site_Nm	Species_GR	Taxon_Nm	Common_Nm	First Year	Last Year	Num_Recs	Max Count
Basingstoke Canal, Chequers Bridge	SU792517	<i>Alisma lanceolatum</i>	Narrow-leaved Water-plantain	1992	1996	3	Present
Basingstoke Canal, S Of Crookham Village	SU793516	<i>Alisma lanceolatum</i>	Narrow-leaved Water-plantain	1986	1986	1	Present
Basingstoke Canal, Chequers Bridge	SU793517	<i>Alisma lanceolatum</i>	Narrow-leaved Water-plantain	1978	1991	4	Present
Basingstoke Canal, Poulter's Bridge	SU795516	<i>Alisma lanceolatum</i>	Narrow-leaved Water-plantain	1990	1990	1	Present
Velmead Farm	SU802515	<i>Anthemis cotula</i>	Stinking Chamomile	1991	1991	1	Present
Crookham Village, N Of	SU797533	<i>Bromus secalinus</i>	Rye Brome	2014	2014	1	Present
Basingstoke Canal, East Coxmoor	SU787513	<i>Calamagrostis epigejos</i>	Wood Small-reed	2009	2009	1	Present
Crookham Village, S Of	SU796518	<i>Calluna vulgaris</i>	Heather	2015	2015	1	Present
Peatmoor Copse Meadow	SU79335193	<i>Carex acuta</i>	Slender Tufted-sedge	2016	2016	1	Present
Crookham Peatmoor	SU794518	<i>Carex canescens</i>	White Sedge	1998	1998	1	Present
Crookham Basingstoke	SU7951	<i>Carex canescens</i>	White Sedge	1992	1992	1	Present
Zephon Common	SU796519	<i>Carex canescens</i>	White Sedge	1986	1998	3	Present
Zebon Copse, Crookham	SU798518	<i>Carex canescens</i>	White Sedge	1987	2016	2	Present
Zebon Copse	SU798519	<i>Carex canescens</i>	White Sedge	1984	1998	3	Present
Zebon Copse, Crookham	SU799518	<i>Carex canescens</i>	White Sedge	1987	2016	3	Present
Zebon Bog, Crookham Village	SU799519	<i>Carex canescens</i>	White Sedge	2004	2004	1	20
Zebon Copse	SU799519	<i>Carex canescens</i>	White Sedge	2004	2004	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Carex canescens</i>	White Sedge	1986	1986	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Carex canescens</i>	White Sedge	2005	2005	1	Present
Peatmoor-zebon Copse Heathland	SU799519	<i>Carex canescens</i>	White Sedge	2005	2005	1	Present
Zebon Copse & Peat Moor	SU800518	<i>Carex canescens</i>	White Sedge	2015	2015	1	Present
Crookham Peatmoor	SU793521	<i>Carex echinata</i>	Star Sedge	1986	1986	1	Present
Zephon Common	SU796519	<i>Carex echinata</i>	Star Sedge	1998	1998	1	Present
Zebon Copse	SU798519	<i>Carex echinata</i>	Star Sedge	1998	1998	1	Present
Peatmoor-zebon Copse Heathland	SU799519	<i>Carex vesicaria</i>	Bladder-sedge	2005	2005	1	Present
Zebon Copse & Peat Moor	SU800518	<i>Carex vesicaria</i>	Bladder-sedge	2015	2015	1	Present

**Hampshire Biodiversity Information Centre (HBIC) Data on
Notable Plant Records for Crookham Village Parish.
Compiled by the Hampshire and Isle of Wight Wildlife Trust for the Crookham Village
Neighbourhood Plan, 2017**

Site_Nm	Species_GR	Taxon_Nm	Common_Nm	First Year	Last Year	Num_Recs	Max Count
Basingstoke Canal, S Of Crookham	SU793517	<i>Cyperus longus</i>	Galingale	1997	2005	2	Present
Peatmoor Copse	SU786523	<i>Dipsacus pilosus</i>	Small Teasel	2013	2013	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Drosera rotundifolia</i>	Round-leaved Sundew	1986	1986	1	Present
Crookham Village, S Of	SU796518	<i>Erica tetralix</i>	Cross-leaved Heath	2015	2015	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Erica tetralix</i>	Cross-leaved Heath	1986	1986	1	Present
Peatmoor-zebon Copse Heathland	SU799519	<i>Erica tetralix</i>	Cross-leaved Heath	2005	2005	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Eriophorum angustifolium</i>	Common Cottongrass	1986	1986	1	Present
Peatmoor-zebon Copse Heathland	SU799519	<i>Eriophorum angustifolium</i>	Common Cottongrass	2005	2005	1	Present
Pilcot	SU788528	<i>Fritillaria meleagris</i>	Fritillary	2015	2015	1	Present
Crookham Village, N Of	SU796532	<i>Glebionis segetum</i>	Corn Marigold	2014	2014	2	Present
Crookham Village, N Of	SU796533	<i>Glebionis segetum</i>	Corn Marigold	2014	2014	1	Present
Crookham Village, N Of	SU796534	<i>Glebionis segetum</i>	Corn Marigold	2014	2014	1	Present
Crookham Village, N Of	SU797533	<i>Glebionis segetum</i>	Corn Marigold	2014	2014	1	Present
Crookham Village, N Of	SU797534	<i>Glebionis segetum</i>	Corn Marigold	2014	2014	1	Present
Velmead Farm, Crookham	SU804518	<i>Glebionis segetum</i>	Corn Marigold	1991	1991	1	40
Basingstoke Canal, Crookham	SU798517	<i>Hydrocharis morsus-ranae</i>	Frogbit	1986	1986	1	Present
Basingstoke Canal, Crookham	SU798519	<i>Hydrocharis morsus-ranae</i>	Frogbit	1986	1986	1	Present
Poulter's Bridge 'A'	SU795517	<i>Hydrocotyle vulgaris</i>	Marsh Pennywort	1999	1999	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Hydrocotyle vulgaris</i>	Marsh Pennywort	1986	1986	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Hydrocotyle vulgaris</i>	Marsh Pennywort	2005	2005	1	Present
Peatmoor-zebon Copse Heathland	SU799519	<i>Hydrocotyle vulgaris</i>	Marsh Pennywort	2005	2005	1	Present
Zebon Copse & Peat Moor	SU800518	<i>Hydrocotyle vulgaris</i>	Marsh Pennywort	2015	2015	1	Present
Crookham Village	SU788520	<i>Lamium hybridum</i>	Cut-leaved Dead-nettle	1995	1995	1	Present
Velmead Farm	SU802515	<i>Lamium hybridum</i>	Cut-leaved Dead-nettle	1991	1991	1	Present

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Site_Nm	Species_GR	Taxon_Nm	Common_Nm	First Year	Last Year	Num_Recs	Max Count
Fusney Copse	SU7950	<i>Luzula sylvatica</i>	Great Wood-rush	1989	1989	1	Present
Fusney Copse	SU795507	<i>Luzula sylvatica</i>	Great Wood-rush	2015	2015	1	Present
Fusney Copse, Crondall	SU795508	<i>Luzula sylvatica</i>	Great Wood-rush	1989	1989	1	1
Fusney Copse	SU795508	<i>Luzula sylvatica</i>	Great Wood-rush	1989	1989	1	Present
Stroud Wood, Peatmoor Copse & Whitlow Alders	SU786522	<i>Lychnis flos-cuculi</i>	Ragged-Robin	1986	1986	1	Present
Chequers	SU793517	<i>Lychnis flos-cuculi</i>	Ragged-Robin	1986	1986	1	Present
Peatmoor Copse Meadow	SU793520	<i>Lychnis flos-cuculi</i>	Ragged-Robin	2016	2016	1	Present
Meadow E Of Fusney Copse	SU7950	<i>Lychnis flos-cuculi</i>	Ragged-Robin	2015	2015	1	Present
Poulter's Bridge, S Of	SU7951	<i>Lychnis flos-cuculi</i>	Ragged-Robin	2015	2015	1	Present
Poulter's Bridge, S Of	SU796512	<i>Lychnis flos-cuculi</i>	Ragged-Robin	2015	2015	1	Present
Goddard's Farm	SU796514	<i>Lychnis flos-cuculi</i>	Ragged-Robin	1985	1996	2	Present
Redfield Rows	SU798508	<i>Lychnis flos-cuculi</i>	Ragged-Robin	2005	2005	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Lychnis flos-cuculi</i>	Ragged-Robin	1986	1986	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Lychnis flos-cuculi</i>	Ragged-Robin	2005	2005	1	Present
St Nicholas' School Woods	SU800507	<i>Lychnis flos-cuculi</i>	Ragged-Robin	2005	2005	1	Present
Zebon Copse	SU801518	<i>Lychnis flos-cuculi</i>	Ragged-Robin	1988	1988	1	Present
Zebon Copse	SU801518	<i>Lychnis flos-cuculi</i>	Ragged-Robin	2005	2005	1	Present
Redfield Rows South-East Remnant	SU800503	<i>Melampyrum pratense</i>	Common Cow-wheat	1992	1992	1	Present
Zebon Copse	SU801518	<i>Melampyrum pratense</i>	Common Cow-wheat	1984	1988	2	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Myosotis secunda</i>	Creeping Forget-me-not	1986	1986	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Myosotis secunda</i>	Creeping Forget-me-not	2005	2005	1	Present
Zebon Copse & Peat Moor	SU800518	<i>Myosotis secunda</i>	Creeping Forget-me-not	2015	2015	1	Present
Zebon Copse, Crookham	SU798517	<i>Neottia nidus-avis</i>	Bird's-nest Orchid	2011	2011	1	1
Zebon Copse, Crookham	SU798518	<i>Neottia nidus-avis</i>	Bird's-nest Orchid	2011	2011	1	1
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Neottia nidus-avis</i>	Bird's-nest Orchid	2005	2005	1	Present
Zebon Copse, Crookham	SU800517	<i>Neottia nidus-avis</i>	Bird's-nest Orchid	2011	2011	2	4

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Zebon Copse, Crookham	SU800518	<i>Neottia nidus-avis</i>	Bird's-nest Orchid	2011	2011	1	3
Crookham Village, Zebon Copse	SU801518	<i>Neottia nidus-avis</i>	Bird's-nest Orchid	2005	2005	1	6
Zebon Copse	SU801518	<i>Neottia nidus-avis</i>	Bird's-nest Orchid	2005	2005	1	Present
Coxmoor Wood	SU7851	<i>Oenanthe fluviatilis</i>	River Water-dropwort	1986	1992	2	Present
Basingstoke Canal, Dogmersfield	SU7853	<i>Oenanthe fluviatilis</i>	River Water-dropwort	1986	1989	3	Present
Basingstoke Canal, East Coxmoor	SU787512	<i>Oenanthe fluviatilis</i>	River Water-dropwort	1994	1997	2	Present
Basingstoke Canal, Crookham	SU788513	<i>Oenanthe fluviatilis</i>	River Water-dropwort	1991	1991	1	Present
Basingstoke Canal, Crookham	SU7951	<i>Oenanthe fluviatilis</i>	River Water-dropwort	1989	1989	1	Present
Basingstoke Canal, Chequers Bridge	SU795516	<i>Oenanthe fluviatilis</i>	River Water-dropwort	1997	1997	1	Present
Basingstoke Canal, Nr Crookham Village	SU797517	<i>Oenanthe fluviatilis</i>	River Water-dropwort	1988	1988	1	Present
Basingstoke Canal, Crookham	SU797518	<i>Oenanthe fluviatilis</i>	River Water-dropwort	1988	1988	1	Present
Basingstoke Canal, Crookham	SU801525	<i>Oenanthe fluviatilis</i>	River Water-dropwort	1988	1988	1	Present
Stroud Wood, Peatmoor Copse & Whitlow Alders	SU786522	<i>Oxalis acetosella</i>	Wood-sorrel	1986	1986	1	Present
Furney Copse	SU7950	<i>Oxalis acetosella</i>	Wood-sorrel	2015	2015	1	Present
Pilcot	SU7953	<i>Oxalis acetosella</i>	Wood-sorrel	2015	2015	1	Present
Fusney Copse	SU795508	<i>Oxalis acetosella</i>	Wood-sorrel	1985	1989	2	Present
Fusney Copse	SU795508	<i>Oxalis acetosella</i>	Wood-sorrel	2005	2005	1	Present
Peatmoor and Zephon Common	SU795519	<i>Oxalis acetosella</i>	Wood-sorrel	2016	2016	1	Present
Crookham Village, S Of	SU795520	<i>Oxalis acetosella</i>	Wood-sorrel	2016	2016	1	Present
Netherhouse Copse, Grove Farm	SU795529	<i>Oxalis acetosella</i>	Wood-sorrel	2010	2010	1	Present
Grove Farm, Fleet	SU796531	<i>Oxalis acetosella</i>	Wood-sorrel	2010	2010	1	Present
Redfields Rows South	SU797506	<i>Oxalis acetosella</i>	Wood-sorrel	2005	2005	1	Present
Redfield Rows	SU798508	<i>Oxalis acetosella</i>	Wood-sorrel	2005	2005	1	Present
Zebon Copse, Crookham	SU799518	<i>Oxalis acetosella</i>	Wood-sorrel	2016	2016	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Oxalis acetosella</i>	Wood-sorrel	2005	2005	1	Present
St Nicholas' School Woods	SU800507	<i>Oxalis acetosella</i>	Wood-sorrel	1996	1996	1	Present

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Site_Nm	Species_GR	Taxon_Nm	Common_Nm	First Year	Last Year	Num_Recs	Max Count
Zebon Copse & Peat Moor	SU800518	<i>Oxalis acetosella</i>	Wood-sorrel	2015	2015	1	Present
Zebon Copse	SU801518	<i>Oxalis acetosella</i>	Wood-sorrel	1984	1988	2	Present
Zebon Copse	SU801518	<i>Oxalis acetosella</i>	Wood-sorrel	2005	2005	1	Present
Crookham, Peatmoor	SU793517	<i>Persicaria bistorta</i>	Common Bistort	1985	1987	2	Present
Basingstoke Canal, Coxmoor	SU7851	<i>Potamogeton alpinus</i>	Red Pondweed	1986	1997	2	Present
Basingstoke Canal, Crookham	SU7951	<i>Potamogeton alpinus</i>	Red Pondweed	1975	1997	3	Present
Basingstoke Canal, Crookham	SU7952	<i>Potamogeton alpinus</i>	Red Pondweed	1986	1986	1	Present
Basingstoke Canal: Coxheath Bridge	SU801525	<i>Potamogeton alpinus</i>	Red Pondweed	1986	1986	1	Present
Peatmoor Copse Meadow	SU793520	<i>Potentilla erecta</i>	Tormentil	2016	2016	1	Present
Peatmoor Copse Meadow	SU793520	<i>Ranunculus flammula</i>	Lesser Spearwort	2016	2016	1	Present
Poulter's Bridge 'A'	SU795517	<i>Ranunculus flammula</i>	Lesser Spearwort	1999	1999	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Ranunculus flammula</i>	Lesser Spearwort	2005	2005	1	Present
Zebon Copse & Peat Moor	SU800518	<i>Ranunculus flammula</i>	Lesser Spearwort	2015	2015	1	Present
Zebon Copse	SU801518	<i>Ranunculus flammula</i>	Lesser Spearwort	1988	1988	1	Present
Basingstoke Canal, S Of Crookham Village	SU793516	<i>Rorippa amphibia</i>	Great Yellow-cress	1986	1986	1	Present
Basingstoke Canal, Crookham Village	SU794516	<i>Rorippa amphibia</i>	Great Yellow-cress	1987	1987	1	Present
Basingstoke Canal, Nr Crookham Village	SU797517	<i>Rorippa amphibia</i>	Great Yellow-cress	1986	1986	1	Present
Crookham Village, N Of	SU796532	<i>Rorippa sylvestris</i>	Creeping Yellow-cress	2014	2014	1	Present
Stroud Wood, Peatmoor Copse & Whitlow Alders	SU786522	<i>Sanicula europaea</i>	Sanicle	1986	1986	1	Present
Fusney Copse	SU795508	<i>Sanicula europaea</i>	Sanicle	1985	1989	2	Present
Fusney Copse	SU795508	<i>Sanicula europaea</i>	Sanicle	2005	2005	1	Present
Netherhouse Copse, Grove Farm	SU795529	<i>Sanicula europaea</i>	Sanicle	2010	2010	1	Present
Redfields Rows South	SU797506	<i>Sanicula europaea</i>	Sanicle	2005	2005	1	Present
Redfield Rows	SU798508	<i>Sanicula europaea</i>	Sanicle	2005	2005	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Sanicula europaea</i>	Sanicle	2005	2005	1	Present
Zebon Copse & Peat Moor	SU800518	<i>Sanicula europaea</i>	Sanicle	2015	2015	1	Present

Hampshire Biodiversity Information Centre (HBIC) Data on Notable Plant Records for Crookham Village Parish. Compiled by the Hampshire and Isle of Wight Wildlife Trust for the Crookham Village Neighbourhood Plan, 2017							
Site_Nm	Species_GR	Taxon_Nm	Common_Nm	First Year	Last Year	Num_Recs	Max Count
Zebon Copse	SU801518	<i>Sanicula europaea</i>	Sanicle	1984	1988	2	Present
Zebon Copse	SU801518	<i>Sanicula europaea</i>	Sanicle	2005	2005	1	Present
Chequers	SU793517	<i>Senecio aquaticus</i>	Marsh Ragwort	1986	1986	1	Present
Peatmoor Copse Meadow	SU793520	<i>Senecio aquaticus</i>	Marsh Ragwort	2016	2016	1	Present
Crookham Village, S Of	SU795514	<i>Senecio aquaticus</i>	Marsh Ragwort	2008	2008	1	Present
Sinc S Of Poulter's Bridge	SU795514	<i>Senecio aquaticus</i>	Marsh Ragwort	2015	2015	1	Present
Poulter's Bridge 'A'	SU795517	<i>Senecio aquaticus</i>	Marsh Ragwort	1999	1999	1	Present
Goddard's Farm	SU796514	<i>Senecio aquaticus</i>	Marsh Ragwort	1996	1996	1	Present
Crookham Village, N Of	SU796533	<i>Spergula arvensis</i>	Corn Spurrey	2014	2014	1	Present
Chequers	SU793517	<i>Succisa pratensis</i>	Devil's-bit Scabious	1986	1986	1	Present
Poulter's Bridge 'A'	SU795517	<i>Succisa pratensis</i>	Devil's-bit Scabious	1999	1999	1	Present
Crookham Village	SU798524	<i>Umbilicus rupestris</i>	Navelwort	2014	2014	1	Present
Basingstoke Canal, Coxmoor	SU7851	<i>Utricularia australis</i>	Bladderwort	1993	1996	3	Present
Basingstoke Canal, Crookham	SU793517	<i>Utricularia australis</i>	Bladderwort	1997	1997	1	Present
Basingstoke Canal, Crookham	SU7951	<i>Utricularia australis</i>	Bladderwort	1993	1996	4	Present
Basingstoke Canal, Crookham	SU799523	<i>Utricularia australis</i>	Bladderwort	1994	1994	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Valeriana dioica</i>	Marsh Valerian	1986	1986	1	Present
Zebon Copse & Peat Moor	SU800518	<i>Valeriana dioica</i>	Marsh Valerian	2015	2015	1	Present
Stroud Wood, Peatmoor Copse & Whitlow Alders	SU786522	<i>Valeriana officinalis</i>	Common Valerian	1986	1986	1	Present
Hitches Lane	SU798532	<i>Valeriana officinalis</i>	Common Valerian	2015	2015	1	Present
Zebon Copse	SU801518	<i>Valeriana officinalis</i>	Common Valerian	1988	1988	1	Present
Fusney Copse	SU795508	<i>Veronica officinalis</i>	Heath Speedwell	1989	1989	1	Present
Fusney Copse	SU795508	<i>Veronica officinalis</i>	Heath Speedwell	2005	2005	1	Present
St Nicholas' School Woods	SU800507	<i>Veronica officinalis</i>	Heath Speedwell	1996	1996	1	Present
Peat Moor - Zebon Copse (CHS)	SU799519	<i>Veronica scutellata</i>	Marsh Speedwell	1986	1986	1	Present
Crookham Basingstoke	SU7951	<i>Viola palustris</i>	Marsh Violet	1992	1992	1	Present

APPENDIX C3 - CROOKHAM VILLAGE NEIGHBOURHOOD PLAN LANDSCAPE CHARACTER ASSESSMENT

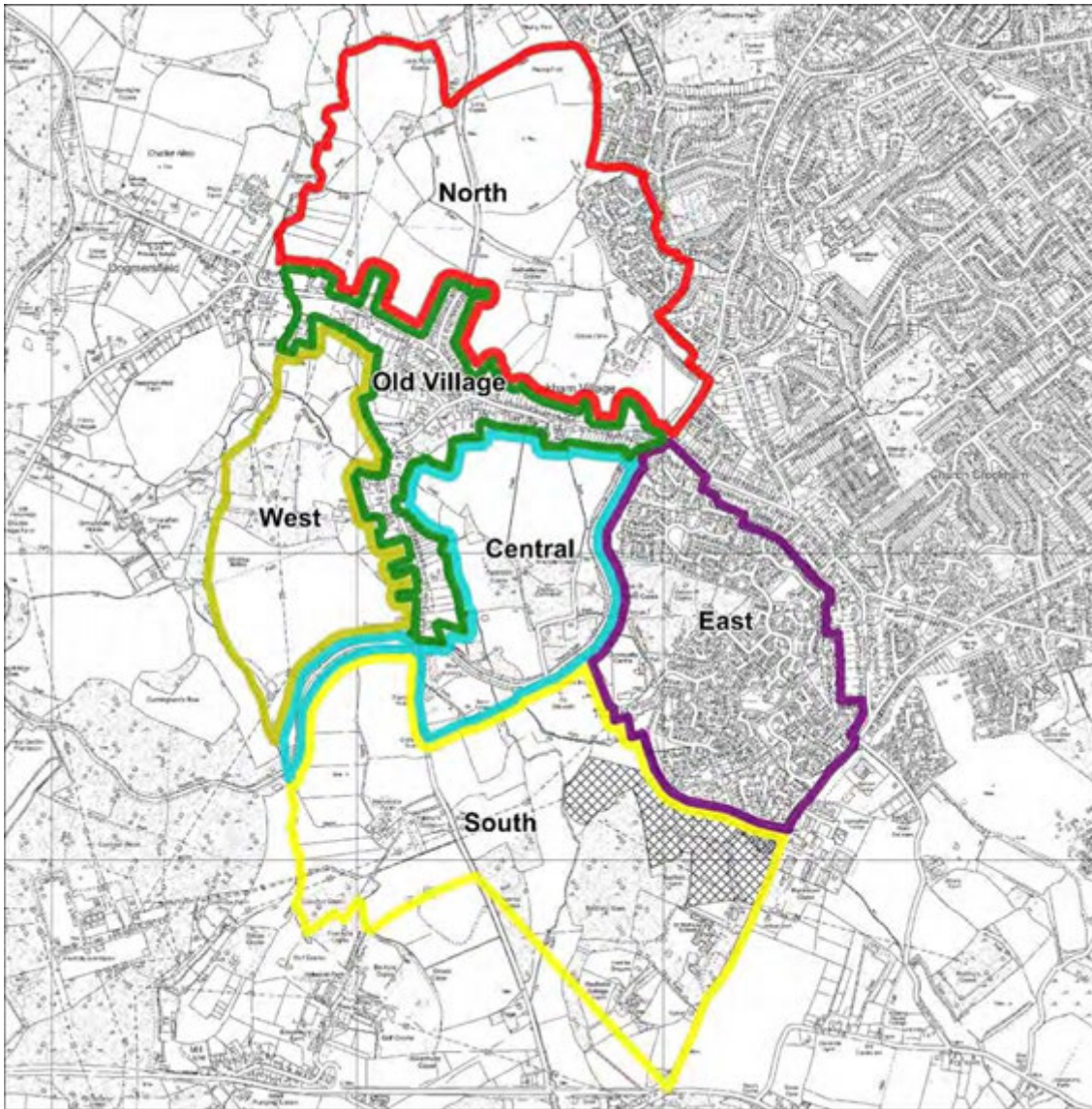


Figure 10 - Landscape Character Area map

Overview

1. North Compartment

Character Area 1: Pilcot Farm

Character Area 2: Grove Farm

2. Central Compartment

Character Area 3: Cross Farm and Zephon Common

Character Area 4: Basingstoke Canal and Zephon Common Lane

3. West Compartment

Character Area 5: Brook Meadow Farm

Character Area 6: Ormersfield Farm

4. South Compartment

Character Area 7: Hancock Farm

Character Area 8: Watery Lane, Redfields Row and Furney Copse

5. East Compartment

Character Area 9: Zebon Copse Housing

6. Old Village Compartment

Character Area 10: Crookham Village Settlement

North Compartment

Distinctly riparian character of a broad flat and low-lying rolling floor, riverside pastures and meadows. A poorly draining landscape dissected by a network of streams and minor tributaries, often lined with trees and hedgerows. Irregular, small scale arable and grazing fields, interspersed with copses and enclosed by hedgerows. Relatively high density of Public Rights of Way, bordered by Conservation Areas along its southern edge.

Character Area 1: Pilcot Farm

This character area is open countryside with a high degree of visibility. It is critical in providing the rural setting for both the Crookham Village and Dogmersfield Conservation Areas, the River Hart and as a Local Gap between the two settlements and from the urban extension to the north. Partly in Dogmersfield Conservation Area.

Two Public Rights of Way run across the character area from Hitches Lane to Pilcot and from Jack Reids Copse.

Landscape Analysis:

- Located in the North East corner of the Parish this farmland character area includes the River Hart floodplain, and associated gentle valley slopes west of Hitches Lane.
- The character area is an intimate, small scale landscape mosaic including:
 - Open arable and wet floodplain grassland
 - Horse pasture with wet meadow flora west of Hitches Lane
 - Pony paddocks associated with Pilcot Farm
 - Ancient semi-natural woodland (Jack Reid's Copse) (ASNW)
 - Small woodland plantation adjoining Jacks Reids Copse
 - Recently established allotments adjacent to Hitches Lane
 - Good network of mature hedgerows and tree belts
 - A watercourse that flows from Crookham Village through Netherhouse Copse to Edenbrook where it joins the River Hart
- High inter-visibility from footpaths and local roads (Hitches Lane and Pilcot Road) and across the Hart Valley to Arch plantation and Gutteridge Copse.
- Views of Grove Farm "Tump" can be seen across Hitches Lane to the East. This elevated land forms a visual barrier between rural Pilcot and urban West Fleet. It contributes to Pilcot's tranquillity, dark skies and a sense of rural isolation from Fleet town. The Tump is also visible from Pilcot Road.
- A distinctive view of the Pilcot farmstead and its wooded setting of the Dogmersfield Conservation Area from Public footpath 7a is one of the most picturesque in the Parish.
- There is a strong sense of rural river valley with gentle landform sloping down to the River Hart. Public footpath 7b runs alongside the River Hart for a short distance giving attractive views of its meandering course.
- A rural landscape that is well structured, attractive with extensive views of the Hart valley and surrounding wooded river terraces. Much dense blackthorn and hawthorn scrub occurs along the river and field boundaries that attracts many important breeding song birds including whitethroats, garden warbler, bullfinch and song thrush

- The Hart River at Pilcot on the Parish boundary is a hotspot for wildlife and is important for dark skies. It is one of the best places to see bats and barn owls hunt the rich mosaic of riverside habitats.
- The diverse landscape supports breeding farmland birds including Red Listed Birds of Conservation Concern including skylark and yellowhammer, probably the closest to Fleet. Their distinctive songs contributes to the rural character.
- A large re-sown floodplain meadow frequently floods and provides ideal habitat for snipe and wildfowl during the winter and breeding skylark.
- Damp horse pasture across Hitches Lane from Netherhouse Copse is rich in wetland plants including ragged robin, marsh birdsfoot trefoil, lady's smock, sedges and rushes.
- High level power line runs parallel to the River Hart and is a detractor to the landscape quality.
- Newly created allotments have replaced a wetland conservation scheme and are visible from Hitches Lane appearing out of place in the rural landscape.
- The large scale and prominent Hart Leisure Centre intrudes on views northward from Public Footpath 7b
- Approximately half of the character area falls within the Dogmersfield Conservation Area, north of Pilcot Lane. This forms a Local Gap of open farmland between Crookham Village and Dogmersfield.
- The compartment is well used by numbers of walkers, naturalists and dog walkers but less so than Grove Farm and Cross Farm Areas
- Jack Reids Copse ASNW can be enjoyed from Footpath 7B and in the spring has impressive quantities of woodland plants such as bluebell, primrose and wood sorrel

Key Issues and Management Prescriptions:

- The farmland is intensively managed and could be more sympathetically treated to retain farmland bird and invertebrate populations by establishing flower-rich grassland field margins, areas of arable flora, conservation hedgerow management, skylark breeding squares.
- Newly established and visually prominent allotments along Hitches Lane, being isolated from any settlement, have a significant visual impact and appears incongruous in open farmland.
- A tributary of the River Hart adjoins to the west of the site and is vulnerable to diffuse pollution from fertiliser and pesticide run off from the allotments.
- A previous permitted footpath route north along the River added to the recreational appeal of this compartment and if restored would link to Edenbrook Country Park.
- This Character Area is an important rural Local Gap between the urban extension of Edenbrook Country Park to the north with Crookham Village and Dogmersfield and the River Hart.

Also see Hart Landscape Capacity Study summary – Appendix 1

(https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/LCS_Main_Report%26_Appendix_1_-_FINAL_compressed.pdf) and Appendix 2

(https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/LCS%20Appendix%20%20-%20FINAL.pdf)

Character Area 2: Grove Farm

This is an important and well used green space for people from both Crookham Village and Fleet. Its appeal for walking is its convenient and accessible location close to the settlement and its intimate scale, tranquil, 'countryside' character.

The area has a strong sense of place afforded by its distinctive features notably the attractive landform of the Tump, Netherhouse Copse, its varied patchwork of fields and hedgerows and its informal network of footpaths.

Three public rights of way and a network of well-established desire lines cross the area.

It provides an open countryside setting for Crookham Village and Dogmersfield Conservation Areas and acts as a Local Gap between Fleet and Crookham Village.

Landscape Analysis:

This compartment in the north-east corner of the Parish is important for recreation, biodiversity, its mosaic of habitats and for its distinctive landform. Although adjoining urban Fleet on its eastern boundary large mature trees provide an effective visual buffer. Mature tree belts along Hitches Lane, Crookham Road, the Basingstoke Canal and the well wooded gardens of Crookham Village enclose the area and add to its attractive character. This compartment adjoins the historic interface between the wooded heathland of Fleet (formerly Crookham Common) and the open countryside of Crookham and has three distinct elements:

THE TUMP

- Note that planning permission has been granted to build on the Tump. At the time of writing, the full impact on this area is not known.
- A local landmark with an attractive knoll that is part of the River Hart setting and its eastern terraces. The Tump is visible from Hitches Lane, west Fleet, footpaths that cross Pilcot Farm, Pilcot Lane and from numerous surrounding public footpaths.
- This compartment is enclosed by mature trees and woodland with no visual detractors such as power lines in sight and heavily filtered views of suburban west Fleet.
- There is an inspiring sense of openness with big skies, attractive rolling landform which is reinforced by a healthy population of 3-4 pairs of skylark that sing for much of the year, contributing to the sense of rural tranquillity.
- The Tump is the only place for rare arable flora in the parish and is of District significance. This priority habitat is the most threatened in the UK and the Tump features extensive areas of corn marigold.
- The Tump being a large open arable field with south facing slopes and arable weeds is the most important site in the Parish for wintering farmland birds notably skylark (30-50) and linnet (up to 50) which are Section 41 principal species and Red Listed Birds of Conservation Concern.
- The southern boundary of The Tump alongside Footpath 7b has impressive displays of bluebell with pignut and veteran hollies whose display of winter berries enhance the natural beauty of the area and attract large numbers of redwings and fieldfares.

- This local landmark is a popular walking location for people from both west Fleet and Crookham Village and is also used weekly by Hart Health Walks.
- North of the Tump is the Tavistock School Playing Field that is bounded by mature woodland including stands of aspen, mature oak, fringed by patches of acid grassland. Fleets only rookery occurs just north of here and the birds use this farmland for feeding.

NETHERHOUSE COPSE

- An ancient semi-natural woodland with many rare Ancient Woodland indicator plants including goldilocks, sanicle, wood sorrel, wild daffodil, wood anemone, foxglove and large numbers of bluebell and primrose. The site is used by notable birds including woodcock, marsh tit and lesser spotted woodpecker and has veteran hollies with aspen, crab apple, guelder rose and ancient ash pollards.
- A large parcel of land between Netherhouse Copse and Netherhouse Moor housing estate has a diverse mosaic of habitats and is well used for access being connected to Footpath 6 and used to create circular walking routes.
- The area includes wet grassland, acid grassland, regenerating scrub and woodland leading to an ancient hedgerow with holly, rowan, mistletoe and hawthorn. A linear corridor of wet woodland adjacent to Netherhouse Moor includes the Parish's only footpath accessible natural pond with wetland flora and fauna.
- The Copse is informally accessed by local people and a network of desire lines exits across the eastern fringes of the copse that is no longer managed.
- A survey undertaken by FACEIT in June 2012 showed over 200 visits per day of this 'doorstep' walking greenspace where people from both communities meet. This area alongside Cross Farm and the Basingstoke Canal is the best used in the Parish.

SOUTH OF NETHERHOUSE COPSE

- Land to the south and east of Netherhouse Copse widens out and stretches the length of the Street between Hitches Lane and Crookham Road and forms the setting for Crookham Village and Basingstoke Canal Conservation Areas.
- The G11 listed Grove Farm and its associated workshop farm buildings is a prominent landscape feature and can be seen from the Street and on northern approaches to the Village along Crookham Road.
- The landscape is a diverse mix of small-scale wet grassland, arable fields, hedgerows and tree belts with large oaks, field maple and some elm and a prominent linear poplar plantation.
- Because of its proximity to West Fleet, Crookham Village and the WI car park this character area is well used for recreation, particularly dog walking. Although only one footpath crosses the centre of the area a wider network of desire line footpaths has developed east of the copse over many years making the site popular for walking.

- Diffuse views of the Village Conservation Area through hedgerows and belts of trees with a few landmark buildings such as Grove Farm, Kiln Workshops and Lavender Westbrook in The Street enhance the areas character.
- Skylarks frequent the arable fields and woodlark also occur occasionally. Dartford warbler and ring ouzel have also occurred in the hedgerows and flocks of redwings and fieldfares winter in the fields and copses. Yellowhammer formerly bred in the hedgerows and still occasionally feeds in the fields.

Key Issues and Management Prescriptions:

This area is very well used and has many positive attributes forming a Local Gap between Fleet and Crookham Village. The area would benefit from improved landscape management including:

- Work with landowner to preserve marginal Arable Flora plant communities.
- Improved hedgerow management allowing much more width and graduated structure.
- Manage grassland scrub mosaic to the east of the Copse to retain diversity and naturalness.
- Undertake woodland management in Netherhouse Copse reinstating coppicing and managing access to protect fragile ground flora.
- Managing the woodland plantation to create a more diverse and naturalistic character.
- Controlling Himalayan balsam that is spreading along ditches and damp areas.
- Managing the Pond by increasing light levels and improving access from footpath. This would include willow pollarding and coppicing and substitution of nettle dominated low bund forming a barrier with a safe access gravel beach and regrading.
- Restore areas of wet grassland by invigorating natural seed bank with wetland species such as ragged robin, marsh birds foot trefoil, sedges and rushes and the creation of scrapes and carefully placed ponds south of the Copse.

Central Compartment

Distinctly riparian character of a broad flat and low lying rolling floor, Riverside pastures and meadows, a poorly draining landscape dissected by a network of streams and minor tributaries, often lined with trees and hedgerows, Irregular, small scale arable and grazing fields, interspersed with copses and enclosed by hedgerows, relatively high density of Public Rights of Way, bordered by Conservation Areas along its southern edge.

Character Area 3: Cross Farm and Zephon Common

This Character Area forming the setting of two Conservation Areas has a particularly high sensitivity to landscape change. Its distinctiveness is defined by key landscape attributes including natural beauty and scenic quality, visibility of the Village's built heritage, panoramic views contributing to sense of place, a rich biodiversity of farmland, woodland and wetland species and habitats and its extensive network of footpaths. It:

- Has a network of 6 public footpaths crossing character area:
- Adjoins Basingstoke Canal SSSI
- Zephon Common : CROW Open Access land
- Cross Farm Meadows: Site of Importance to Nature Conservation
- Rich mosaic of priority habitats including wet woodland, remnant ASNW, remnant heathland, wood pasture, rush pasture and lowland meadow and is bordered by wildlife-rich village gardens with remnant orchards
- Adjoins and forms the setting of Crookham Village and Basingstoke Canal Conservation Areas

Landscape Analysis:

- The most important compartment in the Parish for perceiving and enjoying the best qualities of the historic Crookham Village, its Conservation Area and its open countryside setting. The Area has a strong sense of place with attractive rolling landform and extensive views in all directions including towards the settlement. Two footpaths overlook the Village from the rising ground of Cross Farm Ridge. Footpath 1 has panoramic views and particularly attractive views of the Village both The Street/ Crondall Road and the Hart Valley. The compartment is tranquil and enclosed by mature trees and woodland with few detractors to attractive open countryside character.
- Attractive views of a series of isolated historic and listed buildings enrich the area's scenic qualities and are local landmarks. There is a legible relationship of the settlement with the River Hart Valley, attractive river terrace topography, distant views of the Hart Downs strengthening sense of place, its landscape mosaic rich in wildlife and natural beauty. This character inspires well-being amongst those who use the area from the adjoining communities of Church Crookham, Fleet and Crookham Village.
- Zephon Common is the only area of 'Countryside and Rights of Way Open Access Land' in the Parish and only publicly accessible 'wild' woodland in the Parish. (Zebon Copse has a different more urban-fringe character with access infrastructure, boardwalks, notice boards, dog bins etc.).
- Geographically the most central compartment in the Parish and feels like its 'heart', recreationally, for wildlife and for landscape character.

- The area has an unspoilt and distinctive character with views of the Village, its historic buildings and attractive well-vegetated gardens including scattered landmark trees, hedgerows and remnant mature orchard trees.
- Located immediately south and east of the Crookham Village Conservation Area the character area forms the most important part of its setting.
- Located west of the Basingstoke Canal Conservation Area the fields of Cross Farm and Zephon Common form part of its setting.
- The two footpaths that traverse the elevated Cross Farm Ridge give the best views of Crookham Village looking north and west of the historic settlement and the Conservation Area including views of 11 Listed or historic buildings.
- The high point of Footpath No 1 crossing the Cross Farm Ridge gives 360 degree panoramic views of the Village, the River Hart floodplain its valley topography, surrounding woodland and meadows, attractive and the surrounding landscape with vistas for as far as 3 miles. This includes rural views to Beacon Hill, Hart Downs, Dogmersfield Park, Dogmersfield Church, the skyline Pines of Fleet's Blue Triangle. This visual access with attractive largely unspoilt views provide a strong and important sense of place making this character area of particular significance to the Village's character.
- The open pastoral farmland of Cross Farm Ridge so close to the Village and enjoyed from the Village tea gardens gives important access to nature in a rural landscape. It is easy to see ground nesting skylarks that benefit from fenced off fields that reduces disturbance to their nests.
- These open fields are used by many 'red listed birds of conservation concern' and NERC S14 Principal species including occasional lapwing and many migrant and wintering birds including snipe, woodcock, yellow wagtail, wheatear and whinchat. This character of this compartment is visually contained with woodland and wooded belts and the well vegetated south facing Village Street back gardens
- This character area has a high degree of tranquillity being away from roads, with much birdsong, its rolling landform and wooded common provides seclusion and a sense of being away from it all. At night, the Village's low street light levels ensure dark skies from which to enjoy spectacular views of the stars and abundant bat population.
- The Cross Farm Ridge provides an eye catching landscape feature as seen from Crondall Road. This Gap in the houses along the Hart Valley can be seen by walkers, cyclists and cars using Crondall Road and significantly contributes to the Village's rural character.
- The Zephon Common/Peatmoor Copse complex is a large area of wet woodland and Zephon Common CROW Open Access Common. This part of the character area has two footpaths crossing it with two more running along its borders. Other than Zephon Copse LNR across the canal and a short route through Jack Reids Copse, Zephon Common is the best place in the village to enjoy woodland. The wooded common is very wild, natural and undisturbed due to its wet condition. Much notable woodland wildlife including marsh tit, spotted flycatcher and occasionally lesser spotted woodpecker (all species have bred on the common) occur here benefitting from its naturalness and relative lack of disturbance. This is also an important and interesting habitat mosaic with the parish's only remnant heathland, sphagnum and purple moor grass mire.
- This is an important local green space well used for walking by local people from both sides of the Canal.

- The Village has virtually no ‘internal public greenspace’ and this Area functions as the place where villagers meet and take their recreation
- The River Hart floodplain is dominated by rush pasture, is used by wintering snipe and it has a number of ponds and wet ditches. Little Egret and kingfisher regularly use the undisturbed river corridor throughout the year and kingfishers breed.
- A triangle of land south of the Canal has a mosaic of habitats including a scrubby canal side fen with a small reed bed owned by the Basingstoke Canal Authority. Up to 60 Common spotted orchids grow in this area.

Key Issues and Management Prescriptions:

- The Cross Farm Ridge has the best ‘accessible’ views in the parish of two Conservation Areas, their rural setting and wider geographical context including Dogmersfield Church and further afield Thames Basin Heath and Hampshire Downs National Character Areas. This openness is critical to this important sense of place and incongruous development would potentially be visually intrusive, disrupting the skyline and rural character and irrevocably damage this distinctive and highly valued character. These distinctive views and vistas and associated tranquillity close to the old Village should be conserved and protected within a Local Gap.
- Encouragement of the landowner and tenant farmer to adopt environmentally friendly farming practices to benefit landscape, biodiversity and recreation by using Countryside Stewardship funding .This character area is highly biodiverse with many disturbance sensitive species, including those vulnerable to farming practices (skylark, snipe, woodcock, yellow wagtail), and those using dead standing timber (marsh tit, lesser spotted woodpecker).
- Cross Farm and Zephon Common have retained an authentic rural and ‘wild’ landscape with good accessibility and very few detractors. They are therefore highly vulnerable to inappropriate new development that may be out of scale and character both built development and associated amenity open space such as SANG.
- Opportunity to reinstate a historic footpath linking footpath 1 across the River Hart to Stroud Lane would improve the scope for circular walks in the Parish.
- Less intensive ditch maintenance of the River Hart floodplain and low lying Zephon Common would enhance the character and biodiversity.
- Management of the Oak and Birch Woodland opening up glades on the drier northerly and southerly edges of the Common would improve visual and wildlife diversity (heathland and mire restoration , woodland butterflies, willow warbler etc.) and provide an opportunity for community woodland focus providing wood fuel.

Character Area 4: Basingstoke Canal and Zephon Common Lane

The Canal and associated towpath are a Site of Special Scientific Interest notified for its wetland flora and aquatic invertebrates

The Canal, towpath, structures and buildings and some adjoining land are a Conservation Area, with specific policies in the Hart District Council Local Plan

The Canal is managed by the Basingstoke Canal Authority

Zephon Common Lane is a BOAT, a Bye way Open to All Traffic and adjoins Poulter's Bridge Meadows Site of Interest for Nature Conservation

Landscape Analysis

- This is one of the most sensitive character area's in the Parish and is the most designated.
- The Basingstoke Canal is an extremely popular recreational corridor with a towpath and navigable waterway stretching from Weybridge to Odiham. Within the Parish the towpath is regularly used by local residents from Crookham Village, Church Crookham and Fleet for walking, cycling, jogging and anglers come to fish along its banks from further afield.
- The waterway is well used for recreation in many different ways from canoeing to canal barges including people on holiday travelling the length of the canal.
- The towpath is particularly well used at weekends and can get quite busy. The car park off Crondall Road offers people easy access to the canal.
- Crookham Village section of the canal sees the distinct transition from wooded suburban and urban environments upstream between Fleet and Weybridge to more rural landscape with villages, isolated landmark buildings and open countryside.
- Of particular visual appeal in the Crookham Village section downstream towards Odiham, is the curving nature of the canal course. Its diverse setting of embankment crosses the Hart Valley and cuts through the higher ground south of Malthouse Bridge and Ormersfield Farm fields. Prominent structures and buildings along this section include the Swing Bridge, Poulter's Bridge Cottage and at Crookham Wharf enhance the landscape character. Views across Cross Farm Ridge, to Hillyburrow, down on the River Hart are important, contributing to its countryside setting.
- The section through Crookham Village is an important wildlife corridor with many badger's setts, bat foraging and breeding areas and a rich ancient woodland flora. The mature oak, wooded cutting downstream of Crookham Wharf is important for spotted flycatcher and marsh tit and the corridor is used by uncommon woodland butterflies such as silver washed fritillary and white admiral.
- Downstream of Poulter's Bridge and south of the canal is an area of semi-natural land previously used for dumping dredgings. There is a diverse flora on this small site adjacent

- to the River Hart that includes a colony of common spotted orchids and a small reed bed. Reed buntings and warblers benefit from BCA's regular coppicing of the willow regrowth.
- o Zephon Common Lane that extends both sides of the canal, is a unique and picturesque rural lane that is a byway open for all traffic (BOAT). Many people use the lane for walking it affords excellent views of the River Hart crossing Poulter's Meadow SINC and the attractive small scale picturesque countryside.

Key Issues and Management Prescriptions:

- With the additional development taking place at Albany Farm just to the south this character area will be subject to much greater recreational pressures. This is likely to be focused on the narrow canal towpath. It is therefore critical the new Suitable Alternative Greenspace is very well designed, with a rural character and retains its wildlife resource and natural beauty. The Community would like to work with the developers and Hart District Council staff to achieve this goal.
- With the development of the new SANG increased access to Zephon Common Lane for parking may be a future issue and needs careful consideration.
- Open views of Hillyburrow with its distinctive clump of trees need to be retained from the canal. Adequate evergreen buffering between the proposed formal sports provision and the Canal will be crucial to conserve its picturesque and rural character.
- This area is distinctively rural in character and it is important increased 'urban' treatments in signage, surfacing and features are avoided where possible.

West Compartment

Character Area 5: Brook Meadow Farm

One public footpath crosses the area

Setting for Crookham Village and Dogmersfield Conservation Areas

Landscape Analysis

- Brook Meadow Farm is an area of wet floodplain heavily grazed by horses with scattered mature oaks. Footpath impassable during wet winter due to heavy poaching by horses and floodplain conditions.
- Formerly important site for little owl using parkland oak trees currently important for little egret with up to 4 regularly present in the winter months. Limited floral diversity within meadowland but ladies smock occurs and the Parish's only rookery exists in mature trees overlooking the meadow.
- Secluded character area contained by extensive woodland to the South and the West, and the wooded slopes of Brook Hill and Pilcot Hill Ridge to the North. This rural character has recently been impacted by urban intrusion of Tudgey development with high density housing and the loss of much tree cover.
- Attractive views of Brook House provide an attractive focal point on the East of the compartment.
- The River Hart meanders through the meadows defined by riverside scrub and rushy, private and wooded pasture to the south of the River.

Key Issues and Management Prescriptions:

- Scope to improve footpath use throughout the year by installing localised crushed stone surfacing through wet meadows.
- The wet meadow flora could be appropriately enhanced through seeding, plug planting and management with landowner support and potentially CS funding.
- Remedial screen and dense scrub planting to mitigate the visual intrusion of Tudgey's Housing.
- Potential for this meadowland of lower landscape, recreational and ecological value to be enhanced and designed for increased public access and better integration into the Village landscape.
- Wider public access could increase awareness of the River Hart and improvement works could be undertaken on the margins of the River for multiple benefits.

Character Area 6: Ormersfield Farm

One public footpath

Landscape Analysis

- Character area defined on the north, west and south side by extensive areas of mature woodland of Peatmoor Copse, Whitlow Alders and the Basingstoke Canal, and the River Hart running along Stroud Lane. Attractive views from the public footpath looking east include distant Beacon Hill and extensive woodland canopy with Crondall Road dwellings and the Exchequer Pub (previously Chequers).
- The area is characterised by a large gently rolling arable field crossed by a prominent O/H high voltage power line and pylons.
- The character area is fringed by attractive, small scale and species rich wet meadows such as Stroud Lane Meadow and low-lying rush pasture at Nyasaland, part of the River floodplain. Grassland sloping down to the canal in the south west has some scrub and grassland supporting a range of grassland flora.
- Rural views of this large field exist from the residential Crondall Road between Crickets and the Basingstoke Canal. This characteristic reinforces the sense of a rural Village setting on approach from the south.
- This Area is important in the Parish for breeding skylark with 3-4 pairs and up to 50 wintering birds on stubble sometimes with large flocks of linnet. When ground conditions are right lapwing attempt to breed. The last occasion was in 2015 when a chick hatched at Ormersfield crossed Crondall Road to the pasture at Cross Farm Ridge where it successfully fledged. Barn owl are occasionally seen hunting along the field margins and song thrush and mistle thrush also occur at the woodland edges.
- A large and very mature badger set exists along the Basingstoke canal within a deep cutting of mature oak woodland. This creates good conditions for breeding spotted flycatcher, one of the most reliable sites for the 'Red Listed Bird of Conservation Concern'/ NERC S14 Principal Species in the parish.
- Extensive woodland north of the arable field is private with no public access and used for shooting of game. Some areas are ASNW and includes wet woodland and it is a known site for small teasel and woodcock.

Key Issues and Management Prescriptions:

- There is much scope to enhance the natural landscape, access and biodiversity value of this area if the opportunity arose and a circular footpath would be likely to encourage greater public use and a wider awareness of the diverse Parish landscape.
- The extensive woodland including Peatmoor Copse and Whitlow Alders is an extensive and a local resource. Although is currently kept very private with no public access, there is a public footpath running west across the fields from Stroud Lane and past The Alders.
- A species rich wet meadow adjacent to Stroud Lane has recently been inappropriately cut. There needs to be advice and encouragement to the new owners to manage the meadow to maintain its biodiversity and natural beauty.

South Compartment

Comprises of a working farm, extensively grazed and well wooded horse paddocks. Some abandoned meadowland rich in wildlife, to become a large new development including housing, formal sports provision and SANG. Large areas of ancient woodland, outward facing Redfields Cottage Farm and St Nicolas' School.

Character Area 7: Hancock Farm

One bridleway passes through the area

Landscape Analysis

- A prominent landscape compartment when entering the Village from the south, largely to the west of Crondall Road but also to the east where silage fields slope towards the River Hart, north of Furney Copse. The compartment has high visibility and is easily seen through gaps in hedge and over low hedges from Crondall Road. To the west is intensively farmed, open, ley pasture with cattle and silage and an extensive, sprawling and visually prominent Hancock's farmstead which dominate the Character Area. To the east on sloping valley side are silage fields with retained field boundaries including hedges and many mature oak trees and view of the 'Hillyburrow' knoll. The only surviving mature Elm grows on the roadside verge.
- This Character Area is not visually connected to the Village settlement being south of the Canal although is overlooked by properties on the east side of Crondall Road.
- This large compartment on open plateau terrace, dominated by the working Farm and the farmstead and associated storage of materials and equipment. It is visually prominent on the skyline and a visual detractor particularly from Poulter's Bridge Hill (Hillyburrow). The compartment has lost most of its network of internal field boundaries, its pasture is intensively fertilised and grazed with few positive landscape features or biodiversity assets. The areas supports little farmland wildlife because of the intensive land management but the hedges do support breeding linnets and the fields are used by swallows that breed in the adjacent Orchard House out buildings. The ground flora in Leeches Copse has been significantly disturbed and enriched through animal egress.
- The site is overlooked by a little used, rough and muddy Bridleway running westward towards Bowenhurst Farm along the south of the compartment passing a number of poorly maintained dwellings. The compartment is also visually prominent from the canal towpath with sloping ground on the edge of the watercourse running under the canal and adjoining Coxmoor Wood.

Key Issues and Management Prescriptions:

- There is much scope to improve the landscape character and biodiversity of this large active working farm located at the southern gateway to the Parish and contributing to its rural character. Due to its intensive land management practices there may be opportunities to encourage and fund a more environmentally sensitive land management

approach including some environmental enhancement activities on its boundaries, along watercourses and in its copses. Hedgerow and scrub planting reinstating former corridors would be beneficial.

- There is also scope to improve the surface quality of the bridleway and potentially create a new footpath route following the course of the River Hart on its western boundary. A footbridge crossing the Canal could make connections with an enhanced footpath network at Ormersfield Farm. Such improvements would create significant and interesting new walking routes that would enable people to fully explore the Parish and reduce pressure on more sensitive local open space and habitats, particularly with the development of Watery Lane.

Character Area 8: Watery Lane, Redfields Row and Furney Copse

This complex compartment comprises of well wooded farmland, private parkland, horse paddocks, Ancient Semi-Natural Woodland and an extensive riverside wet fen.

This landscape extends east of Crondall Road and south from the Basingstoke Canal and Zebon Copse residential area to the junction of Redfields Lane and the A287. The Area is in two distinct parts:

- One part known as Watery Lane is of high visibility with footpaths and public access through interconnected meadows and corresponding with the boundaries of the approved Albany Park Development.
- The other area is private with no access and with few visual links from public areas and includes St Nicolas's School, Redfields Cottage Farm, Redfields Row and Furney Copse.

WATERY LANE

- West of Watery Lane and south of the Canal is 'Hillyburrow' a small knoll which is a valued greenspace and local landmark set within a mosaic of wet meadow, horse paddocks, hedgerows, the River Hart and tributaries wrapping around the extensive ancient woodland Redfields Row. This area will be developed into Albany Park housing with a SANG and formal sports facilities. The proposed Watery Lane SANG wraps around north and west of the private Redfield Rows ASNW. This woodland area will have no public access although it abuts what will become the Albany Park development of around 350 houses. The River Hart flows north through the middle of the compartment and the area currently has a high level of tranquillity, naturalness and is very rich in birds, wildflowers, butterflies and dragonflies. The proposed Watery Lane development will have a significant urbanising impact on the landscape character and wildlife resource of the area with housing, floodlit sports provision, increased dog walking and access infrastructure. Visual and noise intrusion from the new housing and formal sports facilities will impact the quality of the landscape character. The establishment of a SANG will introduce an 'amenity' character with new infrastructure such as boardwalks, cut paths, signage and an increase in disturbance affecting sensitive wildlife.
- Hillyburrow or Poulter's Bridge Hill is the most southerly of Crookham Village's three distinctive Knolls and the only one with public access across open horse pasture. This pasture and developing scrub is very rich in biodiversity with many notable species including breeding linnets, bullfinch, song thrush and mistle thrush. The pasture has a good assemblage of wild plants including centaury, birdsfoot trefoil, common spotted orchid, sheeps sorrel, common sorrel, knapweed, meadow buttercup, ragged robin and butterflies including small heath, common blue and marbled white. The lack of fencing and the lightly grazed sward mean people walk throughout the area in small numbers including to the top of the knoll. Good views can be obtained from this tranquil spot point of the River Hart

Valley, Beacon Hill and the Hart Downs and it has a very positive landscape character. This will be changing over the next year as it is converted to a SANG Suitable Alternative Natural Greenspace with a much increased use by dog walkers accessed from a new car park at the foot of the slope and the planned 350 houses visible in the next field from the knoll and associated formal recreational developments to the east.

- Poulter's Bridge Meadow within the floodplain of the River Hart is a SINC with many wetland plants. Half of it has been recently drained, sprayed and re-sown and scrub cleared damaging its ecological integrity. The meadows to the south and north still have a rich and diverse meadow flora with good areas of blackthorn and hawthorn scrub, used by many migratory song birds including cuckoo.
- Although not a SINC, the 'Field of Dreams' between the River Hart and Furney Copse is a narrow, linear and wet meadow and fen is botanically very rich and valuable for wildlife and tranquillity. It has never been effectively drained and has one of the largest numbers of a notable plant pepper saxifage in Hampshire with ragged robin, water figwort, fox sedge, and square stemmed St. Johnswort. Dartford warblers wintered in low fleabane during 2014/15 and water rail and snipe occur amongst the sedge and rush. Attractive natural woodland edges with hawthorn, blackthorn and sweet briar add a strong sense of naturalness and tranquillity. This valued 'natural' character will be significantly eroded by the proposed SANG development and the proximity of new high density housing to the east of the River Hart. The River Hart is regularly used by kingfishers and wintering little egret and its original course can be seen meandering through the middle of the field lined by rush and sedge.
- A portion of the botanically rich Poulter's Bridge Meadows SINC within Hancock's Farm ownership was destroyed through drainage and reseeded in 2015.
- Views of Zebon Copse Housing compartment is largely obscured by the Knoll at Albany Farm although the street lamp glow can be clearly seen from Crondall Road. These views will change significantly when the Watery Lane Development proceeds with visible new housing and associated light pollution.

FURNEY COPSE

- This Ancient Semi Natural Woodland is botanically the richest in the Parish and although not officially open to public access it does have numerous desire lines based on motor-cross tracks. It can also be viewed from Crondall Road and from the 'Fields of Dreams' that form its western and eastern boundaries. Although the Copse has not been managed for many years large numbers of early purple orchid occur (up to 300) and calcicole woodland flora such as sanicle and yellow archangel. The copse canopy is dominated by ash (including some veteran coppiced specimens) which having a light canopy favours a rich ground flora. Ash Die Back disease is likely to have a significant impact on the character of the copse in the future. Existing oak, birch, aspen and field maple are likely to take its place in the canopy. With the 'Fields of Dreams' and Redfield

Rows this area constitutes a valuable, extensive, semi natural landscape vulnerable to unmanaged access damaging its ground flora and to the lack of landscape management, such as coppicing.

REDFIELDS ROW

- Redfield Rows is also ASNW and is used for clay pigeon shooting that can be clearly heard from the Village. This is an activity that may well be incompatible with the new housing to be developed on its boundaries. As with Furney Copse it has not been managed for many years but because the canopy is dominated by oak and its darker canopy the woodland appears to be dark and may be losing its floral diversity through lack of light.

REDFIELDS HOUSE AND REDFIELDS COTTAGE FARM

- Redfields House (St Nicolas School) and the grounds are locally listed. The private school faces outward from the Parish onto Redfields Lane and has little physical or social connectivity to the Parish with no public access. Its grounds are very well wooded with much oak woodland as are the land holding of the adjoining farm whose drive fronts on to the A287.

Key Issues and Management Prescriptions:

- The main issue of this character area is how the new Albany Park, SANG and sports provision can be best integrated into this valued landscape and the environment protected and enhanced. There continues to be communication between Hart District Council and the community to ensure the development is as sensitive to the site as possible. This included detail design fine tuning within the housing area, the fringes of the Sports Area and particularly the SANG, (notably the Hillyburrow Knoll and the Field of Dreams). Issues such as the loss of many mature trees from Redfield Lane are also important in the detailed scheme design.
- The future impacts and changes to the ancient woodlands including unofficial access and managing habitats to retain valuable flora.
- Opportunities to improve walking access, farming practices and the environment of Hancock's Farm.
- The spatial relationship and lack of connectivity of the School and Farmstead south of Redfields could be improved.

Character Area 9: Zebon Copse Housing

The green space undeveloped areas within this mature housing area are an integral part of its character being either public open spaces for recreation, badger corridors and refuge areas or the Zebon Copse Local Nature Reserve.

The overall character, ecological functionality and quality of life of its residents represent an exemplar in Green Infrastructure.

Zebon Copse Local Nature Reserve adjoins the Basingstoke Canal Conservation Area and SSSI representing a swathe of designated land linked to the housing access network.

Landscape Analysis

- Mature, well vegetated, large scale 1980's housing development with generous footpath network, open space provision, extensive planting and a wooded Local Nature Reserve. The density of the housing is lower than current developments allowing a greater proportion of greenery to flourish aiding its landscape integration. The estate is a good example of well-functioning Green Infrastructure.
- Existing native vegetation well integrated into the housing with a good network of footpaths following previous hedgerows and tree belts. Badger routes have also been integrated amongst the housing.
- The Zebon Community Centre on the area's south west edge is associated with sports fields, an adventure playground and Albany Farm Stables. A maturing hedgerow is beginning to form a good transition between the suburban estate, formal recreation greenspace and the countryside character beyond. Good design detailing and site planning will be important to connect this area to the new Watery Lane development and SANG.
- The compartment has a distinctively different character to the old Village and its tranquil countryside setting being suburban density housing with well used green space especially for recreation and dog walking. The Basingstoke Canal to the west of Zebon Copse clearly defines the character change and is a well-used route by many of its inhabitants for dog walking, running and cycling.
- Zebon Copse LNR is part Ancient Woodland and part wet acid fen and Willow Carr woodland. It has an interesting network of routes including boardwalks across the wet areas and is managed by Hampshire County Council Rangers who arrange Community work days undertaking activities such as coppicing.
- Located close to a large population these green areas and the adjoining Canal towpath are more extensively used than the quieter 'countryside' routes and areas around the Old Village and this affects its character.

Key Issues and Management Prescriptions

- Social and ecological connectivity and sensitive design are required to link Zebon Copse and the planned Watery Lane development and SANG, ideally with community inputs.
- Sensitive management practices required in a relatively small area to balance coppicing, public access, wildlife conservation and landscape character at Zebon Copse Nature Reserve.

Old Village Compartment

Character Area 10: Crookham Village Settlement

Footpath No 1 crossing Cross Farm Ridge south of the Village provides exceptional views of the Village Conservation Area (both Crondall Road and The Street) including many of its listed and historically interesting buildings. Combined with views of the River Hart Valley, the wider Village countryside setting and its wildlife, this route has the highest sensitivity.

Landscape Analysis and defining characteristics:

- The Village has retained a characteristic historic ribbon plan form with a predominantly one property depth to the settlement.
- The built form represents a wide range of historic periods and building styles.
- Within the settlement the River Hart floodplain in Crondall Road forms a Visual Gap affording views of Cross Farm Ridge and the rural landscape of Ormersfield. This enhances the sense of a 'Village in a Countryside Setting'.
- Other gaps in the built form giving views into the rural setting include from Pilcot Road North to Pilcot Farm, views North from The Street of Grove Farm.
- The settlement of Crookham Village is punctuated by many historically significant and listed buildings set amongst a wide variety of two storey, low-rise residential properties spanning the architectural styles from the 13th Century to the present day.
- The private Village gardens are generally generously proportioned giving space for much mature tree cover including scattered forest scale trees that form notable landmarks. Surviving old orchard trees, hawthorn hedgerows, shrubbery and many hedges along The Street, Crondall Road and Hitches Lane add to the distinctive green and rural feel of the Village. Much of this cover comprises of native species that are invaluable for wildlife and reinforce to the 'Countryside' character.
- With the exception of the Crescent Green that has a semi private quality, there is no internal Village Green. This accentuates the value and function of the Village 'Countryside' footpath network to local people as a social space. These important routes originating in the Village cross open farmland and are valuable local greenspaces with visual access to the Village's rural setting.

Key Issues and Management Prescriptions:

- The increasing traffic flow and driving speeds along the Village's three key roads has a detrimental impact of the environmental quality and character of the Village. Measures to manage an increasing traffic volume shall be a priority with the proposed development planned at Grove Farm off Hitches Lane.
- Some of the key footpaths from the Village, notably Nos 1 & 5 would benefit from informal 'rural' surfacing such as a free draining gravel as they become impassable during wet winters to many people.
- Back land development should be avoided in the Village to ensure the generously scaled gardens supporting mature trees and shrubbery cover are retained for the benefit of Village's wildlife and distinctive green character.

LANDSCAPE APPRAISAL - Evaluating Landscape Resource

Key Landscape Zones: Landscape Character, Access, Biodiversity



Figure 11 - CVNP Appraisal Apr 17

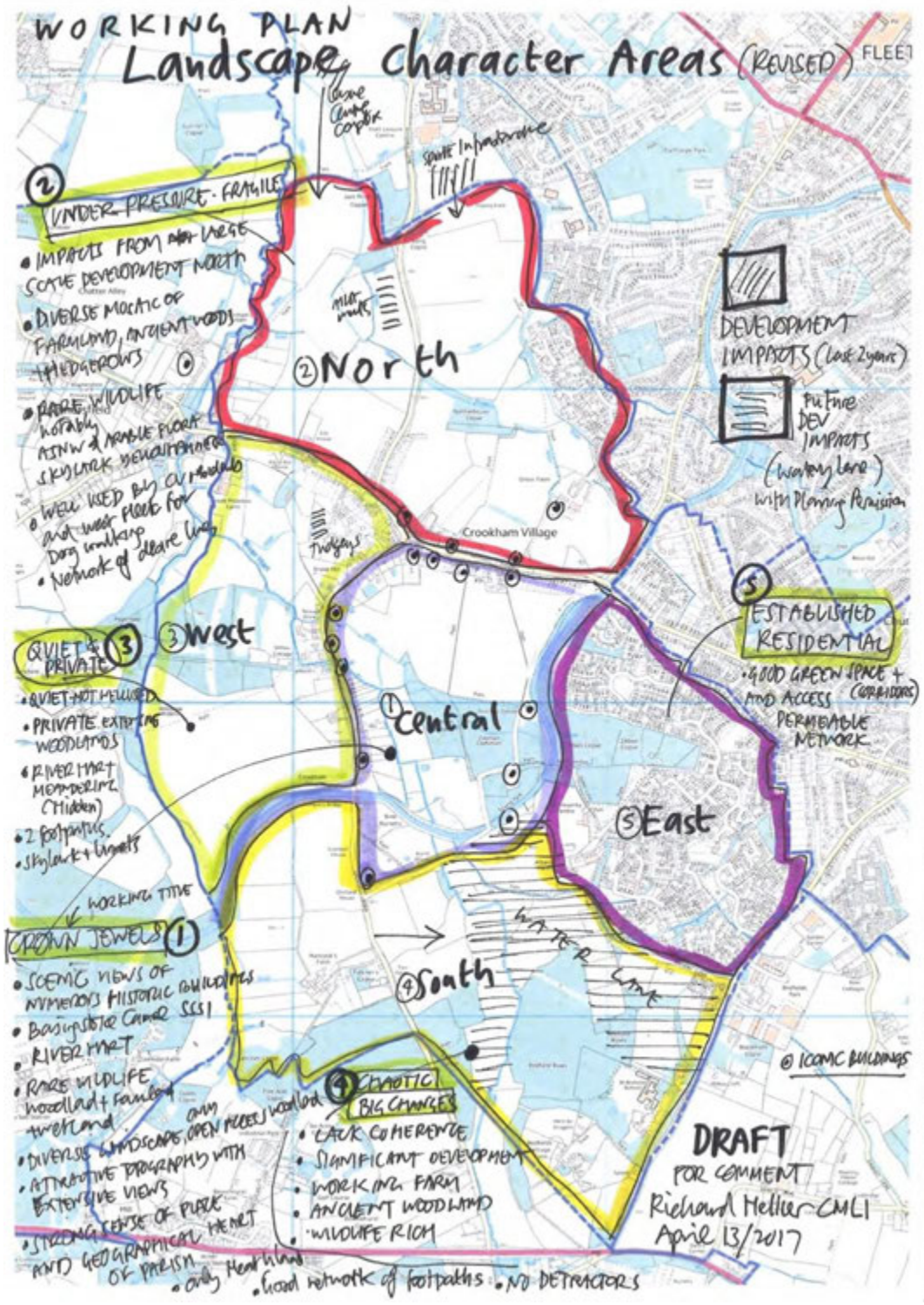


Figure 12 - CVNP LC Plan 04.17

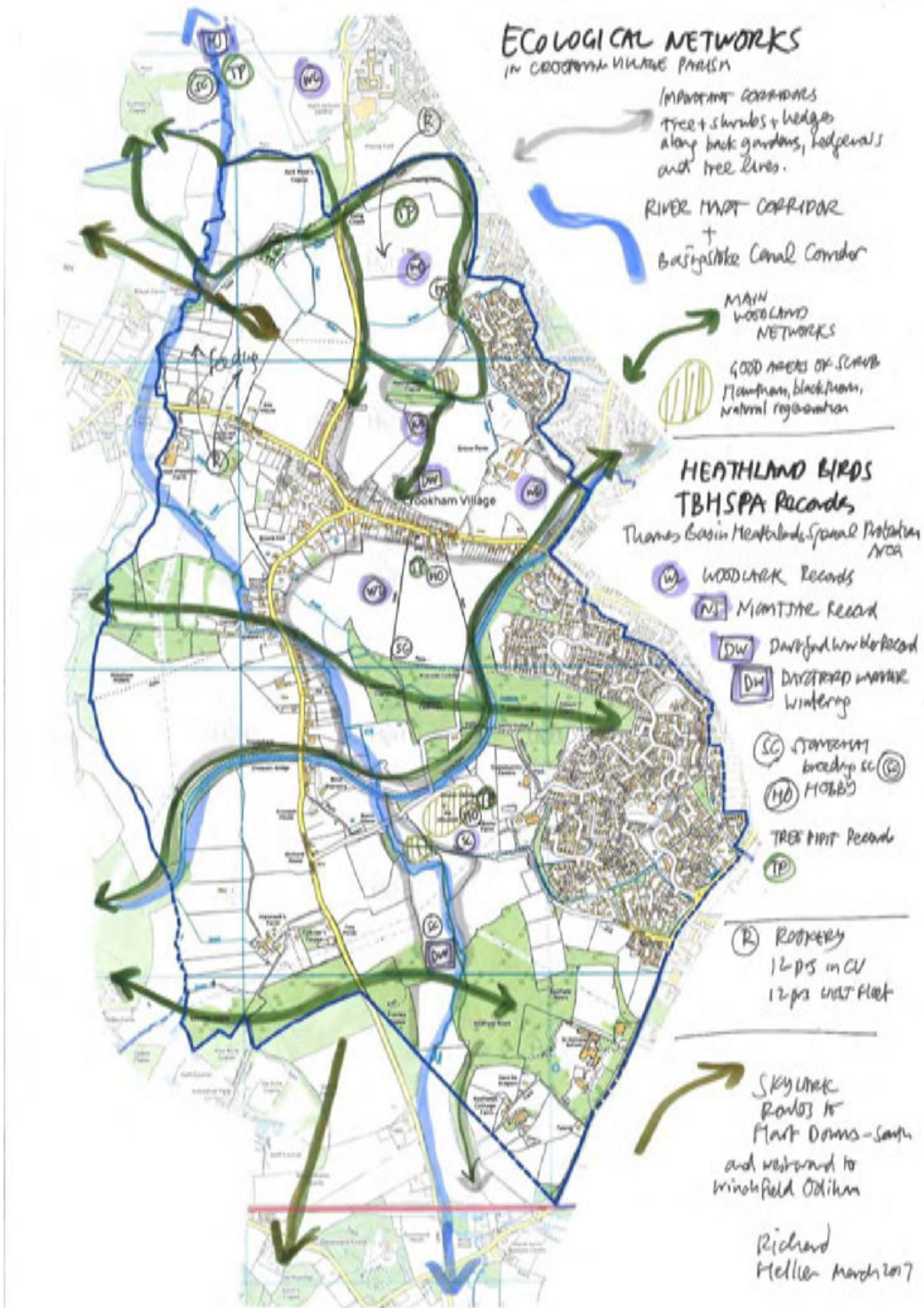


Figure 13 - Ecological Networks RH21-3-17



Figure 14 - Existing and potential SANGs

CROOKHAM VILLAGE PARISH Landscape Character Assessment

Sketch for Comment

'LANDSCAPE CROWN JEWELS' - Landscape Character Hierarchy

1 = highest sensitivity to change 5 = lowest sensitivity to change (change positive)

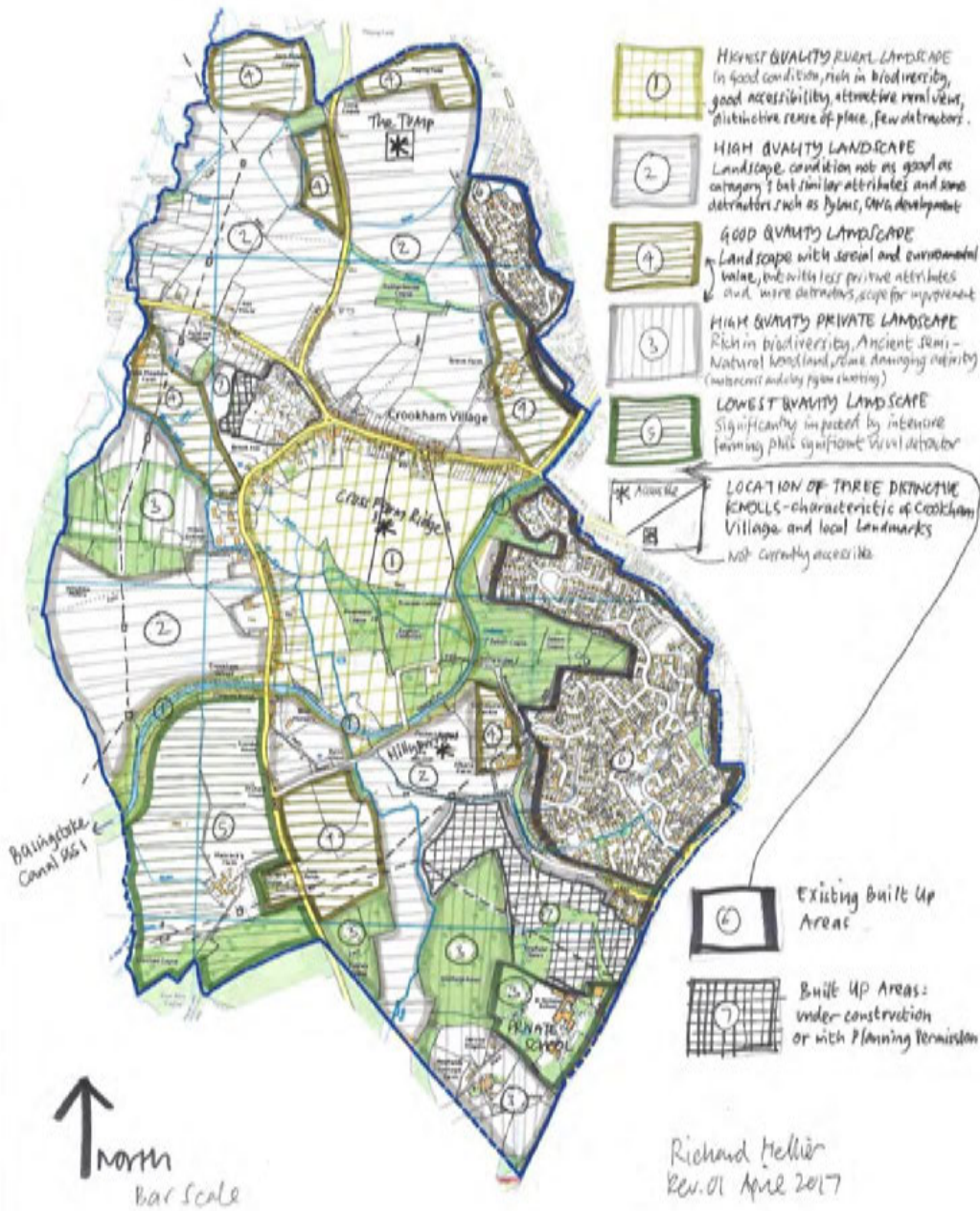


Figure 15 - Landscape Character Assessment 11-4-2017

NOTABLE Farmland Birds - Breeding and Wintering populations Distribution in Parish

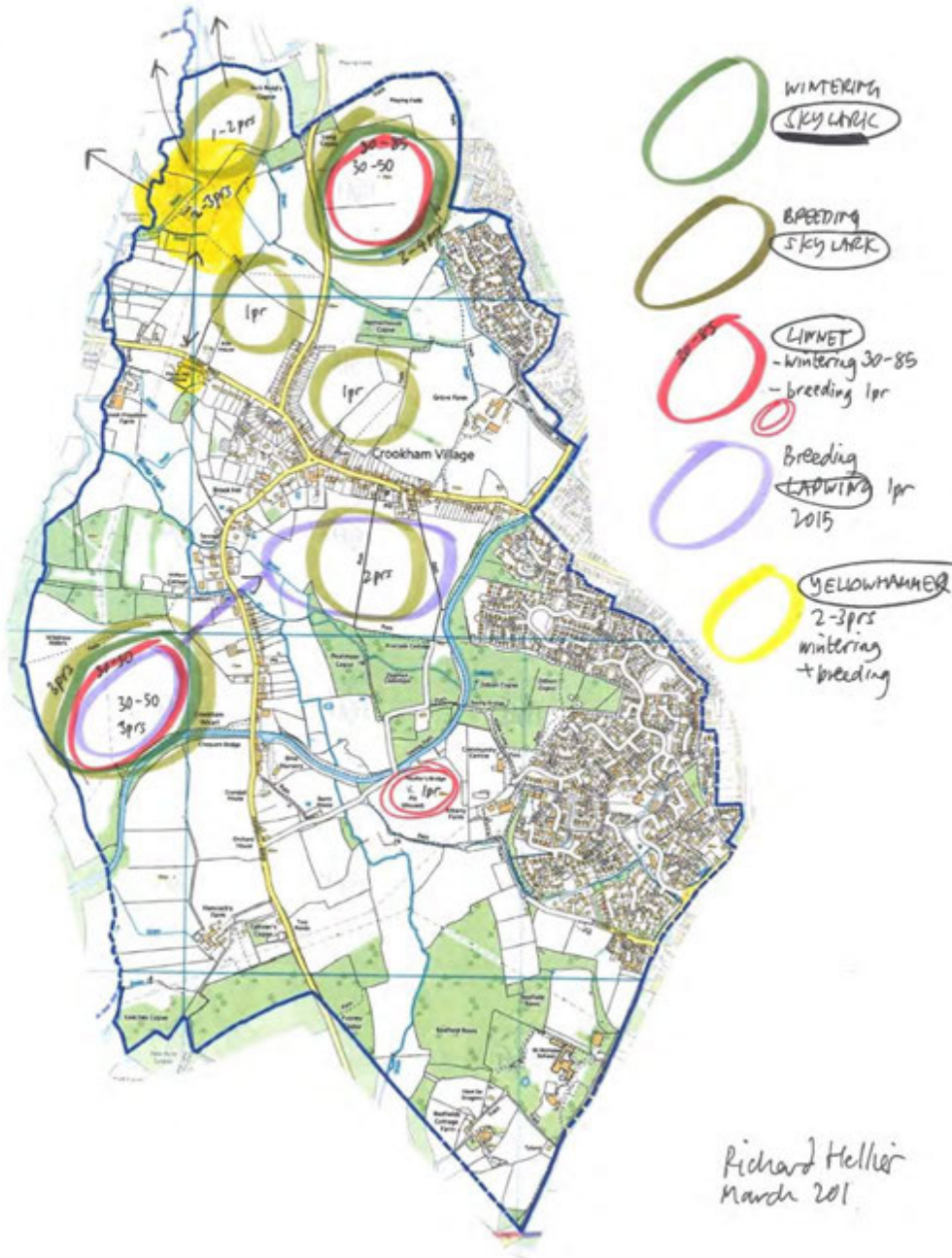


Figure 16 - Notable Farmland Birds - Wintering and Breeding Populations RH21-3-17

NOTABLE WINTERING WETLAND BIRDS

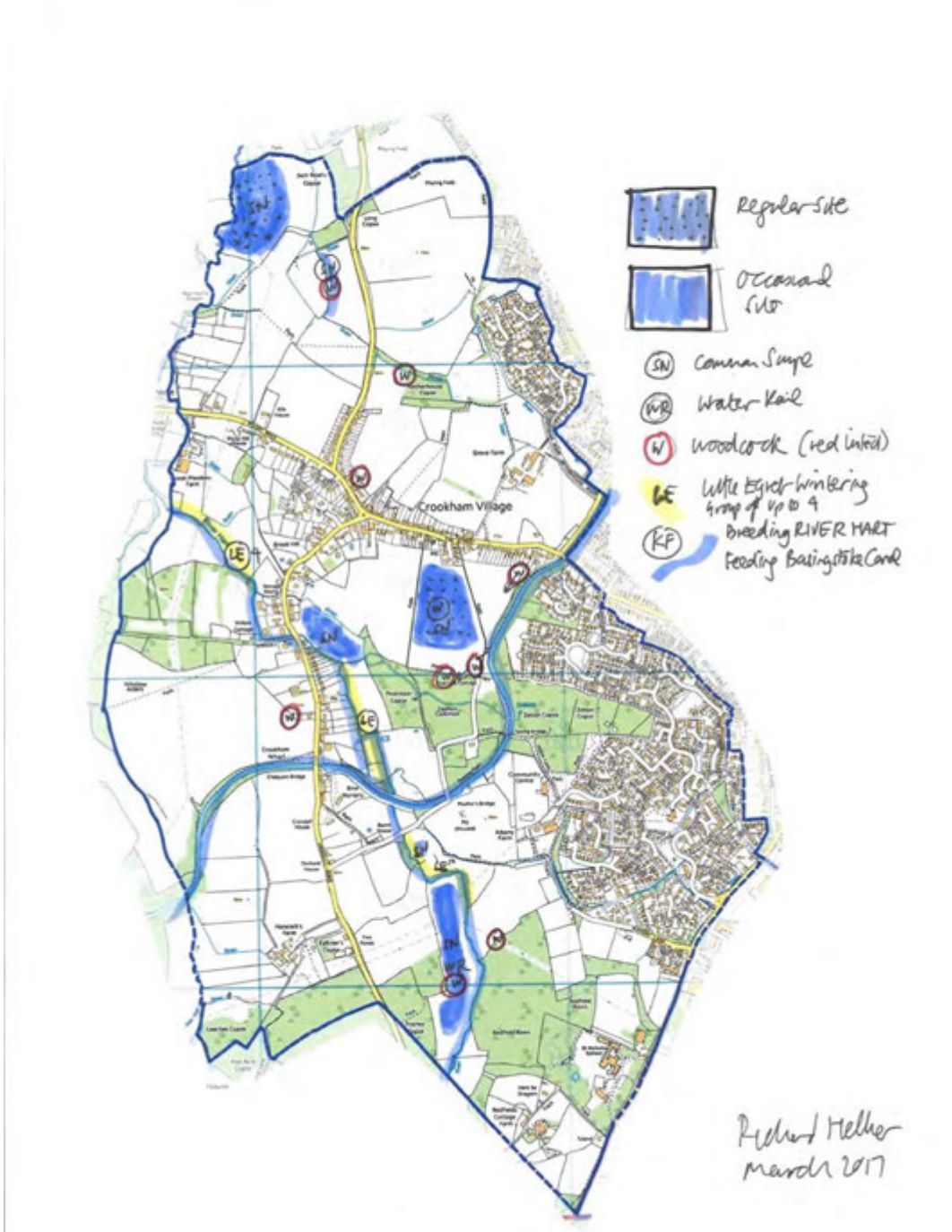


Figure 17 - Notable Wintering Wetland Birds RH21-3-17

Notable Woodland Birds
 Crookham Village Parish — including in breeding seasons



Figure 18 - Notable Woodland Birds RH21-3-17

APPENDIX C4 – ADDITIONAL VIEWS



Figure 19 - View of Beacon Hill from The Tump (now part of the Grove Farm development)



Figure 20 - The Tump from Hitches Lane (now part of the Grove Farm development)



Figure 21 - From the Tump towards Hitches Lane (now part of the Grove Farm development)



Figure 22 - Winter view from Cross Farm down to Crondall Road and Brook Cottage



Figure 23 - Winter view from Cross Farm to South of The Street



Figure 24 - Cross Farm gap towards Crookham Village from FP5 facing north-east



Figure 25 - Fleet to Crookham village facing West (north of The Street)



Figure 26 - View across Cross Farm from FP1 to FP5 and Malthouse Bridge



Figure 27 - View across Cross Farm from FP1 towards eastern end of Crookham Village conservation area



Figure 28 - View from Cross Farm towards Orchard House, Crondall Road



Figure 29 - View of Brook House from Cross Farm Ridge, Crondall Road



Figure 30 - View of Crookham Village conservation area from Cross Farm



Figure 31 - View of Crookham Village conservation area from FP1



Figure 32 - View of the Street from Cross Farm Ridge



Figure 33 - View of woodland on Cross Farm from Crondall Road



Figure 34 - Hillyburrow from South



Figure 35 - Hillyburrow



Figure 36 - Wild flowers on Hillyburrow



Figure 37 - Birdsfoot Trefoil on Hillyburrow



Figure 38 - Cross Farm gap towards Crookham Village from FP5 facing north-east



Figure 39 - Gap between settlements towards Netherhouse Copse looking north



Figure 40 - Gap between settlements looking south towards Netherhouse Moor



Figure 41 - Gap between settlements Fleet to Crookham village facing West (north of The Street)



Figure 42 - Open land between Dogmersfield and Crookham Village



Figure 43 - Flock of sheep at Crossways Crookham Village



Figure 44 - View to the west along The Street



Figure 45 - Footpath 1 alongside Forge Cottage



Figure 46 - Brunley, The Street



Figure 47 - Crookham Village towards Malthouse Bridge



Figure 48 - Crookham Village conservation area from FP5 facing north-east



Figure 49 - Grove View and West View Cottage



Figure 50 - Night view of Brook Hill - no street lights



Figure 51 - Panoramic View of Crookham Village from Cross Farm



Figure 52 - The Street looking west



Figure 53 - Two Ponds, Crondall Road – the oldest house in CV Parish



Figure 54 - View across Cross Farm towards Brook House



Figure 55 - View across Grove Farm from Crookham Road and Basingstoke Canal



Figure 56 - The Basingstoke Canal looking west towards Chequers Bridge

APPENDIX C5 – CROOKHAM VILLAGE LOCAL GREEN SPACE DESIGNATIONS

Each Local Green Space identified in the table below (A-C) meets the Local Green Space designation criteria of the National Planning Policy Framework (NPPF, paragraph 100).

Each Local Green Space:

- “is in reasonably close proximity to the community it serves”;
- “is demonstrably special to the local community and holds a particular local significance” (e.g. because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife”); and
- “is local in character and is not an extensive tract of land”.

Additionally, no Local Green Space identified:

- falls under an extant planning permission within which the Local Green Space could not be accommodated; or
- is allocated for development in the Neighbourhood Plan or the Local Plan

The NPPF and Practice Guidance do not define specific criteria for the proximity or the maximum/minimum size of a Local Green Space. All sites identified are located within 2km of the Village Hall in The Street, consistent with Natural England’s Accessible Natural Greenspace Standards (ANGSt) which indicate that Local Green Space should normally be located within 2km (1.25 miles) of the community it serves.

The table below shows each Local Green Space with descriptions of its significance against NPPF criteria and its location on the map in Appendix C5 of this NDP.

LGS name	The Crescent at Crookham Village	Playing fields at Zebon Community Centre, Zebon Copse	Play area at Lea Green at Netherhouse Moor
Ownership/Control	Parish Council –this land is in the ownership of the Parish Council.	Parish Council - The Zebon Community Centre, formerly known as Velmead Community Centre, was opened in 1992. It has been extended twice, initially in 1996 by the addition of a second hall to support the building of the second phase of the Zebon Copse estate. The Centre was taken over by the Parish Council in 2009 and was further extended to add a stage and storage facilities	Parish Council –this land is in the ownership of Hart District Council. In 2014, Crookham Village Parish Council secured a 50-year lease on the land from Hart District Council.
Location	Crescent shaped area of land off Pilcot Road at north end of Crookham Village.	Land to the rear of the Zebon Community Centre at the end of Danvers Drive, Zebon Copse. This land is immediately adjacent to the ancient woodland (SINC) of Zebon Copse.	Lea Green at the northern edge of the Netherhouse Moor estate.
Local or Community Value	Long established focal point near the traditional heart of the village. It has typically been used to host Village events and was the site of the annual Crookham Village Association fete until 1998 when it was subsumed into the larger Zebon Copse Fete.	The playing fields offer two junior football pitches and an adult football pitch. These are available for hire throughout the football season. Out of season, the field is used for archery. The Zebon Centre also offers two separate equipped areas of play for children under 12 and older children. In a separate area, there is a lottery funded play boulder.	The area is traversed by a footpath which provides a safe route to Calthorpe Park school for local children as well as a connection to the cycle network into Fleet.
Historical Value	The Crescent in Crookham Village hosts the annual Mummer’s play each year at Christmas. This is a long standing tradition as the Mummer’s play in Crookham Village is one of the oldest and longest running Mummer’s plays in the country and is thought to date from the Medieval period.	In 1992, to promote community cohesion, the first annual Zebon Copse Fete was held by the embryonic Zebon Copse Resident’s Association. This Fete has been held on this site each year since that date, courtesy of the Parish Council which provides the site free of charge. The fete is a popular local event attended by a wide section of the local community.	N/A
Recreational Value	The Crescent has a long tradition of holding Village events. Recent events include	In addition to the organised sports provision and play areas, the fields are well used	Since 2000, this area has been well used by local children following the

	<p>a picnic to celebrate the Royal Wedding of Prince William and Kate Middleton in 2011, a tea party in 2012 to mark the Queen's Diamond Jubilee of her accession to the throne and a second tea party in 2016 to celebrate the Queen's 90th birthday. It is also used by local children for informal games.</p>	<p>for general recreational purposes and informal games. They are particularly popular with dog walkers who use the fields to access nearby public footpaths to the Zebon Copse SINC and the open countryside beyond.</p>	<p>installation of an equipped local area of play using volunteer labour. Following local consultation, a completely new set of play and exercise equipment for younger children through to adults was installed on the site during 2014. The area is well used for informal play and the adult and children's play equipment is very well used. The area is also used as an access point to open countryside for dog walkers and ramblers.</p>
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APPENDIX D –PARKING

- a) Photographs of parking issues
- b) HALC minutes 2017 AGM Resolution
- c) HALC evidence on Parking and Planning Law
- d) Extract (relating to transport issues) from FACE-It objection to Land North of Netherhouse Moor planning application

a) Photographs of parking issues



Figure 57 - Parking on Danvers Drive, Zebon Copse - 1



Figure 58 - Parking on Danvers Drive, Zebon Copse - 2



Figure 59 - Parking on Sylvester Way, Zebon Copse - 1



Figure 60 - Parking on Sylvester Way, Zebon Copse - 2



Figure 61 - Parking on Netherhouse Moor



Figure 62 - Parking on Gondreville Gardens



Figure 63 - Parking on Londlandes



Figure 64 - Parking on Hunnels Close



Figure 65 - Parking on Brandon Road – Zebon Copse

b) HALC minutes 2017 AGM Resolution



16 RESOLUTIONS

Crookham Village Parish Council submitted a resolution as detailed below:

"Modern urban developments are built against an agreed standard of parking that varies from district to district. Mostly these establish a minimum standard and erosion of the initial allocation frequently leads to excessive on-street parking with consequential adverse effect on road safety and access by emergency and utility vehicles. Current planning guidance and rules for Permitted Development offer no protection for on-site parking with the result that, over time, excessive on-street parking becomes an ever greater problem."

Crookham Village Parish Council proposes that HALC should agree to seek, through NALC, government consideration of changes to planning law to make the adequacy of residual on-site parking a Material Planning Consideration when determining applications for on-site changes and also in the rules for Permitted Development."

Discussion and debate commenced amongst the members.

Cllr George Bisson, Lyndhurst Parish Council said he understands fully the problems the proposer has lodged. He went on to say he hopes government guidance is going to align the different policies. He said it is fine to say you must have off road parking or garages but if there is no enforcement it will be ineffective.

Cllr Julian Jones, Dummer Parish Council said additional factors need to be considered due to an increase in electric cars. Provision will need to be made for charging points.

Cllr Eleanor Bell, Hursley PC – Said Hursley Parish Council supports this motion 100%. There are increased problems with people parking on pavements in Hursley.

Cllr Paula Langford-Smith, Denmead Parish Council said she supports this motion fully. Parking spaces in villages are fundamental.

Cllr Janet Foster, Four Marks Parish Council fully supports the motion. In Four Marks parking spaces have been made too small. This also needs to be a consideration.

Cllr Barbara Long, Andover Town Council fully supports this motion. Town centre developments have a lack of parking and this also needs to be addressed.

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Registered in England – Company Registration No 6879309



c) HALC evidence on Parking and Planning Law

EVIDENCE IN SUPPORT OF NOVEMBER 2017 HALC MOTION ON PARKING

Introduction

Modern urban developments are built against an agreed standard of parking that varies from district to district. Mostly these establish a minimum standard and erosion of the initial allocation frequently leads to excessive on-street parking with consequential adverse effect on road safety and access by emergency and utility vehicles. Current planning guidance and rules for Permitted Development offer no protection for on-site parking with the result that, over time, excessive on-street parking becomes an ever greater problem.



Hampshire Association of Local Councils passed the following motion at its AGM on 4 November 2017:

“Crookham Village Parish Council proposes that HALC should agree to seek, through NALC, government consideration of changes to planning law to make the adequacy of residual on-site parking a Material Planning Consideration when determining applications for on-site changes and also in the rules for Permitted Development.”

Supporting Evidence for NALC

Planning Officer’s Checklist for Lawful Development Certificates

This Planning Officer’s checklist used by our Local Planning Authority for determining a Lawful Development Certificate application demonstrates the current total lack of consideration of parking issues.

CONSIDERATIONS

- Is there sufficient information to determine that the proposal is lawful under Section 191, of the Town and Country Planning Act 1990 (as amended)?
- Is the property located within a Settlement Boundary?
- Is the property located within a Conservation Area or Article 4 Direction?
- Are there any previous conditions imposed on the original application which may prevent the application being dealt with under the permitted development criteria?
- Would the total area of ground covered by buildings within the curtilage of the dwelling house (other than the original dwelling house) exceed 50% of the total area of the curtilage (excluding the ground area of the original dwelling house)?
- Would the extension extend beyond a wall which fronts a highway and forms either the principal elevation or a side elevation of the original dwelling house?
- Would the extension exceed the highest part of the roof of the existing dwelling house?
- Would the extension extend beyond the rear wall of the original dwelling house by more than 3m?
- Would the extension exceed 4 metres in height?
- Would the extension be located within 2 metres of the boundary, if so do the proposed height of the eaves exceed 3 metres in height?
- Would the extension extend beyond a wall forming a side elevation and have a total width that exceeds more than half the width of the original house?

d) Extract (relating to transport issues) from FACE-It objection to Land North of Netherhouse Moor planning application



Transport Assessment



- Agreed by Hart and HCC
- Only takes into account current developments and does not allow for:
 - Edenbrook Extension Ph3
 - Watery Lane
 - Calthorpe Park expansion
 - Knight Close, Crookham Village
 - Any further developments in the area
- All this traffic needs to use either the Elvetham Heath roundabout or the Pilcot Lane Hitches Lane Junction

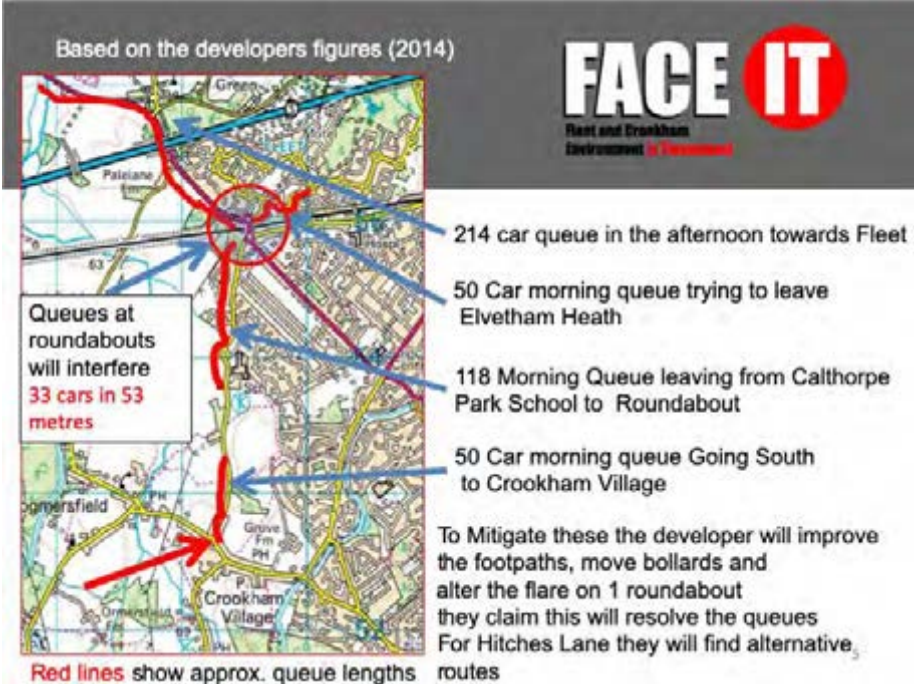
Transport Assessment



- Queues here will go from 2 to 50 cars
- Queues here will go from 6 to 50 cars
- Queues here will go from 6 to **118** cars
- Queues here will go from 3 to 33 cars
It is only 58 metre long
- Queues here will go from 3 to **214** cars
- Queues here will go from 7 to 50 cars

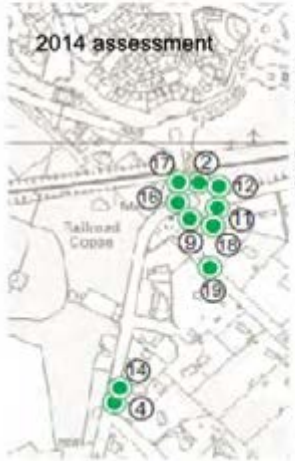
NPPF Paragraph ??? states

To reduce the queues the developer will alter the footpaths !



Transport Assessment Injuries

FACE IT
Fleet and Crookham
Environment & Transport



The 2014 assessment showed 8 accidents around the southern roundabout that has dropped to 5 in the 2016 assessment



Based on the developers figures

FACE IT
Fleet and Crookham
Environment & Transport

Current Q	Predicted Q
5	60
7	30
7	117
7	20

Queues at roundabouts will interfere
33 cars in 53 metres

Previous assessment in 2014 had queues of 50 cars now they predict queue of 1 to 2 cars in the 2016 assessment

Given Hampshire prior comments and the significance of these junction FACE-IT believe that an independent assessment should be made

Red lines show queue lengths

Transport Assessment Injuries

FACE IT
Fleet and Crookham
Environment & Transport

2014 assessment

The roundabout is already an injury hotspot.

The 2014 assessment showed 8 accidents around the southern roundabout

That has dropped to 5 in the 2016 assessment

2016 assessment

Transport Assessment
Injuries





APPENDICES E TO H
CROOKHAM VILLAGE PARISH
NEIGHBOURHOOD DEVELOPMENT PLAN
2016-2032 - Referendum Version

Published by Crookham Village Parish Council, July 2020

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Appendix E

APPENDIX E PARISH PLAN 2010

The Parish Plan

Parish of Crookham Village, Hampshire 2010

Comprising the parish wards of Zebon Copse,
Netherhouse Moor and Crookham Village.

**This Parish Plan represents residents' views
on the present state of the parish and the way
parishioners wish it to develop in the future.**



Appendix E

Crookham Village Parish Plan

Looking forward

The Government have asked each UK Parish to produce a plan, setting out what its parishioners want its future to look like.

This plan will provide the formal link between the Parish Council and our executive authorities, i.e. Hart District Council (HDC) and Hampshire County Council (HCC). It is a focused reference of agreed local priorities and will be used to help influence planning decisions and the programmes of service providers.

Our Parish Plan
This document has been compiled by volunteer residents, based on a questionnaire circulated to all parish households, as well as views expressed at numerous public parish meetings.

It describes the current state of the parish and parishioners' views in the context of Community, Natural Environment, Transport, Development, and Facilities – and it ends with a list of Actions residents wish to see promoted by the Parish Council, or which they want the Parish Council to recommend to executive authorities.

Crookham Village (Civil) Parish
The parish lies in the farmland and copses of the Hart valley. There are some arable fields, but most are grazed by cattle, sheep and horses. One of the copses is common land, another is public open space. The Beasingstoke canal meanders through the farmland, with the towpath and a network of footpaths crossing the area.

The settlements comprise the original, here called 'the old village' (OV), plus two recent self-contained residential developments built on greenfield sites, Netherhouse Moor (NM) and Zebon Copse (ZC), with around 230, 240 and 1,500 houses respectively at this time, and with a total population of around 2,700 people (see map). For Hart District Council elections, the CV is in the Cromdal ward, NM in Fleet West ward and ZC in the Church Crookham West ward.

Taking local views into account
A respectable 508 households (out of 1,470) responded to the parish questionnaire, representing 1,225 people, from both sexes equally and including 225 young people under age 16. Some key results from their responses are illustrated in diagrams throughout this document.

This 2010 version of the Crookham Village Parish Plan has been submitted to Hart District Council, who will take it into account in the light of their own developing Local Development Framework. The Plan will be reviewed as required and progress will be updated on the Crookham Village Parish Council website.

Crookham Village Parish Plan

Community

There is plenty to enjoy locally and many fellow parishioners share interests. But comparatively few residents know about or make best use of local clubs and activities.

Q26: Are you aware of what is on offer at the following places?

Location	Yes	No	Not interested
Zebon Copse Centre	30%	58%	12%
WI Hall, The Street	14%	68%	18%
Hart Leisure Centre	70%	24%	6%

The Questionnaire results show that parishioners do have some strongly held common interests, but parish-based community activities are less well supported than might be expected.

This can be attributed to modern lifestyles and the proximity of Fleet, with its wide range of opportunities. It is disappointing to learn that many residents are unaware of the variety of village activities.

The effects of historical boundary changes
In 1963, Church Crookham with church & school was split away from Crookham to join the urban district of Fleet. The remainder became Crookham Village civil parish in the rural district of Hartley Wintney. In 1971, these districts amalgamated to form HDC. CV then consisted of just the four roads radiating from Crossways, plus surrounding farms and cottages, with a population around 600, now comprising the ward we call CV. The CV population greatly increased during the 1980s-90s by the building NM and ZC housing developments. The latest change was to re-allocate these three parish wards of the village among three HDC electoral wards.

Common trends
Residents in the parish wards are similar in many ways: they are mostly professional and tradespeople. Old properties have been kept in good repair. There are no landed estates, no large commercial premises or areas of great deprivation. Residents' satisfaction is reflected by 95% of respondents wishing the Old Village to stay as it is, as a 'working community', with no greenfield development.

However, over 65% claim not to know about parish based activities and 80% never use the facilities, despite newsletters, websites and posters. 46% had 'no opinion' on the PC's role in planning decisions.

Community activities
Most parishioners would expect a wider range of clubs and societies than ours. The reason is perhaps the lack of church and school, plus our proximity to Fleet, which supports a greater variety of activities. However active village groups, like Crookham Village Association and Zebon Copse Residents Association, put on a variety of social events as well as the summer fete. There are two WIs and a Social Club. The ancient Crookham Mummers play is presented every Boxing Day. Crookham Village has been Twinned with Livgrain for 25 years now, with annual exchange visits fostering many international friendships.

Leisure activities
Some of the questionnaire responses are conflicting. Respondents' major entertainment activities are cinema, theatre and music, of necessity located in major centres outside the parish. A significant number say they would attend groups like badminton, keep-fit, tennis, yoga, golf: yet these are already available nearby. Over 100 people would like to see a village based film club and a lending club.

34% of respondents assert that they are not interested in local leisure facilities, perhaps explained by the large proportion who work and play outside the parish. 32% think social activities for children and the young are very poor.

Questionnaire Q8: Where does your household live?

- 15% live in Netherhouse Moor (20% of all households)
- 30% live in Crookham Village (20% of all households)
- 65% live in Zebon Copse (20% of all households)

Total 508 responses from 1,470 households

Appendix E

Crookham Village Parish Plan

Natural Environment

Our landscape is truly valued. The Basingstoke Canal was identified as the feature most requiring protection and financial support, followed by the footpath network and open areas for walking.

Our parish retains a remarkably picturesque character. Its rural environment has long been recognised as special and much of it is protected by a variety of existing designations – including two Conservation areas and over 30 listed buildings. The value of these areas depends on maintaining the quality of their landscape context.

The Basingstoke Canal is a Site of Special Scientific Interest (SSSI), nationally important for dragonflies and water plants. Zeber Copse is an eight hectare Site of Importance to Nature Conservation (SINCI). Significant WWII anti-invasion defences form an historic addition.

A unique and fragile natural environment

Our local landscape is exceptionally rich in natural beauty and wildlife and is a mosaic of a variety of habitats: woodlands and copses, wet and dry flower-rich meadows, arable fields and hedgerows, the River Hart and the Canal. Other natural features include ancient trees, ponds and heathland. Heatherhouse Copse is exceptional, containing over 17 species of Ancient Woodland indicator plants.

The blend of different characters makes the environment appealing – and a good network of footpaths, bridleways and the canal towpath allow people to explore the parish and the countryside beyond. Parish walks have highlighted this wealth of wildlife and natural beauty.

The landscape supports a wide diversity, including threatened birds, plants and insects. Significant populations of badgers, roe deer and a variety of bat species occur throughout. Birds of interest include the skylark, meadow and goldfinch on farmland, the lesser-spotted woodpecker, marsh tit and buzzard breeding in the woodland and the kingfisher on the river Hart. Bird song is a key Quality of Life indicator.

Some of the woodland supports rare butterflies such as the silver-washed fritillary and white admiral, and there are populations of early purple orchid. Wet meadows hold marsh marigold, poppy seaflower and ragged robin. Stag beetle, great crested newt and declining birds like the house sparrow, song thrush and bullfinch are all present.

Strong response from the questionnaire

The responses highlight the value residents place on good access to our parish landscape. All landscape features scored highly, suggesting that local people fully appreciate the existing environment quality. There is a strong preference for the parish to stay as it is, rather than to develop in other directions with substantial extra development.

A question examining the state of the parish footpaths received most responses at 850. The majority felt that they know where the footpaths are and could use them without difficulty, but some felt that they could be better signposted. 20% of respondents declared themselves ready to assist in maintenance of the footpaths.

Many respondents called for measures to enhance the wildlife habitats, improve street cleaning and roadside verges, clear up litter, reduce footpath dog fouling and remove fencing of Zaphon Common.

Q10: Which features of the Parish landscape need to be protected and financially supported?

Nearly all the landscape features were selected for protection and were scored highly, with greatest emphasis on the Canal, footpath network and open spaces.

Other questionnaire responses support a walking/cycling club. Conclusion: that our unique rural landscape character and wildlife are enjoyed, prized and require protection from development.

Crookham Village Parish Plan

Transport

Cars are central to modern life, but few of our local through-roads were built to take current traffic volumes and this has increased the risk to local residents.

Traffic volume

Parish car ownership is high at 1.7 per household. Over 70% use a car for work and over 90% for leisure. Our roads carry increasing through traffic, avoiding congested nearby urban areas. Development at OGB and Hitches Farm will worsen this situation in the future.

The problems differ in the three village wards. NM is a cul-de-sac, so most of its traffic is self-generated. ZC has two entrances: the through road is sinuous, but attracts through traffic, wishing to avoid the school congestion and difficult Wyvern junction.

In the CV the four roads centred on Crossways attract through traffic avoiding Fleet. The HCC highway authority does not favour attempts to reduce this flow except for restrictions on heavy vehicles. The intersection at Malthouse bridge is sometimes congested, but this does have the benefit of slowing traffic entering The Street.

Traffic speed

The biggest consistent worry is traffic speed (66% of responses), in particular on CV roads, currently controlled by 20mph limits and weight restrictions. In Fleet Road, the main problem is protecting children walking to Dogmersfield school. The PC has been pressing for a footway for some time, but HCC have not yet accepted our proposals, even with a substantial PC contribution.

In Crondal Road, residents regard traffic speeds as dangerous for pedestrians and cyclists. HCC have offered extra signage, but it is always difficult to find effective calming measures. Chicanes were installed in 2003-4, but rejected by both residents and motorists as actually increasing dangers without reducing speed. Speed bumps, needing extra street lights, have also been rejected. Separating road users would require acquisition of land to form a verge. The PC has been attempting to do this for years on Brook Hill, without success.

Parked cars in The Street have a temporary calming effect!

Cycling: Respondents ask for more cycle routes, but the roads are not wide enough for cycle paths. Hitches Lane has a footway which could be improved to form a cycle path. A new cycle route through NM to The Lea allows cyclists to avoid traffic on Crookham Road.

Public Transport: Better bus service routes and timetables could reduce local traffic, but would have little effect on through traffic.

Street lighting: NM and ZC lighting appears to satisfy residents, but attempts to light footpaths there have been frustrated by vandalism. Most residents appear happy with the lighting in the CV. However 39% call for more environmentally-sensitive lighting. Some suggested lighting e.g. along the Canal, though such ideas were not popular.

Parking: while 92% have off-street parking, inadequate parking continues to be a niggle in NM and ZC. Consequently the PC has opposed some applications for conversion of garages to living areas.

Q10: What is your main means of transport to work or study?

Q11: How many roadworthy vehicles are kept by your household?

880 responses

497 responses with 1,333 vehicles

Legend: Bicycle, Car/Van, Bus, Motorcycle, Walk, Train, Do not travel

Appendix E

Crookham Village Parish Plan

Development

Q17: What types of new housing would be acceptable in the Parish?

Housing Type	Percentage
Conservation of traditional buildings	~10%
Extension of existing properties	~15%
Single dwellings in conservation areas	~10%
Planning to meet needs of rural parishes	~10%
Large garden detached 10 houses	~10%
Quality detached single houses	~10%
Conservation of village boundary	~10%

Q18: How would you like the Parish to develop?

Response	Percentage
To stay as it is	74%
As a working community	20%
As a retirement community	6%
No other options were selected	0%

Parishioners do not want major new developments, that mean rural gaps and affect the village identity. But they will consider any sensitive, small scale builds on their merits.

In 20 years, the addition of Netherhouse Moor and Zebon Copse estates have increased the parish population from 600 to 2,700 electors.

A large majority want the parish to stay as it is, with no further greenfield developments to encroach on our environment. But many would accept small scale developments in appropriate locations.

Current development situation

Two of the three village wards, NM & ZC, are self contained built-up developments butting up against Fleet and Church Crookham on one side, but with open areas on the other sides, including Lee Green and the Zebon Copse Centre sports field.

The Old Village ward is based on ribbon development along four roads, surrounded by open fields. The Beatingstone Canal is a Conservation Area, as is much of The Street. The CV has a number of Grade II listed buildings and many village trees are protected by TPOs. Small scale businesses operate in historic workshop units at the Hag Kin and Grove Farm. The parish is in the vicinity of the Thames Basin meaths, with far-reaching restrictions on new development. The Fleet Hart flood plain east of Crondall Road is safeguarded as a sand and gravel area in the 2008 Hampshire mineral plan.

Public opinion

In order to maintain the rural landscape character and quality of life, 55% of respondents want no further development. The remainder would accept small scale development in appropriate locations for local people only, e.g. Rural Exception Schemes (RES), affordable dwellings for young or single people, light industry, shops & services, especially a doctors' surgery.

Most want to retain the existing rural environment and village identity with open spaces between developments. 94% of respondents want the parish to 'stay as it is', as a living and working community. In the highest attended public parish meeting in recent years, there was 100% rejection of the proposed SHLAA housing development sites.

Planning policy and powers

As the planning authority, HDC set the local planning policy within Government guidelines. The PC has no planning powers. HDC will take residents' wishes as expressed in the Parish Plan into account in their considerations.

Hart DC is currently required to plan for 4,840 dwellings before 2028 (including GEB and Hiches Farm). It estimates that around 2,100 homes will have to be built on greenfield sites. HDC have surveyed the District for potential sites and two of these are in the parish: Groves Farm and south of Watery Lane, both with attached Public Open Space (see the Parish Council's website).

The PC has made reasoned objections to these possibilities, pointing out that both are contrary to parishioners wishes as expressed above.

Crookham Village parishioners are very concerned about the already overloaded and inadequate infrastructure, but in the past, the planning system has taken little account of the infrastructure required to support significant developments.

Crookham Village Parish Plan

Facilities

Q17: Is there any demand for the following health facilities in the Parish?

Health Facility	Percentage
Doctors' surgery	~10%
Health centres	~10%
Public library	~10%
Local shops	~10%
Community centre	~10%
Post Office	~10%

Q18: How often do you use these shops and services?

Facility	Frequency
Local Shop	Mostly
Public Library	Less often
Neighbourhood Centre	Less often
Post Office	Less often

Modern living needs access to a host of facilities, from work and health to leisure and recreation. The more local facilities, the less need for car journeys.

Responses suggest that most parishioners are satisfied with available local services, but they did call for better health services including a doctors' surgery, better bus services and youth facilities.

Local business: The Old Village has a newsagent, two pubs and a general store with a Post Office is well used asset, especially for postal services, but also for pensions, lifts and banking. The shops are used by about half of the respondents weekly.

The CV has a vehicle repair business and a car display area. The Kin and Grove Farm workshops house a variety of small businesses. There are three working farms and two sets of stables – the rest of the agricultural land worked by farmers based outside the village. ZC also has two shops and a dental surgery. MM has no businesses. Beyond these there is little employment in the parish, but 11% of respondents work from home, perhaps facilitated by the availability of broadband internet. Although several people ask for a mobile library, less than 4% of respondents use the existing fortnightly service.

Social Venues: The parish has three venues for social activities: the Zebon Copse Centre (ZCC), the Crookham Street Social Club and the Women's Institute hut. However their activities programme does not appear to evoke much interest among residents.

The ZCC and playing fields have been transferred from HDC to CV parish ownership, with refurbished facilities which should make it more useful to the community and reduce running costs. There are further venues nearby, like the Memorial Hall at Church Crookham and Hart Leisure Centre, with swimming pool and exercise facilities.

Public Services: The majority of respondents considered public services (refuse, streets, gritting, recycling) acceptable, though a minority of 20-30% were dissatisfied with waste collection. Litter clearance was identified as inadequate. The emergency services, though little used, were judged to be satisfactory.

Public transport: The parish is poorly served with limited bus routes and timetables, which are changed frequently to seek better usage. ZC has two services a day, to Fleet station, Aldershot and Farnham – the CV has none. 32% of respondents want to see improvements, but 68% expressed no interest. A Call-and-Go bus service subsidised by HDC and parishes has been operating, but has attracted little custom by parishioners and the future of the service is uncertain.

Local health services: A clear requirement for a doctors' surgery was requested by 89%. Although there is already a dental surgery in the parish, 41% still identified an NHS dentist as a requirement.

Police presence: ZC & NM are covered by Fleet based teams and CV has two constables in Crondall & Oldham who also cover several other, larger villages. Vandalism did feature in responses, but there were relatively few crime concerns.

Youth facilities: Pre-school children are cared for at ZCC and the WI hut, but respondents deplored the general lack of youth facilities. The PC is trying to involve Hampshire Youth Services, including the Youth Bus, but as yet there are no such facilities in the parish.

Appendix E

Crookham Village Parish Plan 2010

Summary & Actions

Parish residents call for action in all areas. Their major points of concern are related to traffic, housing development, support infrastructure and the maintenance of our rural environment and Village identity. The Parish Council acknowledges these issues and will help champion practical solutions on behalf of parishioners.

The Parish Plan is a live document, so please refer to our website for updates on key local issues at www.crookhamvillage-pc.org.uk

Community


Building a vibrant local community requires the PC to take a lead in areas including:

- 1 continued support for Twinning activities: to strengthen village identity, community spirit and broaden horizons in a modern European context
- 2 maintaining noticeboards for publishing village activities, to inform residents and improve awareness of events and local facilities
- 3 improved facilities for children and young people, including access to the Youth Bus
- 4 considering how to establish a youth voice: for a fuller awareness of community needs
- 5 encouraging public participation at Parish Council meetings: to consider parishioners' current views on key local issues and seek suggestions for improvements

Environment

People want the natural environment to be conserved and enhanced, with action to:

- 1 support the Canal conservation area as the highest priority for action and financial help so that it can be protected and we can continue to enjoy this valuable amenity
- 2 improve public footpath signposting and information, also to arrange guided walks: in order to allow residents year-round access to appreciate our rich environment
- 3 maintain the existing network of wildlife corridors and habitats: to ensure our diverse wildlife populations and natural landscapes are sustained for people to enjoy
- 4 create initiatives to involve those 20% of residents who expressed willingness to volunteer to maintain and enhance key landscape features, footpaths & wildlife habitats
- 5 protect the open space views and inter-visibility between key points, that characterise the rural landscape character of Crookham Village
- 6 keep the parish thoroughfares clear and presentable, e.g. by encouraging walkers not to drop litter and to prevent their dogs fouling footpaths
- 7 Assist farmers, landowners and gardeners to maintain their land in a sustainable and environmentally sensitive way: for the benefit of people and wildlife



Transport

The PC has no executive authority to effect road improvements, but will exercise its right to be consulted on traffic policies. It will base its responses on parishioners' concerns and make recommendations, to:

- 1 monitor and seek ways of reducing traffic speed: in order to protect more vulnerable road users who share the space – and reduce sound intrusion into homes
- 2 review traffic problems at key local road junctions (e.g. Redfields Lane/267) and nearby housing developments – and explore suitable ways to reduce their impact on the parish
- 3 press for a footway along Pilgric Road and improvements to Croadal Road, including provision for a footway at Brook Hill
- 4 remind HCC of the limitations of local roads to accommodate 'hot suns' around Fleet
- 5 consider introduction of more environmentally-sensitive streetlights, to reduce avoidable and intrusive light pollution – and to reduce energy use
- 6 consider the siting of additional cycle routes from OV to Hart Leisure Centre/Catthorpe Park, and from NM to Catthorpe Park, to help increase cycle usage ratio and reduce traffic volume

Development

Likewise the PC can only influence future development planning by recommendations to the planning authority, HDC. These will be based on residents responses to:

- 1 maintain the identity and characteristics of the village and canal Conservation Areas
- 2 oppose proposals for major building developments in the Parish, so as to preserve existing rural views, delicate wildlife conservation areas and our valued semi-rural village identity
- 3 support policies to maintain 'green gaps' between settlements: to distinguish OV from the Fleet/Crookham conurbation and maintain the valuable sense of place
- 4 carefully consider small-scale development proposals on their merits, in the light of residents' views of what is acceptable

Facilities

The PC will cooperate with local groups to maintain and improve local facilities, especially to:

- 1 press for improved infrastructure: to ensure our needs are better sustained locally
- 2 support parish shops, Post Office and businesses: to preserve a viable local economy
- 3 press for a doctors' surgery in the parish: to reduce travel, delay and inconvenience
- 4 seek improved public transport e.g. regular, reliable bus services: to reduce car journeys
- 5 utilise the improved facilities at the ZCC and set up a viable management structure
- 6 maintain and in due course replace the YF Hut: to retain Old Village meeting facilities
- 7 support police efforts to reduce crime and vandalism



References

Comments from Parishioners were noted at various public meetings, but the Parish Questionnaire provided most of the key insights in the formulation of our Parish Plan.

All the questions and answers date from the original Questionnaire are available for you to download from the Parish Council website below. As it is a large document, unfortunately it is not practical to supply hard copies.

The Parish Plan is a live document, so please check our website for updates on the themes and action points mentioned inside. We always welcome your feedback.



Updates on our website
The Crookham Village Parish Council website has news on a variety of local interest subjects. It also explains how and when you can attend and comment at public meetings.

www.crookhamvillage-pc.org.uk

Above: Sunset over Hillyersmead, west of the Jubac Green Centre, in the Parish of Crookham Village.

Crookham Village Parish Council would like to thank Parishioners of all ages who gave their views in the parish questionnaire and especially Tony Clarke who, with others, volunteered their time, skills or photographs in the preparation of this Parish Plan.



Crookham Village Parish Council

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www.crookhamvillage-pc.org.uk

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Appendix F

APPENDIX F PARISH PLAN - 2013 UPDATE



Parish Questionnaire

February 2013

RESULTS

by

Cllr David Jackson

April 2013

Appendix F

INTRODUCTION

With thanks to all those parishioners who took the trouble thoughtfully to respond, this document contains the analysis of returns from the Crookham Village Parish Council questionnaire circulated to all residents for completion by 28 February 2013.

No inferences are drawn – only the basic data are included.

The data is presented in this format to allow people to draw their own conclusions.

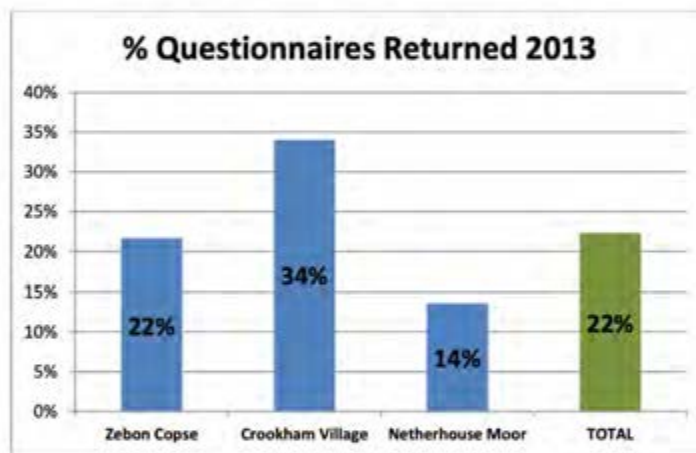
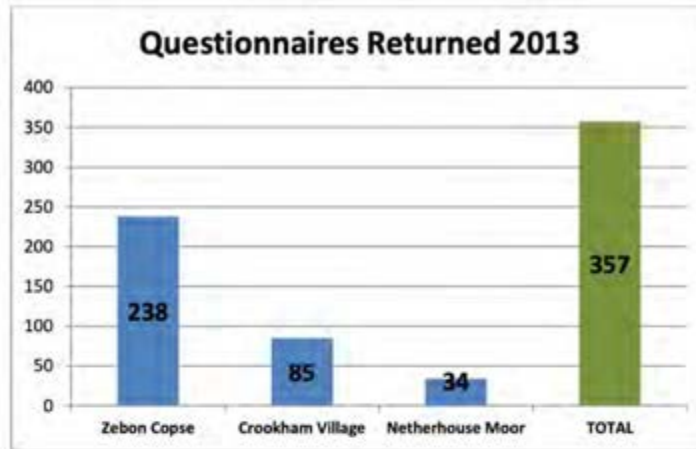
It will form a basis for future decision making and provide, where appropriate, an evidence base to underpin the Parish Council case for or against proposals from third parties.

The major issues seem little changed since the last parish questionnaire in late 2005, the headlines from which were:

2005 Summary
968 residents responded.
Response rate: 32%, by household
Residents take issue with: Future housing developments that are not supported by adequate investment in infrastructure Developments that threaten green spaces and 'strategic gaps' between built-up areas
Residents want action on: Infrastructure to enhance existing developments Speeding traffic Dog fouling
Residents care about: The local environment Refuse collection, recycling and community composting Fostering a more vibrant community spirit in the Parish

Cllr David Jackson
April 2013

Appendix F



	Zebon Copse	Crookham Village	Netherhouse Moor	TOTAL
Questionnaires Returned	238	85	34	357
Approx Houses	1100	250	250	1600
%	22%	34%	14%	22%

Detailed results from the 2013 questionnaire follow. Each original question is given, followed by graphical and numerical results plus, where relevant, the textual comments received for that question.

Appendix F

QUESTION 1

Crookham Village Parish Council
Crookham Village Parish Plan Questionnaire
HOUSEHOLD INFORMATION SECTION

People

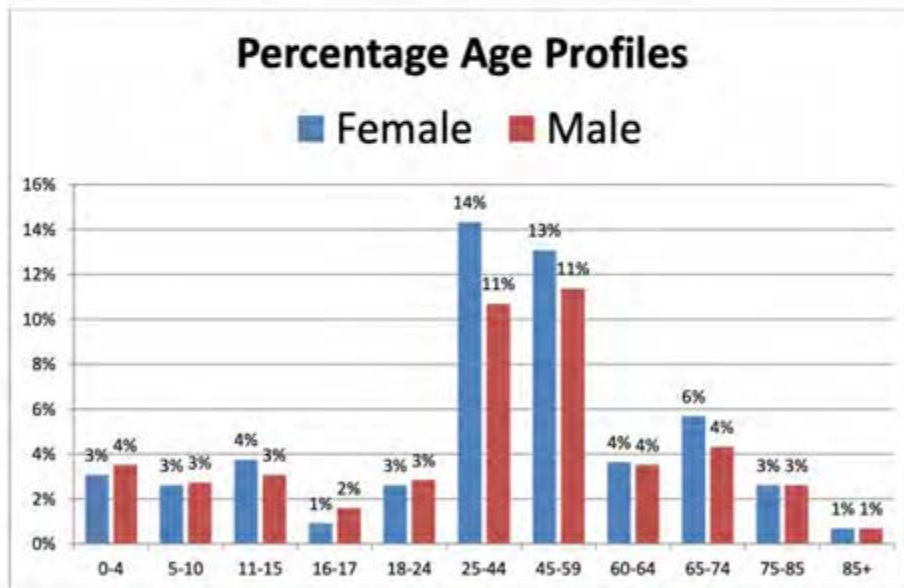
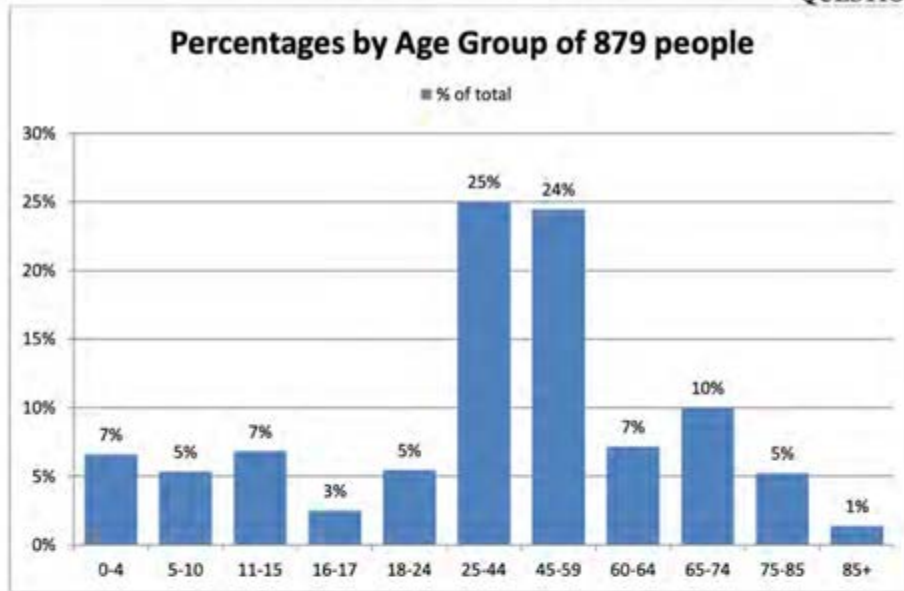
Question: 1.

Please enter the number of people in your household in each age group:

Age range	Male	Female
0-4		
5-10		
11-15		
16-17		
18-24		
25-44		
45-59		
60-64		
65-74		
75-84		
85+		
TOTAL		

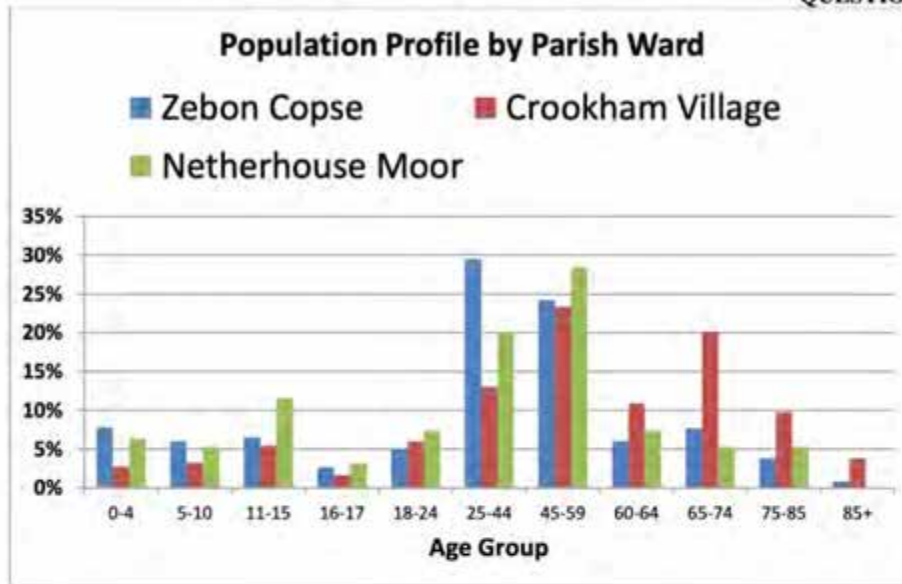
Appendix F

QUESTION 1



Appendix F

QUESTION 1



AGE GROUPS	0-4	5-10	11-15	16-17	18-24	25-44	45-59	60-64	65-74	75-85	85+	total
Totals	58	47	60	22	48	220	215	63	88	46	12	879
%	7%	5%	7%	3%	5%	25%	24%	7%	10%	5%	1%	100%
Female												
Totals	27	23	33	8	23	126	115	32	50	23	6	466
%	3%	3%	4%	1%	3%	14%	13%	4%	6%	3%	1%	53%
Male												
Totals	31	24	27	14	25	94	100	31	38	23	6	413
%	4%	3%	3%	2%	3%	11%	11%	4%	4%	3%	1%	47%
Zebon												
Totals	47	36	39	16	30	177	145	36	46	23	5	600
%	8%	6%	7%	3%	5%	30%	24%	6%	8%	4%	1%	100%
CV												
Totals	5	6	10	3	11	24	43	20	37	18	7	184
%	3%	3%	5%	2%	6%	13%	23%	11%	20%	10%	4%	100%
NHM												
Totals	6	5	11	3	7	19	27	7	5	5	0	95
%	6%	5%	12%	3%	7%	20%	28%	7%	5%	5%	0%	100%

Appendix F

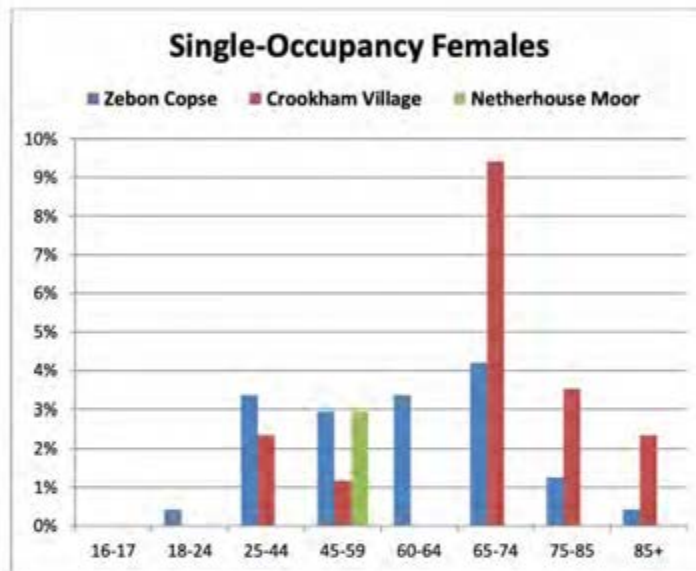
QUESTION 2

Question: 2.

In which part of Crookham Village Parish do you live?

Tick one box only

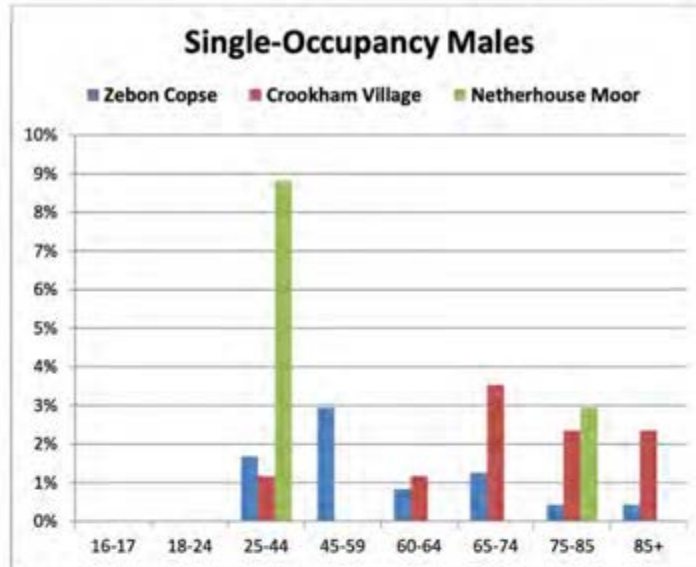
Zebon Copse	238
Crookham Village	85
Netherhouse Moor	34



FEMALE								
Single Occupancy	16-17	18-24	25-44	45-59	60-64	65-74	75-85	85+
Zebon Copse	0	1	8	7	8	10	3	1
Crookham Village	0	0	2	1	0	8	3	2
Netherhouse Moor	0	0	0	1	0	0	0	0
PERCENT								
Single Occupancy	16-17	18-24	25-44	45-59	60-64	65-74	75-85	85+
Zebon Copse	0%	0%	3%	3%	3%	4%	1%	0%
Crookham Village	0%	0%	2%	1%	0%	9%	4%	2%
Netherhouse Moor	0%	0%	0%	3%	0%	0%	0%	0%

Appendix F

QUESTION 2



MALE								
Single Occupancy	16-17	18-24	25-44	45-59	60-64	65-74	75-85	85+
Zebon Copse	0	0	4	7	2	3	1	1
Crookham Village	0	0	1	0	1	3	2	2
Netherhouse Moor	0	0	3	0	0	0	1	0
PERCENT								
Single Occupancy	16-17	18-24	25-44	45-59	60-64	65-74	75-85	85+
Zebon Copse	0%	0%	2%	3%	1%	1%	0%	0%
Crookham Village	0%	0%	1%	0%	1%	4%	2%	2%
Netherhouse Moor	0%	0%	9%	0%	0%	0%	3%	0%

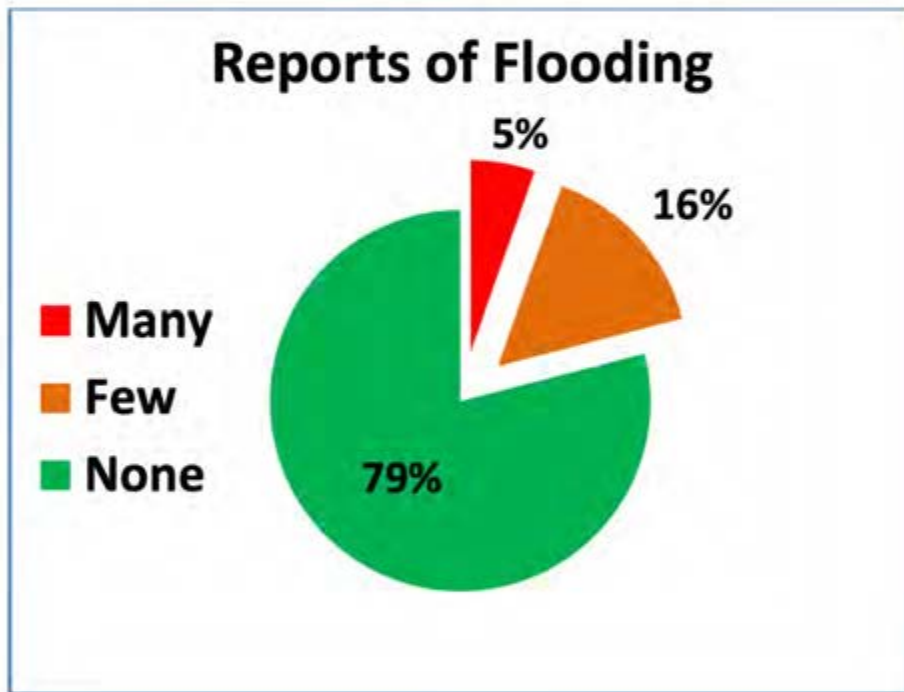
Your Household and Home

Question: 3.

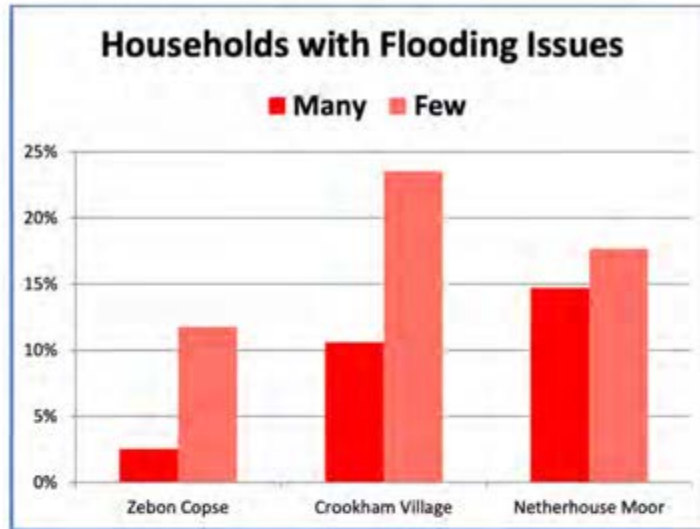
Do you have flooding problems with surface water or storm drainage?

Tick one box only

Many problems	<input type="checkbox"/>	19
Few problems	<input type="checkbox"/>	54
No problems	<input type="checkbox"/>	275
No opinion	<input type="checkbox"/>	1



QUESTION 3



	Many	Few	None
TOTAL	19	54	275
%	5%	16%	79%
Zebon Copse	6	28	201
Crookham Village	9	20	52
Netherhouse Moor	4	6	22
PERCENT			
Zebon Copse	3%	12%	84%
Crookham Village	11%	24%	61%
Netherhouse Moor	12%	18%	65%

Soggy Gardens			
	Zebon Copse	Crookham Village	Netherhouse Moor
Many	5	5	3
Few	9	5	6

ALL	Many	Few	None
Zebon Copse	6	28	201
Crookham Village	9	20	52
Netherhouse Moor	5	6	22
	20	54	275
PERCENT ALL			
Zebon Copse	3%	12%	84%
Crookham Village	11%	24%	61%
Netherhouse Moor	15%	18%	65%

Appendix F

QUESTION 3

Some reports of flooding were mainly concerned with flooding of gardens.

GARDEN?	Many	Few
Zebon Copse	5	9
Crookham Village	5	5
Netherhouse Moor	4	6
NON-GARDEN		
Zebon Copse	1	19
Crookham Village	4	15
Netherhouse Moor	1	0

1.	2 serious floods 2005 (Oct & Nov). Back garden consistently under water if any rain.
2.	After periods of heavy rain front and garden floods. Sometimes pavement is under water.
3.	At the back of the house beyond the garden the ditch overflows
4.	At times of very heavy downpour, the "Grantley Park" end of Browning Road floods and is slow to drain. Not helped by raised traffic calming humps which hold back the water, this is at the bottom of slope and levels threaten inundation of garages.
5.	Back garden and side of back of house flood every time it rains heavily. Back garden is generally flooded to some degree from all winter months.
6.	Back garden and side of back of house flood every time it rains heavily. Back garden is generally flooded to some degree from all winter months.
7.	Back garden floods after prolonged rain.
8.	back garden sodden
9.	Back garden very slow to drain.
10.	Back garden very slow to drain.
11.	Despite laying land drainage system in rear garden, we still have lying water in excessive rain due to flooding of stream at rear between us and Grove Farm.
12.	Ditches along Zebon Common Lane have not been cleared for about 8 years - very hard work to dig out by hand which I try to do.
13.	Drain at front of house overflows in wet weather and drain in front garden has overflowed with waste.
14.	Drainage brook to side of property overfills and flood garden and shed.
15.	Drainage field behind property tends to fill up and surface water remains, several days after rain stops.
16.	Drains on Crondall Rd between the top of Brook Hill to the junction with The Street have been blocked for years, leading to the road being flooded opposite Hill House and also by the junction.
17.	few problems in the past due to pumping station on Browning Road being out of action/unable to function properly due to volume of water in drains.
18.	Flooded garden
19.	Flooded on 3 occasions. None since Thames Water 's remedial work on Daphne Drive balancing pond.
20.	Following heavy rain the River Hart can burst its banks and flood our garden
21.	Footpaths (public one) floods when it has rained, made worse by leaves blocking drains which are inadequate. After rain, leaves etc on the footpath become very slippery.
22.	Front and back gardens flood occasionally, but only in the extremes of weather we had in 2012.

Appendix F

QUESTION 3

23.	Garden becomes waterlogged when there's been any rain - does not drain away.
24.	Garden can get waterlogged. Cellar is regularly flooded.
25.	Garden floods badly
26.	Garden floods up to house. Water backs up from the river when a period of heavy rain. We live alongside a tributary.
27.	Had one incident of water in garage when ditches along Redfields Lane were blocked. No problems when kept clear.
28.	However our road is never cleared of snow/ice which can mean impossible to leave house. Browning Rd is on a slope.
29.	I live beside F/Path 1 Crookham V. The payback team did a great job cleaning the stream but there is a blockage of leaves under the driveway of the old forge. The water ? up as if ? drive way where I park my car.
30.	In heavy storms drains can get blocked
31.	In the past the drains have been close to flooding at the Watery Lane end of Zebon Copse. We fear that future development will cause even more runoff water to exacerbate this problem.
32.	Keeping the surface drains clear is working
33.	leaf fall not cleared often enough
34.	my garden was regularly flooded until after 3 years of phone calls the council cleared a drainage ditch to the rear of my property.
35.	My property is unaffected but my garden is waterlogged most of the winter.
36.	No real problem, but very wet at the bottom of garden maybe because have no trees in my garden
37.	one major incident in December 2006 - flooding caused by stream running parallel to Redfields Lane
38.	Only in severe heavy rain. Drainage not great. Surface water lingers. Puddles at each end of The Crescent are dangerous to drivers, especially at the speed drivers do.
39.	Only the garden being constantly sodden. Where shed is, water gathers as the ground dips there and floor is rotten as a result.
40.	Our cul de sac flooded in July 2011. This was the first time in 16 years.
41.	Rear garden floods due to clay soil
42.	river at bottom of garden often breaks its banks and covers fields and part of garden
43.	Road drains are blocked.
44.	Road drains are blocked.
45.	Roads sometimes difficult to pass due flooding
46.	Run off from FP5 down our drive. Suggest footpath line be changed to facilitate drainage - very easy and cheap to do.
47.	some standing water after heavy rain in the garden
48.	Surface water after rain doesn't dry up for days and parts of garden stay wet most of year.
49.	Surface water after rain doesn't dry up for days and parts of garden stay wet most of year.
50.	Surface water from The Street highways drainage not suitable for volume of rain - constant problem since 2009 - Highways do not have funds. Our garden floods - big problem.
51.	Surface water in back garden - no drainage wt back onto waterway from Du Maurier to Watery Lane.
52.	Surface water in the flower beds & sodden lawn after a long period of rain (2-3 continuous days)
53.	Surface water on road outside my property does not drain away due to clogged drains
54.	The drain in the front garden sometimes floods
55.	the drainage in our rear garden is poor - the garden slopes towards the house and surface waters remains after it has stopped raining.
56.	The garden area surrounding bungalow is just moss as it is very wet and boggy. The drainage channel is often waterlogged, but house is not damp.
57.	The rear garden is always slow to drain and if rain is persistent surface water remains for days.

Appendix F

QUESTION 3

58.	The water table is high much of the time. With heavy rain water flows from Watery Lane, which has no drainage ditches, and along the footpath past the end of our driveway.
59.	Top of Crondall Road, by A287 junction and by 'seven steps'.
60.	Water drain off from field behind - no ditch through village so runs across pavement
61.	water draining from Zephon field.
62.	Water drains of the fields. A haha is needed on our boundary
63.	Water pools on the road after heavy rain. The garden is saturated. We have had to install special drainage and pumps to stop flooding under the house
64.	water running down the road
65.	Waterlogged garden and fences
66.	Waterlogged garden. Water supply to house regularly contaminated.
67.	Watery Lane is well named - surface runoff from fields to South major breakup of surface starting - lane covered in water after heavy rain - 'stream' alongside can go to 6 feet deep. No actual flooding, but any upstream changes need to be carefully managed.
68.	We back onto the copse between Swan Way and the Grove Farm fields. It has a drainage ditch running through it - the council owns the culvert just behind our house but the ditch drains into a pond on the farmer's land. The culvert has been blocked for years and the ditch regularly overflows. The water level in our garden is so high that for most of last 'summer' we were completely unable to walk on our lawn. Our neighbour has similar problems. The council have finally done some work on the culvert which we hope will ease the problem somewhat. But our main concern about building on the Grove Farm estate is that more concrete on it means even more surface water with nowhere to drain to.
69.	We live in the lowest point in a line of houses and our garden often collects all the rain water from the other homes, which sometimes can be quite substantial.
70.	We live next to the stream that crosses under Crondall Rd at the bottom of Brook Hill. The stream can flood after heavy rain. However, the adjacent field next to where we live is at a lower level than our property so floodwater drains across that. But if the Brook Hill pumping station malfunctions then this increases the volume of flood water considerably - which can be nail-biting.
71.	We paid to have our garden drainage sorted out privately and the back garden is waterlogged as the ditch behind has never been cleared in 9 years.
72.	When it rains, my back garden turns into a swamp. This has been a lot worse than normal over the last few months.
73.	When the balancing? pond is over whelmed.
74.	When we get heavy rain much water flows from the central field of Cross Farm south of Veronica Drive into our garden that becomes flooded. No interceptor ditch.

PERSONAL OPINIONS SECTION

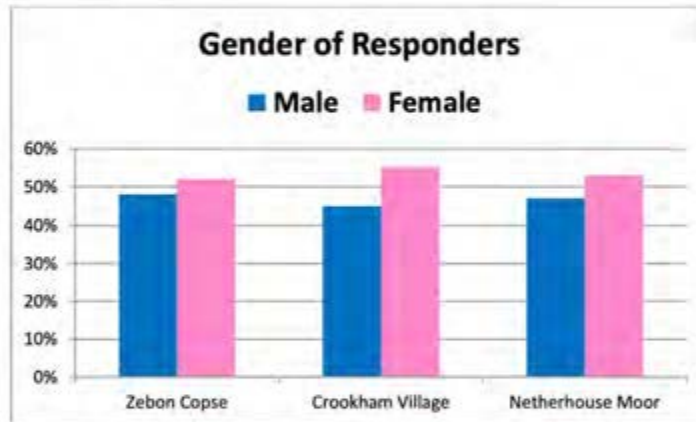
People in your household

NOTE: In the following section each person aged 11 years or over living at your address should please enter their own replies, with each person taking a consistent identity as Person A or Person B etc.

Question : 4.

Please give your gender.

PERSON	A	B	C	D	E	F
Male	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Female	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Male	336	228	70	38
Female	376	247	86	43
Total	712	475	156	81
PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Male	47%	48%	45%	47%
Female	53%	52%	55%	53%
Total	100%	100%	100%	100%

Appendix F

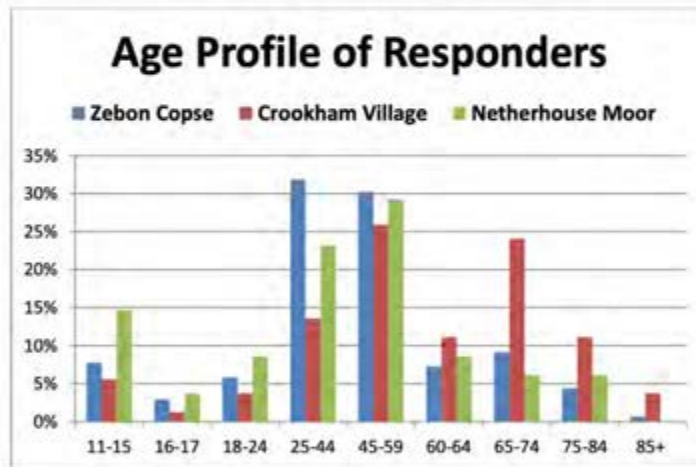
QUESTION 5

Question : 5.

What age group do you belong to?

PERSON	A	B	C	D	E	F
11-15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16-17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18-24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25-44	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
45-59	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
60-64	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
65-74	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
75-84	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
85+	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This question only counts those offering replies and excludes children younger than 11.



Appendix F

QUESTION 5

PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
11-15	8%	8%	6%	15%
16-17	3%	3%	1%	4%
18-24	6%	6%	4%	9%
25-44	27%	32%	14%	23%
45-59	29%	30%	26%	29%
60-64	8%	7%	11%	9%
65-74	12%	9%	24%	6%
75-84	6%	4%	11%	6%
85+	1%	1%	4%	0%
	All	Zebon Copse	Crookham Village	Netherhouse Moor
11-15	58	37	9	12
16-17	19	14	2	3
18-24	41	28	6	7
25-44	194	153	22	19
45-59	211	145	42	24
60-64	60	35	18	7
65-74	88	44	39	5
75-84	44	21	18	5
85+	9	3	6	0
Total	724	480	162	82

Appendix F

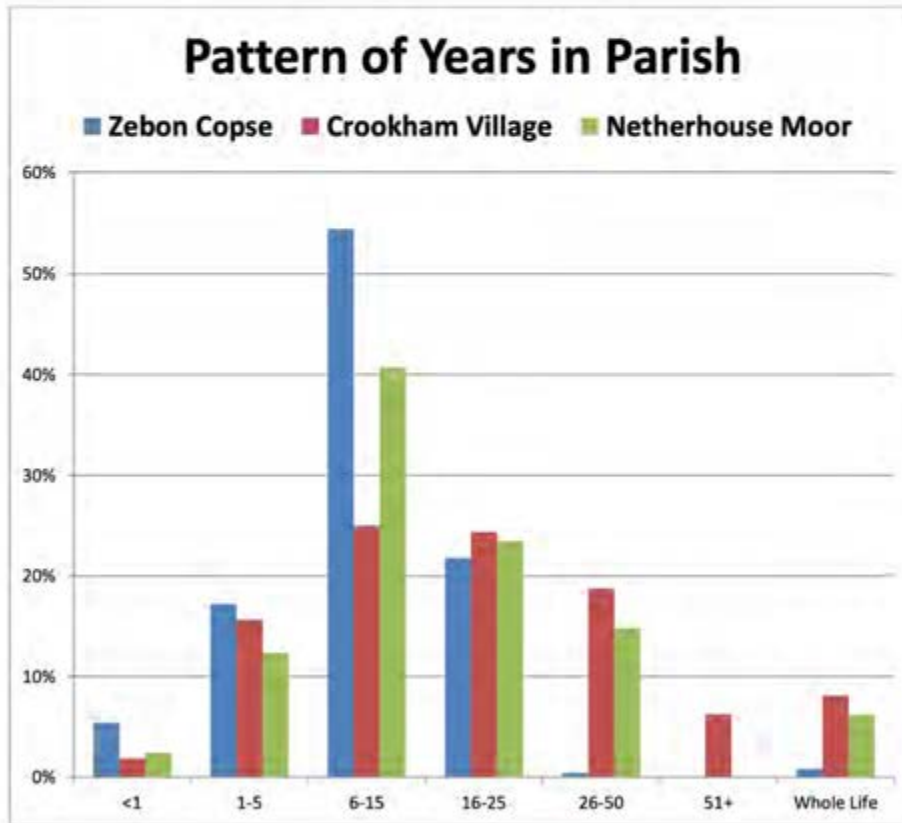
QUESTION 6

Question: 6.

How long have you lived in Crookham Village Parish?

Tick one box only per person

PERSON	A	B	C	D	E	F
Less than a year	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1-5 years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6-15 years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16-25 years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26-50 years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
51 + years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Whole life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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QUESTION 6

YEARS IN PROPERTY		
ALL	num	%
<1	31	4%
1-5	118	16%
6-15	335	46%
16-25	163	23%
26-50	44	6%
51+	10	1%
Whole Life	22	3%
	723	100%
ZEBON		
<1	26	5%
1-5	83	17%
6-15	262	54%
16-25	105	22%
26-50	2	0%
51+	0	0%
Whole Life	4	1%
	482	100%
CV		
<1	3	2%
1-5	25	16%
6-15	40	25%
16-25	39	24%
26-50	30	19%
51+	10	6%
Whole Life	13	8%
	160	100%
NHM		
<1	2	2%
1-5	10	12%
6-15	33	41%
16-25	19	23%
26-50	12	15%
51+	0	0%
Whole Life	5	6%
	81	100%

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QUESTION 7

Housing

Question: 7.

Are you seeking additional accommodation in the village in housing restricted to local people (similar to the Rural Exception Scheme housing in Knight Close)?

If yes, please would each person complete their relevant box. If no, leave blank.

PERSON

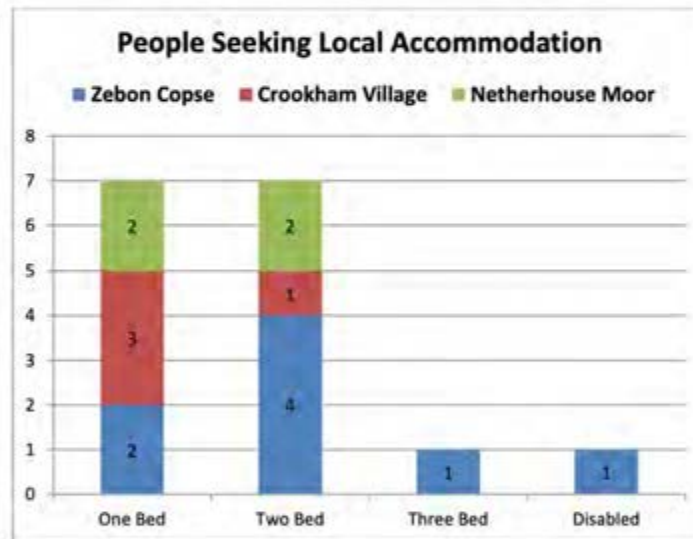
One bedroom

Two bedrooms

Three bedrooms

Disabled facilities

	A	B	C	D	E	F
One bedroom	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Two bedrooms	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Three bedrooms	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Disabled facilities	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



Totals		Zebon Copse	Crookham Village	Netherhouse Moor	TOTAL
One Bed	7	2	3	2	7
Two Bed	7	4	1	2	7
Three Bed	1	1	0	0	1
Disabled	1	1	0	0	1
TOTALS	16	8	4	4	16
	Households	7	3	3	3

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QUESTION 7

Requests per form	
0	340
1	9
2	2
3	1
4	0

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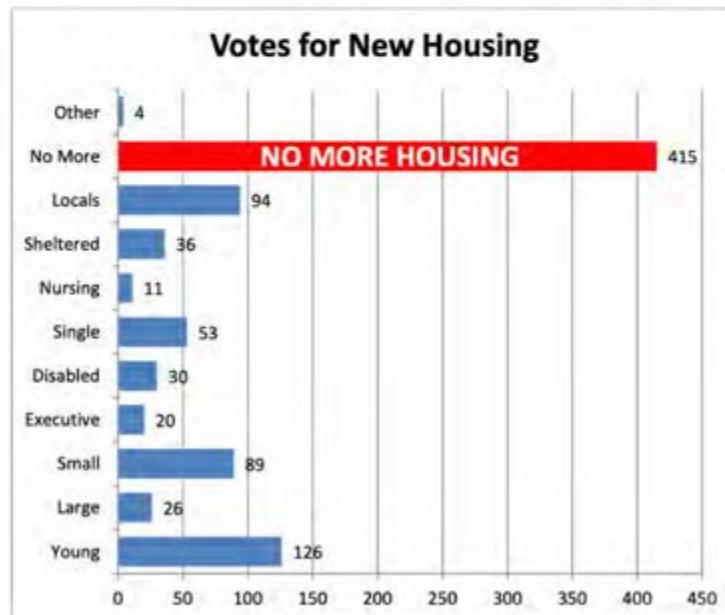
QUESTION 8

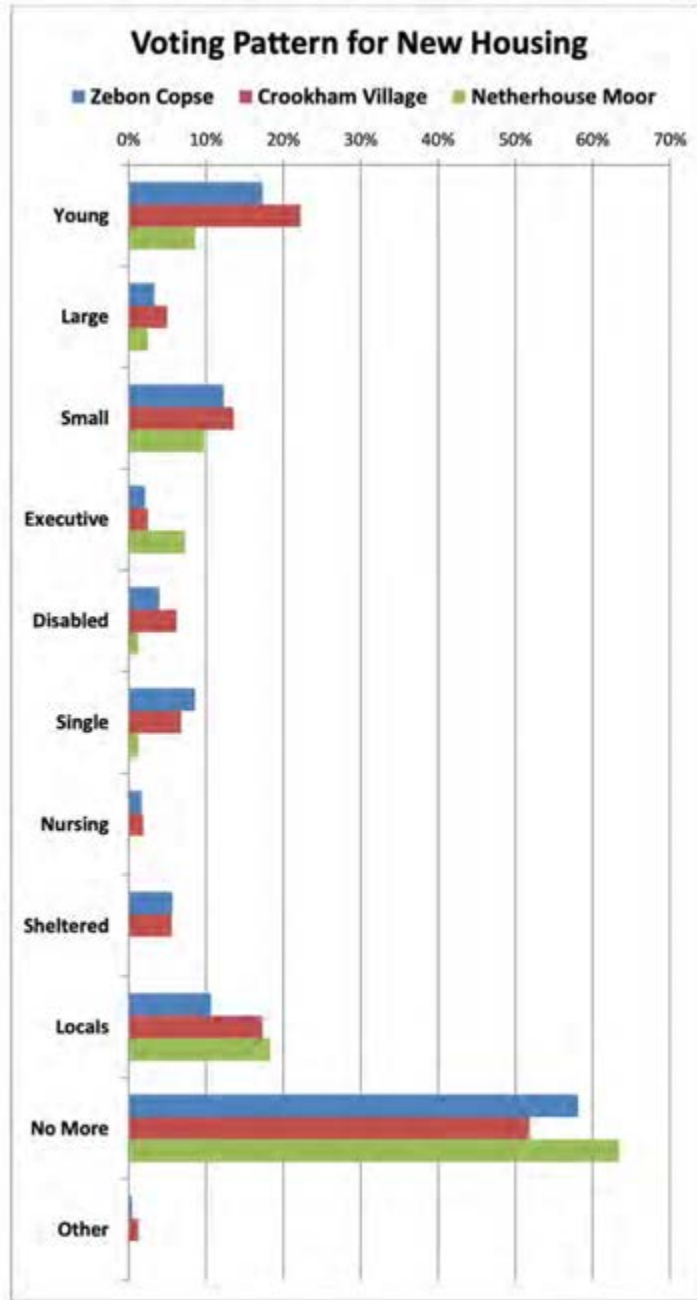
Question: 8.

What kind of additional accommodation do you think Crookham Village Parish needs?

Tick more than one box if appropriate

PERSON	A	B	C	D	E	F
Homes for young people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Large family homes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Small family homes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Executive homes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes for people with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes for single people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nursing home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sheltered housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restricted to occupancy by local people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No further homes are needed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





Appendix F

QUESTION 9

Question: 9.

Where in the parish do you believe it appropriate to site new housing developments?

1.	1) Is the Lea Green play area necessary? In all the years I have lived here I have not seen that many children playing there. Would that be a good site for some sheltered housing. 2) Still don't see why Winchfield couldn't have some housing. 3) what about the field opposite Nether House Moore (opp canal). 4) There is a large area of greenery on Zebon down Browning Road. It should have been a play area but it never materialised.
2.	A map of the parish would help.
3.	All new development should cease
4.	Anywhere existing derelict homes are sited.
5.	Anywhere somewhat hidden behind existing housing frontage, without obscuring long-standing views. Could such a place exist?
6.	Anywhere where existing redundant buildings can be demolished. Not on green land.
7.	As near to Edenbrook development as possible as roads will take the extra traffic
8.	At the edge of existing boundaries of settlements where the housing numbers are below 100 units. it is only worth additional larger new developments if they come with the adequate associated infrastructure, this comes at a cost of high housing numbers but is a better approach then infill if the housing need can be demonstrated for development on a larger scale.
9.	Behind Redfields Garden Centre
10.	Behind school on Redfields Lane
11.	Blackbushe Farm, Minley Rd, Fleet. This would be an ideal site as it (80 acres) is between Fleet, Yateley, Hartley Wintney. Access to all major routes M3, Fleet Station 1 mile, schools. Would be ideal for affordable housing for people that cannot get on the housing ladder. Instead of building on our pretty villages.
12.	Brown area where new building should be built.
13.	Brown field sites - no more green belt developments
14.	Brown field sites ideally but additional housing MUST only be approved if sufficient provision for enhancements to local transport routes (roads, junctions etc), schools, NHS services and such like are provided to ensure these are not overwhelmed by the new residents.
15.	Brown field sites only. Key concern is that no new schools are being built making an issue for many residents.
16.	Brownfield sites
17.	brownfield sites only
18.	Brownfield sites only. Never on Green Belt Land or Meadows.
19.	Crandall Rd
20.	Crandall Rd - Nyasaland Stroud Corner - (land behind bungalows) - land which isn't farmed left empty or used for horses
21.	Crandall Road
22.	Crandall Road opposite the Exchequer
23.	Crookham Village
24.	Crookham Village rather than Zebon end of parish.

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QUESTION 9

25.	CVPC making decisions and recommendations based on people's randomly suggesting locations without careful consideration is a concern. The CVPC working with the Honorary Environmental Consultant should be working on objectives and criteria for site locations in a professional manner. CVPC should work closely with FACE-IT on this. It is important the special village and landscape character and wildlife resource and not adversely affected by any new development (or minimised) eg SPECIAL attention should be given to maintaining the open views and 'open' countryside character of the village countryside. And windows" on the countryside from The Street, Pilcot Rd and Crondall Rd to ensure the sense of 'rural' village character is not lost. Locations should not impact of the valuable bird diversity resource of the village included Red listed birds of conservation concern eg Marsh Tit, Skylark, Yellowhammer, wetland areas, uncut woodland, open farmland etc.
26.	Depends on size of development. Small estates near Zephon Copse Lane, Stroud Lane Q10 : Answer given if an estate is demanded
27.	Development should be restricted to small brown field infill sites - no more major housing developments!
28.	Do not agree with any further housing developments
29.	Don't believe we have room for any more developments.
30.	Don't know
31.	Don't know - just moved to area
32.	Don't really know.
33.	Edenbrook
34.	Edenbrook as long as schools are developed as well.
35.	Either on brownfield sites or as close to the village centre as possible.
36.	Existing. Hitches Lane development or maybe between Hitches Lane (village end) and Dogmersfield - a small development.
37.	Fully built up already. Please keep the greenfield areas as they are.
38.	Garden purchase ie infill
39.	Given the proposed development at Sandy Lane and the parish roads and schools are already at capacity. Would need considerable infrastructure inc Crondall Road improvement.
40.	Grove Farm
41.	Grove Farm
42.	Grove Farm
43.	Grove Farm ideal for larger homes. Brook Meadow stables ideal site for 20 or 30 smaller close of affordable housing
44.	Hitches Lane
45.	I believe the QEB development should add plenty of additional housing for the current local amenities.
46.	I do not believe there is anywhere to appropriately site new housing developments. The roads are already choked with cars and local schools are full.
47.	I do not know. However, green belt should not be used up.
48.	I do not think it appropriate to put new housing in. There is more than enough space in Hook for new housing and schools.
49.	I don't feel qualified to answer this question - my hope would be that any new developments were small scale to complement the existing feel of the village. The quality of the design would be critical in assessing the impact of any development wherever it is located.
50.	I don't think a large number of houses are needed because of traffic problems already in the area but maybe on or around Redfields [Garden centre] site.
51.	I strongly believe we have seen enough housing development in the parish and wider fleet area.

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QUESTION 9

52.	I think Nyasaland Crondall Rd would be the next best site to build.
53.	I think the Parish already has given up enough land for development along Hitches Lane. Any more development will destroy "the village" and it will become a town.
54.	I think there would be scope for small development between Netherhouse Moor and the back of Grove Farm. What was proposed - the development up the hill behind Calthorpe Park school would have been too intensive.
55.	I wouldn't like to see more housing development.
56.	Ideally no new housing as the Parish has seen enough new development in the last two decades. However, if we are forced to accept more development, then adding on to existing sites should be preferred over entirely new green belt development.
57.	If anywhere, near Edenbrook - but any new development to be 12 houses or less.
58.	If development is essential then it must be small developments to protect the countryside and identity of the parish.
59.	In areas already utilised by building/people, NOIT areas of forest, fields, woodlands.
60.	In filling & conversion of rural farms properties, e.g. Barns for housing & light industry.
61.	In places which don't disturb animals and wildlife. On brownfield sites or development of housing which is abandoned or no longer used should be developed.
62.	in the district Minley, Yateley, Hawley as these have excellent access to M3/M4 Mill Lane/Bowenhurst/Redfields Best of all: Fleet Town Centre remake
63.	In the multiple redundant office sites. The roads are becoming gridlocked. I moved out of London for open spaces, not mass development and queues.
64.	In unused industrial buildings such as in the town centre at Fleet.
65.	Inappropriate for any new development if village environment is to be maintained.
66.	Infill sites
67.	In-fill sites - within gaps between existing homes, but not on the key green field spaces around the parish. For example not Grove farm because it provides the separation between Crookham village and Fleet.
68.	Infill where possible
69.	Is there any scope adjacent to Knights Close? Failing that, a small close immediately next to the last house in Hitches Lane.
70.	It is INAPPROPRIATE to site new housing developments in the parish. 60% of new housing in SE England is bought speculatively by foreign investors. In London the figure is 67%. "Wake up and smell the coffee"
71.	It is not appropriate. There are not enough roads or facilities for more people.
72.	It would help if you showed where the Parish is. How do we know the boundaries? Use brown field sites first Don't use green field sites that interrupt important views or change the landscape character that gives the village its identity.
73.	It's not - look what happened to Bletchley
74.	Land adjacent to Crookham Village that is currently not used?
75.	Land off Stroud Lane, Crondall Rd. Nyasaland, Crondall Rd - currently being used as smallholding but actually creates a blot on the beautiful countryside. Seven Steps was passed even though the access is unsuitable so the above should be considered.
76.	Land vacated by Garden Centre or behind it. On the long run in to Netherhouse Moor there would be room for a couple of bungalows for the disabled on the left hand side of the road.

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QUESTION 9

77.	Limited development on brownfield sites. Or limited on sites with their own connection to external A roads and no connection to the local road network. The local roads simply cannot take much more traffic and the current QEB will load them as it is. Especially as certain improvements we as locals repeatedly pointed out as required have not been done, only the cheap changes have been done.
78.	Maisonettes reduce the density of houses but increase the number of houses. West side of Crondall Road.
79.	More affordable homes to buy within the area. Not sure [where] - should not spoil the countryside if possible.
80.	More behind Netherhouse Moor
81.	Near to present houses and transport links.
82.	Near to the property of local politicians - that should slow it down!
83.	Netherhouse Moor - easy access to Fleet town and also transport - but only a few.
84.	No
85.	No appropriate place to site new housing developments remaining i.e. all sites already used Zebon Copse, QEB and Hitches Lane etc.
86.	No further development
87.	No further developments are desired.
88.	No further homes needed.
89.	No further housing - let us see how this infrastructure copes with the increased load. Without any additional spend to date.
90.	No idea.
91.	No more are wanted. Surely Elvetham Heat and Edenbrook being both so huge must be Fleet's 'quota' of new houses. Also QEB will be huge.
92.	No more buildings. We are swamped with houses already in this area.
93.	No more homes
94.	No more houses
95.	No more in parish. Move to outlying areas to build.
96.	None (overcrowded)
97.	None because of the shortage of water supplies in the Summer with restrictions on use of water, hosepipes etc.
98.	None. There are virtually no green spaces left.
99.	Not appropriate unless more facilities - leisure etc are created.
100.	Not between Crookham Village and Grove Farm
101.	Not Grove Farm nor any areas that would add to the congestion problem
102.	Not in parish as infrastructure is already inadequate
103.	Not needed
104.	Not on any fields. Our wildlife is already being made homeless.
105.	Not on green field sites Flats in Fleet instead of old, disused offices Small housing developments over periods of time not huge developments that have a large impact on local infrastructure or facilities
106.	Not on greenfield sites which threaten the biodiversity and character of Crookham Village.
107.	Not on Grove Farm or between Zebon Copse and the A287 (the road which goes from Farnham to Odiham). There are very limited places for development in the Parish and our views are that additional housing should only be built on current sites e.g. an old house with land would be redeveloped with a small number of new houses.
108.	Not sure of suitable sites

Appendix F

QUESTION 9

109.	Nowhere
110.	Nowhere - already overhoused
111.	Nowhere - not necessary!
112.	Nowhere - parish has sufficient housing.
113.	Nowhere - simples!
114.	Nowhere - the infrastructure can't cope!
115.	Nowhere - we are swamped
116.	Nowhere as I think it would ruin the countryside and make it too busy.
117.	Nowhere aside from the current designated areas (A)
118.	Nowhere else now. We have enough development in the area.
119.	Nowhere until local infrastructure is updated to cope with current needs and a further assessment is in place after that to cater for additional needs that will result from new building. We can't see this being done/ready for many years!!
120.	Nowhere!
121.	Nowhere! no more housing!
122.	Nowhere! Hart DC should utilise the site at the junction of Fleet Road & Kings Road where there are many derelict offices & empty buildings. Move the tenants into the town centre to fill up empty shop units & give the place a more vibrant feel
123.	Nowhere! we are already choked by developments over the last 10 years.
124.	Nowhere.
125.	Nowhere.
126.	Nowhere.
127.	Nowhere.
128.	Nowhere.
129.	Nowhere.
130.	Nowhere.
131.	Nowhere.
132.	Nowhere.
133.	Nowhere.
134.	Nowhere.
135.	Nowhere.
136.	Nowhere.
137.	Nowhere.
138.	Nowhere.
139.	Nowhere.
140.	Nowhere.
141.	Nowhere. You should seek brownfield sites in Fleet e.g. offices on Fleet High Street not in use. Why is it that Fleet cops for new houses? They are ruining its character! Why not Odiham? Please stand up for Crookham Village Parish. Q10: If light industrial, offices or workshops would be accommodated on Grove Farm, that would be okay. Any development should be small and low key.
142.	Nowhere. There is already too much strain on local infrastructure and ruining the rural feel.
143.	Nowhere. Too much development as it is. Crookham Village is becoming part of Fleet/Farnham sprawl.

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QUESTION 9

144.	Nowhere. We already have enough new developments on Hitches Lane, Elvetham Heath and the old barracks site. Not all fall directly in the parish, but we are surrounded by them! In most cases local facilities are not upgraded enough to cope with the increase in traffic. The queue at the junction of Redfields Lane and the A287 is a great example of poor planning and infrastructure where a redesigned junction with roundabout (not traffic lights) is needed. If I had ANY confidence the infrastructure would be upgraded I would be more supportive.
145.	On "brownfield" re-developed sites - not on greenfield
146.	On any brownfield land i.e. disused commercial units etc.
147.	On brownfield sites if possible. If not, few and far between without cramming. I have no special locations.
148.	On St Nicholas School site/A287
149.	On the High Street
150.	On the land between Redfields Land, Crondall Road and A287
151.	Only close to or among existing housing. No greenfield development.
152.	Only in small pockets where it is not possible for development to spread
153.	Only on brown field areas or on a 'fill in' basis within existing development.
154.	Only sites that are currently being developed
155.	Parish already has its share of housing. There should be a more holistic plan for NE Hampshire. I would favour a separate development at Winchfield. Q10: No commercial developments because we already have unoccupied premises nearby.
156.	Person A. Along existing roads out of Crookham Village, small extensions to existing Zebon Copse and Netherhouse Moor housing. Person B. Not in Crookham Village.
157.	Person A. Grove Farm - but not too large as recently proposed. Person B. I do not feel it is appropriate to site any new housing development in this area in view of the considerable number of new houses being built in locations like Crookham Park and Hitches Lane.
158.	Person A. Larger developments should not be permitted. Small social housing could be sited in Hitches Lane or Pilcot Hill. Person B. It is not appropriate to have new housing developments.
159.	Person A. Utilise existing derelict/vacant property rather than building on greenfield sites!!! Person B. Develop existing empty/unused buildings eg those in Fleet town centre.
160.	Phase 2 of Edenbrook either up or down from Phase 1 on SAME side of road. Fields adjacent to Zebon Copse towards St Nicholas school on same side of road.
161.	Please out sufficient parking spaces when building new properties!
162.	Possible extension to Edenbrook (small scale)
163.	Pre-existing brownfield site - empty offices in Fleet
164.	Preferably on brownfield sites
165.	Q8. A mix of all if we have to have them. Fleet and Crookham parish have already absorbed a disproportionate amount of new housing. The infrastructure is not being developed in parallel. The station car park is already full, with no place to extend. There are no arterial/ring roads to cope with the extra traffic, yet most people moving here are likely to be commuters. It would make more sense to expand Winchfield since it has an under-used station. With the Ghurkha Barracks and Edenbrook developments, plus many smaller developments, I fear we are already going to exceed the infrastructure capacity we have.
166.	Q8. We are surrounded by significant and substantial developments. Population getting older and older. Need fresh blood. Grove Farm.
167.	Rear of development at watery lane, Church Crookham, Grove Farm

Appendix F

QUESTION 9

168.	Rural Exception Scheme only. Otherwise no development as Crookham Village should maintain its identity as separate from Church Crookham, Fleet, Dogmersfield
169.	Selected infill or small developments with no impact on current housing.
170.	Services already stretched. Roads are busy. I would prefer no new housing.
171.	Small developments on brown site land or individual dwellings where space is available.
172.	Small developments only
173.	The charm of the village will decrease if there are further housing developments; and traffic / road issues will increase
174.	The new estate Edenbrook, since it has spoiled the landscape anyway, may as well be extended. But it would need infrastructure too.
175.	The Parish has had more than its fair share of new developments over the last several years. Fleet West has been the easy option by non-Fleet Councillors in Hart. Before more houses are built in the Parish other areas of Hart should take their share of new homes. Interesting how places such as Odiham and Winchfield only have very notional developments.
176.	The parish is already over developed.
177.	There are a few "parcels of land" down Crondall Road which are outside the village boundary and would easily afford plots for a small development & also room for a foot path. The Council needs to be more open minded when looking for alternative small sights to satisfy the demands by the government for development.
178.	There are a few disused plots eg opposite Redfields that could be developed on.
179.	There are sufficient developments in the area already!
180.	There are two new developments in Sandy Lane already. Otherwise Crookham Village on the farm land opposite the Post office.
181.	There has been enough building - so none!
182.	There is enough development in the local area - no more is needed.
183.	There is no further room for any more new housing in this parish. the infra-structure does not exist to support this. existing resources are stretched to the limit as it is.
184.	There should not be. We need schools and services for people already here.
185.	This is a leading question - what is definition of 'new housing developments'? e.g. 20 rural exception houses? 450 private housing? What is clear is that existing infrastructure cannot support further development
186.	Too much already. No need for further development. Infrastructure can't cope now.
187.	Try and add to existing housing, as close as possible to housing already established.
188.	Try to avoid clogging up the roads with yet more traffic!
189.	Use brown sites. Redevelop rather than destroy green belt
190.	Use others and not spoil countryside
191.	We already have enough new housing developments in Church Crookham/Fleet
192.	We are against new housing developments given the new developments that have sprung up in recent years.
193.	We don't !
194.	We need to ensure we keep our rural areas green. There are so many empty offices or run down empty property. Why are we not utilising this?
195.	West of Hitches Lane
196.	Winchfield side of Crookham Village

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QUESTION 9

197.	With the new development going up at Crookham Park and Edenbrook I don't think this parish can take anymore new developments. The strain on schools, I know there will be a new school going up but what about secondary schools. The roads are already congested now so when Crookham Park is finished what is it going to be like then? Crookham cannot take any more developments. Please no more!
198.	With two housing developments bordering the parish I don't believe the parish can accommodate any more development.
199.	Within walking distance of village centre and Calthorpe School/Leisure Centre - as these are the main assets of the village.
200.	Without significant infrastructure improvement we do not believe there are any appropriate sites. Note to Q10. Unless there were significant improvements to the road infrastructure eg widening and traffic calming Crondall Rd, the provision of proper parking areas in The Street, etc.
201.	Zebon Copse, Netherhouse Moor, Knight Close.

Appendix F

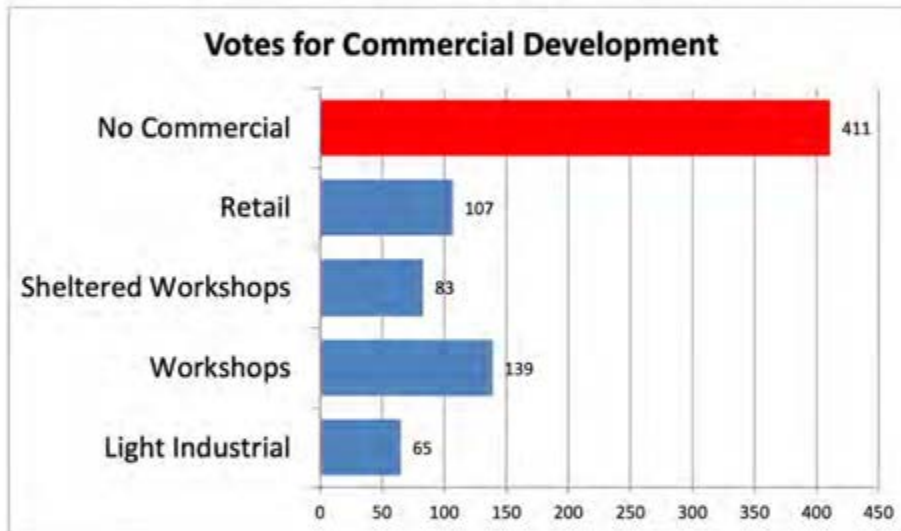
QUESTION 10

Question: 10.

Would you support the building of new commercial premises of any of the following types in Crookham Village Parish?

Tick more than one box if appropriate

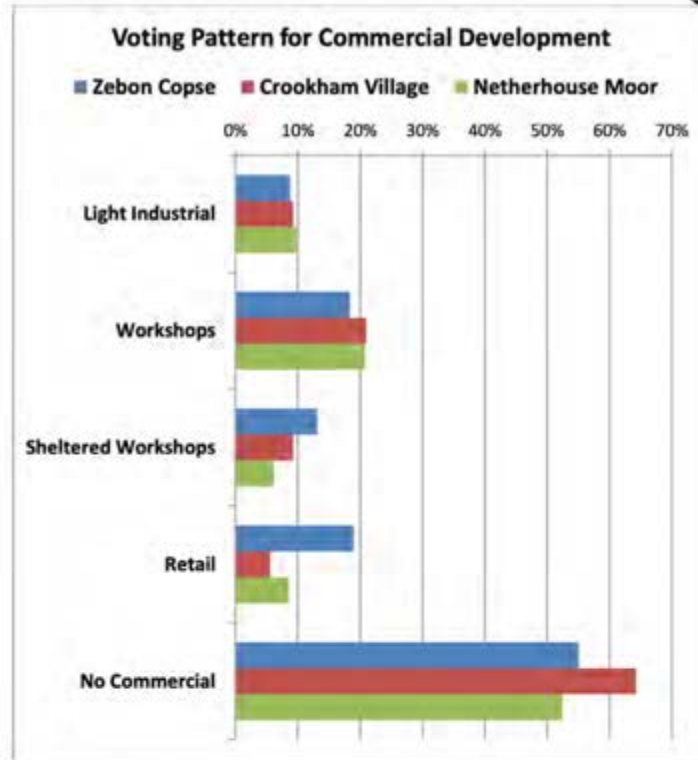
PERSON	A	B	C	D	E	F
Light industrial	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Workshops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sheltered workshops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No commercial developments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Light Industrial	65	42	15	8
Workshops	139	88	34	17
Sheltered Workshops	83	63	15	5
Retail	107	91	9	7
No Commercial	411	264	104	43

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QUESTION 10



PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Light Industrial	9%	9%	9%	10%
Workshops	19%	18%	21%	21%
Sheltered Workshops	11%	13%	9%	6%
Retail	15%	19%	6%	9%
No Commercial	57%	55%	64%	52%

Appendix F

QUESTION 11

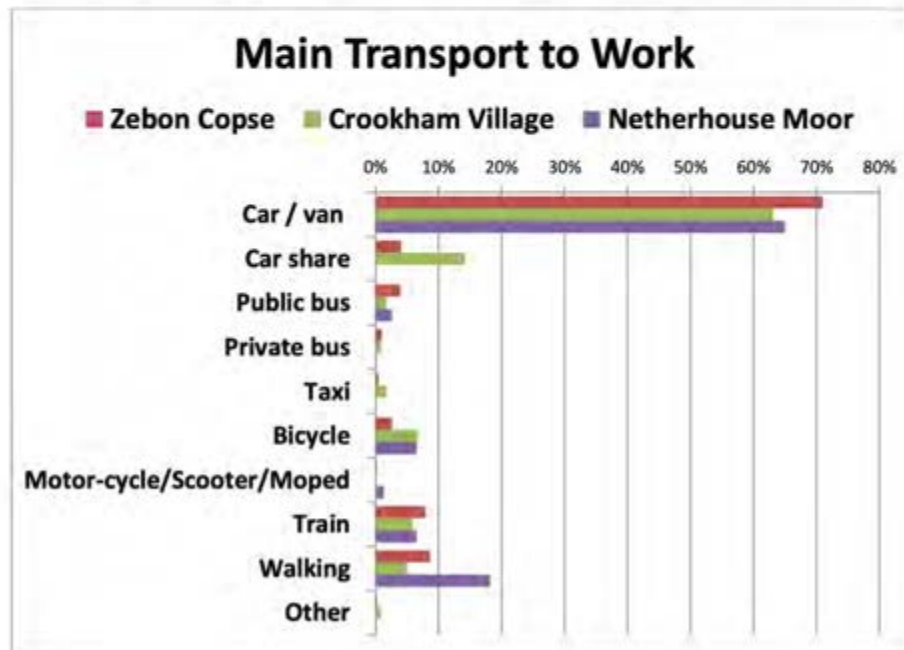
Transport and Highways

Question: 11.

What is your main means of transport to work, training or study?

Tick one box only per person

PERSON	A	B	C	D	E	F
Car / van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car share	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motor-cycle / scooter / moped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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QUESTION 11

TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Car / van	421	296	75	50
Car share	23	17	17	0
Public bus	20	16	2	2
Private bus	5	4	1	0
Taxi	4	2	2	0
Bicycle	24	11	8	5
Motor-cycle/Scooter/Moped	2	1	0	1
Train	45	33	7	5
Walking	56	36	6	14
Other	2	1	1	0
Not applicable	118	55	52	11
total less N/A	602	417	119	77

PERCENTAGE OF TRAVELERS	All	Zebon Copse	Crookham Village	Netherhouse Moor
Car / van	70%	71%	63%	65%
Car share	4%	4%	14%	0%
Public bus	3%	4%	2%	3%
Private bus	1%	1%	1%	0%
Taxi	1%	0%	2%	0%
Bicycle	4%	3%	7%	6%
Motor-cycle/scooter/Moped	0%	0%	0%	1%
Train	7%	8%	6%	6%
Walking	9%	9%	5%	18%
Other	0%	0%	1%	0%

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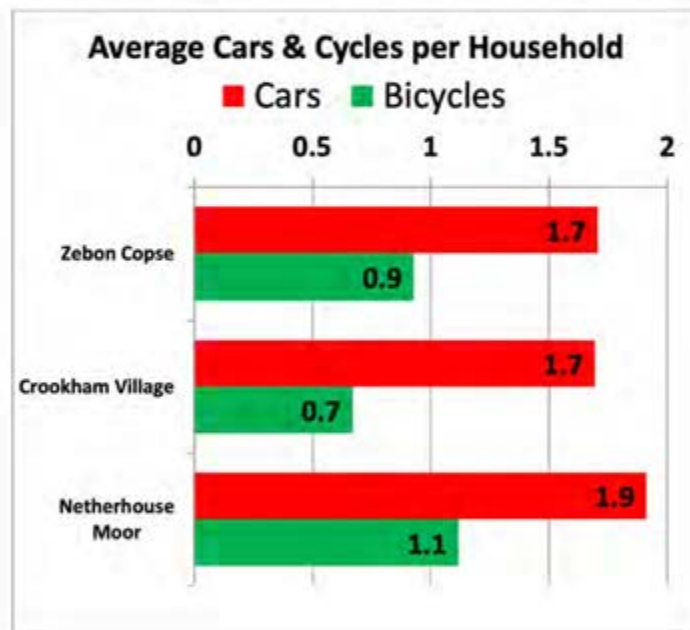
QUESTION 12

Question : 12.

How many roadworthy vehicles are kept by your household?

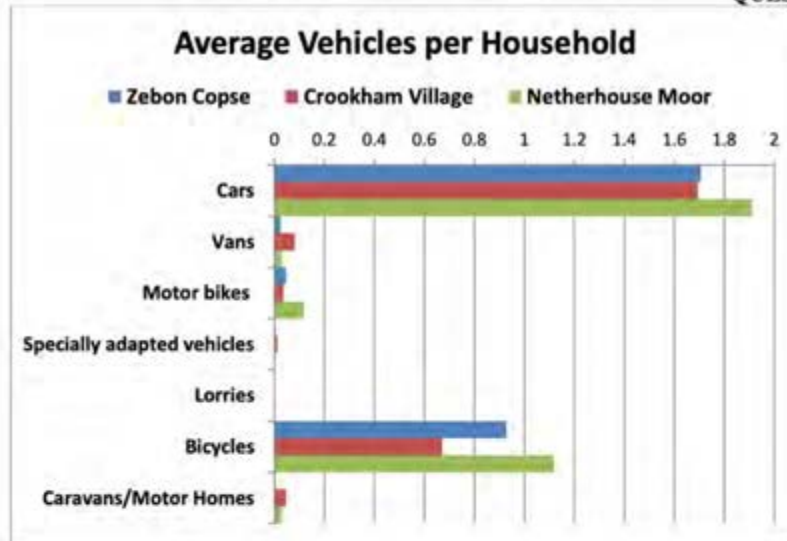
Enter number in box

Cars	<input type="text"/>
Vans	<input type="text"/>
Motor bikes	<input type="text"/>
Specially adapted vehicles	<input type="text"/>
Lorries	<input type="text"/>
Bicycles	<input type="text"/>
Caravans/Motor Homes	<input type="text"/>



Appendix F

QUESTION 12



TOTALS	House holds	Cars	Vans	Motor bikes	Speciall y adapted vehicles	Lorries	Bicycles	Caravans/Motor Homes
Zebon Copse	238	406	6	11	1	0	221	1
Crookham Village	85	144	7	3	1	0	57	4
Netherhouse Moor	34	65	1	4	0	0	38	1

AVERAGE PER HOUSEHOLD	Cars	Vans	Motor bikes	Speciall y adapted vehicles	Lorries	Bicycles	Caravans/Motor Homes
Zebon Copse	171 %	3%	5%	0%	0%	93%	0%
Crookham Village	169 %	8%	4%	1%	0%	67%	5%
Netherhouse Moor	191 %	3%	12%	0%	0%	112%	3%

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QUESTION 13

Question: 13.

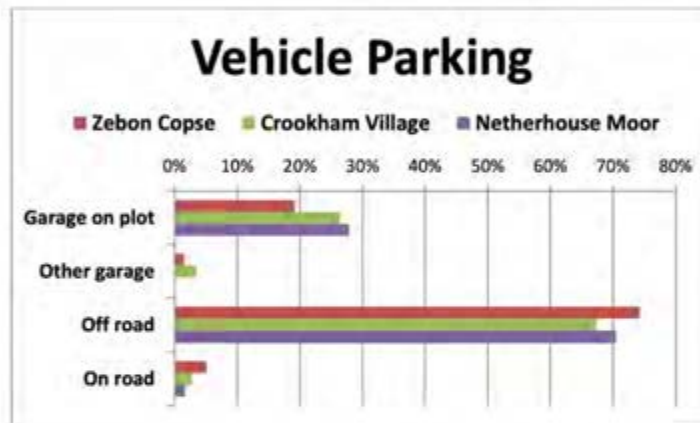
If responsible for a vehicle, where do you usually park it?

PERSON

- In a garage (on this plot)
- In a garage elsewhere
- Off the road (eg in driveway)
- On the road
- Not applicable

Tick one box only per person

	A	B	C	D	E	F
In a garage (on this plot)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In a garage elsewhere	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Off the road (eg in driveway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Garage on plot	134	79	38	17
Other garage	11	6	5	0
Off road	446	306	97	43
On road	26	21	4	1
Totals	617	412	144	61

PERCENTAGE	All	Zebon Copse	Crookham Village	Netherhouse Moor
Garage on plot	22%	19%	26%	28%
Other garage	2%	1%	3%	0%
Off road	72%	74%	67%	70%
On road	4%	5%	3%	2%

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QUESTION 14

Question: 14.

How often do you use the following services?

Enter code:

1. Daily
2. Weekly
3. Monthly
4. Occasionally
5. Never

PERSON

Bus

Train

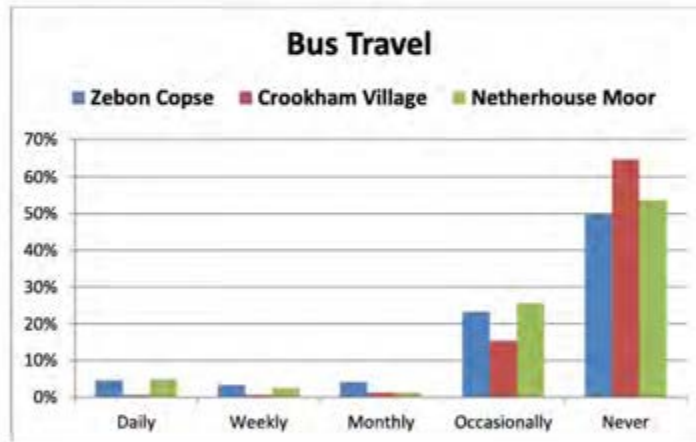
Coach

Community bus

Taxi

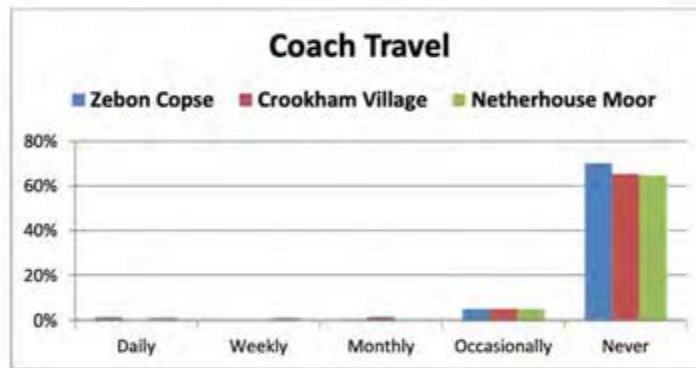
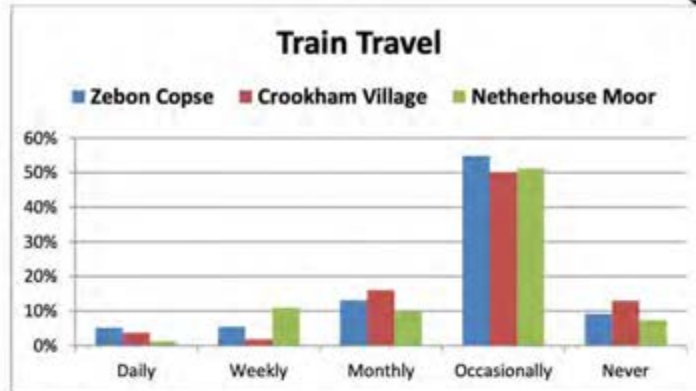
Car share

	A	B	C	D	E	F
Bus	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Train	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Coach	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Community bus	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Taxi	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Car share	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



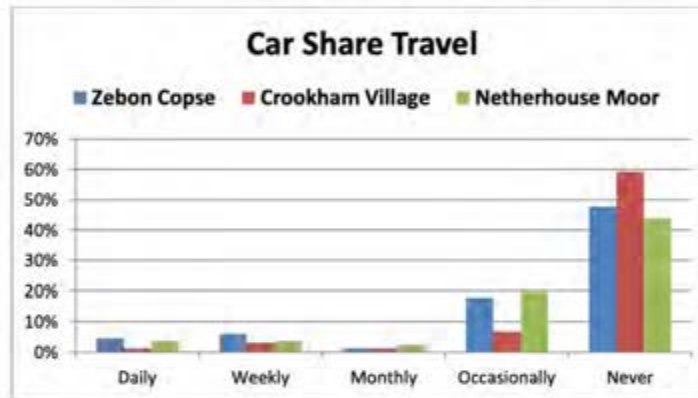
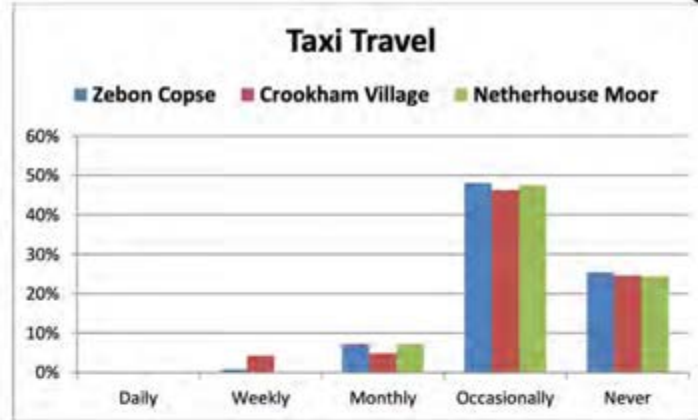
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QUESTION 14



Appendix F

QUESTION 14



Totals Q5	724	480	162	82	PERCENT			
	All	Zebon Copse	Crookham Village	Netherhouse Moor	All	Zebon Copse	Crookham Village	Netherhouse Moor
Bus								
Daily	27	22	1	4	4%	5%	1%	5%
Weekly	19	16	1	2	3%	3%	1%	2%
Monthly	23	20	2	1	3%	4%	1%	1%
Occasionally	158	112	25	21	22%	23%	15%	26%
Never	388	239	105	44	54%	50%	65%	54%

Appendix F

QUESTION 14

Train	All	Zebon Copse	Crookham Village	Netherhouse Moor	All	Zebon Copse	Crookham Village	Netherhouse Moor
Daily	32	25	6	1	4%	5%	4%	1%
Weekly	38	26	3	9	5%	5%	2%	11%
Monthly	97	63	26	8	13%	13%	16%	10%
Occasionally	386	263	81	42	53%	55%	50%	51%
Never	71	44	21	6	10%	9%	13%	7%
Coach								
Daily	7	6	0	1	1%	1%	0%	1%
Weekly	1	0	0	1	0%	0%	0%	1%
Monthly	4	2	2	0	1%	0%	1%	0%
Occasionally	35	23	8	4	5%	5%	5%	5%
Never	496	337	106	53	69%	70%	65%	65%
Community Bus								
Daily	4	4	0	0	1%	1%	0%	0%
Weekly	1	1	0	0	0%	0%	0%	0%
Monthly	0	0	0	0	0%	0%	0%	0%
Occasionally	7	7	0	0	1%	1%	0%	0%
Never	531	362	114	55	73%	75%	70%	67%
Taxi								
Daily	1	1	0	0	0%	0%	0%	0%
Weekly	11	4	7	0	2%	1%	4%	0%
Monthly	49	35	8	6	7%	7%	5%	7%
Occasionally	345	231	75	39	48%	48%	46%	48%
Never	182	122	40	20	25%	25%	25%	24%
Car share								
Daily	27	22	2	3	4%	5%	1%	4%
Weekly	37	29	5	3	5%	6%	3%	4%
Monthly	10	6	2	2	1%	1%	1%	2%
Occasionally	113	86	11	16	16%	18%	7%	20%
Never	361	229	96	36	50%	48%	59%	44%

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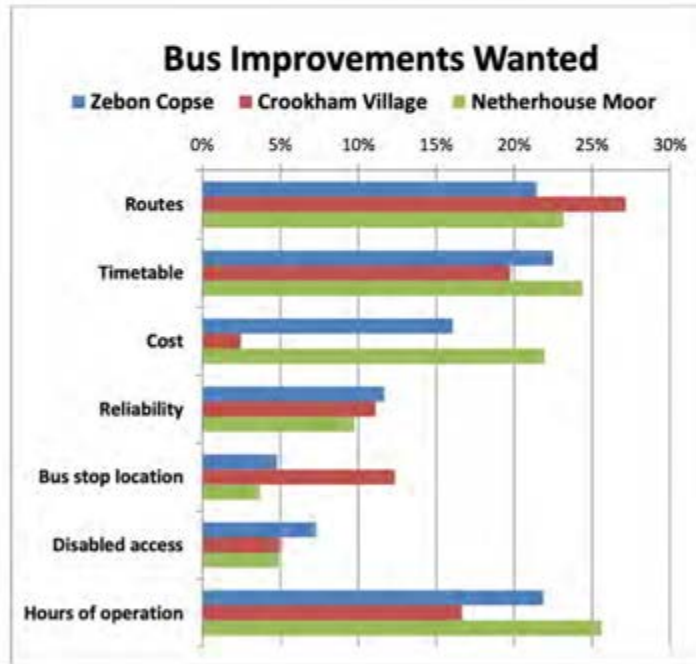
QUESTION 15

Question: 15.

Would you like to see any improvements in the bus service with regard to?

Tick more than one box if appropriate

PERSON	A	B	C	D	E	F
Routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Timetable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cost	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reliability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus stop location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access for those with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hours of operation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No opinion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Appendix F

QUESTION 15

Totals Q5	724	480	162	82
	All	Zebon Copse	Crookham Village	Netherhouse Moor
Routes	166	103	44	19
Timetable	160	108	32	20
Cost	99	77	4	18
Reliability	82	56	18	8
Bus stop location	46	23	20	3
Disabled access	47	35	8	4
Hours of operation	153	105	27	21

PERCENT

Routes	23%	21%	27%	23%
Timetable	22%	23%	20%	24%
Cost	14%	16%	2%	22%
Reliability	11%	12%	11%	10%
Bus stop location	6%	5%	12%	4%
Disabled access	6%	7%	5%	5%
Hours of operation	21%	22%	17%	26%

1.	Person A. No additional buses.
2.	What bus service?
3.	It would be great to use the bus to get to the station. Currently way too slow and unreliable.
4.	Must meet trains!!
5.	The main issue is the frequency of the Fleet Buzz, but more importantly that the timetable does not match the train times. Most evening the majority of users of the service have to wait 15-20 minutes for the buses. Presently the buses leave Fleet station as the train pulls in. Timetables make no sense. As such I am considering alternatives to the local buses as others already have. Bus leaves at 1813, train arrives at 1813, so no room for slight delays which there always are.
6.	There is no frequent bus service to use. If there were a reasonably frequent service to Fleet, I would use it.
7.	Concerned about clarity of Bus routes and fares
8.	Must meet trains!!
9.	Would use the bus more if better link to Farnham. Concerns: ramifications of Gibraltar Barracks development. Suggestions: bus links to station investigated again.

QUESTION 16

Question: 16.

Traffic remains a significant issue for many parishioners. What concerns you most and what suggestions do you have to make improvements – especially for Crondall Road and Redfields Lane/A287?

1.	<p>1) The main problem in Crondall Road exists due to people exceeding the speed limits, the amount of heavy traffic which uses the road and people walking along the road due to no pavements. Why do large school buses and lorries have to use the road which is much too narrow to cope with them? How there has not been an accident I just do not know.</p> <p>2) Traffic is still exceeding the limit along the street. The street is constantly congested due to the amount of cars at the Post Office/Coffee Shop. Those in the coffee shop leave their cars outside for quite a long periods of time, causing undue amounts of congestion. Further off road parking at the Post Office/Coffee Shop would help to alleviate this problem.</p>
2.	<p>1. Being able to safely exit at the junction of Gally Hill Rd and Redfields Lane with increased traffic from the Crookham Park development concerns. Turning right at this junction will become increasingly difficult. Traffic control measures.</p> <p>2. Traffic congestion at the junction of Redfields Lane/A287. Increased accident concerns. Traffic congests at junction due to junction entrance/exit not being wide enough for volume of traffic. Suggest winding of junction to allow two vehicles alongside each other for further along and/or filter lane onto A287 towards Farnham to gain speed when joining traffic?</p> <p>3. Increased traffic speed monitoring measures through Crookham Village to deter traffic from Crookham Park using this route to access A287/M3 and to keep the village as rural as possible and stop traffic congestion on the bridge [Malthouse]. Not with the addition of too much road signage clutter, though.</p> <p>4. Additional consideration for safe drop-off/pick-up at school locations off road parking space available eg at Hart Leisure centre parents are using the Leisure Centre car park as drive and drop-off. At other schools, Gally Hill Rd and Dogmersfield, parking is along busy roads.</p>
3.	<p>1. Crossing needed for nursing home/nursery area in Redfields Lane.</p> <p>2. Cars travel down Redfields Lane far too fast. More school signs needed/traffic calming.</p>
4.	<p>1. Parking around schools at drop off/collection times (all Fleet/Crookham schools).</p> <p>2. Speed at which cars travel on side roads from Crookham Village to A287.</p> <p>3. Number of drivers who do not know the size of their own vehicle and drive in the middle of the road - side roads from Crookham Village to A287; estate roads on Netherhouse Moor.</p>
5.	20mph limit in Crondall Road
6.	A 20mph on Brook Hill - should start at top by island and continue to Stroud Lane
7.	A bus service Crookham-Fleet/Camberley on a Sunday would be good improvement. Removal of sleeping policemen in Brandon Rd and institution of 'Spanish' traffic light system.
8.	A bypass for Crookham Village
9.	A roundabout at Redfields/A287
10.	A roundabout at the A287 junction could be considered, although very costly.
11.	A roundabout at the junction of Redfields Lane and the Odiham road.
12.	<p>A roundabout or traffic lights at the junction of A287. Trying to get out in the mornings is a nightmare and dangerous.</p> <p>Maybe a feeder lane (as used in USA) with an extra road cut through the lane beside St Nichs school, for school parking and traffic wishing to turn right towards Odiham.</p>
13.	<p>A287 - traffic lights at the junction</p> <p>The lack of awareness of traffic issues in children; e.g. lack of knowledge of dangers and how to safely cross road or cycle on them.</p>
14.	A287 remains very dangerous at junction
15.	Additional housing would place more pressure on an already busy road network around the area

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QUESTION 16

16.	Always a problem getting out onto A287, either a mini roundabout or traffic lights may help assuming it doesn't slow the flow of traffic using the A287.
17.	Apart from the odd pedestrian crossing there have been no road improvements to cater for the additional traffic from the numerous new housing estates - Elvetham Heath, Edenbrook, QE2 Barracks. The roads cannot support any more housing development. There needs to be traffic lights and/or roundabout so that traffic from Redfields/Crookham Village can safely enter the A287. Who has the right of way at Malthouse Bridge? There used to be a give way sign.
18.	As new buildings continuously are built why not to improve road infrastructure in the area.
19.	As Redfields Lane meets A287 a roundabout. Provide off-road parking for school drop-offs eg St Nicks which has room but we understand not permission.
20.	At Redfields Lane/A287 - needs a roundabout. Stop building so many houses - the roads can't support it Resurfacing - not road dressing
21.	Basic roundabout with ample warning signs
22.	Better pavements for walking.
23.	Both road exits to A287 are dangerous in my opinion. dangerous to the extent that I no longer use Redfields Lane during peak hours. Peak hour traffic lights or a roundabout should be considered for Crondall Road.
24.	Brandon Rd used as rat run. Speed bumps useless and I live by one so I know.
25.	Bus service is adequate. 1. Crondall Rd/Redfields Lane - junction is very dangerous - need roundabout or traffic lights. 2. Traffic in CVPC is already too high for local roads - hence need to limit new housing.
26.	Cars being driven too fast along Crondall Rd
27.	Cars parked main road plus vans on bends restricting view Redfields Lane. Also continues road works Redfields Lane. Also with building works going on leaving mud across road. Also cars and vans parking verge and churning them up. This making the area look tacky.
28.	Cars sometimes race through The Street and Pilcot Road and there are crashes late at night. WE WANT TO STOP OUR VILLAGE ROADS BEING USED AS THE FLEET BYPASS. Through traffic starts to disturb sleep at 05.30 every weekday now. It is actually getting busier now that Elvetham Heath and Edenbrook are there. There are places in the village close to gridlock at peak times. Don't waste money on the A287.
29.	Concerns over safety of waiting on the A287 to turn right onto Redfields Lane.
30.	Concerns: 1. New houses in Parish and nearby already increased level of traffic and congestion in local area. Any more new houses will make this worse which will: 2. Increase risk to children and pedestrians as potential for accidents increases 3. Increase pollution and impact level of wildlife in local area Suggestions: 1. Build roundabouts on A287 at Redfields Lane and Crondall Road to help manage traffic flow
31.	Congestion at peak times on junction of Crondall Road with A287, especially due to cars turning right onto A287. Speed of cars through The Street is too high. volume of traffic using The Street as a rat run - volume of traffic in Hitches Lane, Crondall Lane and Redfields Lane, Sandy Lane and Reading Road south, Beacon Hill & at station roundabout, volume of traffic through Fleet High St & at entrance to Elvetham Estate

Appendix F

QUESTION 16

32.	<p>Crondall Lane pinch points on entry from Crondall End into 30mph limit.</p> <p>Right of way or traffic lights on Pilcot bridge - dangerous congestion in rush hour particularly with pedestrians at severe risk - eg school children.</p> <p>A287 traffic lights or roundabout only option - speed restriction on A287 approaching the junction - A287 too fast approach/no right turn?</p>
33.	<p>Crondall Rd - traffic calming eg humps or camera. Weight restrictions adhered to. Verges sorted.</p> <p>Redfields Lane - Major rethink - more room - roundabout.</p>
34.	<p>Crondall Rd is "more accidents" waiting to happen.</p> <p>Unless it can be widened, traffic calmed and proper pedestrian pavements provided (particularly Brook Hill), someone is going to get killed.</p> <p>As it is, we will not walk Crondall Rd without high visibility jackets.</p> <p>The Crondall Rd speed limits need to be reduced (to 20mph) and the limits enforced.</p>
35.	<p>Crondall Rd is very narrow and does not have pedestrian footpaths. If it were possible to widen the road through compulsory land purchase and use this land for footpath provision, then this would be beneficial.</p> <p>Sleeping policemen or a speed camera along Crondall Rd would also be welcome.</p>
36.	<p>Crondall Rd, Hitches Lane and The Street should have some calming as Dogmersfield ahev adopted.</p> <p>Roundabout at the junction of Hitches Lane.</p>
37.	<p>Crondall Rd: traffic often too fast and pedestrians' safety particularly on Brook Hill; improvement - 20mph limit plus speed humps (people object but decent humps do slow traffic); and footpath up Brook Hill.</p> <p>Redfields Lane/A287 needs a roundabout at junction.</p>
38.	<p>Crondall Road - restrict size of vehicles</p> <ul style="list-style-type: none"> - operational speed limits <p>Redfields Lane - roundabout at southern exit</p> <ul style="list-style-type: none"> - ? traffic lights at peak times
39.	<p>Crondall Road - speed cushions and road narrowing and pavements in parts. Pavement on canal bridge could be widened.</p> <p>A287 much more complicated because of the hill, otherwise traffic lights or roundabout would be possible.</p>
40.	<p>Crondall Road is dangerous. They should stop large buses & lorries using it as they cause significant problems with passing cars. Calming measures should be brought back again.</p>
41.	<p>Crondall Road is probably already over used for its condition/capacity, although junction to A287 is good.</p> <p>Redfields/A287 needs roundabout</p>
42.	<p>Crondall Road, - chicanes should be fitted in 2 - 3 places</p>
43.	<p>Crossing required at bottom of Gally Hill Rd</p>
44.	<p>Crossings for pedestrians on Gally Hill Road and Redfields Lane.</p> <p>Traffic lights required over bridge junction on Crookham Road and The Street.</p>
45.	<p>Dangerous junction in morning with long queues which I avoid by taking long route through countryside.</p> <p>I would get the train more often but</p> <ol style="list-style-type: none"> 1. The bus service finishes at 7.20pm which means taxi back to home £10 - £15 which is what it costs in petrol to drive to Chiswick and park outside my sister's house. 2. The speed bumps in Zebon have ruined my shock absorbers on 2 cars over 10 years. They are too high.
46.	<p>Dangerous, narrow, dark stretch near The Street end is a danger to all who traverse it.</p>

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QUESTION 16

47.	<p>Don't get me started! Development in the area was inevitable once central government decided that this would be a "development area". HCC and HDC (and formerly F&DC) should have planned appropriate infrastructure at the outset. The district's roads and lanes should have been upgraded before or as development began. Thanks to lack of foresight and/or adequate planning, our roads are probably the worst in Hampshire and Hart must have the greatest number of fatal accidents. Crondall Road / A287 needs traffic lights or a roundabout.</p> <p>The junction of Redfields Lane with the A287 should be moved at least 100 metres west and traffic lights or a roundabout installed.</p>
48.	<p>Encourage school run to walk.</p> <p>Stagger school times.</p>
49.	<p>Entering the A287 from Redfields Lane and Crondall Rd.</p>
50.	<p>Exit from Redfields Lane remains a problem especially turning right towards Odiham on A287 despite promised road improvements. Left turn is not much better and had one knock by someone creeping past on right hand side (to turn right) while I waited to turn left.</p> <p>Canal bridge at junction of The Street/Crookham Rd/Gally Hill Rd is also difficult. Priority sign might help.</p>
51.	<p>Exits to both of these roads should be roundabouts or, failing this, traffic lights. Would also slow the speed of traffic on A287.</p>
52.	<p>For Crondall Road/A287, I would suggest widening the exit into the A287 to allow separate lanes for traffic turning right and left - there's already a creeper lane for traffic turning left but that traffic is impeded by traffic wanting to turn right. Also improve the central reservation so that traffic turning right can use it to shelter having crossed half way.</p> <p>At Redfields Lane/A287, I would suggest two mini roundabouts, one at that junction and one at the A287/Bowling Alley junction. The two roundabouts would slow traffic on the A287 enough to allow traffic from Redfields Lane to emerge.</p>
53.	<p>For years I have strived to make the footpath between Watery Lane and St Nicholas School safe. The County, District and Parish Councils have all been dismissive.</p> <p>When a child dies or injured in the road it will be too late.</p> <p>The ambivalence of those with responsibility is criminal - even more so now given the illegal use of the road by QEB traffic.</p>
54.	<p>HGVs using Redfields Lane.</p> <p>Junction of Redfields Lane A287 is dangerous - would suggest speed reduction on A287 at this point to 30mph in both directions.</p>
55.	<p>High traffic levels</p>
56.	<p>I am most concerned with ever increasing road traffic. "Rush hour" congestion is acute especially accessing A287 from Redfields Lane.</p> <p>There is ample land adjacent to improve this dangerous junction. Traffic lights should be introduced.</p> <p>I am appalled at the parents who block the roads at school start and end times. Even those roads which have been 'calmed' by chicanes. Parents block the roads for 100's of yards. Why can't children be bussed into schools?</p>
57.	<p>I do not think traffic calming is a good idea because although the idea is to promote safety through a sense of danger it does not help fuel efficiency. In some cases it makes the road more dangerous than intended.</p> <p>Further to this the 'Community Speedwatch' is another persecute the motorist'. I do not have anything to hide but feel strongly about such schemes, speed guns are never reliable and inexperienced hands can lead to misinformation.</p>
58.	<p>I find the traffic exiting from the school on Redfields Lane is a major issue. I am a coach (community) and I can drive for up to 20 minutes just to get to the bottom of the road.</p>

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59.	I have lived here for 2 years and my view of the Redfields/287 junction is that it is quite possible one of the most dangerous junctions I have come across. Everything bad you could have in a junction is there. Blind hill, speed, angle to main road, lighting (there isn't any). The sun rises and sets at certain times of the year exactly on the axis of the 287. The 287 is straight, encouraging speed increase. Even at the junction on Redfields \lane there is a stream of water that freezes in the winter just where you need to brake. I avoid turning right into Redfields, it's so dangerous. A serious possible fatal accident is somehow avoided every day through luck. Most improvements would require a lot of money but one required little. SPEED reductions, SPEED limit of 40mph or even less would help us to judge whether leaving the junction is safe or not. At the moment it's almost luck. Please do something before someone gets killed. Please.
60.	I live on Zebon Copse at the Redfields end and have noticed in the 6 years I have been here the significant increase in traffic movement, at peak times especially. Congestion can be so severe from here to the Gally Hill junction and Sandy Lane, and a short journey to Fleet can be arduous. When the Sandy Lane development is complete & the new Anthen Homes all this will add additional traffic congestion and that does not take into account the new enlarged Redfields Garden Centre which will encourage even more vehicles on the road. How can the roads cope with all this traffic? It can't as stated in paragraph 5 of the CVPC issue 13 Feb 2013! Improvements will only happen if no more development is allowed, we have reached full capacity.
61.	If Fleet and Church Crookham continue to grow, we will need a more radical road improvement - a ring road outside the conurbation - to take some of the traffic away from the congested junctions. Eventually we will need a road from the A323 west of Elvetham to the A287. The A287/Redfields Lane junction should be made into a roundabout. The present layout is dangerous and will not be overcome by speed limits. The same is true for the junction of Aldershot Rd/A323.
62.	If more houses are built it should be on condition roads are improved first.
63.	Improvement can only come from the individuals. I am from the West Country and the difference driving up here to down West is very visible. People are in such a rush, drive too fast, no road manners, aggressive etc. Improvements from traffic point of view: stop people parking cars on side of roads. Make car spaces available off road. Build houses with enough space for cars for a family.
64.	Improvement in signage for Crondall Road and speed limit enforcement.
65.	In winter Brandon Rd should be salted as it is a bus route and when it snows there are no buses.
66.	Increase in volume of traffic through The Street in Crookham Village. Often held up by residents parking in the road.
67.	Increased traffic because of development in area - Redfields + QE barracks etc. No further development on area as roads not suitable for extensive traffic
68.	It is not only Crondall Rd - The Street is dangerous because of speed of traffic in relation to volume. Someone will get killed soon. Something must be done soon.
69.	It's hard to get out of the A287/Redfields Lane junction especially at peak time, so put lights at that junction, so it's fair!
70.	Junction for Redfields Lane / A287 desperately needs traffic lights. Feel turning right towards Basingstoke from Redfields Lane onto A287 is so dangerous that sometimes drive miles out of our way to avoid doing so. Also, at peak times, can wait 10 minutes in the queue.
71.	Junction of Crondall Rd and A287.;
72.	Junction of Redfields Lane with A287 needs to be improved for both safety and traffic flow. The much talked about roundabout needs to be implemented.
73.	Junction Redfields Lane/A287: (a) Should be filter lane for cars turning left out of Redfields Lane. (b) Should be a central refuge for cars turning right into Redfields Lane from the Upper Hale direction.
74.	Junctions are becoming increasingly dangerous. There should be small roundabouts or traffic lights added.

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75.	Keep bushes cut back
76.	Less housing developments
77.	Lighting and carriageway modifications at the junction of Redfields Lane and A287 especially the right turn from Farnham. Also white lines on the sides of Redfields [Lane]. At night the bends and undulations in the road cause a lot of headlight dazzle especially in the rain.
78.	Lighting especially from Watery Lane down to the A287. Speed of buses/coaches travelling around area. Courtesy of drivers generally seems to be non-existent. The general rush/rush of all drivers. Roadworks seem to be never-ending. Speed of commercial vehicles travelling around area especially in and around Redfields Garden Centre.
79.	Living on Zebon Copse we find that drivers use Brandon Road as a short cut. This would be ok if they drove at a reasonable speed. The bumps in the road are no good at all. I have to go to the end of Redfields Lane and try to join the A287 on my way to work. It's a very hazardous junction and I have often thought of many different ways. The speed of some cars is very worrying, maybe a roundabout or traffic lights?
80.	Locally there is a lack of maintenance on the roads - potholes, raised / sunken manholes covers, etc. This affects pedestrians / cyclists as well as drivers.
81.	Major concern - there is no main outlet from Fleet for South bound traffic Secondary issues 1) During rush hours in school term, most, if not all, roads in the district are very slow moving 2) Access to A287 from either Crondall Road or Redfields Lane should be via a roundabout Tertiary issue 1) Road verges in Crondall Road have been ruined by wide vehicles 2) No footpaths in Crondall Road
82.	Make a "no right turn" both in and out at southern end of Crondall Road
83.	Make Redfields Lane one way. Route Redfields Lane traffic through Ewshot. Wider junction on Redfields Lane to A287.
84.	Make the 7.5 tonne weight limit more visible, and enforce it - Crondall Road Not surviving the increase in heavy traffic. Will bridges survive? Could speed humps or "platforms" (like in Fleet) be used? Any road widening would only encourage increased numbers and speeding, so must not be an option.
85.	Malthouse Bridge - a free for all!!! Zebon and Church Crookham residents feel that they have total right of way. Traffic lights would be a good idea.
86.	Maybe a roundabout at the T-junction Redfields Lane into the A287
87.	Maybe change layout to traffic light junction? Or change layout of junction to improve visibility/encourage reduced speed on the A287.
88.	Mini roundabout at the Wyvern pub junction
89.	Monitoring if usage - more and more very large lorries are using Crondall Rd in both directions. The whole length of Chalky Lane is now 40mph - can this be considered for Crondall Rd as it is a narrow country road? The 30mph should start where the houses begin at Zephon Common Lane of the 30mph limit covering The Hurst, Winchfield starting considerably before the Barley Mow. Concerned that The Street, Hitches Lane and Gally Hill Rd seem to be [??] the Fleet Ring Road by default.
90.	More flashing speeding signs, particularly on roads with schools.
91.	More grit bins around Zebon Copse. Remove speed bumps in Zebon Copse.

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92.	More housing means more cars and roads already feel overstretched during peak times, particularly junction of Redfields Lane and Odiham Rd. All roads are suffering and hold ups are more and more frequent
93.	Need better traffic management around Crookham infants school. It's difficult to see oncoming traffic at the war memorial bend.
94.	Need roundabout at end of Redfields junction with A287
95.	Neither road was designed to cope with the volume of traffic now using them, but Redfields Lane is less residential than Crondall Rd. I would like to see some means of slowing or managing the traffic on the A287 with the junction of Redfields Lane - traffic lights or roundabout.
96.	Nice leading question! A tricky turning at peak times - especially if you can't drive/have little confidence. Not sure which would be cheaper - a massive road improvement scheme or more driver training.
97.	No additional housing due to current traffic load.
98.	No bus goes to CV The Street
99.	No complaints or reservations (a & b)
100.	No concerns
101.	No concerns at present but I am sure that I will have more concerns if more cars come onto local roads if new housing estates are constructed.
102.	No idea - it's an awful junction. I'm able to leave early for work so avoid most of the rush hour.
103.	No more houses built
104.	No pedestrian walkways and speed on narrow roads
105.	No suggestions, I'm, afraid. Suffice to say please please do not resort to the 'Dogmersfield Solution' which, I think, is urbanisation gone mad with its multitude of signs and pinch points, achieving but little other than increased blood pressure and nervous exhaustion.
106.	None
107.	Not make Crondall Road an 'A' road Heighten weight restriction
108.	Not sure if this lies within the Parish, but the garage in Dogmersfield causes bottlenecks and dangerous driving. The cars are parked all along the road, right to the corner so you cannot see if there are oncoming vehicles unless you drive onto the opposite side of the road into the traffic. In the same area, the school causes issues - the bollards in the road, combined with mothers parking makes the area very difficult.
109.	Obviously no more housing. More public transport particularly on routes to ease rush hours. Also public transport or some way of cutting down on cars used to ferry schoolchildren!
110.	One way roads
111.	Overdevelopment results in too much traffic.
112.	Parking on Aldershot Rd - Redfields Garden Centre up to Crookham cross roads holds up traffic at peak times especially with additional pelican crossings now in place. A roundabout was proposed for Redfields Lane AQ287 junction when Zebon Copse estate was built - would this still be an option.
113.	Past the Foresters Pub at the end of the road desperately needs a mini roundabout. A nightmare trying to get out every day, even worse on airshow week.
114.	Pavement needed urgently down Crondall Rd down as far as the canal.
115.	Pavement where possible before someone is killed. Again infrastructure needs sorting before more vehicles are encouraged to use the local roads. Roads should be for getting from A-B as direct as possible and should not be slowed down by more pinch points or roundabouts.

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116.	Peak time traffic lights
117.	Peak time traffic lights
118.	Peak traffic lights or roundabout for the above [Redfields Lane/A287].
119.	Pedestrian crossing near Redfields.
120.	<p>Person A. It's already busy, especially during rush hour, which will only get worse as new houses are built.</p> <p>The crossroads in Fleet (perhaps out of this jurisdiction) is particularly dangerous, especially at busier times. I believe a big improvement would be to make cars heading straight on have right of way. At the moment this tends to happen, but it is a bit of a free for all, which can be confusing and therefore potentially dangerous.</p>
121.	<p>Person A. Redfields Lane/A287 - roundabout or traffic lights.</p> <p>Cron dall Rd 30/40mph along whole road to A287. No pinch points (seem dangerous - seen near misses especially Brandon Rd).</p> <p>Parking causes problems in The Street (Post Office).</p> <p>Crookham Rd/The Street at canal bridge - view restricted from Crookham Rd to Gally Hill Rd - cutting back of bushes/trees would help.</p>
122.	<p>Person A. Concerns are Redfields Lane 287 is very dangerous and needs a roundabout now.</p> <p>Cron dall Rd has too many vehicles going too fast and should be made a 'no through road'.</p> <p>Person B. My concerns are for residents in Cron dall Rd as it is dangerous to attempt walking up or down the road because of too many vehicles and speeding vehicles. Children in the road are especially vulnerable. We need a footpath!!</p> <p>Redfields Lane/A287 is an obvious danger and needs a roundabout.</p>
123.	<p>Person A. Parking on main artery roads must stop, as traffic is seriously impeded especially during rush hour periods (ie The Street, Gally Hill Rd).</p> <p>Chicanes are not helpful and are dangerous/a nuisance.</p> <p>Person B. Agreed!</p>
124.	<p>Person A. There seems to be a significant increase in the number of cars passing through the village, especially morning rush hour from the Church Crookham direction. Could improving the Redfields Lane/A287 junction take traffic round the village?</p> <p>Person B. Speeding on The Street - road narrowing with 'priority over oncoming vehicles' signs would solve the problem and make drivers slow down.</p>
125.	<p>Person A. Traffic lights at junction with A287 [Redfields Lane].</p> <p>Person B. Traffic lights near junction between Aldershot Rd and Ewshot Lane.</p>
126.	Possibly a roundabout at Redfields Lane where it joins the A287. Traffic from Farnham on the A287 travelling too fast when approaching Redfields Lane.
127.	Pot holes on Chalky Lane
128.	<p>Potholes = get them fixed.</p> <p>Intersection A287 = lights need to be put up = dangerous from all directions!</p>
129.	<p>Primarily speeding is a problem.</p> <p>Poor road markings.</p> <p>Poor speed markings around.</p> <p>Calthorpe Park School - not clear this is a 30 limit.</p>
130.	<p>Purchase some of the farmer's field at the junction of Redfields Lane/Odiham Rd and make it a filter lane for people turning left.</p> <p>Concerns are the amount of traffic that will also hit this road when QEB is full.</p>
131.	<p>Radar operated speed warning signs should be placed in Cron dall Road at various points to remind drivers to slow down, especially as there are no pavements. A sign was placed by Hillside Close a while ago, but I never saw it operating, as was another one in The Street.</p> <p>I live off Cron dall Road with the hill in one direction and a bend in the other - as a pedestrian it can be dangerous - especially at night.</p>
132.	<p>Redfields Lane - A287 traffic lights.</p> <p>Cron dall Rd - more police speed traps.</p>

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133.	Redfields Lane - traffic lights. Cron dall Road - fine.
134.	Redfields Lane ?A287 - traffic lights
135.	Redfields Lane flooding. Redfields Lane onto the A287 - in peak times is terrible to turn out of. This often takes in excess of 15 minutes.
136.	Redfields Lane junction to A287 needs lights or roundabout. Mini roundabout (or lights) at Wyvern pub junction is also required. Speed camera required on Reading Rd North. Hitches Lane needs white lines to distinguish pavement from road - dangerous as it is due to poor lighting and pedestrians at night.
137.	Redfields Lane needs widening and also light at junction with A287, especially at peak hours.
138.	Redfields Lane remains a significant accident hotspot. We need a roundabout to resolve the problems.
139.	Redfields Lane there are no crossings, though one is going in. Would be good to have another. Getting out of Redfields Lane onto Odiham Rd is always dangerous, turning either way. We would love to see something done here.
140.	Redfields Lane/A287 - roundabout maybe?
141.	Redfields Lane/A287 BADLY NEEDS A ROUNDABOUT. A roundabout would keep traffic flowing at off-peak times much better than 'yet another' set of traffic lights that waste time and fuel in many of our conurbations. A roundabout would also slow traffic on the A287 and so allow for better filtering onto the A287 at peak times when traffic builds up. Cron dall Rd could do with a maintained bike path from its end to Bowling Alley so cyclists can cross and avoid the hazardous right turn at Redfields Lane/A287/Bowling Alley on a fast road.
142.	Redfields Lane/A287 desperately needs attention especially with the new housing developments. Two suggestions: 1. Purchase some of the farm land next to the junction and make it two lanes, one for left (with an accelerator lane and one for straight over/right). 2. Make it left turn only and put a roundabout in further up.
143.	Redfields Lane/A287 junction - a roundabout could make an improvement in traffic flow and safety
144.	Redfields Lane/A287 needs some sort of a traffic management system. Roundabout or traffic lights. Always been a problem junction and with QEB homes now being built it is likely to be much worse with more people taking risks. I have STRONG objections to residents - even if trained by police - to standing on roads passing judgement on road users who may be doing the speed limit but in the opinion of a Cron dall Rd resident is driving too fast. I just wonder how many of said residents never drive too fast on this road or any other?
145.	Redfields Lane/A287/Cron dall Rd would suggest a roundabout, but concerned about the blind spot caused by the hill. Really worried about increase in traffic due to overdevelopment of old Ghurkha barracks. Sometimes takes 10-15 minutes to get out onto the A287 from Redfields Lane in the morning.
146.	Redfields Lane/A2876 has been crying out for installation of either a roundabout or other traffic control for wears. It can take 20 minutes to turn right from Redfields Lane onto the A287 at peak times.
147.	Reduce speed limit and enforce it.
148.	Reduce traffic Brandon Rd. Too many lorries use as short cut.
149.	Remove speed humps and build outs.
150.	Restrict the speed: Redfields Lane to 30 - there is a school; A287 to 30 at junction; put in roundabout. Take out traffic calming on Zebon Copse - it doesn't.

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151.	Road widening and traffic lights or large roundabout at the Redfields/Crondall Road junction its highly dangerous there. The excuse that it is on a bend needs to be overcome. Also cycle lanes are great but they are nowhere near wide enough for wobbly cyclists so they are no safer from traffic and still slow traffic as a result of it being unsafe to pass them.
152.	road works - too many disruptions
153.	Roads either need restrictions (ie no heavy vehicles) or road improvements made
154.	Roundabout at end of Sandy Lane Roundabout outside of Wyvern junction of Aldershot Road and Gally Hill Road
155.	Roundabout at junction by Wyvern. Traffic lights at junction with Redfields Lane and A287.
156.	Roundabout at junction of Redfields Lane/A287 is required. It is such a dangerous junction and with long waiting times for people take very risky decisions to break into traffic and resulting in quite frequent accidents. In addition, potential of rear-end shunts from motorists speeding down A287 in a westerly direction into those waiting to turn right into Redfields Lane is a very high risk.
157.	Roundabout at the end of Redfields Lane - too dangerous turning as cars go SO fast on the A287.
158.	Roundabout needed for junction with Redfields Lane/A287. Very dangerous!
159.	Roundabout or widen junction for vehicles turning left at Redfields Lane/A287 junction. No more large housing developments after QEB. There are enough vehicles on the local roads already.
160.	Roundabout Redfields to A287.
161.	Roundabout urgently required. Especially with new houses being built.
162.	Roundabouts are a safer option at busy junctions rather than traffic lights as the natural flow of traffic is not interrupted and people generally cannot 'skip through' as on a red traffic light. Car parking at train station.
163.	Rush hour traffic lights at junction of Redfields Lane and the A287.
164.	Safety concerns due to traffic congestion because of housing development. Reduces speed limit on both [Redfields Lane and Crondall Rd] especially going by St Nicholas School.
165.	Sleeping policemen. Lane restrictions can cause accidents.
166.	'Slow Down' signs in Crondall Rd.
167.	Smiley-faced signs congratulating people for going under 30 mph, showing your speed.
168.	Some kind of traffic flow control at the Redfields Lane/A287 junction (roundabout maybe?)
169.	Something needs to be done to restrict the speed of traffic on Hitches Lane.
170.	Speed cameras or severe humps on Redfields Lane from A287 to Garden Centre, particularly by St Nicholas School
171.	Speed of cars on Pilcot Rd, especially at Hitches Lane junction up to Crondall Lane, as shown by the high number of accidents over the year. The triangle at the top of Crondall Lane should be made into a roundabout.
172.	Speed of motorists with no speed enforcement is a major problem, particularly at night along Redfields Lane. SIDs do work and hopefully the newly installed traffic lights might assist matters.
173.	Speed of traffic on main road, especially those coming downhill from Farnham direction. Traffic lights on Malthouse Bridge especially at rush hour / school run. Speeding still on The Street.
174.	Speed restriction required. Better access onto A287 - possibly a roundabout off Redfields Lane.
175.	Speed, blind junction just after hump in road - dangerous.
176.	Speed. Speed cameras. Traffic calmers.
177.	Speeding thro' Zebon Copse, specifically Brandon Rd. Lack of courtesy at the various chicanes.

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178.	Speeding through Crondall Road and therefore pedestrians and cyclists a major problem. More traffic calming measures need to be put in place and maybe a pavement made.
179.	Speeding through Crookham Village
180.	Speeding through Crookham Village/The Street
181.	Speeding! Traffic calming needed on The Street.
182.	Stop builders parking in rows along Redfields Lane so that traffic must wait to be able to pass due to oncoming cars.
183.	Stop building new houses
184.	Stop large scale developments
185.	Strongly support removal of the width restriction/traffic calming obstacles outside Dogmersfield School on Chatter Alley. During rush hour these cause delays and confusion as traffic can be 'stuck' between them in total deadlock. Replace with speed bumps if traffic calming is really necessary there.
186.	Tell the people who complain to move elsewhere
187.	The amount of traffic through the village on a daily basis
188.	The bridge over Gally Hill Road into Crookham Village or Zebon Copse is very dangerous. I believe it cannot be widened, but with the increase in traffic the situation will only get worse.
189.	The 'CRAG' have been campaigning for nearly 6 years for some sort of traffic calming along Crondall Road - and nothing yet! Pedestrians, cyclists and other users are in danger every day. With more housing proposed we can't see that Crondall Road can sustain more traffic - it's simply not feasible. Give us traffic calming, as there is elsewhere!
190.	The critical issues are: Further development will overload the junctions onto the A287, both the village and Redfields lane exits. The roundabout between the Tweseldown, Foresters, Fleet and Redfields is also a serious cause for concern with any additional traffic or disruption to current local flows. The morning work+school rush can already be a problem which could be easily tipped over a precipice. The Redfields Lane - A287 junction is a major fatal accident waiting to happen. As a minimum the sight lines must be improved, a roundabout may be better. I understand this is an expensive junction to fix but fix it before it kills a lot of people. The other nearby road needing attention is the stretch past the Foresters which has already had fatal accidents.
191.	The Crondall Rd/Redfields Lane A287 junction needs either a roundabout or traffic lights (prefer roundabout) as it is a very dangerous junction.
192.	The high speed at which people travel in Brandon Rd. The traffic 'calming' measures have little effect on many, particularly the bigger cars and 4-wheel drives. "Pinch points" with clearly marked priorities, such as on Ancells Farm, would have a much greater calming influence.
193.	The junction [with Redfields Lane] needs to be improved and to be more safer to pull onto the A287.
194.	The junction at the end of Redfields Lane onto the A287 is already too congested at rush hour.
195.	The junction on Redfields Lane is very dangerous. Needs traffic lights. It also gets very flooded. Peak time lights might ease the traffic congestion.
196.	The junction onto the A287 from Redfields Lane needs major improvement. In busy times I often go to the top of the hill to avoid turning right! (This adds miles and 10 minutes to journey time). A roundabout would be good.
197.	The junction pulling out of Redfields Lane onto the A287 is really dangerous with cars coming over the brow of the hill on the A287 at high speed. Maybe install a speed camera on the A287 there to slow people down.

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198.	The main 'street' road thorough the village. Why can't we find a means to slow the traffic down 4:30 to 5:30 is a race track. The bridge at the end of 'The Street' needs traffic lights. Drivers are racing to get right of way over the bridge. Perhaps a one way system should be introduced to direct traffic along Crondall Road. Where are the pavements as well along the road.
199.	The only build up of traffic at times is in the village where cars are parked near the Post office or along the kerbside neat the public house. Yellow lines would be my suggestion.
200.	The recent traffic lights constructed next to the Wyvern Pub cause complete chaos in the rush hour, what bright spark thought of this position for these lights?
201.	The Redfields Lane / A287 junction is very dangerous. Safest solution is to put traffic lights at the junction for peak traffic period operation only.
202.	The Redfields Lane junction with the A287 is a major issue that is only going to get worse, and more dangerous, with the increased traffic from developments such as QEB. This junction requires a roundabout to greatly improve traffic flow and safety for traffic using both Redfields Lane and the A287. Restricting right turns from either the A287 onto Redfields Lane or out from Redfields Lane will only push more traffic onto local roads and increase noise and air pollution. People who wish to turn left at the end of Redfields Lane onto the A287 are often stuck behind huge levels of cars who wish to turn right. Perhaps the junction should be widened at the bottom to allow 2 streams of traffic if a roundabout is not possible. In addition, people turning into Redfields Lane off the A287 should have somewhere they can safely stop without risking backing up traffic which intends to continue travelling down the A287.
203.	The Redfields Lane/A287 junction needs traffic lights - it is currently very dangerous. There will be a serious accident soon if nothing is done. The roads locally are becoming prone to congestion, especially early morning/late afternoon - no doubt due to the massive development in the area in recent years with little increase in infrastructure.
204.	The speed at which traffic approaches the junction at Hitches Lane and Pilcot Road. We live on the corner here and witness/hear too many near misses. Also would really like to see improvements for pedestrians along Crondall Road towards the Exchequer pub and the canal. Would like to be able to walk down this way with the children but it is dominated by cars at present.
205.	The speed of the traffic on Crondall Road. Traffic calming is needed from the Exchequer to The Street
206.	The Speed of traffic through Crookham village
207.	The speed of vehicles through the village and the volume of traffic during 'rush' hours. Something to make our roads less attractive as a 'cut through' either something to slow traffic down or make access less easy. Zebon Copse is unattractive because of all the humps, narrow points, and single track points. Couldn't we learn something from this? I know it would be expensive but it could be done piecemeal starting with either end access points to village.
208.	The speed through Zebon Copse, particularly those using it to cut through to St Nic's school in the morning.
209.	The Street - reduce speed limit to 20 mph! as is happening in Fleet town. Crondall Road - approach landowner for footpath going downhill (windflower & little windflower) Redfields Lane - Roundabout / Traffic lights
210.	The Street Crookham Village is a rat run. Traffic lights installed at junction of Crookham Rd and The Street at Malthouse Bridge.
211.	The traffic at Malthouse Bridge is a major concern. The cars coming from Church Crookham and Zebon think they have priority over the bridge. I can be sat in traffic in The Street for 10 minutes until someone gives way. I think traffic lights would be a very good idea to keep traffic flowing.
212.	The traffic problem is correlated to the new housing developments e.g. on Sandy Lane, Elvetham Heath and Edenbrook. More houses = more cars = more congestion on local roads. If they build even more then the traffic issue gets even worse.

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213.	The turning onto the A287 from Redfields and Crondall always has been dangerous and tricky. This junction should be a roundabout with the hill and bend levelled and made safer. Only then will it be safer.
214.	The village shop needs better parking facilities as it causes problems when travelling through the village.
215.	The volume and speed of traffic concerns me.
216.	The volume of traffic increase caused by new developments concerns us most. A287 should have a roundabout at Redfields Lane junction. Crondall Road should have speed cameras.
217.	The worst traffic problem is the Redfields Lane and A287 junction at particular times of the day. a 30 mph speed limit with camera over the crest of the hill would ensure people slowed down and were more aware of the junction. I don't think traffic lights would help.
218.	There are a large number of pot holes along The Street in Crookham Village. There is a particularly bad one outside the Newsagent. Although traffic is getting busier through Crookham Village, I can't think of any means of redirecting this, as there are no alternative routes if going towards A287.
219.	There are no buses in Crondall Road. As I am 92 years of age and live near the canal car park I am confined indoors and getting too old to drive. I live alone.
220.	There is too much traffic that refuses to obey the law. In fact, there is just too much traffic. Speed limitations please.
221.	There is too much traffic which will continue to increase with all the building of new homes at present.
222.	These roads have been built for small numbers of cars and more building only leads to excessive use - leading to congestion.
223.	Too many cars on roads. parking at and around local schools is very poor. Junction of Redfields Road to main Odiham road is very dangerous.
224.	Traffic at Malthouse Bridge is ridiculous. Zebon seems to have the right of way. Traffic lights should be put on bridge.
225.	Traffic calming in Crondall Rd - but NOT speed bumps. Improve safety at junction of Redfields Lane/A287 especially when turning right towards Odiham direction. The speed of traffic approaching from the Farnham direction over the brow of the hill makes this a dangerous junction.
226.	Traffic calming measures. Better signposting for directing traffic.
227.	Traffic lights / pedestrian crossings
228.	Traffic lights and/or roundabouts
229.	Traffic lights at A287/Redfields Lane junction. It is now becoming a rat race from the Hook M3 junction onto the A287 then into Redfields Lane each way mainly morning and evening.
230.	Traffic lights at end of Redfields Lane. Clearance of chicanes in Dogmersfield. They are lethal and a nasty accident waiting to happen. An improvement of the junction at the canal bridge and Crookham Rd.
231.	Traffic lights at junction of Redfields Lane / A287
232.	Traffic lights at junction of Redfields Lane and main road
233.	Traffic lights at Redfields Lane as very bad at rush hour
234.	Traffic lights at Redfields Lane/A297 junction
235.	Traffic lights at the bottom of Redfields Lane
236.	Traffic lights at the end of Redfields Lane where it meets the road to Odiham. Yellow lines on some of the main through roads in Zebon Copse. Limit households to 2 cars to avoid road parking on Zebon Copse.

Appendix F

QUESTION 16

237.	Traffic lights imperative at the bottom of Redfields Lane joining the A287. An accident waiting to happen at this staggered crossroads.
238.	Traffic lights on Redfields Lane/A287 junction specifically to stop traffic on the A287 at rush hour to allow cars to leave Redfields Lane and turn right towards the M3.
239.	Traffic lights should be installed at the junction of Redfields Lane and the A287 to reduce congestion at peak travelling times. This area is also an accident black -spot.
240.	Traffic lights.
241.	Traffic lights/roundabout at junction of Redfields Lane and A287.
242.	Traffic using The Street and Crondall Road - exceeding the speed limit is constant on roads that are used by pedestrians and children. Some form of traffic calming is urgently needed on both Crondall Road and The Street as the volume of traffic is increasing all the time and in the light of further housing being built will increase even more. Maybe "encouraging" through traffic to other roads would be something that should be looked into urgently.
243.	Traffic volume - inability to get out of drive during rush hour. Traffic speed - more visible police presence. DO NOT want traffic calming in C. Village/Crondall Rd as these are dangerous forcing vehicles into oncoming traffic.
244.	Traffic would be - or may be - a significant issue because of new housing in surrounding area. This new housing is VERY CONSIDERABLE and would seem to obviate the need for new housing in the village.
245.	Turning right at the end of Redfields Lane is definitely a 'high risk' manoeuvre and I occasionally take an alternative route through Dogmersfield/Crookham Village to access the A287 going to Odiham/M3. It seems to be a question of slowing down the traffic on the A287 in both directions. Are traffic lights completely out of the question? I realise the arguments against a roundabout.
246.	Turning right out of Redfields Lane is a problem. A small roundabout would be an improvement as it would slow down traffic coming from Farnham down the hill.
247.	Volume and speed of traffic in Crondall Rd. Traffic calming and pavements needed.
248.	Volume of traffic at peak times Fewer housing developments
249.	Volume of traffic concerns me. As more houses appear, so do more cars, which increases the volume of traffic. This cannot continue.
250.	Volume of traffic passing through The Street in addition to Crondall Road & Redfields Lane. Consideration to be given to village bypass.
251.	Warning about roadworks/traffic lights prior to them appearing. Junction of A287, double lane exit or lights?
252.	Would have concerns if further housing/building granted

Appendix F

QUESTION 17

Question: 17.

How user-friendly are the pavements in Crookham Village Parish for people with disabilities, pushchairs or wheelchairs?

PERSON

Good

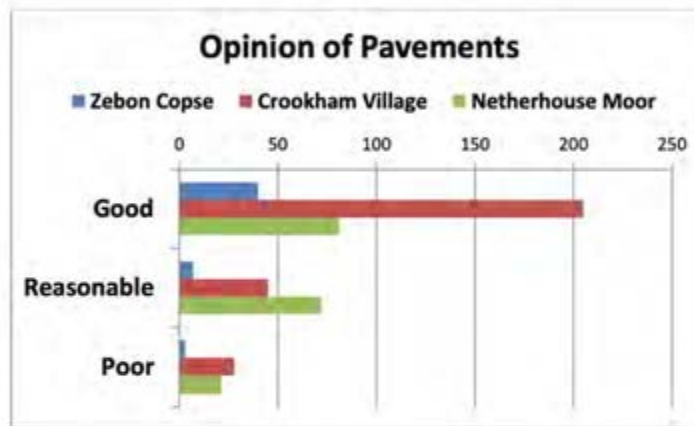
Reasonable

Poor

No opinion

Tick one box only per person

	A	B	C	D	E	F
Good	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reasonable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No opinion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Totals Q5	724	480	162	82
	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	50	40	7	3
Reasonable	283	209	46	28
Poor	176	81	74	21

PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	7%	8%	4%	4%
Reasonable	39%	44%	28%	34%
Poor	24%	17%	46%	26%

Appendix F

QUESTION 17

1.	A footpath is needed from Hitches Lane to Dogmersfield.
2.	A lot of the village has no pavements at all.
3.	Additional/improved pavements required outside Redfields Garden centre. Currently dangerous when crossing at junction.
4.	Aldershot Road is very thin and bumpy for pushchairs. Also people seem to drive very quickly down the road. If you encounter another pushchair coming towards you one of the pushchairs has to go onto the road in order in pass.
5.	Along the high street the pavements to the Post Office are poorly maintained. I often see a very elderly lady struggle. She told me it has always been uneven and difficult to negotiate. Not suitable for scooter.
6.	As good as anywhere else
7.	Better hedge trimming on Zebon Copse. People let their bushes grow too far onto pavement.
8.	Between Redfields and The Wyvern very thin and bumpy. Dangerous for the buggy on such a busy road.
9.	Bottom end of village
10.	By village shop visibility is sometimes poor, also puddles on roadside splash over pedestrians.
11.	Cars being parked blocking pavements in Zebon (Browning Road)
12.	Cars parked on the pavement. Hence on refuse collection day, pedestrians must walk in the road.
13.	Cars parked on pavements - hedges overgrowing, shop congestion
14.	Cars parked on pavements results in having to regularly walk in road along Netherhouse Moor.
15.	Cars parked on pavements, especially outside the Post office
16.	Cars parking on the pavement is main problem
17.	Constant major problems with cars and vans parked up on kerbs causing obstruction for pushchairs and pedestrians and obstructing view for other drivers
18.	Crandall Rd has no pavements. The pavements in The Street are narrow and they often have cars parked on them.
19.	Crandall Road
20.	Crandall road - as there are no pavements. Though a pavement in itself may not be the only answer - I understand that other villages have experimented with different road surfaces and designs to create a sense of shared space between cars and people.
21.	Crandall Road has very limited walkways. The Street is restrictive due to cars parking on the pavements. Crandall Road needs pavement.
22.	Crookham Road footpaths too narrow. Many bumps/potholes.
23.	Crookham Road lamp posts block pavement for wheelchairs
24.	Crookham Village by canal
25.	Crossing canal bridge at The Street/Fleet Rd. Narrow canal bridge path.
26.	Drivers park half their vehicles on the pavements because they are worried that fast thorough traffic will hit their cars. Big problem !! (along the street by Post Office & opposite Black Horse).
27.	Footpath in Redfields Lane needed past school
28.	Footpaths with barriers. Some barriers are IMPOSSIBLE to negotiate with mobility scooter such that footpath is inaccessible.
29.	For Crandall Road / Brook Hill. There is no pavement down Brook Hill where the road is very narrow & children & parents with pushchairs have to walk up steep dark narrow roads.
30.	Frequent issue with people parking on pavements on/around Zebon Copse estate making navigating with pushchair frustrating.
31.	From Malthouse Bridge to beyond Lesleys paper shop.

Appendix F

QUESTION 17

32.	From Zebon Copse towards Odiham cross roads Redfields Lane -> Aldershot Rd is particularly dangerous.
33.	Gally Hill and narrow near school
34.	Hart leisure Centre very broken up. Would be good to be able to walk to Dogmersfield.
35.	Hedgerow covers many of the paths in Zebon Copse and is not maintained regularly enough across the estate. Not all roads have paths on them meaning pedestrians are in the road. Recent repairs or replacements to paths have not been well done results in uneven surfaces and trip hazards. Barn Meadow close is an example.
36.	Hedges need to be trimmed back to the edge of the pavement
37.	I wish people wouldn't park on pavements.
38.	In areas uneven. Cron dall Rd, The Street, Pilcot Rd, Hitches Lane.
39.	Lack of footpaths that are smooth enough for wheeled use/infirm feet.
40.	Lack of good footpaths - especially along Redfields Lane from Watery Lane to the A287.
41.	Lack of pavements in some areas combined with speed of traffic. Problem is no room for pavements.
42.	Lack of pavements/cars on pavements result in us having to push pram on the road which is dangerous.
43.	Malthouse Bridge (outside of Tall Pines) the pavement is blocked by a bollard. How people in wheelchairs or using pushchairs get by is questionable.
44.	Many cars park on pavements in smaller side roads due to some homes having 3+ cars per household, with insufficient parking. (Camus Close, Silvester way)
45.	Most are reasonable, but in places, eg Aldershot Rd, pavements are narrow.
46.	Most of Cron dall Road has no pavements
47.	Mostly good, but sometimes people park on the pavement, reducing the width of the walkway.
48.	Narrow pavement along Redfields Lane opposite the garden centre.
49.	Narrow pavements are not helped by cars parking with 2 wheels on them forcing pedestrians and CHILDREN into the road to get by. In the past my daughter in law has had to push my grandchildren in pushchairs out into the road because of this ignorant habit of some motorists.
50.	Narrow pavements in the village
51.	Narrow pavements through Crookham Village
52.	Near Leisure Centre very difficult due uneven pavement surface for pushchairs
53.	Need to cross road as pavements are not continuous.
54.	Needs a path from Crookham Village towards the Queens Head public house, as many more children would walk to school in Dogmersfield if they felt safer ie had a proper footpath along Pilcot Rd and Chatter Alley.
55.	Nether Vell Mead - overgrown bushes and trees obstruct pavement on entering the road and further down on the left hand side.
56.	No major problems - mainly from overgrowing trees/bushes encroaching on pavement - this may be individual resident's responsibility though.
57.	No pavement across front of The Crescent.
58.	No pavement in Crookham Village.
59.	No problems as such, but you have to keep your wits about you.
60.	Non-existent after the garage and Hitches Lane junction
61.	Not enough dips in kerbs to allow for easy crossing of roads. Many pavements are on a tilt (usually down towards the road) so it is difficult to keep [wheel]chairs straight.
62.	Not flat, overgrown hedges, cars parked on pavements
63.	Not side enough/uneven.
64.	Not wide enough

Appendix F

QUESTION 17

65.	Old people have trouble as the pavement surface is uneven and broken in many places, especially from the Black Horse to Hitches Lane.
66.	On the main road through the village, the slopes of driveways to dropped kerbs are two steps for people with walking difficulties, and covered in pebbles from the driveways.
67.	On the whole they are reasonable. However, there are dangerous areas. No pavement between the village and Dogmersfield. Parking on the pavement at Village Cars and at the shops mean that pedestrians especially those with pushchairs etc have to walk in the road. Cars also block the bottom of Crondall Rd.
68.	Our daughter is disabled so wider even surfaces would be better
69.	Overgrown hedges restrict usage along Brandon Rd (Jessett Drive through to Frenchmans Creek).
70.	Overgrown shrubs, trees etc. Vehicles moving too fast.
71.	Overhanging bushes/trees along footpaths in Zebon Copse and Aldershot Rd especially near bus stop at Water Rede. Move unused bus shelter from entrance to estate to where people wait for bus (believe bus shelter is leased).
72.	Parked cars on pavement by shop and newsagent [in The Street, Crookham Village] causing Obstruction.
73.	Parking on grass verges in Zebon Copse blocking view for pushchairs and wheelchairs to cross over.
74.	Parking on pavements makes it difficult with a pram. Antisocial parking problem with a pushchair.
75.	Path from Hitches Lane to shops and pub dreadful
76.	Path narrow and cars parking on pavement.
77.	Pathway awaited for Pilcot Rd to Dogmersfield.
78.	Pavement disappears on one side towards the village end of Zebon Copse and also on The Street near the Black Horse pub.
79.	Pavement missing near Dogmersfield School.
80.	Pavements are narrow and uneven and large parts of the village don't have pavements
81.	Pavements are narrow or non-existent in places
82.	Pavements are non-existent or very poorly maintained ie uneven and narrow. Pavements are uneven throughout village.
83.	Pavements are uneven, poorly maintained and on a difficult camber.
84.	Pavements are very narrow through Crookham Village as very dark in evening. More cycle paths in general as cars drive very fast around Crookham and it's very hazardous for cyclists.
85.	Pavements through Brandon Rd blocked by parked vehicles and hedges over hanging. Surfaces re-dressed earlier are being forced up by weeds etc.
86.	People parking their cars on pavements.
87.	Person A. Crookham Village pavements need resurfacing. They are quite poor in comparison with those in Zebon Copse. Also access via pavements through the village for pushchairs and wheelchairs is really quite poor, having to cross the road several times to keep on a pavement.
88.	Person A. Pilcot Hill and Crondall Rd. Person B. Pilcot Hill and Crondall Rd.
89.	Person D. Narrow paths with the grown bushes next to them.
90.	Pilcot Road - no pavement/footpath Crondall Road - no pavement/footpath
91.	Plenty of drop kerbs for pushchair use
92.	Poor on Crondall Road - no pavement and not really feasible to construct one.
93.	Poorly maintained but no worse than elsewhere locally.
94.	Potholes. Poorly maintained.

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QUESTION 17

95.	road leading through Crookham Village down to Dogmersfield school. some footpaths on Zebon Copse estate are blocked by overgrown shrubs and people never putting bins away!
96.	Selfish people as usual parking on the pavement when they have driveways!
97.	Shocking in Crondall Road. Very narrow and twisty. No footpaths and very heavy traffic.
98.	Shrubs and bushes encroach on pathways on Brandon Rd.
99.	Simply no pavements in many parts of parish
100.	Sloping pavements and cars blocking part of pavement throughout village, outside pubs and shops at times.
101.	Some are too narrow for pushchairs to pass by an oncoming pedestrian. One through to Calthorpe School is far too muddy.
102.	Some areas there are only paths on one side of the road. Horse poo is always on the paths!
103.	Some difficult places - very narrow pavements with overgrown foliage between Redfields and the Tweseldown pub.
104.	Some pavements in poor condition around Redfields area
105.	Sometimes no pavements or very narrow
106.	Sometimes pavements run out.
107.	Surface poor on places. Places to cross not clear nor clear enough to see of. Hedges overhanging pathway.
108.	The bends at village end of Crondall Road (where 2 new builds are) are legal if you are walking.
109.	The biggest problem I found when I was pushing a pushchair was crossing the main roads because cars were often travelling too fast.
110.	The council re-paved pavements in Zebon from Nether Vell Mede along to Redfields on Brandon Rd. Shrubs have not been cut back to allow suitable access along this path. It will get worse as trees leaf out. Water Rede bus stop is bad.
	The paths in the village and Hitches Lane are uneven and dangerous.
111.	The pavements are in very unfit disgusting repair, the camber of the pavement could cause accidents. B fell and fractured hip.
112.	the pavements are user friendly when you can walk on them. by this I mean when cars don't park on them and you have to walk on the road!
113.	The Street, south side, very uneven & hazardous in the dart due to its low street lights.
114.	There are no pavements in Crondall Rd. Crondall Rd's unsuitability for other than light, local traffic will result in fatalities.
115.	There are no pavements on Crondall Road.
116.	There are none in Crondall Road
117.	Thoughtless car parking can obstruct drop kern areas.
118.	too many potholes & too many vehicles parked on the pavement
119.	Too much overgrown vegetation and cars parked on the pavements. Have had the council trim back, but they only do it so far (thus it needs doing again sooner) and they leave a quarter of the pavement still covered in years of old vegetation.
120.	Too narrow along Aldershot Road from Redfields to The Wyvern
121.	too uneven throughout The Street
122.	Trees aren't pruned back! (Redfields end of Brandon Rd).
123.	Trees that overhang - bushes and shrubs sticking out. Cars parked on pavements.
124.	Uneven paving, gaps on paving, no good footpath in places, vehicles blocking footpath in places
125.	Uneven surface in places.
126.	Unnecessary steel barriers on paths in Zebon Copse. These need removing. They serve no real purpose for safety (which is why I guess they were installed) and impede safe progress of wheelchairs, pushchairs, joggers and walkers.

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QUESTION 17

127.	Vehicles partially parked on pavements.
128.	Walking on the pavement into town along the can be difficult with a pushchair when nettles are overgrown having to walk into road.
129.	Walking out of the village towards the Exchequer is a nightmare
130.	Walking to Dogmersfield
131.	When cars / vans park along the street, partially on the pavement, it is difficult to access the pavement with a buggy, dog, etc.
132.	Zebon Copse estate: Car owners park their vehicles on pavements so pedestrians have to walk in the road.
133.	Zebon Copse pathways are overgrown and need desperate maintenance!!
134.	Zebon Copse there are some bushes overhanging pedestrian paths. Some are sharp!

Appendix F

QUESTION 18

Question: 18.

In relation to pavements and street lights, would you like to have any of the following in Crookham Village Parish?

PERSON

More cycle paths

More street lights

More pavements

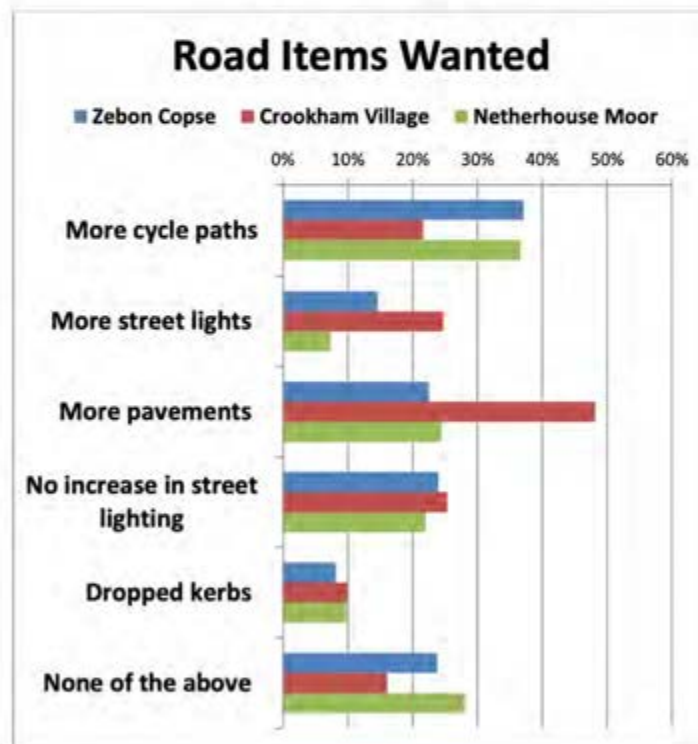
No increase in street lighting

Dropped kerbs

None of the above

Tick more than one box if appropriate

	A	B	C	D	E	F
More cycle paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More street lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More pavements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No increase in street lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dropped kerbs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
None of the above	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Appendix F

QUESTION 18

Totals Q5	724	480	162	82
TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
More cycle paths	243	178	35	30
More street lights	116	70	40	6
More pavements	206	108	78	20
No increase in street lighting	174	115	41	18
Dropped kerbs	63	39	16	8
None of the above	163	114	26	23

PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
More cycle paths	34%	37%	22%	37%
More street lights	16%	15%	25%	7%
More pavements	28%	23%	48%	24%
No increase in street lighting	24%	24%	25%	22%
Dropped kerbs	9%	8%	10%	10%
None of the above	23%	24%	16%	28%

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QUESTION 19

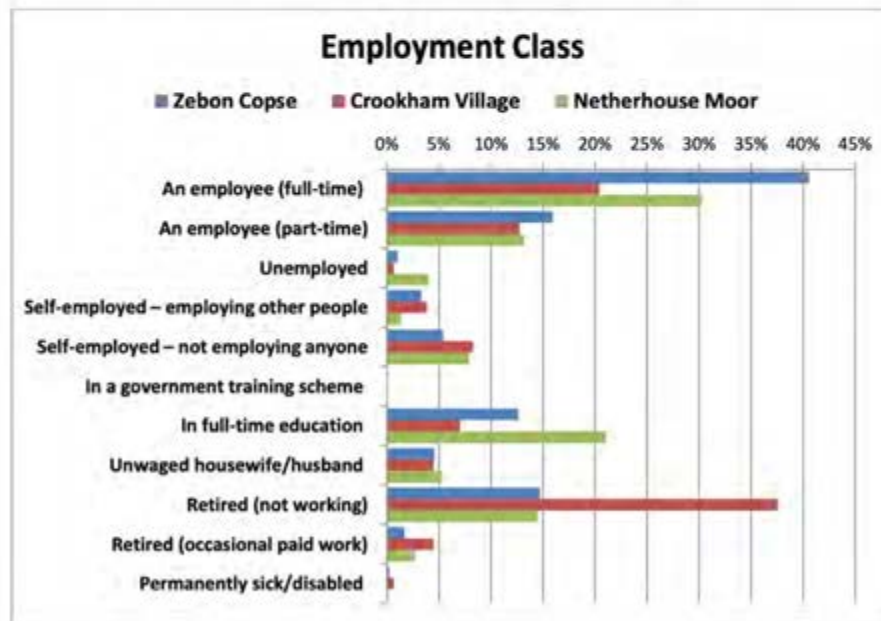
Employment, Training and Business

Question: 19.

Are you at present:

Tick one box only per person

PERSON	A	B	C	D	E	F
An employee (full-time)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
An employee (part-time)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unemployed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Self-employed – employing other people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Self-employed – not employing anyone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In a government training scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In full-time education	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unwaged housewife/husband	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retired (not working)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retired (occasional paid work)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Permanently sick/disabled	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Appendix F

QUESTION 19

Totals Q5	724	480	162	82
	All	Zebon Copse	Crookham Village	Netherhouse Moor
An employee (full-time)	251	196	32	23
An employee (part-time)	107	77	20	10
Unemployed	9	5	1	3
Self-employed – employing other people	23	16	6	1
Self-employed – not employing anyone	45	26	13	6
In a government training scheme	0	0	0	0
In full-time education	88	61	11	16
Unwaged housewife/husband	33	22	7	4
Retired (not working)	141	71	59	11
Retired (occasional paid work)	17	8	7	2
Permanently sick/disabled	2	1	1	0

PERCENTAGES	All	Zebon Copse	Crookham Village	Netherhouse Moor
An employee (full-time)	35%	41%	20%	30%
An employee (part-time)	15%	16%	13%	13%
Unemployed	1%	1%	1%	4%
Self-employed – employing other people	3%	3%	4%	1%
Self-employed – not employing anyone	6%	5%	8%	8%
In a government training scheme	0%	0%	0%	0%
In full-time education	12%	13%	7%	21%
Unwaged housewife/husband	5%	5%	4%	5%
Retired (not working)	20%	15%	38%	14%
Retired (occasional paid work)	2%	2%	4%	3%
Permanently sick/disabled	0%	0%	1%	0%

Appendix F

QUESTION 20

Question: 20.

Where is your main place of work?

Tick one box only per person

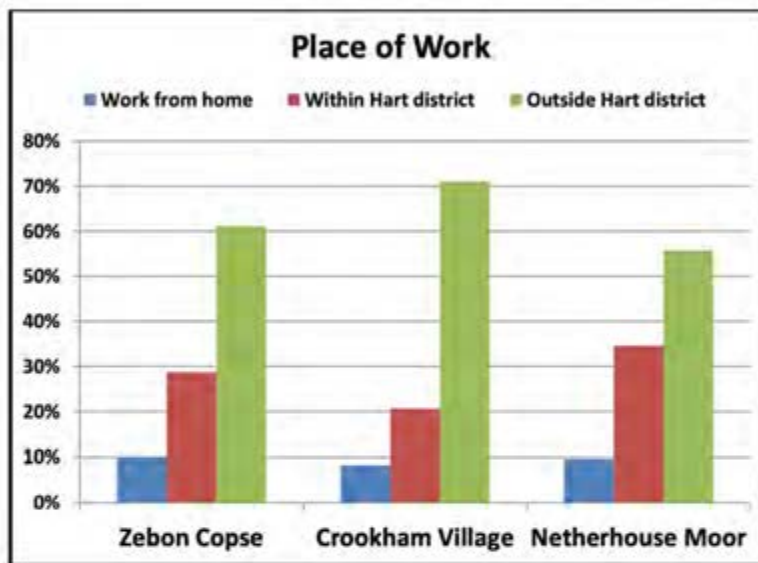
PERSON

Work from home

Within Hart district

Outside Hart district

	A	B	C	D	E	F
Work from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Within Hart district	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outside Hart district	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	All	Zebon Copse	Crookham Village	Netherhouse Moor
Totals Q5	724	480	162	82

TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Work from home	45	30	10	5
Within Hart district	128	85	25	18
Outside Hart district	296	181	86	29
Totals	469	296	121	52

PERCENTAGE	All	Zebon Copse	Crookham Village	Netherhouse Moor
Work from home	10%	10%	8%	10%
Within Hart district	27%	29%	21%	35%
Outside Hart district	63%	61%	71%	56%

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QUESTION 21

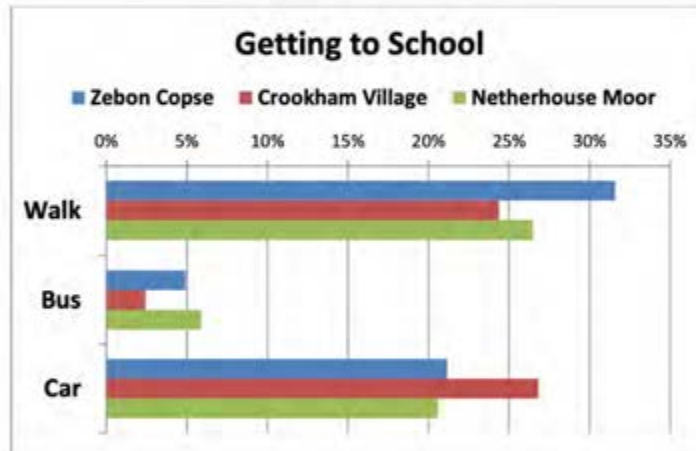
Question: 21.

How many children in your household attend school or 6th form college?

How do your children get to school (enter numbers for walk, bus, car as appropriate) ?

School/College	Walk	Bus	Car

NB This question was only partially completed by many people with children at school. Both numbers attending each school and mode of transport data is incomplete and should be used with caution.



Totals Q5	724	480	162	82
TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Num Kids	104	69	19	16
Walk	70.5	51.5	10	9
Bus	11	8	1	2
Car	52.5	34.5	11	7
	134	163	41	34
PERCENTAGES				
Walk	53%	32%	24%	26%
Bus	8%	5%	2%	6%
Car	39%	21%	27%	21%

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QUESTION 21

COUNT OF SCHOOLS GIVEN	
6th Form Farnborough	1
All Saints	4
Alton College	1
Calthorpe Park	6
Church Crookham junior	2
Church Crookham junior	2
College	1
Court Moor	14
Crookham Infants	4
Crookham Junior	4
Dogmersfield Primary	6
Farnborough 6th form	7
Farnborough Hill	4
Heatherside	4
Henley College (by train) 1	1
pre-school	1
Reading Blue Coat	1
School	1
Sherfield School	1
St Nicholas	3
Stockton House	1
Tavistock Infants	1
Yateley Manor	1
Yateley School	1

1.	Too many new children coming into the area. Not enough school places.
2.	We would like to walk to Dogmersfield School, but due to the lack of pavements it is difficult and dangerous.
3.	We were able to secure places at Crookham Infants and Crookham Juniors which were our first choice of schools
4.	Walk is not very safe, see comments in Q16. Cars regularly at 60mph and large vehicles' mirrors are over the pavement
5.	Walking from Zebon Copse to Crookham Infants / Tweseldown and Crookham Juniors is on narrow paths with very congested roads - it is dangerous. At non-school times traffic is fast. Speed control is needed.
6.	Children should be encouraged to walk to school to minimise traffic congestion on local roads by parents who drive to school or children should be bussed to school.
7.	To make walking to school safer for children who need to cross The Street and Gally Hill Road near the canal bridge, would it be possible to install illuminated crossings? One crossing could be installed outside Post Office and the other on Gally Hill Road near canal bridge.
8.	No problems experienced
9.	Cycle and walk
10.	Currently going through application process. 3 schools in Zebon catchments which was very good.

Appendix F

QUESTION 21

11.	We no longer have school age children but did recently. The over-stretch of the secondary schools is a serious issue and relates back to my earlier comments on infrastructure not keeping up with housing. There should be a bar on additional housing unless infrastructure is developed to match it - in transport, roads, schools, healthcare etc. Not something grudgingly considered afterwards - or in the case of station parking, seemingly ignored.
12.	With a child due to register for school shortly and there are real concerns over the school places which may be available when we do. We moved to this area, impressed with the rural village feel at Crookham Village and planning on being able to walk to the local (closest) school. We are increasingly disheartened that as development of this area and increased number of children this will bring over the number the number of school places available and the increase in traffic congestion. that will occur that this will not be a reality. If we cannot get the place at the closest school this will mean taking the car on a relatively short journey, adding to the local traffic congestion, a situation I am sure is common to many families on already existing developments. We need to develop housing in line with the number of school places available.
13.	We do often walk to all Saints, but would do so more often if there was a safe crossing point across Crookham Rd near the entrance to Netherhouse Moor.
14.	We got our first choices for school places so have no issues. Walking to school has been greatly improved by the installation of the crossing on Aldershot Road at the Wyvern pub. Drainage on Gally Hill Road at the Wyvern pub is appalling. On wet days we repeatedly get drenched by passing cars which are usually speeding.
15.	More traffic calming measures on the school routes or wider footpaths. Put in place parking restrictions that specifically discourage 4x4 vehicles being used for the school run.
16.	Walking to school was dangerous and sometimes at crossings with lolly pop ladies as many cars didn't stop, but now crossing have been put in it is better on the whole. There is still a huge volume of traffic which makes it hard and sometimes hazardous to cross roads without lights. There was not a problem with availability of school places for my son.
17.	Person A. Quite concerned about school places for my young family when the time comes (will have 2 under 2 very soon). We hear the senior schools are already struggling to place all the local children in the area before any new houses and therefore new families move into the local area.
18.	Walks to school are all very good. Increasing concern over getting a place at a local school.
19.	Worries for future places in senior schools with the amount of building going on.
20.	Good availability (at the moment). Speeding cars
21.	Although our children are not at the school age yet, we have all lived in Fleet our whole lives. We are worried about this for the coming years. We feel we are being pushed by developments. We have outgrown our home but can't move and risk no school places at all if we do move to outskirts of Fleet. We want our children to go to school in the town we did.
22.	Safer crossing facilities over Gally Hill Road by Coxheath Road for pupils living on Zebon Copse.
23.	Walking to school is okay but I am a bit worried about Courtmoor and Calthorpe Park bursting now and more housing to come. When the head of CP 'proudly' states that her school is oversubscribed I would be inclined to believe that the main reason for this is the sheer number of pupils in the area, not the quality of the school.
24.	School places have no kept pace with residential development, thus must change going forward.
25.	OK
26.	The new crossing outside the school [Gally Hill Infants] has made crossing the main road much easier. In our experience we did not have any issues with school places.

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QUESTION 21

27.	Lucky to get first choice
28.	Too many cars on the road and with walking there is too much car fumes.
29.	No children at present but concerned about availability of places in the future.
30.	Occasionally pick up from school if daughter is staying late.
31.	We have chosen a private school in Hartley Wintney as I had concerns about: 1. Tweseldown - too big, poor reputation. 2. Crookham Infants - mixed year classes. 3. The local church school - I love the feel of this school but we never got a place! So options were limited for us.
32.	Foot path between Crookham Village and the Queens Head pub. At present it is too dangerous to walk along the road with young children. I therefore have to drive to school instead.
33.	Redfields Lane dangerous.
34.	The provision of good schools and suitable footpaths to walk to them in Hart is pitiful.
35.	School places I know are under pressure already. Planning for the future is essential by the powers that be. I know some thought has been placed on primary school place numbers. However already starting to get concerned about secondary school places and my oldest is 4.
36.	My daughter went to college last year and there is a lack of transport to Farnborough Tech it was also long waiting and a long journey
37.	Roads are busy and traffic rushes by - traffic calming measure needed.
38.	our daughter is not of school age yet but with the new Queensacre development, I do not worry that places will be limited and no choice when she is due to attend school
39.	Would probable walk more if there hadn't been so much rain over last year or so.
40.	Glad to be in Court Moor catchment!
41.	Walking along Redfields Lane (Watery Lane - A287) is frankly dangerous. Traffic exceeds 40. Path is too narrow. Water drainage has failed. Lack of school places close to us.
42.	Two children at primary schools. Secondary school places sounds like it will be interesting! Doesn't sound like there is enough provision for school places.
43.	It is becoming harder for our children to get places in local schools as so many new houses but no new senior schools. School places should be guaranteed to local children in their town.
44.	Awaiting decision on school place for our first child. We expect to drive to school or walk. Availability of school places is a MASSIVE concern to parents especially in respect to Fleet's secondary schools and the housing development ongoing.
45.	We have just applied for a school place this year though we have been advised that all the local schools are over-subscribed so we just have to wait and see.
46.	Walking is very dangerous. Drivers have no respect for children in school uniform crossing very busy roads.
47.	It is too dangerous to walk to school as there are no pavements.
48.	No footpath between the village and the school, makes walking dangerous when children in hand. We have 1 pre-school age that accompanies us on the school run so adequate pavement would help secure a single passage.
49.	Children should be able to walk to school
50.	Very dangerous walk to Dogmersfield School. Mayhem outside school itself.
51.	Footpath required in Pilcot Road for children to walk to access Dogmersfield School.
52.	Dangerous parking at Dogmersfield garages
53.	Car share and train
54.	If the footpath between Hitches Lane and Crookham Village and All Saints was kept clear, walking would be a strong possibility.

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QUESTION 21

55.	Walking to School is ok with the footpath across Lea Green helping the journey. School Places are unknown at moment for high school.
56.	Making catchment schools more accessible
57.	Pedestrian crossing on Crookham Road near Coxheath Road to make it safer to cross as it is on a bend
58.	Walking through Zebon Copse would be an option if we knew which paths to take. The network of walkways is like a maze.
59.	We live in close proximity to catchments schools so availability of school places was not a problem for us. However, it is a problem for some others who live on the edge of the catchments areas or who wanted a place at a non-catchment school. So overall school places in the area is a problem. I would like to see a proper pathway/cycle path constructed leading to Calthorpe Park [School] - especially as it is going to be extended to take even more children.
60.	We have no choice but to send our children to school outside Hart due to constant lack of school places - this will drive us from the area eventually.
61.	Pathways are poor and very muddy from Grove Farm to Tavistock/Calthorpe Park schools, which make it more difficult and discourages walking.
62.	We have to walk across on muddy field/pathway. Alleyways near schools are too narrow and have dog poo. With a suitable path the walk could be quicker along back of schools. Calthorpe already full. Would be overcrowded with more children. All Saints/Tavistock infants running out of playground/sports room. All schools have a hall that is too small for the number of children.

Appendix F

QUESTIONS 22 and 23

Health and Social Services

Question: 22.

Are you registered as disabled?

Tick one box only per person

PERSON

Yes

No

A	B	C	D	E	F
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question: 23.

Do you have a health problem or disability that affects your day-to-day living?

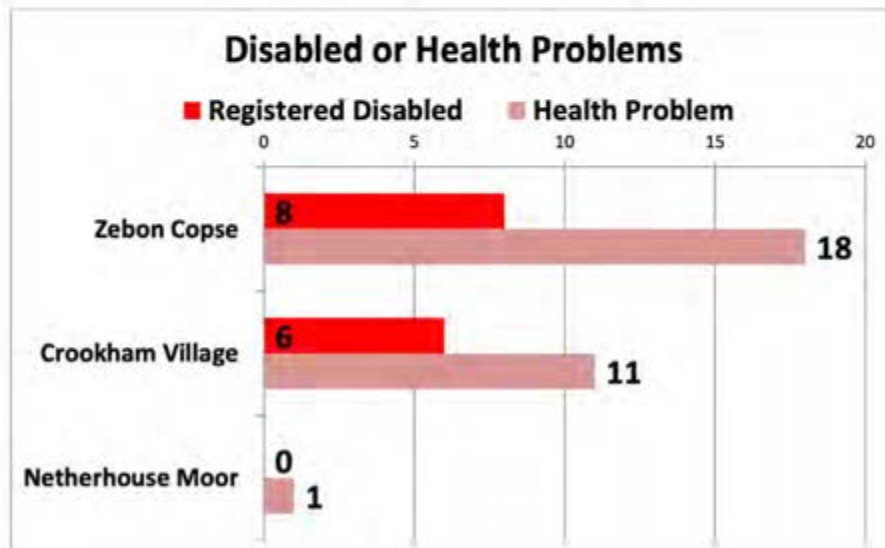
Tick one box only per person

PERSON

Yes

No

A	B	C	D	E	F
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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QUESTIONS 22 and 23

Registered Disabled	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	14	8	6	0
No	686	459	147	80
Health Problem				
Yes	29	18	10	1
No	664	447	140	77

1.	Mobility problems because of arthritis.
2.	A local doctor's surgery or at least one twice a week at the Community Centre.
3.	Affordable/free access to leisure facilities eg exercise/swimming. Free help or small charge or share of garden. Hart volunteer scheme now charges.
4.	Better bus services. There are none on Sundays or on bank holidays or late in the evening.
5.	Have all we need
6.	Having a doctors surgery that was in easy reach, or on bus route.
7.	Heart condition. Extra shop.
8.	I suffer with rheumatoid arthritis and have had both knees replaced which is under control but do have days that I could do with being able to park near to shops.
9.	If a wheelchair should be required it would help to be able to walk on the pavements without having to go into the road to avoid vehicles parked up on the kerb.
10.	More disabled parking spaces in the Parish
11.	None
12.	Nothing specific
13.	Well catered for - conveniently placed for Aldershot, St Lukes and Frimley Park

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QUESTION 24

Question: 24.

Is there a need for any of the following in Crookham Village Parish?

Tick more than one box if appropriate

PERSON	A	B	C	D	E	F
Doctors' surgery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NHS dental practice	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Baby clinic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Family planning clinic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1.	Petrol station, children's playground, school.
2.	Hospital.
3.	NHS Dental Practice - there is one
4.	Pharmacy



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QUESTION 24

Totals Q5	724	480	162	82
TOTALS	All	Zebon Copse	Crookham Village	Netherhouse Moor
Doctors' surgery	376	268	69	39
NHS dental practice	197	155	25	17
Baby clinic	37	30	5	2
Family planning clinic	18	11	2	5
Other	15	9	0	6

PERCENTAGE	All	Zebon Copse	Crookham Village	Netherhouse Moor
Doctors' surgery	52%	56%	43%	48%
NHS dental practice	27%	32%	15%	21%
Baby clinic	5%	6%	3%	2%
Family planning clinic	2%	2%	1%	6%
Other	2%	2%	0%	7%

What do you think of existing health facilities that you have used in the area?

1.	It is tricky to get an appointment for the day. You have to queue at 8am otherwise you only get a phone call from the doctor if you are lucky. There should be penalties for missed appointments/no shows.
2.	A&E too busy. Long waiting times. Difficult to make contact with Branksomewood Surgery and get a quick Dr's appointment.
3.	Adequate
4.	Adequate
5.	Adequate
6.	Adequate at present.
7.	Adequate at the moment. Not when development is increased.
8.	Adequate.
9.	All ok
10.	All round very good health facilities
11.	Always over crowded
12.	At present no problem however planning for the future again needed to accommodate additional housing and therefore people
13.	At Richmond surgery, without a car cannot be reached from Zebon without a car. It is dated, overcrowded.
14.	Basingstoke Hospital A&E is excellent
15.	Bursting at the seams!!
16.	Busy.
17.	Cannot see doctor when needed - difficult to get appointment at dr's surgery.
18.	Chemist? There aren't any are there?
19.	Chemist? They have deteriorated considerably in the past couple of years.

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20.	Content
21.	Cottage hospital required.
22.	Crondall New Surgery is excellent in every way and as a family, we have been using this surgery for many years. Ample parking, drugs supplied without going to a chemist and outstanding care by all the staff, doctors, nurses and receptionists.
23.	Crondall surgery good - always able to get an appointment within 48 hours
24.	Crondall Surgery is excellent
25.	Dental is fine. Doctors surgeries are totally unacceptable in appointment availability. (We are both registered at Branksomewood and would happily move to a new CVP surgery if one opened.)
26.	Didn't know there were any!
27.	Difficult in getting convenient appointments times to fit in with working hours. No other problems.
28.	Difficult to get an appointment at Fleet Medical Centre
29.	Difficult to get appointments at the Richmond surgery. Most dental clinics are private only.
30.	Difficulty in making appointments at GP surgery.
31.	Doctors and dentists are satisfactory as far as I am concerned.
32.	Doctors at Redmond Surgery: Seems to manage currently. Not sure what effect would be with QEB population. Dentist: Use one in Fleet and in town, v. good service having found the Verne dentist not v. satisfactory. Dentist on Zebon v. expensive. Frimley Park Hospital: Limited experience but good and efficient when visited.
33.	Doctor's surgeries are full to overflowing.
34.	Doctors surgery - good NHS dentist - good
35.	Doctors surgery and dental practice used by me in Fleet town centre always very busy - long waits for appointments. Pleased with actual service.
36.	Doctors surgery in Fleet good Difficulty finding non corporate NHS dentist in area
37.	Doctors' appointments are always booked
38.	Excellent
39.	Excellent
40.	Excellent Branksomewood surgery.
41.	Existing facilities in the area appear to be good at present. This may change when the new developments come 'on stream' in the near future.
42.	Existing health facilities have been adequate - just - but how will all the extra housing currently being built here be facilitated? Especially Frimley Park A&E - already struggling and nowhere else to go.
43.	Expensive, snobby dental surgery in Zebon Copse and crap according to friend needing emergency treatment and very rude clients! Nearest surgery (doc) near school near Verne too far to walk if unwell and no transport.
44.	Facilities are generally OK.
45.	Far too busy.
46.	Fine, but then I am able-bodied. If I wasn't I can see it would be difficult to get to doctors or hospitals.
47.	Fine.
48.	Fine.
49.	Fine.
50.	Fleet has good facilities.

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QUESTION 24

51.	Fleet Health centre is oversubscribed and because of this difficult to get to see a doctor when required - more building will only increase pressure on the service
52.	Fleet Hospital - nice to have a 'cottage' type facility.
53.	Fleet is on our doorstep. No need.
54.	Fleet medical centre is excelling however parking there can be a real problem. I can't get to it without a car.
55.	Fleet Medical Centre is oversubscribed and worried the same will happen to Richmond surgery due to QEB.
56.	Generally good except it is not possible to get to the nearest doctor surgery without driving from Church Crookham. Worried about the availability of GP/Dentist appointments through influx of new residents from QEB etc.
57.	Generally good. Difficult to get Dr appointment sometimes, especially if you realise you need one after 8am. Baby clinics only available on certain days so because of my working pattern I can't take my toddler.
58.	Generally good. More outpatient treatment such as minor injuries could be dealt with at Fleet Hospital (as in the past) to alleviate Frimley Park Hospital.
59.	Generally OK. Average choice.
60.	Generally okay, no issues.
61.	Generally very good
62.	Good
63.	Good
64.	Good
65.	Good
66.	Good
67.	Good
68.	Good
69.	Good
70.	Good but becoming overcrowded with influx of people
71.	Good but busy - at capacity
72.	Good but limited choice
73.	Good but over-subscribed
74.	Good but parking is dreadful
75.	Good facilities
76.	Good facilities offered, although as anywhere often difficult to get a GP appointment at short notice.
77.	Good on the whole but extremely difficult to get an appointment. Overstretched/under resourced.
78.	Good.
79.	Good. It would be nice to have a local pharmacy in the village.
80.	GP Surgery - service excellent, but availability poor (long booking time for appointments) Local hospital - very good for those services provided Frimley Park/North Hants Hospitals - overstretched with staff doing their best. Difficult to get to, and to park once there
81.	GP surgery can be overstretched, waiting time for appointments are far too long.
82.	GPs surgeries are too overstretched so dr's not able to give their best efforts during treatment. Like, the Fleet hospital for smaller procedures so as to not have to go to Frimley. A walk-in surgery would also be a great resource even if each visit cost a minimal sum.
83.	Hart requires more facilities as population has grown faster than facilities.

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84.	Health facilities are good - if you can get an appointment. Increase in numbers over past 10 years have stretched capacity.
85.	I don't use them. It would be good to have a doctor's surgery in Church Crookham.
86.	I feel the quality of health facilities like Drs surgery has gone down dramatically since I moved here 20+ years ago and think it is because patients have increased massively. Now difficult to get appointments etc which I feel very bad. Do not feel happy with current facilities.
87.	I have to go to Farnborough for a dentist, a NHS dentist, for me and my two children.
88.	I use a dentist in Fleet which is excellent and was taking in new NHS patients. The Church Crookham one wasn't interested. Doctors: use Crondall - no idea if there is one in C.C.
89.	I use a Doctor in Church Crookham (Richmond Surgery). It is often difficult to get an appointment in advance and you are obliged to phone on the day. Sometimes you have to phone up to 40 minutes before you get through by which time the daily emergency appointments are taken. So many times I take up an emergency appointment for a non-urgent (relatively) matter because it is not possible to book in advance either because 1. all the appointments are booked for several weeks ahead or 2. You are told you can't book 'that far ahead' No win!
90.	I use Fleet Medical Centre, which is good. Unfortunately my dentist is in Basingstoke.
91.	I use the doctor's surgery in Branksonewood Rd and have no complaints. I use an NHS dentist in Basingstoke because when I moved to Netherhouse Moor there were no NHS dentists in Fleet.
92.	I would prefer a doctor's practice closer to home that I could walk to.
93.	If there are any around Redfields end of Zebon Copse area I have never known about them. We have to go to Linkway for a surgery and as there are no buses that go further than The Verne we have to walk rest of way which if you are not great at walking or are feeling unwell - it is not always easy. We can't always rely on someone giving us a lift.
94.	It is a nuisance going to Frimley Park hospital for some services, which could be provided locally perhaps on a peripatetic basis.
95.	It is hard to get an appointment at short notice
96.	It is very difficult to find affordable dentistry in the local area
97.	Linkway surgery in Church Crookham - easy to park, convenient. Fleet Hospital - very useful facility, would be VERY sad to see close, should that happen
98.	Main Fleet facilities are good and sufficient
99.	Meet our requirements
100.	More dental practitioners
101.	More parking at Aldershot Medical Centre as last week I drove round and round for a quarter of an hour. I last went 4 years ago and drove into car park which was almost empty. Frimley Park hospital also needs more parking.
102.	Most GP surgeries seem overstretched. GP surgeries have been increasingly busy since moving to the area. Again services available in town meaning a car journey to visit Baby clinic services were great when needed, but again concerns over availability and quality of services as area population increases.
103.	My husband and I have to have separate surgeries. We are unable to be part of one due to the overcrowding caused by Elvetham Heat (this is what both our surgeries told us).
104.	My practice in Fleet is busy and it is difficult to get a non-emergency appointment within a week. I can't get there without using a car.
105.	Nearest doctor's surgery too far away.
106.	NGS walk-in centre and pharmacy required.
107.	No hospital A&E = higher probability of death through delayed treatment.

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108.	No problems
109.	No problems
110.	None available to me
111.	Not enough Doctors - appointments not easy to make as not available when you are ill!
112.	Not in the 'village'. Good.
113.	Not used in Crookham Village. We are registered with Branksomewood Surgery in Fleet.
114.	Not very local, difficult to get any appointments. Need early morning and late evening accessibility due to work commitments.
115.	Now far too busy to take appointments for patients
116.	OK
117.	OK
118.	OK
119.	OK
120.	OK
121.	OK
122.	OK
123.	OK
124.	Ok apart from Frimley Park which is appalling. Parking is poor and expensive.
125.	OK apart from waiting lists
126.	OK at the moment but with the new Queensacre development, services will become limited and hard to get appointments
127.	OK at the moment. As people are flooding into the area this will need to change - ie more resources.
128.	OK but overbooked
129.	OK but you can never get an appointment
130.	On the whole satisfactory with current number of residents.
131.	Our GP surgery, Church Road, is oversubscribed. Frimley Park Hospital is completely overstretched, wards overcrowded and the waiting time in A&E is frighteningly long at times.
132.	Over the years, and we have lived in Fleet/Church Crookham since 1976, the facilities have become very poor. It is just not good enough to have to wait up to three weeks to see your own GP and up to ten days just for a return phone call. Fleet Hospital ought to be used for minor surgery and X-rays instead of the cost and inconvenience of Frimley Park.
133.	Overburdened
134.	Overcrowded - have to wait a long time for an appointment
135.	overcrowded and not convenient
136.	Overcrowded. Unable to get early appointments with doctor - 3 weeks is normal. No NHS dentist within area.
137.	Overloaded but adequate
138.	Overstretched
139.	Overstretched and difficult to get an appointment. Always end up seeing a different doctor.
140.	Overstretched.
141.	Oversubscribed
142.	oversubscribed - difficult to get a doctor's appointment

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QUESTION 24

143.	Person A. Currently have problems getting doctor's appointments. Person B. Doctors and dentists are already overcrowded and further development would cause major problems.
144.	Person A. Sufficient. Person B. Nice but not critical. Very difficult to contact Dr's surgery. Get the impression they are overrun.
145.	Person A. They currently meet my needs.
146.	Poor and overstretched
147.	Poor, very overcrowded
148.	Poor. Overstretched.
149.	Pretty good
150.	Pretty good
151.	Rather poor. The Fleet Medical Centre is poorly situated too far from the centre of town with virtually non-existent public transport.
152.	Reasonable
153.	Registered with Brankenswood Rd surgery. Have always received good service/care.
154.	Richmond Close surgery is very good. Not impressed with Verne dental - frequently cancel appointments - inflexible on re-booking
155.	Richmond Surgery - facilities vastly under pressure. Phone constantly engaged. One doctor retired a year ago - not replaced with a full-time practitioner. Building is restricted and parts of it desperately need refurbishment. Anyone working [in] London is seriously disadvantaged when trying to get a convenient appointment.
156.	Richmond surgery - impossible to get an appointment to suit, especially hard to get to see a female doctor as I am a female often running late! Fleet hospital family planning - staff lovely but not always enough experience to meet need and limited opening time!
157.	Richmond Surgery - level of care okay (depending on Doctor) Too difficult to get appointment if you work outside of Parish and can only make certain times of the day
158.	Richmond Surgery - too far to walk with a sick child and no car (can't use a taxi as needs car seats).
159.	Richmond Surgery - very good, especially commuter appointments. Quick availability of appointments
160.	Richmond surgery is terrible Brankenswood surgery is very good
161.	RUBBISH!
162.	Satisfactory
163.	Satisfactory
164.	Satisfactory
165.	School! With so many people in the area, the Dr can't cope. We have to wait 3 days for an appt for a baby. Having a Dr surgery this side of the area would be a great asset.
166.	Seem to be reasonable
167.	Sometimes good sometimes bad
168.	Sparse. Health care including podiatrics wanted in parish.
169.	Sufficient for me - I'm registered at Richmond Surgery.
170.	Terrible. Wait ages for an appointment then can't see own doctor.

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QUESTION 24

171.	The Doctors surgery I attend in Fleet was excellent but is increasingly too busy making getting an appointment a matter of luck and persistence. We certainly need another medical practice in the area.
172.	The doctors surgery we use is good. We were for several years without access to an NHS dentist but that was rectified 2 years ago when dentists began to take on NHS patients again.
173.	The facility is well over subscribed and it is usually difficult to get an appointment.
174.	The Fleet Medical centre is always busy and never able to see your own doctor at short notice. More importantly there is insufficient parking which is very stressful.
175.	The nearest doctor's surgery (and pharmacies) are very busy and not within walking distance.
176.	The provision of dental services in recent years has been poor.
177.	The surgeries in Hart are oversubscribed. Need to expand.
178.	There must be an increasing need for more GPs. New housing is putting a strain on the surgeries.
179.	They are clearly under significant pressure. With the development at Crookham Park there is clearly a need for another doctor's surgery in the Fleet/Church Crookham/Crookham Village area.
180.	They are good, but not always accessible.
181.	They are OK but can't keep up with the demand of people using them. Not easy for some people to get to/park. Always too busy.
182.	They are OK, but it is often hard to make a doctor's appointment at Richmond Surgery as it is always so busy.
183.	Too full. Fleet medical centre is going to be oversubscribed with all new housing. For a start they haven't enough parking spaces. Why don't we have a clinic at Community Centre one day a week for blood tests, etc. & a baby clinic. Would lighten the load.
184.	Trying to service too many people, so appointments are impossible to get.
185.	Use Doctors practice in Linkway at Richmond Surgery. We have not used facilities in Crookham Village area.
186.	Use facilities in Fleet Town.
187.	Very amenable [?], no requirement for extra GP surgeries!
188.	Very busy
189.	Very busy. Sometimes difficult to get an appointment.
190.	Very difficult to get an appointment within a suitable time frame.
191.	Very good
192.	Very good
193.	Very good
194.	Very good
195.	Very good
196.	Very good
197.	Very good
198.	Very good
199.	Very good by GPs seem overworked
200.	Very good dentist in The Verne Surgery in Fleet is difficult to use as hard to get appointments and restrictive due to work hours - need to take time off to visit doctor
201.	Very good indeed
202.	Very good! (Crandall New Surgery, Aldershot Health centre)

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QUESTION 24

203.	Very good, but the increase in population following the many built estates such as Elvetham Heath and QEB site has and will make an impact.
204.	Very good.
205.	Very good.
206.	Very good. No issues.
207.	Very good. Fleet medical centre is excellent, however the increasing population growth in this area is putting a strain on these practices.
208.	Very overcrowded for the vast amount of the population that live here
209.	Very pleased with the new sure start centres/drop in clinics and stay and play. Great places for new mums to go with their babies and nice new/clean toys and equipment.
210.	Very thin on the ground.
211.	Visiting our GP surgery is not practical without use of a vehicle.
212.	Wait days to see own doctor. If Crondall village has a doctor's surgery, then Crookham Village could possibly warrant one.
213.	Waiting times to be seen a problem.
214.	We are registered at Crondall New Surgery which is near enough
215.	We are with Richmond Surgery - very good. We are with an NHS dentist in Fleet, which is good. A nearby baby clinic would have been very helpful in the early weeks after our daughter was born.
216.	We belong to Fleet Medical Centre. It is very well run and organised. I can always get a routine and emergency appointment as required.
217.	We both have an NHS dental place & on the rare times that we require a doctor's appointment, Crondall Surgery is always very good at getting us in within a few days if not the same day.
218.	We have always attended Crondall surgery. In area generally impression is that it is difficult to get appointments even emergency ones for children within 2-3 days.
219.	We use Crondall New Surgery & find it very satisfactory & if required A&E or GP at Frimley Park Hospital out of hours.
220.	We use Crondall surgery and are very pleased so far.
221.	We use facilities in Fleet centre
222.	We use fleet medical centre & the service is poor with unhelpful staff & long waits.
223.	We use health facilities in Fleet, which is fine for us.
224.	Wild Rose sure start clinic good
225.	Will not cope with increased number of occupants. Already difficult to get appointments.
226.	You can normally get an appointment at our local doctor's but it isn't within the parish. I would like to be able to register my family with a local NHS dentist.

Appendix F

QUESTION 25

Emergency and Other Services

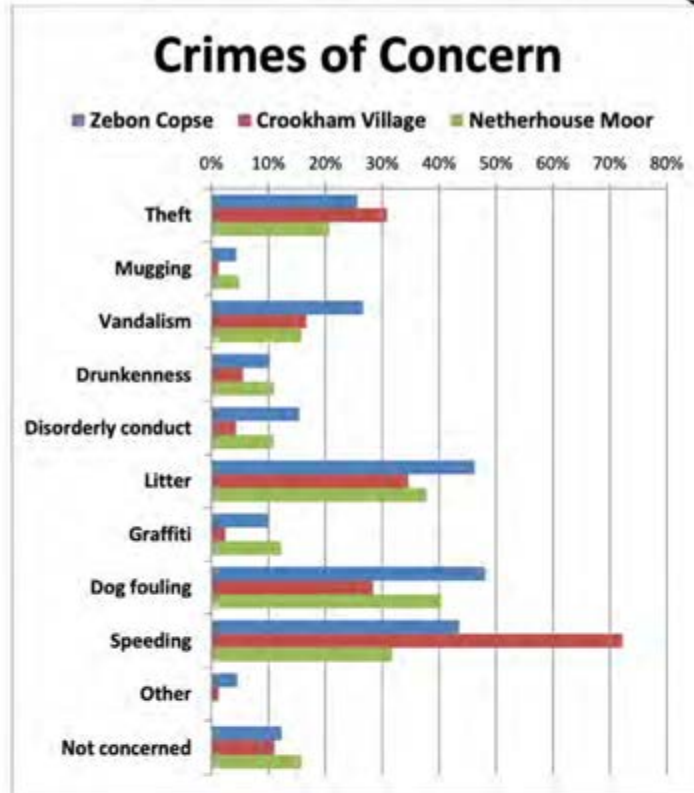
Question: 25.

Which, if any, of the following crimes and anti-social behaviour concern you in Crookham Village Parish?

Tick more than one box if appropriate

PERSON	A	B	C	D	E	F
Theft	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mugging	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vandalism	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drunkenness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disorderly conduct	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Graffiti	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dog fouling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Speeding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not concerned	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

total responders Q5	724	480	162	82
TOTALS	All	Zebon Copse	Crookham Village	Netherhouse Moor
Theft	190	123	50	17
Mugging	27	21	2	4
Vandalism	168	128	27	13
Drunkenness	67	49	9	9
Disorderly conduct	90	74	7	9
Litter	309	222	56	31
Graffiti	62	48	4	10
Dog fouling	310	231	46	33
Speeding	352	209	117	26
Other	24	22	2	0
Not concerned	90	59	18	13



PERCENTAGE	All	Zebon Copse	Crookham Village	Netherhouse Moor
Theft	26%	26%	31%	21%
Mugging	4%	4%	1%	5%
Vandalism	23%	27%	17%	16%
Drunkenness	9%	10%	6%	11%
Disorderly conduct	12%	15%	4%	11%
Litter	43%	46%	35%	38%
Graffiti	9%	10%	2%	12%
Dog fouling	43%	48%	28%	40%
Speeding	49%	44%	72%	32%
Other	3%	5%	1%	0%
Not concerned	12%	12%	11%	16%

Appendix F

QUESTION 25

1.	Habit of placing dog faeces in plastic bags and draping fences and trees with these for days - worse than dog fouling!
2.	Horses fouling road.
3.	A dog mess bin has been placed right outside my home so now every dog shits and pisses on my lawn so the kids can't play on the grass outside/opposite Brokle Close/Browning.

Appendix F

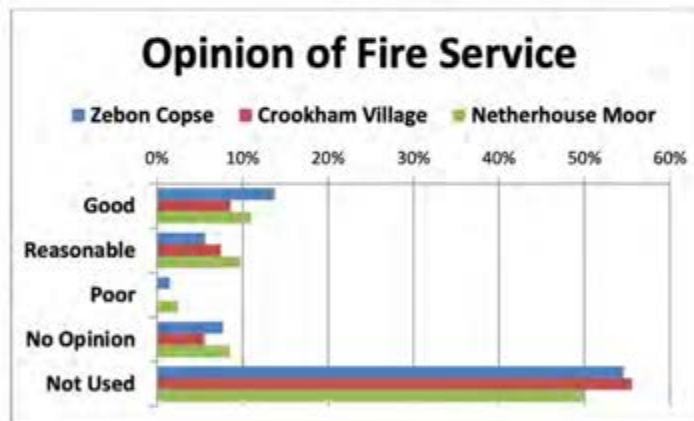
QUESTION 26

Question: 26.

What are your views on the standard of the following services in Crookham Village Parish?

Enter: 1=Good; 2=Reasonable; 3=Poor; 4=No opinion; 5=Not used

PERSON	A	B	C	D	E	F
Fire	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Ambulance (emergency)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Hospital (transport)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Police (emergency)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Police (community police officer)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Refuse collection	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Roadside care/street cleaning	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Winter weather service (snow clearing)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Estates management (e.g. grass cutting)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Recycling facilities	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Not concerned	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



	All	Zebon Copse	Crookham Village	Netherhouse Moor
total responders Q5	724	480	162	82

Appendix F

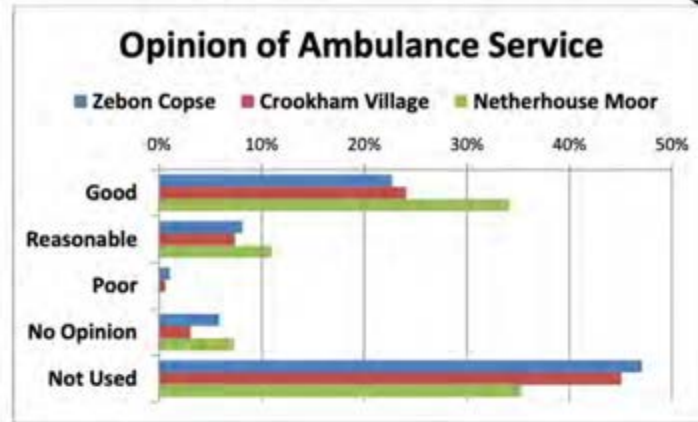
QUESTION 26

Fire	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	89	66	14	9
Reasonable	47	27	12	8
Poor	9	7	0	2
No Opinion	53	37	9	7
Not Used	393	262	90	41
Responses	591	399	125	67

Fire	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	12%	14%	9%	11%
Reasonable	6%	6%	7%	10%
Poor	1%	1%	0%	2%
No Opinion	7%	8%	6%	9%
Not Used	54%	55%	56%	50%
Responses	82%	83%	77%	82%

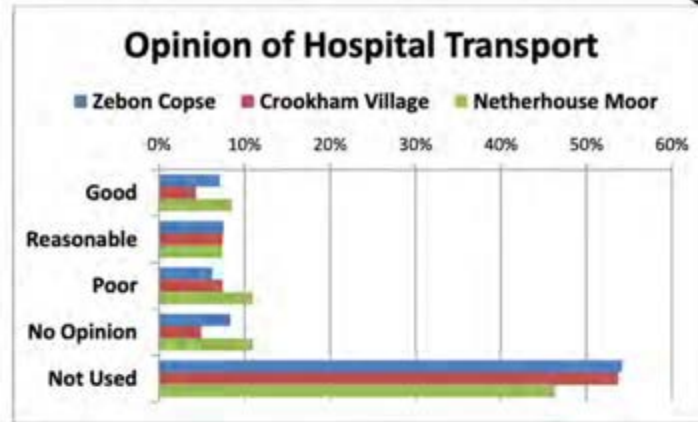
Appendix F

QUESTION 26



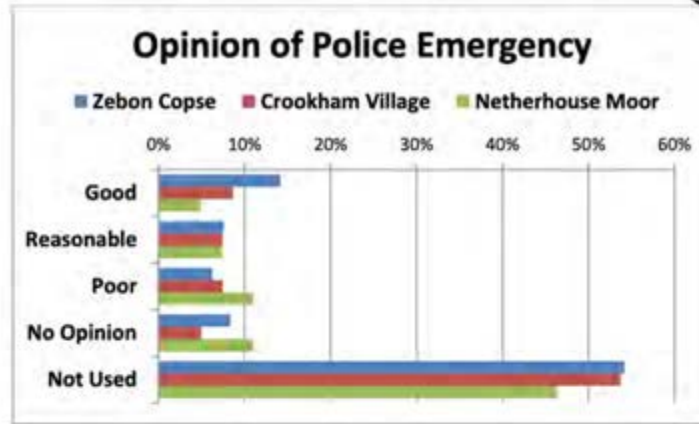
Ambulance (emergency)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	176	109	39	28
Reasonable	60	39	12	9
Poor	6	5	1	0
No Opinion	39	28	5	6
Not Used	328	226	73	29
Responses	609	407	130	72

Ambulance (emergency)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	24%	23%	24%	34%
Reasonable	8%	8%	7%	11%
Poor	1%	1%	1%	0%
No Opinion	5%	6%	3%	7%
Not Used	45%	47%	45%	35%
Responses	84%	85%	80%	88%



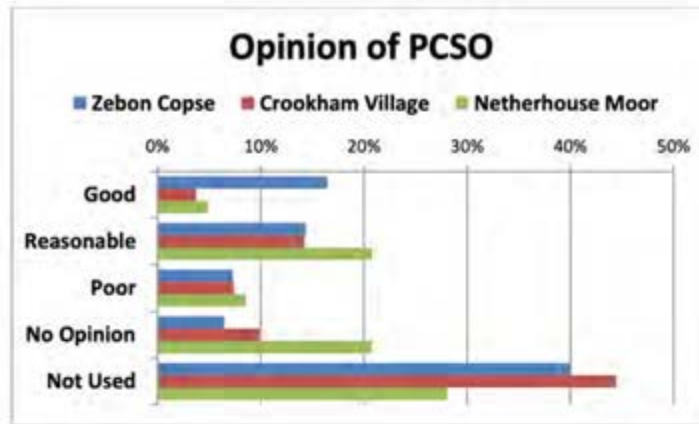
Hospital (transport)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	48	34	7	7
Reasonable	54	36	12	6
Poor	51	30	12	9
No Opinion	57	40	8	9
Not Used	385	260	87	38
Responses	595	400	126	69

Hospital (transport)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	7%	7%	4%	9%
Reasonable	7%	8%	7%	7%
Poor	7%	6%	7%	11%
No Opinion	8%	8%	5%	11%
Not Used	53%	54%	54%	46%
Responses	82%	83%	78%	84%



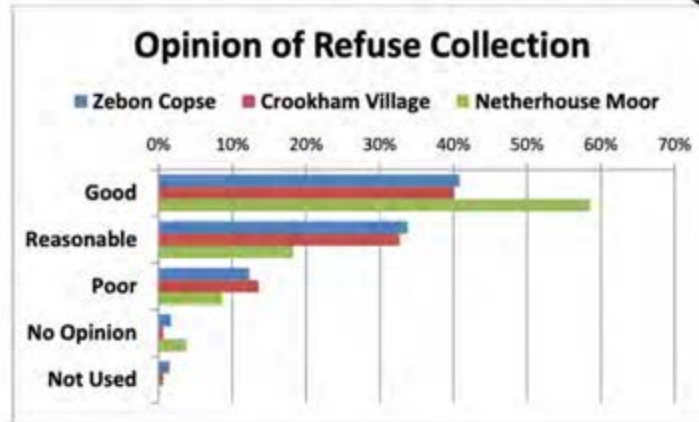
Police (emergency)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	86	68	14	4
Reasonable	81	36	12	6
Poor	26	30	12	9
No Opinion	58	40	8	9
Not Used	349	260	87	38
Responses	600	434	133	66

Police (emergency)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	12%	14%	9%	5%
Reasonable	11%	8%	7%	7%
Poor	4%	6%	7%	11%
No Opinion	8%	8%	5%	11%
Not Used	48%	54%	54%	46%
Responses	83%	90%	82%	80%



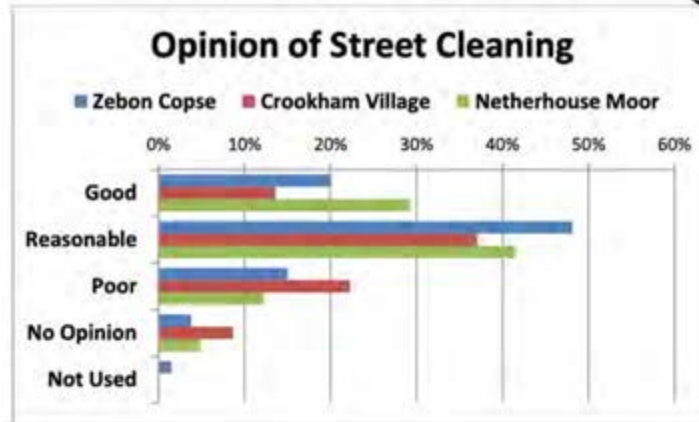
Police (community police officer)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	89	79	6	4
Reasonable	109	69	23	17
Poor	54	35	12	7
No Opinion	64	31	16	17
Not Used	287	192	72	23
Responses	603	406	129	68

Police (community police officer)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	12%	16%	4%	5%
Reasonable	15%	14%	14%	21%
Poor	7%	7%	7%	9%
No Opinion	9%	6%	10%	21%
Not Used	40%	40%	44%	28%
Responses	83%	85%	80%	83%



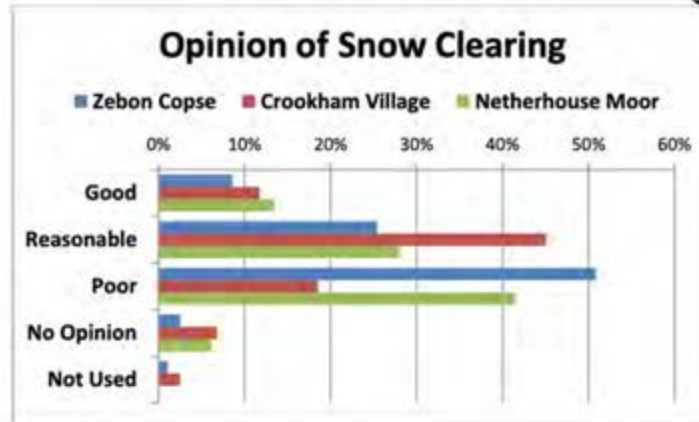
Refuse collection	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	309	196	65	48
Reasonable	230	162	53	15
Poor	88	59	22	7
No Opinion	12	8	1	3
Not Used	8	7	1	0
Responses	647	432	142	73

Refuse collection	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	43%	41%	40%	59%
Reasonable	32%	34%	33%	18%
Poor	12%	12%	14%	9%
No Opinion	2%	2%	1%	4%
Not Used	1%	1%	1%	0%
Responses	89%	90%	88%	89%



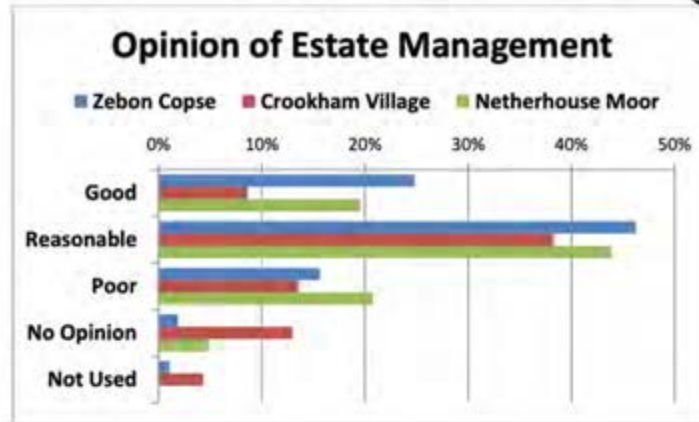
Roadside care/street cleaning	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	142	96	22	24
Reasonable	325	231	60	34
Poor	118	72	36	10
No Opinion	36	18	14	4
Not Used	7	7	0	0
Responses	628	424	132	72

Roadside care/street cleaning	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	20%	20%	14%	29%
Reasonable	45%	48%	37%	41%
Poor	16%	15%	22%	12%
No Opinion	5%	4%	9%	5%
Not Used	1%	1%	0%	0%
Responses	87%	88%	81%	88%



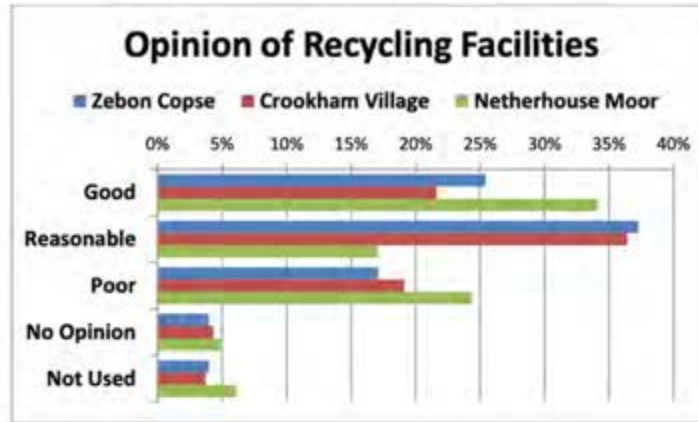
Winter weather service (snow clearing)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	71	41	19	11
Reasonable	218	122	73	23
Poor	308	244	30	34
No Opinion	28	12	11	5
Not Used	9	5	4	0
Responses	634	424	137	73

Winter weather service (snow clearing)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	10%	9%	12%	13%
Reasonable	30%	25%	45%	28%
Poor	43%	51%	19%	41%
No Opinion	4%	3%	7%	6%
Not Used	1%	1%	2%	0%
Responses	88%	88%	85%	89%



Estates management (e.g. grass cutting)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	149	119	14	16
Reasonable	320	222	62	36
Poor	114	75	22	17
No Opinion	34	9	21	4
Not Used	12	5	7	0
Responses	629	430	126	73

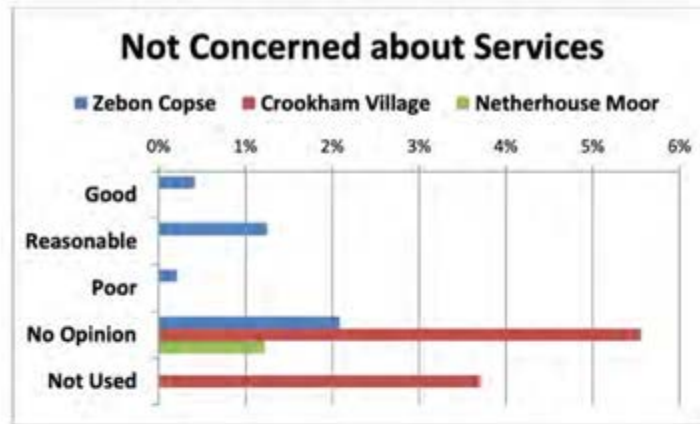
Estates management (e.g. grass cutting)	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	21%	25%	9%	20%
Reasonable	44%	46%	38%	44%
Poor	16%	16%	14%	21%
No Opinion	5%	2%	13%	5%
Not Used	2%	1%	4%	0%
Responses	87%	90%	78%	89%



Recycling facilities	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	185	122	35	28
Reasonable	252	179	59	14
Poor	133	82	31	20
No Opinion	30	19	7	4
Not Used	30	19	6	5
Responses	630	421	138	71

Recycling facilities	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	26%	25%	22%	34%
Reasonable	35%	37%	36%	17%
Poor	18%	17%	19%	24%
No Opinion	4%	4%	4%	5%
Not Used	4%	4%	4%	6%
Responses	87%	88%	85%	87%

1.	Person B. No idea what happens to stuff in my blue bin.
2.	There should be a household recycling centre in/nearer Fleet.



Not concerned	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	2	2	0	0
Reasonable	6	6	0	0
Poor	1	1	0	0
No Opinion	20	10	9	1
Not Used	6	0	6	0
Responses	35	19	15	1

Not concerned	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	0%	0%	0%	0%
Reasonable	1%	1%	0%	0%
Poor	0%	0%	0%	0%
No Opinion	3%	2%	6%	1%
Not Used	1%	0%	4%	0%
Responses	5%	4%	9%	1%

Appendix F

QUESTION 27

Question: 27.

If there are areas in Crookham Village Parish in which you feel unsafe, please tell us where they are and why you feel unsafe.

Person A	Person D
Person B	Person E
Person C	Person F

1.	Alleyways after dark - vulnerable.
2.	Anywhere dark and badly lit and with overhanging trees or areas where you have to walk in road.
3.	Around Spar shop in evening quite dark area and car park. Youths hang around spreading their litter despite litter bins being provided. All chucked on the floor for someone else to pick up. What can their homes be like?
4.	Around the SPAR on Zebon Copse at night!!
5.	At night - unlit footpath from The Verne to Gally Hill Rd
6.	At night by the Community Centre where stables are, especially Fri/Sat evenings. Kids come speeding in cars/drinking etc till early hours most weekends.
7.	Brandon Rd, Redfields Lane - no crossing and blind corner with cars speeding.
8.	Bridge over canal.
9.	Brook Hill vehicle speed
10.	By the canal
11.	By the canal at dusk, but why go there?
12.	Can't think of any
13.	Censorgo lighting on green or alleyways in Zebon Copse
14.	Community Centre at Zebon Copse at night
15.	Connecting alleyway between Jessett Drive and Gally Hill Road at night.
16.	Constant dog barking from behind the Post office.
17.	Crondall Rd at night due to speeding cars and narrow.
18.	Crondall Rd at night due to speeding cars and narrow.
19.	Crondall Rd at night due to speeding cars and narrow.
20.	Crondall Rd at night due to speeding cars and narrow.
21.	Crondall Rd at night due to speeding cars and narrow.
22.	Crondall Rd due to traffic
23.	Crondall Rd due to traffic
24.	Crondall Rd needs care at night when on foot
25.	Crondall Rd no footpaths and very heavy traffic impossible for elderly to walk.
26.	Crondall Rd when walking at all times
27.	Crondall Road

Appendix F

QUESTION 27

28.	Crondall Road
29.	Crondall Road - speeding/volume of traffic
30.	Crondall Road - Walking.
31.	Crondall Road (as above)
32.	Crondall road (traffic and speed)
33.	Crondall road (traffic and speed)
34.	Crondall road (traffic and speed)
35.	Crookham Rd towards the bridge from Netherhouse Moor.
36.	Crookham Road, cars are driving fast
37.	Crookham Road, cars are driving fast
38.	Crookham Village paths are too narrow
39.	Crookham wharf car park occasionally after dark - some dubious users
40.	Cycle paths
41.	Dangerous for cyclists in Crookham Village
42.	Drunks coming out of pubs
43.	Footpath along Crookham near canal bridge - open to steep drop down to canal footpath
44.	Footpaths
45.	From village towards Exchequer
46.	Grove Farm wooded area. Youths drinking and drugs? in summer months.
47.	Hitches Lane
48.	Hitches Lane - no illumination at night.
49.	Hitches Lane - no street lighting. Canal bridge near Crookham stores - scary of dark and visibility poor and pavement not good if running/walking along there at night (where pavement is next to canal).
50.	Hitches Lane and canal path both deserted for a lone female
51.	Hitches Lane and The Street - speeding cars and lighting and pavements.
52.	I jog between Gally Hill Rd/The Street and Crookham Rd and it's very dark along the road by the canal and feels quite unsafe.
53.	Lea Green
54.	Lea Green
55.	Lea Green
56.	Lea Green. Canal towpath.
57.	Lea Green. Canal towpath.
58.	Lea Green. Canal towpath.
59.	Lea Park Green - no pathway or lighting
60.	Lights come on when you walk through park
61.	Local community areas during hours of darkness. Instances of youths hanging about in groups drinking and making a nuisance ie at ZCC Centre, on common areas of Zebon Copse.
62.	Malthouse bridge to Netherhouse Moor along Fleet Rd; very dark
63.	Narrowing of pavements opposite Grove Farm. Where large hedge is next to white cottage.
64.	Netherhouse Park at night
65.	No
66.	No
67.	No

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QUESTION 27

68.	No
69.	No
70.	None
71.	None
72.	None
73.	None
74.	None
75.	None
76.	None
77.	None
78.	None
79.	None
80.	None
81.	Not aware of any
82.	Outside shops where kids gather or street corners etc.
83.	Park in Zebon due to groups of aggressive youths.
84.	Parking, so cars are overtaking on bends because of obstruction
85.	Path between Londlandes and Swing Bridge
86.	Pilcot Hill
87.	Pilcot Hill Road
88.	Poor lighting. Not safe to walk in some areas.
89.	Recent burglary rate on Zebon Copse. Neighbour burgled twice. Police attitude v. poor.
90.	Redfields Lane and larger roads need more speed control.
91.	Redfields/287 junction very dangerous and a crime nothing has been done about it
92.	Rented accommodation in Water Rede (advised police and council) and in property opposite Water Rede (Zebon).
93.	Road to Dogmersfield, Pilcot Road, Crondall Road - traffic
94.	Roads due to speeding
95.	Rowdy behaviour late at night all year round in Zebon Copse Community Centre and road leading up to. Living alone I feel intimidated - attempts to tackle incidents results in abuse = have to learn to live with. Have contacted police and Hart Council from time to time.
96.	Rowdy juveniles around Zebon Copse Centre
97.	Some of the footpaths not enough lighting.
98.	Sometimes Zebon Copse
99.	The pavement lighting on Hitches Lane needs improving, or has been out of action recently.
100.	Towpath (only when alone)
101.	Uneven pavements along The Street
102.	Unsafe to walk from the village due to lack of footpaths
103.	Usually feel safe
104.	Volume of traffic on Brook Hill and Crondall Road make house shake
105.	waking down Pilcot Rd
106.	Walking along Crondall Rd
107.	Walking along Crondall Rd
108.	Walking along Fleet High Street at night (mainly Friday to Sunday) outside pubs
109.	Walking down Crondall Rd at night - one needs at torch. White lines marking width mostly obliterated and should be repainted.
110.	Walking from canal towards The Exchequer pub - speeding cars

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QUESTION 27

111.	Walking in Crondall Road
112.	Walking up and down Crondall Road and certain parts of The Street - no pavements
113.	Walking up the hill towards Crookham Village, past Exchequer can be a bit dangerous with traffic
114.	Walkways at night.
115.	Where there is no/little lighting and near pubs late evening
116.	Wouldn't walk in woods on own to get to school.
117.	ZCC car park late at night - lots of youths
118.	Zebon Copse - cars going too fast. A287 - turning right onto Odiham Rd [from Redfields Lane].
119.	Zebon copse at night - paths to canal & community centre. Shops & greens
120.	Zebon Copse Community Centre after dark
121.	Zebon Copse Community Centre after dark plus footpath between Londlandes and Community Centre.
122.	Zebon Copse Community Centre after dark. Sometimes kids hang around in cars at night drinking and creating a nuisance.
123.	Zebon Copse Community Centre at night
124.	Zebon Copse Park and Community Centre.
125.	Zebon Copse teenagers late at night causing vandalism and spreading it around the estate.
126.	Zebon Copse when young people loiter noisily in open spaces (communal).

Appendix F

QUESTION 28

Retail Services and Other Facilities

Question: 28.

How often do you use the following shops and services in Crookham Village Parish?

Enter code:

1. Daily
2. Weekly
3. Monthly
4. Less frequently
5. Never

PERSON

Local shop

Mobile library

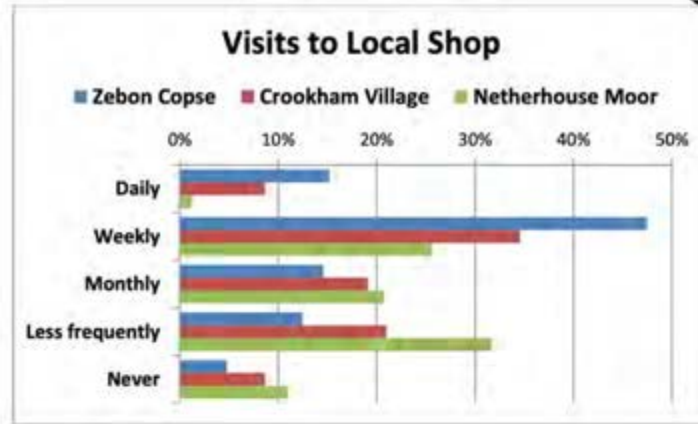
Newsagent

Post office

A	B	C	D	E	F
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Appendix F

QUESTION 28

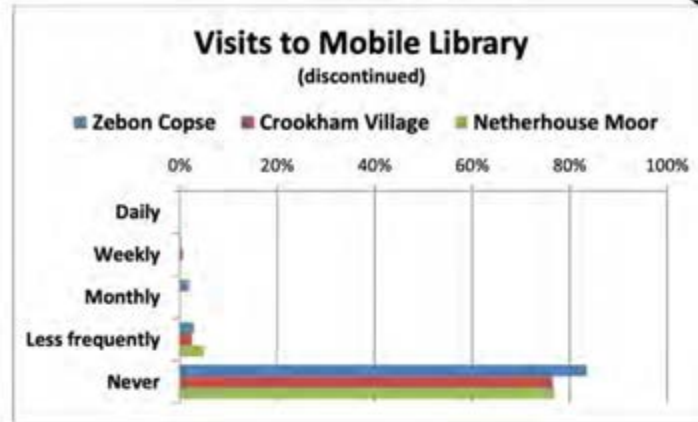


Local shop	All	Zebon Copse	Crookham Village	Netherhouse Moor
Daily	88	73	14	1
Weekly	305	228	56	21
Monthly	118	70	31	17
Less frequently	120	60	34	26
Never	46	23	14	9
total	677	454	149	74

Local shop	All	Zebon Copse	Crookham Village	Netherhouse Moor
Daily	12%	15%	9%	1%
Weekly	42%	48%	35%	26%
Monthly	16%	15%	19%	21%
Less frequently	17%	13%	21%	32%
Never	6%	5%	9%	11%

Appendix F

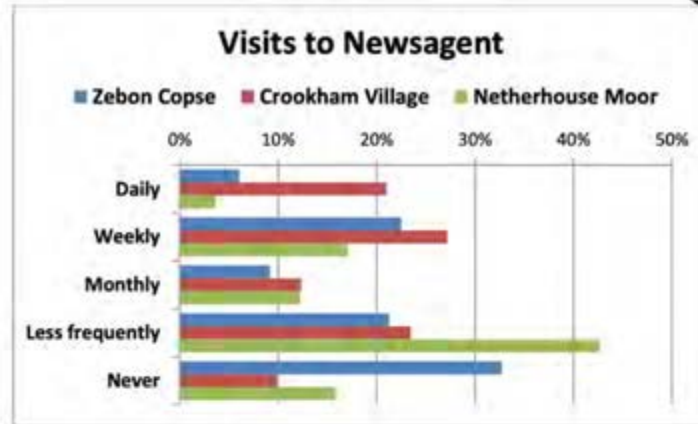
QUESTION 28



1. Would use mobile library if I were retired. Believe it's invaluable to the community.

Mobile library	All	Zebon Copse	Crookham Village	Netherhouse Moor
Daily	0	0	0	0
Weekly	2	1	1	0
Monthly	9	9	0	0
Less frequently	22	14	4	4
Never	588	401	124	63
total	621	425	129	67

Mobile library	All	Zebon Copse	Crookham Village	Netherhouse Moor
Daily	0%	0%	0%	0%
Weekly	0%	0%	1%	0%
Monthly	1%	2%	0%	0%
Less frequently	3%	3%	2%	5%
Never	81%	84%	77%	77%

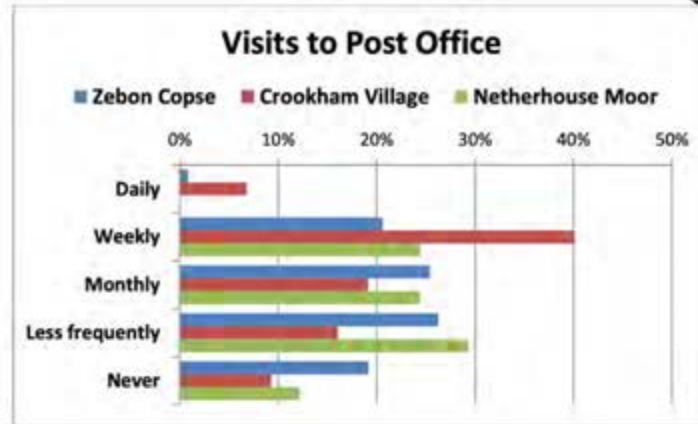


Newsagent	All	Zebon Copse	Crookham Village	Netherhouse Moor
Daily	66	29	34	3
Weekly	166	108	44	14
Monthly	74	44	20	10
Less frequently	175	102	38	35
Never	186	157	16	13
total	667	440	152	75

Newsagent	All	Zebon Copse	Crookham Village	Netherhouse Moor
Daily	9%	6%	21%	4%
Weekly	23%	23%	27%	17%
Monthly	10%	9%	12%	12%
Less frequently	24%	21%	23%	43%
Never	26%	33%	10%	16%

Appendix F

QUESTION 28



Post office	All	Zebon Copse	Crookham Village	Netherhouse Moor
Daily	15	4	11	0
Weekly	184	99	65	20
Monthly	173	122	31	20
Less frequently	176	126	26	24
Never	117	92	15	10
total	665	443	148	74

Post office	All	Zebon Copse	Crookham Village	Netherhouse Moor
Daily	2%	1%	7%	0%
Weekly	25%	21%	40%	24%
Monthly	24%	25%	19%	24%
Less frequently	24%	26%	16%	29%
Never	16%	19%	9%	12%

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QUESTION 29

Question: 29.

If you use the village Post Office, please say what for:

PERSON

Postal services

Pensions/allowances

Giro bank/savings certificates etc.

Banking

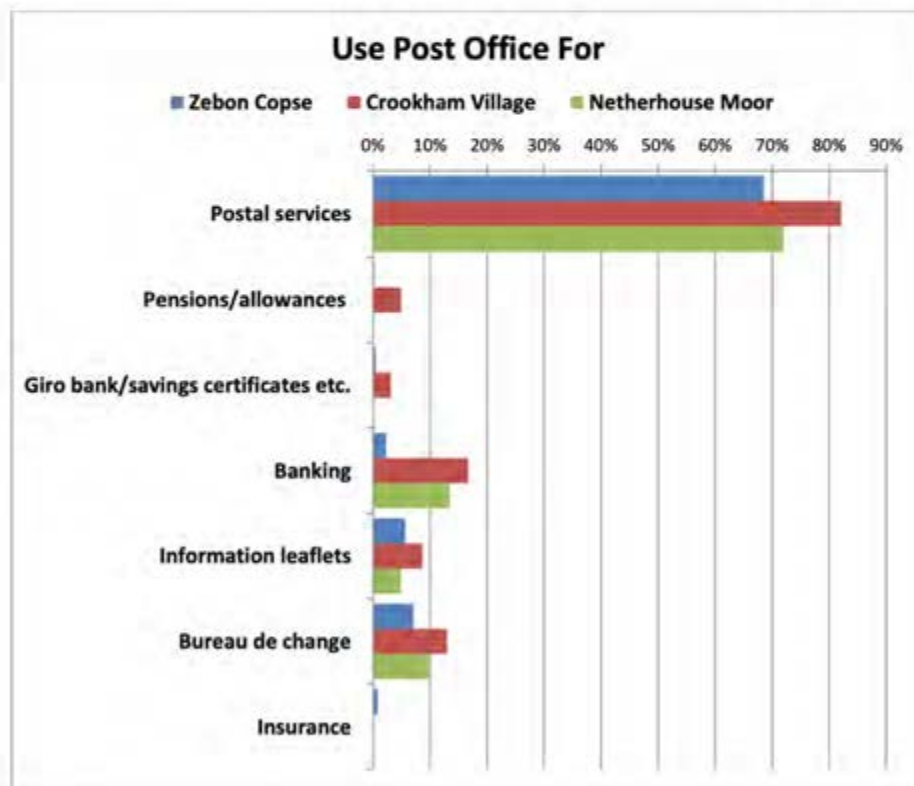
Information leaflets

Bureau de change

Insurance

Tick more than one box if appropriate

	A	B	C	D	E	F
Postal services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pensions/allowances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Giro bank/savings certificates etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Banking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Information leaflets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bureau de change	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Insurance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Appendix F

QUESTION 29

	All	Zebon Copse	Crookham Village	Netherhouse Moor
total responders Q5	724	480	162	82

TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Postal services	521	329	133	59
Pensions/allowances	9	1	8	0
Giro bank/savings certificates etc.	7	2	5	0
Banking	49	11	27	11
Information leaflets	45	27	14	4
Bureau de change	63	34	21	8
Insurance	4	4	0	0

PERCENTAGE	All	Zebon Copse	Crookham Village	Netherhouse Moor
Postal services	72%	69%	82%	72%
Pensions/allowances	1%	0%	5%	0%
Giro bank/savings certificates etc.	1%	0%	3%	0%
Banking	7%	2%	17%	13%
Information leaflets	6%	6%	9%	5%
Bureau de change	9%	7%	13%	10%
Insurance	1%	1%	0%	0%

Leisure Facilities

Question: 30.

Are you aware of what is on offer at the following places?

Enter code: Yes = 1; No = 2; not interested = 3.

PERSON

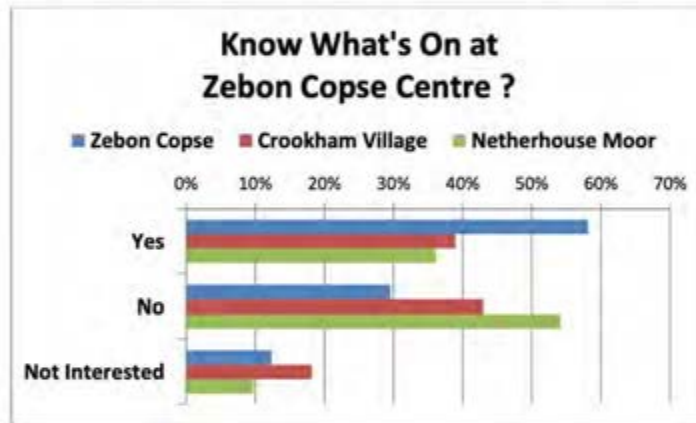
Zebon Copse Centre

The WI Hall, The Street, Crookham Village

Crookham Street Social Club

Leisure Centre at Hitches Lane

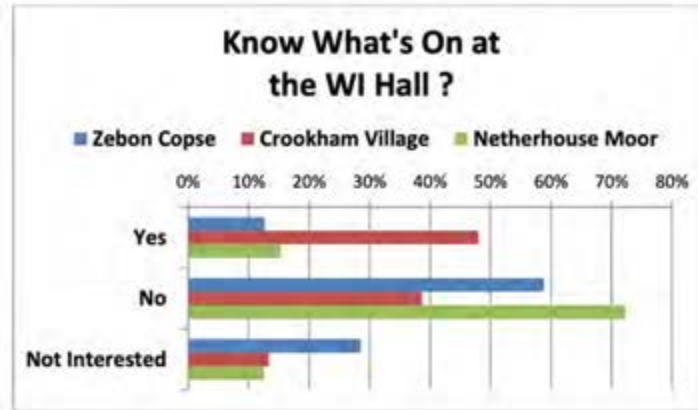
	A	B	C	D	E	F
Zebon Copse Centre	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
The WI Hall, The Street, Crookham Village	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Crookham Street Social Club	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Leisure Centre at Hitches Lane	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



	All	Zebon Copse	Crookham Village	Netherhouse Moor
total responders Q5	724	480	162	82

Zebon Copse Centre	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	348	264	58	26
No	237	134	64	39
Not Interested	90	56	27	7
total	675	454	149	72

Zebon Copse Centre	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	52%	58%	39%	36%
No	35%	30%	43%	54%
Not Interested	13%	12%	18%	10%

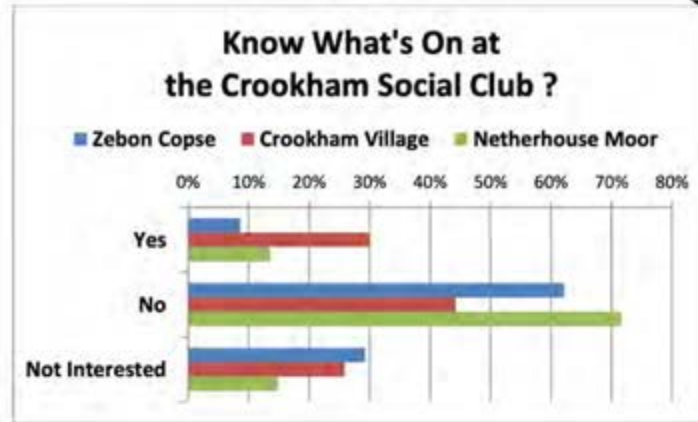


The WI Hall The Street, Crookham Village				
	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	139	56	72	11
No	370	260	58	52
Not Interested	155	126	20	9
total	664	442	150	72

The WI Hall The Street, Crookham Village				
	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	21%	13%	48%	15%
No	56%	59%	39%	72%
Not Interested	23%	29%	13%	13%

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QUESTION 30

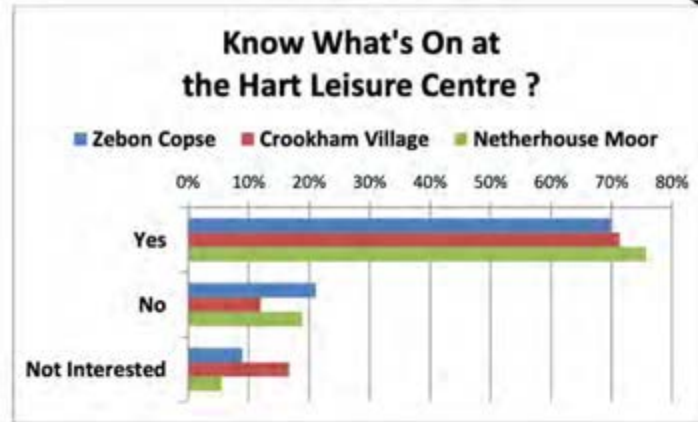


Crookham Street Social Club	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	92	38	44	10
No	392	274	65	53
Not Interested	178	129	38	11
total	662	441	147	74

Crookham Street Social Club	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	14%	9%	30%	14%
No	59%	62%	44%	72%
Not Interested	27%	29%	26%	15%

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QUESTION 30



Leisure Centre at Hitches Lane	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	475	312	107	56
No	126	94	18	14
Not Interested	69	40	25	4
total	670	446	150	74

Leisure Centre at Hitches Lane	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	71%	70%	71%	76%
No	19%	21%	12%	19%
Not Interested	10%	9%	17%	5%

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QUESTION 31

Question: 31.

How many times a month do you use these facilities?

Enter code:

- 1. More than 10
- 2. Between 6 and 10
- 3. Between 1 and 5
- 4. Less frequently
- 5. Never

PERSON

Zebon Copse Centre

WI Hall

Crookham St Social Club

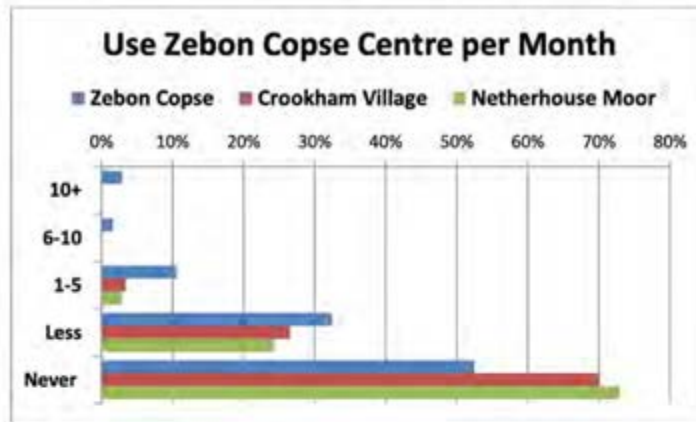
Lea Green (Netherhouse Moor) playground

Zebon sports areas

Zebon playgrounds

A	B	C	D	E	F
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

QUESTION 31

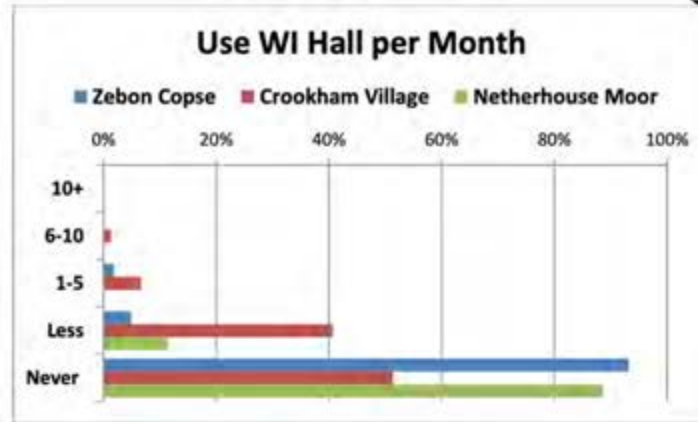


Zebon Copse Centre	All	Zebon Copse	Crookham Village	Netherhouse Moor
More than 10	13	13	0	0
Between 6 and 10	7	7	0	0
Between 1 and 5	54	47	5	2
Less frequently	200	144	39	17
Never	387	233	103	51
total	661	444	147	70

Zebon Copse Centre	All	Zebon Copse	Crookham Village	Netherhouse Moor
10+	2%	3%	0%	0%
6-10	1%	2%	0%	0%
1-5	8%	11%	3%	3%
Less	30%	32%	27%	24%
Never	59%	52%	70%	73%

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QUESTION 31

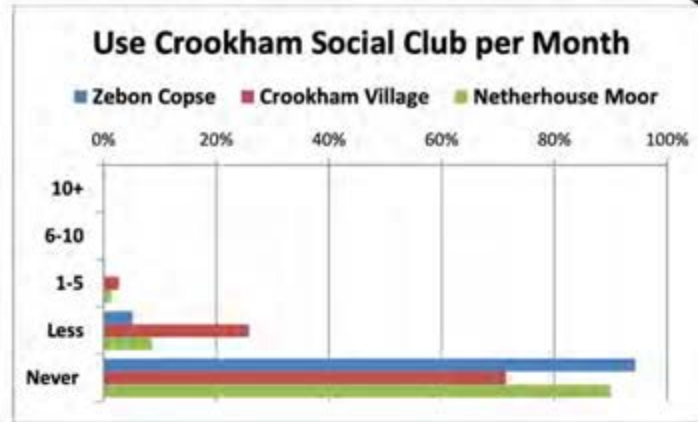


WI Hall	All	Zebon Copse	Crookham Village	Netherhouse Moor
More than 10	0	0	0	0
Between 6 and 10	2	0	2	0
Between 1 and 5	18	8	10	0
Less frequently	90	21	61	8
Never	537	398	77	62
total	647	427	150	70

WI Hall	All	Zebon Copse	Crookham Village	Netherhouse Moor
10+	0%	0%	0%	0%
6-10	0%	0%	1%	0%
1-5	3%	2%	7%	0%
Less	14%	5%	41%	11%
Never	83%	93%	51%	89%

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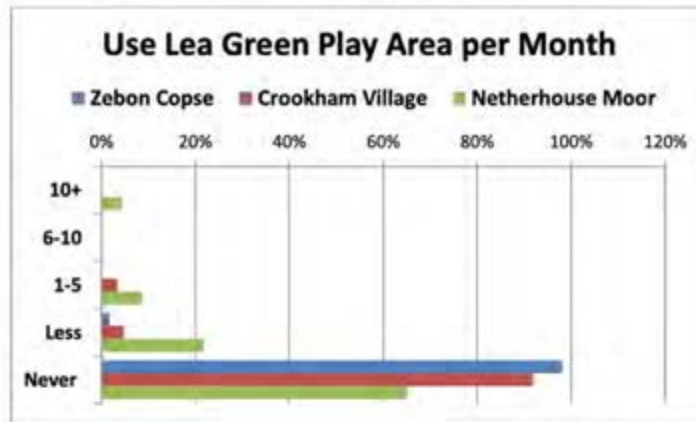
QUESTION 31



Crookham St Social Club	All	Zebon Copse	Crookham Village	Netherhouse Moor
More than 10	1	1	0	0
Between 6 and 10	0	0	0	0
Between 1 and 5	6	1	4	1
Less frequently	66	22	38	6
Never	570	402	105	63
total	643	426	147	70

Crookham St Social Club	All	Zebon Copse	Crookham Village	Netherhouse Moor
10+	0%	0%	0%	0%
6-10	0%	0%	0%	0%
1-5	1%	0%	3%	1%
Less	10%	5%	26%	9%
Never	89%	94%	71%	90%

QUESTION 31

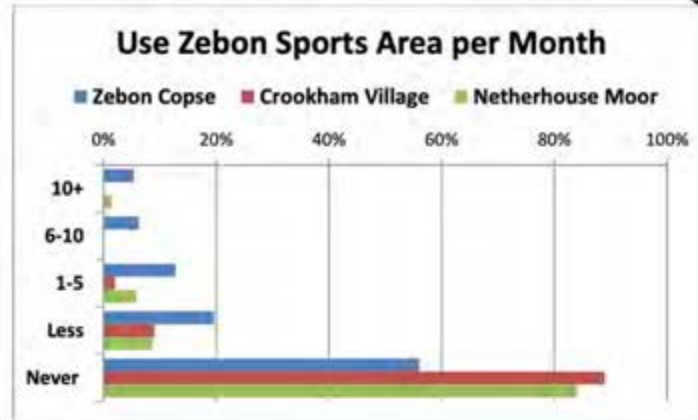


Lea Green (Netherhouse Moor) playground				
	All	Zebon Copse	Crookham Village	Netherhouse Moor
More than 10	3	0	0	3
Between 6 and 10	0	0	0	0
Between 1 and 5	12	1	5	6
Less frequently	29	7	7	15
Never	602	422	135	45
total	646	430	147	69

Lea Green (Netherhouse Moor) playground				
	All	Zebon Copse	Crookham Village	Netherhouse Moor
10+	0%	0%	0%	4%
6-10	0%	0%	0%	0%
1-5	2%	0%	3%	9%
Less	4%	2%	5%	22%
Never	93%	98%	92%	65%

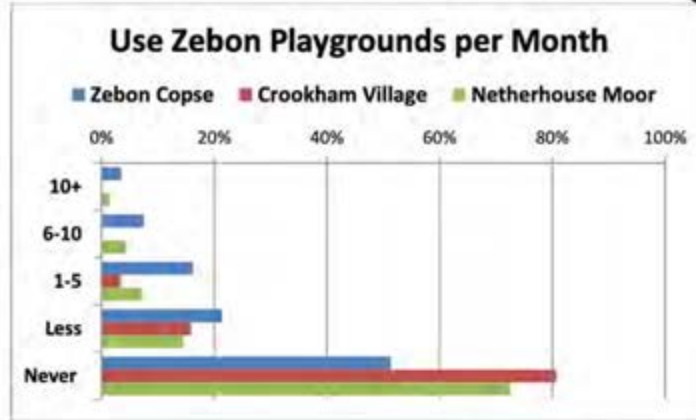
Appendix F

QUESTION 31



Zebon sports areas	All	Zebon Copse	Crookham Village	Netherhouse Moor
More than 10	24	23	0	1
Between 6 and 10	27	27	0	0
Between 1 and 5	62	55	3	4
Less frequently	103	84	13	6
Never	427	241	128	58
total	643	430	144	69

Zebon sports areas	All	Zebon Copse	Crookham Village	Netherhouse Moor
10+	4%	5%	0%	1%
6-10	4%	6%	0%	0%
1-5	10%	13%	2%	6%
Less	16%	20%	9%	9%
Never	66%	56%	89%	84%



Zebon playgrounds	All	Zebon Copse	Crookham Village	Netherhouse Moor
More than 10	16	15	0	1
Between 6 and 10	35	32	0	3
Between 1 and 5	79	69	5	5
Less frequently	124	91	23	10
Never	385	218	117	50
total	639	425	145	69

Zebon playgrounds	All	Zebon Copse	Crookham Village	Netherhouse Moor
10+	3%	4%	0%	1%
6-10	5%	8%	0%	4%
1-5	12%	16%	3%	7%
Less	19%	21%	16%	14%
Never	60%	51%	81%	72%

Appendix F

QUESTION 31

1.	Community centre play areas are good and well maintained.
2.	Could do with a booklet on them?
3.	Crookham St Social club - it is a mystery who can use it and for what?
4.	Did not know any social events occurred at the WI Hall and did not know Crookham St had a social club. Don't know where to find out what is going on at the WI Hall!
5.	Don't know where any playgrounds are except Zebon Copse - need info!!
6.	Don't think facilities are well advertised.
7.	Excellent facilities at Zebon Copse centre and surrounding sports fields.
8.	Go to WI Hall when there is an event. Others not applicable to me.
9.	Good
10.	Have only used WI Hall as polling station.
11.	I am interested, but time is something I do not have.
12.	I think it should be priority to reinstate the children's playground at Netherhouse Moor. Less talk and committee and certainly less 'health and safety' which only serves to stifle creativity, progress and decision-making.
13.	Lea Green needs its long-awaited re-vamp. Make the most of the green area.
14.	Lea Green not currently in use. Hopefully this can be replaced shortly.
15.	Lea Green play equipment has been removed - not sure if it's to be replaced. But the path across Lea Green needs looking at - as it wasn't edged, it's now only half as wide as it was when first set down, and the gravel is often covered in mud, meaning that people walk alongside the path on the grass - hardly the idea!
16.	Litter and dog fouling can be an issue especially following w/e's.
17.	Litter collection is not very good at Zebon Copse playgrounds.
18.	Looking forward to the new play facilities being installed
19.	Not happy with the management of Crookham Social Club - never communicates with members eg advising when events are on, AGM held etc.
20.	Not used/aware of what is on offer as recently moved to area
21.	Notices containing details of what is on at the above venues would be very helpful i.e. notices on boards by the village shop and Zebon Copse would be good
22.	Only to walk round the field
23.	Parks monopolised by children who are too old for the equipment. Bad language in presence of youngsters.
24.	Persons A,D: Squash Person B: Paleatis [?? Pilates ??]
25.	Playground is good grandchildren enjoy the facilities
26.	Social Club - no area for smokers so noise all the time for people living around area and bad language!
27.	Sports area and playground we use more in the spring/summer months
28.	Sports facilities are poor. No swimming pool, cricket, rugby or running facilities.
29.	Teenagers (we suspect) leaving broken bottles. Could do with more play equipment in the small children area.
30.	The new Zebon Copse Centre is great investment. Thank you
31.	The play equipment has been taken away [from Lea Green]. I used to use the play area, but it is under refurbishment so I can't.

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QUESTION 31

32.	The ZCC Centre is a fantastic local facility and being well maintained and managed. I would like to see more community-organised fairs perhaps for encouragement of small businesses to be able to hire a stall for retail purposes and more assistance for advertising for these.
33.	The Zebon Copse Centre is very good and has good facilities - my son has cubs there. The Zebon playgrounds/sports areas are also very pleasant.
34.	The Zebon Copse Centre was sited in the wrong place. It would have been better sited on the main Brandon Rd so more people would meet and use it and be aware it is there. Better signage from the main roads.
35.	The Zebon Copse playground is often the 'highlight' of a stroll through the estate.
36.	Use Zebon fields for dog walking
37.	We don't know about these??
38.	We hope the Lea Green playground where we take our grandchildren will be quickly replaced and not take forever to be renewed.
39.	WI Hall needs money spending on it or replacing with a modern building
40.	Will use more now have a young family
41.	Would it be possible to install a skate park at the Zebon Copse play area?
42.	Youth centre or youth club in Zebon Copse. I work within local Spar and often have bored teens and children due to no money and nowhere to go. Maybe Some sort of skate park at Zebon park.
43.	Zebon Copse Centre is excellent! Invest more in the playgrounds.
44.	Zebon Copse Centre used by U3A Shakespeare group.
45.	Zebon playground good. No noticeboard at Zebon Copse Centre to let you know what goes on there. Have no idea about facilities at WI Hall or Crookham Social Club as they don't seem to advertise at all.
46.	Zebon playgrounds are excellent
47.	Zebon playgrounds are very good
48.	Zebon playgrounds are well kept
49.	Zebon sports and play areas are excellent but need more litter picking in these areas.

Appendix F

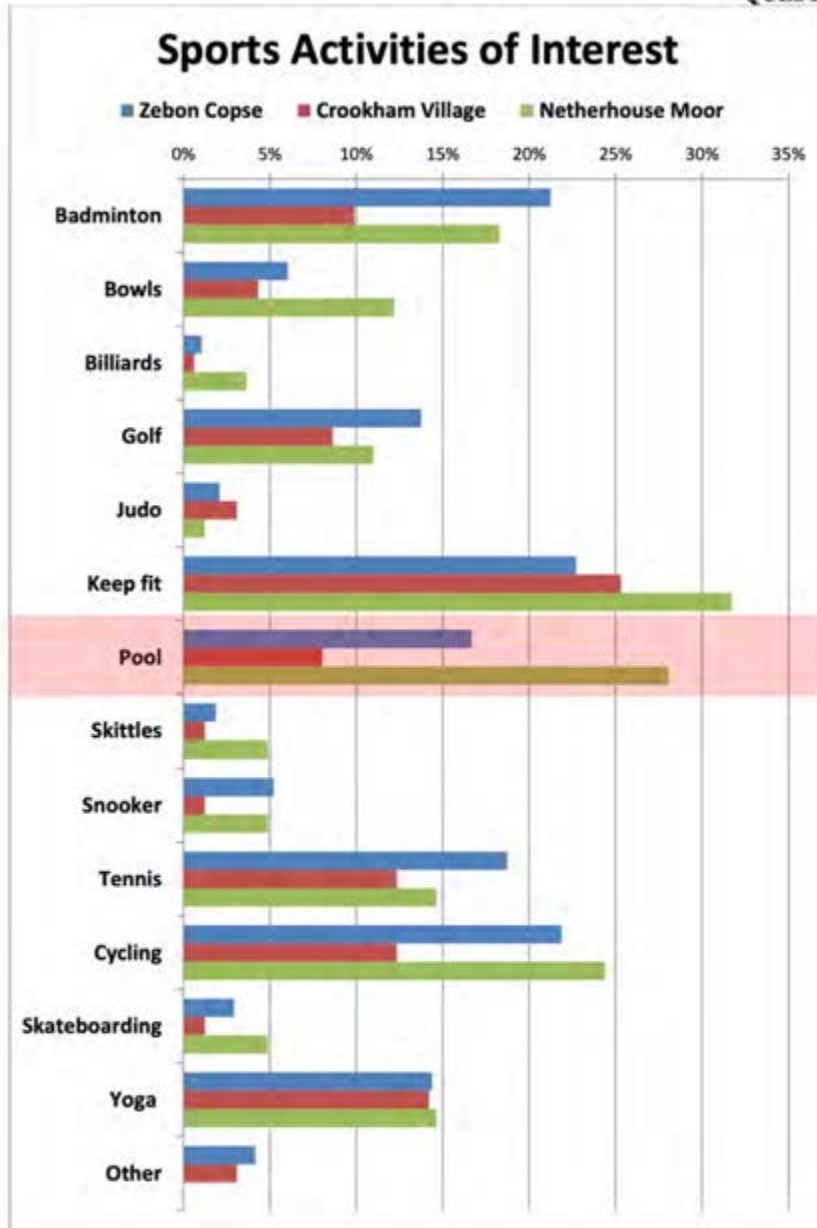
QUESTION 32

Question: 32.

Which new sports clubs/activities would you attend in Crookham Village Parish if they were provided?

Tick more than one box if appropriate

PERSON	A	B	C	D	E	F
Badminton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bowls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Billiards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Golf	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Keep fit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Skittles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Snooker	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tennis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Skateboarding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Yoga	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Note that there was confusion between POOL as in bar game and POOL as in swimming. The totals for pool are therefore very suspect.

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QUESTION 32

	All	Zebon Copse	Crookham Village	Netherhouse Moor
total responders Q5	724	480	162	82

TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Badminton	133	102	16	15
Bowls	46	29	7	10
Billiards	9	5	1	3
Golf	89	66	14	9
Judo	16	10	5	1
Keep fit	176	109	41	26
Pool	116	80	13	23
Skittles	15	9	2	4
Snooker	31	25	2	4
Tennis	122	90	20	12
Cycling	145	105	20	20
Skateboarding	20	14	2	4
Yoga	104	69	23	12
Other	25	20	5	0

PERCENTAGE	All	Zebon Copse	Crookham Village	Netherhouse Moor
Badminton	18%	21%	10%	18%
Bowls	6%	6%	4%	12%
Billiards	1%	1%	1%	4%
Golf	12%	14%	9%	11%
Judo	2%	2%	3%	1%
Keep fit	24%	23%	25%	32%
Pool	16%	17%	8%	28%
Skittles	2%	2%	1%	5%
Snooker	4%	5%	1%	5%
Tennis	17%	19%	12%	15%
Cycling	20%	22%	12%	24%
Skateboarding	3%	3%	1%	5%
Yoga	14%	14%	14%	15%
Other	3%	4%	3%	0%

What other facilities would you like?

1.	A proper gym = with all facilities: gym, weights, cross trainers etc. Swimming facilities. Various classes: Yoga, body [plump?]
2.	aerobics classes rock climbing cross fit spinning running club
3.	All activities undertaken outside CVP area
4.	An athletics running track may be popular.
5.	Another swimming pool is needed
6.	Any dance classes for over 50s. Card making/scrapbooking classes.
7.	As a member of the U3A we already participate in Pilates and cycling
8.	Ballroom and Latin dancing
9.	Basingstoke Canal towpath if made more suitable for wheelchair use
10.	Book club Local history club - ie history
11.	Boot camps. Dance classes.
12.	Chess
13.	Cinema shows (as in South Warnborough) if possible
14.	Climbing Outdoor fitness
15.	Clubs for young children would be nice instead of travelling further afield.
16.	Dance classes
17.	Darts
18.	Films
19.	Football
20.	Group exercise classes
21.	Gym
22.	Gym Gaming
23.	Hart Leisure Centre we use.
24.	Just moved to area so need info. Person A- a fitness instructor so keen to start a bootcamp!
25.	Karting
26.	Keep fit for 50's and over.
27.	Keep fit for the mature person Activities would be nice e.g. Coffee mornings Jumble sales Discussion group Local history Guided walks showing things of interest, wildlife, plants, historical and general interest Willow weaving, wreath making, making a bird box, insect tower, bat box, hedgehog hotel!

Appendix F

QUESTION 32

28.	Language lessons
29.	Less Mills classes: BodyCombat; BodyBalance;BodyPump;Core training; Zumba.
30.	Meditation Gym
31.	More football pitches for younger kids and floodlit pitches for winter use Crookham Rovers currently based in Farnborough!! (Cody S&SC)
32.	More running clubs
33.	Netball
34.	Netball. Water skiing. Football.
35.	No cycling club needed. There are cycle runs from 1. East St in Farnham - Sat 2. Pedal Heaven in Fleet - Wed + Sun 3. Farnham Tri Club from the leisure centre on Hitches Lane every Saturday morning.
36.	None - too old
37.	Not concerned
38.	Other clubs/activities other than sport? I run a small business based on craft activities. What about having arranged activities for these kind of hobbies/interests?
39.	Person A: Rugby, rugby minis Person B. Pilates, hockey
40.	Person B would like a skate park installing at Zebon Copse. There is ample space for this around the community centre. At the moment, children have to go into Fleet to use the skate park by the Library.
41.	Person B. Bridge.
42.	Pilates classes
43.	Pilates would be great!
44.	Pilates Exercise for 55+ age group
45.	Pilates Rambling
46.	Pilates, tai chi, horse riding.
47.	Poker
48.	Pool - is this a swimming pool or billiards pool? [has ticked on the basis it is swimming pool]
49.	Pool = swimming
50.	Rugby - it is a national sport.
51.	Run club
52.	Squash - Leisure Centre adequate
53.	Sufficient clubs and activities available close enough to the village in Fleet etc don't need them here. Enough sports facilities at Hart Leisure centre.
54.	Swimming pool
55.	Swimming pool is not available much during week and on Saturday for adult swim. It's all schools and clubs and it's expensive and not too clean and no cafe. It's a disappointment.
56.	Table tennis
57.	Table tennis
58.	Table tennis
59.	Table tennis
60.	Table tennis - definitely
61.	There are good facilities nearby.

Appendix F

QUESTION 32

62.	There is no all-weather track facility and floodlighting in Crookham parish. (Also applies to the whole of the Fleet area). I think this is a disgrace in this relatively affluent region.
63.	We use Aldershot Army Garrison as it's cheaper than the local (Hitches Lane) options
64.	Rugby (A) Zumba - aerobics = Pilates (B)

Appendix F

QUESTION 33

Question: 33.

Should Crookham Village Parish have additional-play areas?

Enter code:

1. Children's play equipment.
2. Adult exercise equipment.
3. Both child and adult equipment.

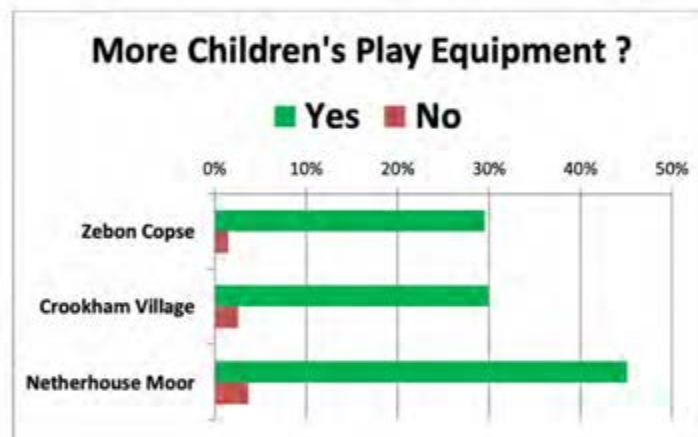
PERSON

Yes

No

No opinion

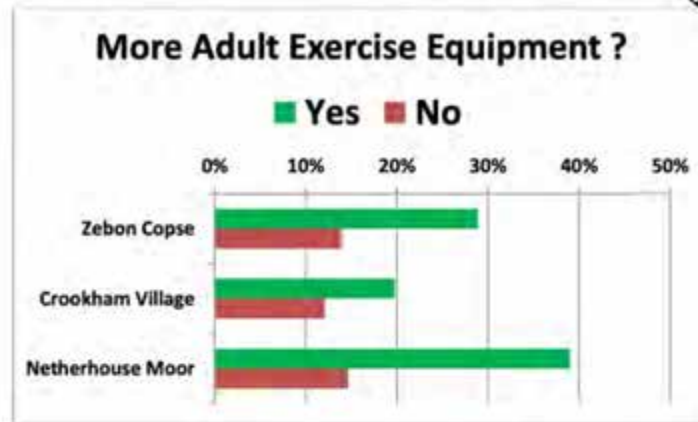
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	All	Zebon Copse	Crookham Village	Netherhouse Moor
total responders Q5	724	480	162	82

Child + Both	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	224	140	47	37
No	14	7	4	3

Child + Both	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	31%	30%	30%	45%
No	2%	1%	3%	4%



Adult+Both	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	200	137	31	32
No	97	66	19	12

Adult+Both	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	28%	29%	20%	39%
No	14%	14%	12%	15%

If yes above, what extra equipment would you like and where should it be located?

1.	A children's play area in Crookham Village would be good - but in reality I doubt there is a location for it?
2.	A park/playground in Crookham Village
3.	A running track (400m) located close to the school on Hitches Lane. School can use it for daily sports and public running clubs use it on evenings.
4.	A site where adults can exercise at the same time as their children can play would be useful. Location on or near Zebon Copse would be good.
5.	A 'trim bahn' as they have in Germany - wooden exercise equipment on a circuit - Lea Green - Netherhouse Moor Additional play areas for children on Lea Green - Netherhouse Moor
6.	Additional play equipment at ZCC playground and also it would be great to add to the Leisure centre facilities or provide at a new leisure centre outside play area (free). Instead of adult equipment outside, additional provision of gym equipment with subsidised fees for local leisure centre activities.
7.	Adult cross county lanes etc
8.	Adult exercise equipment could be located near the Zebon Copse centre.
9.	Adult outdoor equipment on Zebon playing fields.

Appendix F

QUESTION 33

10.	Adult trampoline
11.	Along the coastal path in Swansea - opp uni - they have a variety of balance bars, pull up bars etc for adults - they are used a lot and very novel.
12.	Already have a good choice of play areas around Church Crookham/Fleet
13.	Another playground for younger children like the one at Azalea Park would be an excellent addition. This could be located on the Zebon Copse playing fields.
14.	Any space available near Redfields.
15.	Art - Crookham Village
16.	At Lea Green there should be something similar to Ancells Farm playground but without footballing facilities as all areas are overrun with football pitches that not everyone wants to use. How about a little splash pool for Summer use?
17.	At the community centre playing fields (Zebon Copse).
18.	Basketball mini court, chin-up bar, monkey bars near existing older children's play area in Zebon field.
19.	Children's play equipment between Zebon Copse and Aldershot Rd
20.	Children's play equipment e.g. skateboard area like the one at Elvetham Heath. Hopefully this would encourage people to educate their children not to set up ramps outside people's homes and take play equipment (incl. football nets) to the appropriate designated area - i.e. the park! Location : expand existing sites e.g. Zebon Copse Centre and Lea Green (Netherhouse Moor) playground
21.	Children's playground in village centre. Zebon copse playground is quite isolated and remote. I would like to see one in the centre e of the village
22.	Child's play equipment and adult exercise equipment would be good, free resource for all. Would need to be somewhere safe, like on fields behind Crookham Street social club, or by Zebon Copse Community Centre.
23.	Crookham Village Crescent Green would be a great place for play equipment instead of the green play area between Netherhouse Moor and The Lea.
24.	Equipment for older children 10+ similar to adventure area at Zebon Copse.
25.	Exercise equipment suitable for the older person. Possibly place it at Zebon Copse Centre.
26.	Existing facilities should be extended and/or upgraded as funds permit
27.	Fitness outside in parks
28.	Fitness trails in Zebon
29.	General fitness equipment in park areas Not park in Crookham Village Walk for children to Velmead Community Centre or Lea Green across fields (mud!)
30.	good children play areas are always useful for family life and increase the sense of community. Zebon Copse could probably do with another play area more central to the estate
31.	Grove Farm / Social Club
32.	Grove Farm, Netherhouse Moor
33.	Has to be located away from the road, e.g. by the WI Hut.
34.	I don't know as I don't have any children
35.	I have seen exercise circuits in various areas / countries that seemed to be well used and popular - could be incorporated into a run/walk round the canal and Zebon Copse.
36.	In John Hunt's back garden !!
37.	In open space between Jessett Drive and Brandon Road (Zebon) or adjacent to Zebon Copse Centre.
38.	In the forest at intervals for interval training

Appendix F

QUESTION 33

39.	Instead of the public round The Crescent thinking they own the green, why can't it be used as a play area for children? Or why can't Crookham Village have their own hall built on Crescent Green. We used to have a fete on the green, but now it's at Zebon.
40.	Knight Close.
41.	Larger parks, more variety particularly for under 7s.
42.	Larger rather than more
43.	Lea Green
44.	Lea Green
45.	Lea Green playground
46.	Lea Green playground
47.	Lea Green/Netherhouse Moor. Equipment for children aged under 1 year - teens. Include various size slides, swings, climbing, balance, agility.
48.	Locate in Zebon Copse play area - adult gym equipment.
49.	Mats, kettle bells or similar in the community centre in Zebon Copse.
50.	More at Zebon Copse play area
51.	More benches needed on grass parks around Zebon Copse. Would be nice to take a break whilst pushing pushchair. Could also sit and watch older children playing on grass area, too.
52.	More children's play equipment suitable for toddlers. Shade would also be good during the summer. Adult exercise equipment would be brilliant. Would be good if well lit so it can be used on winter evenings. Would be good if both were situated close to appropriate parking area with cycle routes.
53.	More open spaces for everyone to enjoy, parks, gardens, nature reserve, trails. We need to preserve this, this is what makes our area beautiful.
54.	more play areas with slides, seesaws etc
55.	More play equipment for 6-11 year olds located on Zebon Copse.
56.	More playgrounds generally - it would be good if they could be provided in all open spaces
57.	more under 3 play equipment at Zebon Copse Centre, or another area on green off Brandon Road in Zebon Copse. - trim trail through the nature reserve - natural play area the nature reserve
58.	More variety of children's play equipment at Zebon Copse. Badminton courts at Zebon Copse Community Centre.
59.	More young children's parks or a larger park area
60.	Near established Zebon site
61.	Netherhouse Moor
62.	Netherhouse Moor playground needs updating and expanding. The Zebon playgrounds are good as they are.
63.	New park and facilities on Netherhouse Moor
64.	Not sure
65.	Outdoor fitness/gym equipment - Zebon Copse
66.	outdoor gym at Zebon playing fields
67.	outside gym equipment
68.	Outside gym equipment near Zebon Copse Centre
69.	Person B. On Zebon Copse playing fields.
70.	Play parks. There is virtually nowhere to sit down throughout the estate.
71.	Playground in Brandon Rd field (opposite Water Rede) - big empty space.
72.	please continue with planned Netherhouse Moor play area refurbishment
73.	Please see previous answer

Appendix F

QUESTION 33

74.	Safe green space - on hill off Hitches Lane exercise/trim trail. Children's playground next to WI Hut in place of car park.
75.	Skate park at Zebon Copse Tennis court at Zebon Copse Hard ball area at Zebon Copse
76.	Some sort of army assault course around the play area that adults can use. Chin up bars, tyre runs, small walls to go over etc.
77.	Some swings/slide maybe for young children as there are more children of this group around the village (2-10 years).
78.	Something to keep teens out of trouble would be good! Community Centre teen=adult.
79.	Somewhere for teenagers to go rather than hanging around the streets
80.	Swing and slide at The Crescent.
81.	The council needs to refurbish the Lea Green play area as a matter of urgency.
82.	The Netherhouse Moor play area that has been destroyed I would like a 'Go Ape' park and tyre swing. I would like a zip wire.
83.	The old village
84.	The village green 'The Crescent' should be accessible for everyone. A nice play area would be better here instead of the Lea Green play area. This green isn't used to exhibit the fete, it's just mowed and goes unused although residents around it feel they own it.
85.	We have a choice of two play areas but maybe just a few more swings, slides etc in the smaller play area.
86.	ZCC - adult equipment for keeping fit
87.	Zebon Centre
88.	Zebon Copse - adult exercise equipment
89.	Zebon Copse - more adult play equipment
90.	Zebon Copse Centre playground.
91.	Zebon Copse Centre. Gym.
92.	Zebon Copse park.
93.	Zebon park – skate park. Could make use of natural resources have more stepping stones and more able objects within the park. Climbing equipment which involves imagination not set way to use it.
94.	Zebon playground - not sure what is available
95.	Zip wire in Zebon Copse playground

Appendix F

QUESTION 34

Question: 34.

In relation to the following social/entertainment activities, where do you go to take part in:

Enter code:

1. Crookham Village Parish
2. Hart District
3. Elsewhere
4. Do not participate

PERSON

Amateur dramatics

Musical activities

Evening classes

Dancing

Cinema

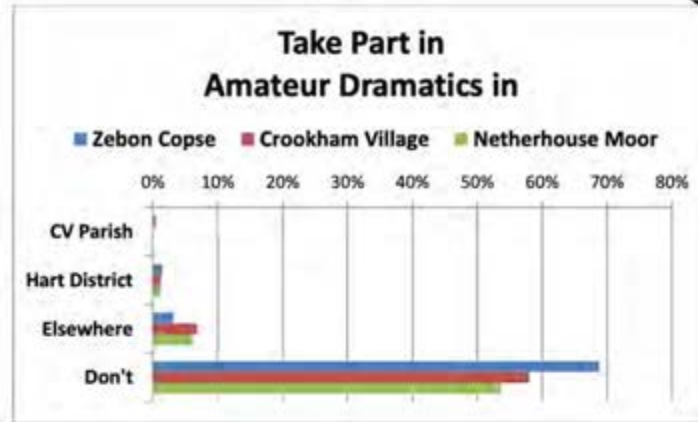
Theatre

Other social activities (describe below)

	A	B	C	D	E	F
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Musical activities	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Evening classes	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Dancing	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Cinema	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Theatre	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other social activities (describe below)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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QUESTION 34



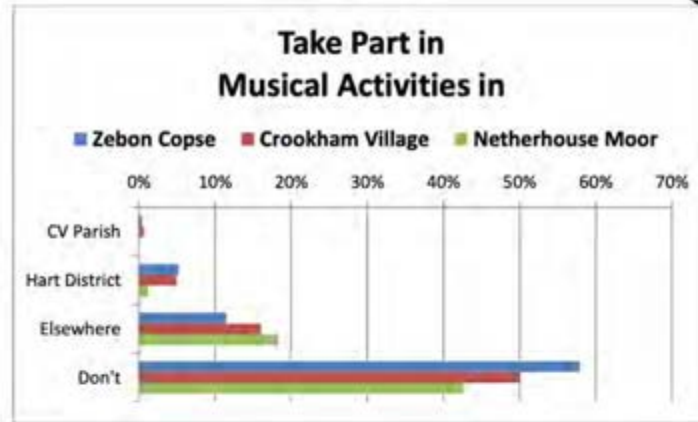
	All	Zebon Copse	Crookham Village	Netherhouse Moor
total responders Q5	724	480	162	82

Amateur dramatics	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	2	2	0	0
Hart District	10	7	2	1
Elsewhere	31	15	11	5
Don't	468	330	94	44

Amateur dramatics	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	0%	0%	0%	0%
Hart District	1%	1%	1%	1%
Elsewhere	4%	3%	7%	6%
Don't	65%	69%	58%	54%

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QUESTION 34

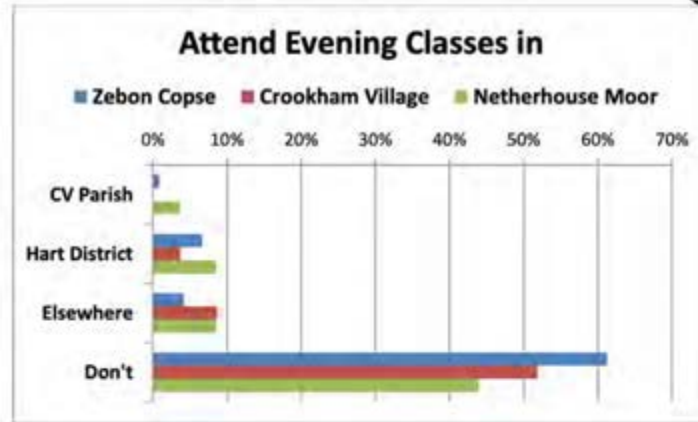


Musical activities	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	3	2	1	0
Hart District	34	25	8	1
Elsewhere	96	55	26	15
Don't	394	278	81	35

Musical activities	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	0%	0%	1%	0%
Hart District	5%	5%	5%	1%
Elsewhere	13%	11%	16%	18%
Don't	54%	58%	50%	43%

Appendix F

QUESTION 34

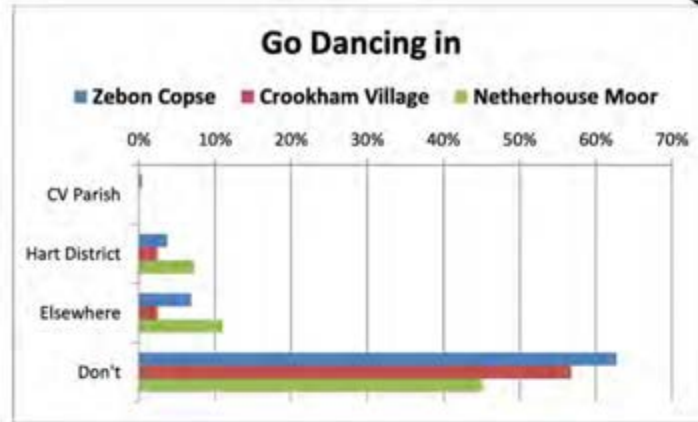


Evening Classes	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	7	4	0	3
Hart District	45	32	6	7
Elsewhere	41	20	14	7
Don't	414	294	84	36

Evening Classes	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	1%	1%	0%	4%
Hart District	6%	7%	4%	9%
Elsewhere	6%	4%	9%	9%
Don't	57%	61%	52%	44%

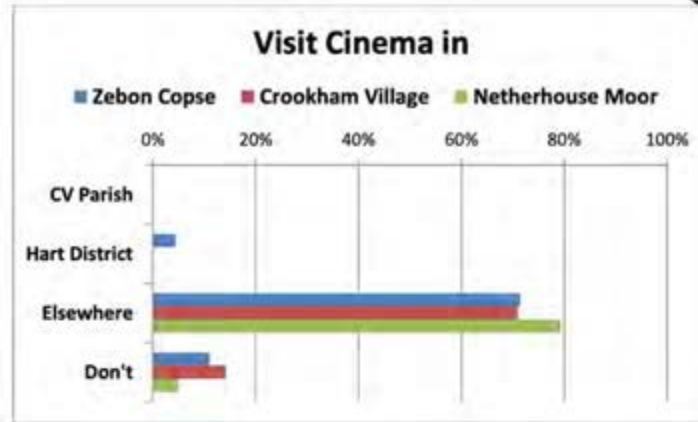
Appendix F

QUESTION 34



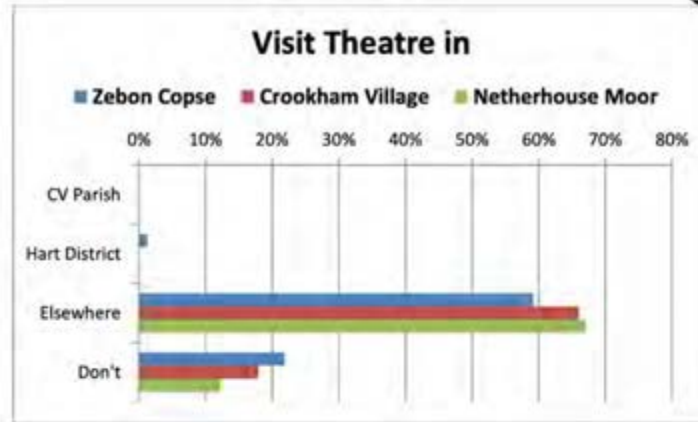
Dancing	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	2	2	0	0
Hart District	28	18	4	6
Elsewhere	46	33	4	9
Don't	430	301	92	37

Dancing	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	0%	0%	0%	0%
Hart District	4%	4%	2%	7%
Elsewhere	6%	7%	2%	11%
Don't	59%	63%	57%	45%



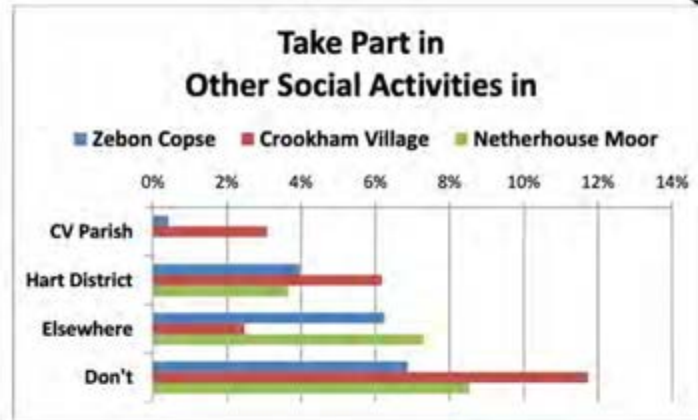
Cinema	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	0	0	0	0
Hart District	21	21	0	0
Elsewhere	523	343	115	65
Don't	80	53	23	4

Cinema	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	0%	0%	0%	0%
Hart District	3%	4%	0%	0%
Elsewhere	72%	71%	71%	79%
Don't	11%	11%	14%	5%



Theatre	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	0	0	0	0
Hart District	6	6	0	0
Elsewhere	446	284	107	55
Don't	144	105	29	10

Theatre	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	0%	0%	0%	0%
Hart District	1%	1%	0%	0%
Elsewhere	62%	59%	66%	67%
Don't	20%	22%	18%	12%



Other Social	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	7	2	5	0
Hart District	32	19	10	3
Elsewhere	40	30	4	6
Don't	59	33	19	7

Other Social	All	Zebon Copse	Crookham Village	Netherhouse Moor
CV Parish	1%	0%	3%	0%
Hart District	4%	4%	6%	4%
Elsewhere	6%	6%	2%	7%
Don't	8%	7%	12%	9%

1.	No social activities. Would like to take part but not enough money, many things very expensive.
2.	Would go locally if there were a cinema etc
3.	A:- gym - elsewhere B: gym - elsewhere
4.	Am a member of Fleet U3A and the Horticultural Society.
5.	Babies and pre-school classes
6.	Band concerts elsewhere
7.	Both belong to Farnborough U3A attending: indoor/outdoor bowls Short tennis (indoor) Walking group (5 miles) Industrial archaeology and science
8.	Bowling
9.	Children's groups
10.	Christ Church Crookham - services, group meetings, concerts, plays.
11.	Church in Fleet
12.	Cinema at Basingstoke
13.	Comedy and music nights at The Harlington
14.	Dog walking at Minley, Ancells Park, Tweseldown

Appendix F

QUESTION 34

15.	Drinking/eating
16.	Eating out - restaurants in Fleet
17.	Eating out.
18.	Eating out. Shopping. Golf.
19.	Eating/dining out
20.	Golf and basketball - elsewhere
21.	Golf at North Hants. Tennis at Avondale Tennis Club.
22.	Gym elsewhere in Farnborough.
23.	Gym in Surrey
24.	Harlington Centre
25.	Have to go to Basingstoke (or now Aldershot) for cinema.
26.	Home - no money!
27.	I do day classes in Arts/Crafts at South Hill Park, Bracknell. I meet for lunch in Camberley I visit many craft and design fairs - none in Hart I visit many garden shows - none in Hart I visit many open gardens - none in Hart (garden yellow book etc) I go on short courses - none in Hart
28.	I have found it very difficult to find out about evening classes. Apart from the library where else would I be able to go to further my cake decorating skills? I cannot seem to find out if 2 large schools in the area have courses available.
29.	I hold every class in my home
30.	I might be 64, but I don't want to socialise as an old person OK. I want a mixed age social life which is why I keep part time working to keep contact with the real world and earn to supplement £47 eve pension. I don't have internet because I cannot afford the monthly fee nor a smart phone. It's not because I don't want just got to pay council tax etc before I even eat!
31.	I play bridge 3 or 4 times a week at various venues including Zebon Copse Centre, Farnham memorial hall, Fleet, Hawley, etc.
32.	Keep Fit classes
33.	Latin American/salsa classes
34.	Meals out - dining (in Hart District)
35.	Members of David Lloyd Centre, Farnham Golf in Crondall
36.	More keep fit
37.	Other clubs and societies.
38.	Person A. Athletics club. Person B. Knitting club, [?? MS lunches ??]
39.	Person B is an active bridge player at various surrounding clubs
40.	Person D. Senior section Guides.
41.	Playing Petanque
42.	Pub quiz attended regularly
43.	Pub visits for meeting friends/dog walks/sports on pub TV
44.	Pubs and clubs Gym classes
45.	Pubs. Shopping, food/groceries, sporting activities unavailable in Hart, restaurants - all elsewhere.

Appendix F

QUESTION 34

46.	Quiz nights at Cody Sports Social Club
47.	Regularly use local pubs/restaurants eg Black Horse, Queens Head and The Exchequer.
48.	Rock choir - Harlington Centre
49.	Skittles
50.	Squash Golf Tennis
51.	swimming - Hart Leisure Centre
52.	Table tennis - Rushmoor Church activities - Hart
53.	Twinning involvement Carol singing involvement Cron dall Road Crowl [?] involvement
54.	U3A activities round Fleet and Church Crookham
55.	U3A art activities within the Hart District
56.	U3A group meetings.
57.	U3A meetings
58.	Walking
59.	Water skiing, netball, volleyball, cinema
60.	We are embers of David Lloyd, Farnham We go to the park run on a Sat morning in Alice Holt Forest
61.	We do not own a car as with a bad heart I am not allowed to drive and buses finish at tea time so the above are not available to use.
62.	Wednesday morning coffee/social gathering in village store coffee shop
63.	Wining / dining - in Crookham Village Parish
64.	Would it be possible to use Zebon Copse Centre to show films or have games evenings? The Sandy Lane Memorial Hall is used by U3A for Mah Jong lessons, WI meetings, Tai Chi, keep fit. The hire fee could go towards the cost of films.
65.	Zebon Copse fete
	Mountain biking - Caesar's Camp and UK wide.

Appendix F

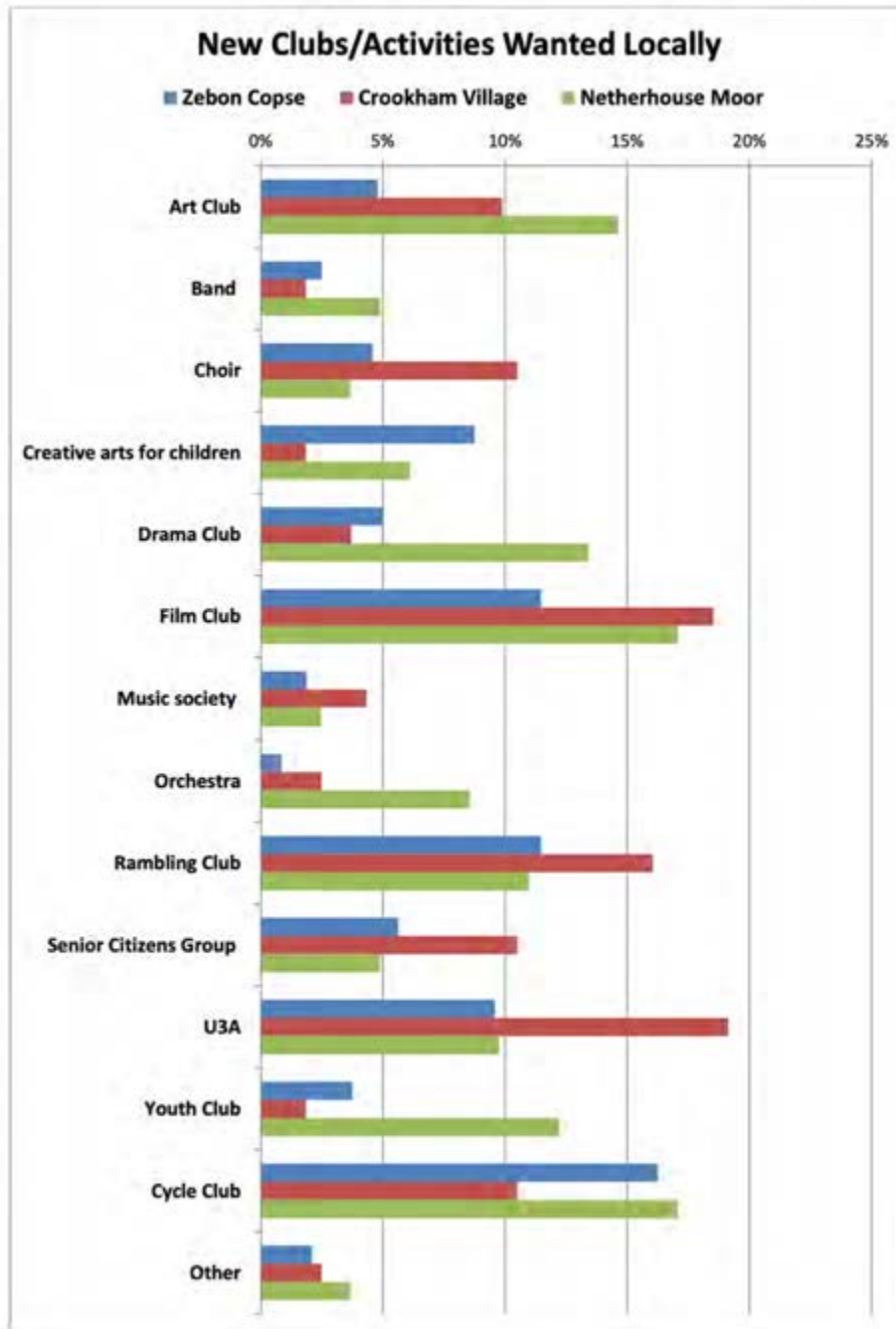
QUESTION 35

Question: 35.

Which new clubs/activities would you attend in Crookham Village Parish if they were provided?

Tick more than one box if appropriate

PERSON	A	B	C	D	E	F
Art club	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Band	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Choir	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Creative arts for children	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drama club	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Film club	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Music society	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Orchestra	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rambling club	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Senior citizens group	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
University of the 3 rd Age (U3A)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Youth club	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle club	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Appendix F

QUESTION 35

	Zebon Copse	Crookham Village	Netherhouse Moor	
total responders Q5	724	480	162	82

TOTALS	All	Zebon Copse	Crookham Village	Netherhouse Moor
Art Club	51	23	16	12
Band	19	12	3	4
Choir	42	22	17	3
Creative arts for children	50	42	3	5
Drama Club	41	24	6	11
Film Club	99	55	30	14
Music society	18	9	7	2
Orchestra	15	4	4	7
Rambling Club	90	55	26	9
Senior Citizens Group	48	27	17	4
U3A	85	46	31	8
Youth Club	31	18	3	10
Cycle Club	109	78	17	14
Other	17	10	4	3

PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Art Club	7%	5%	10%	15%
Band	3%	3%	2%	5%
Choir	6%	5%	10%	4%
Creative arts for children	7%	9%	2%	6%
Drama Club	6%	5%	4%	13%
Film Club	14%	11%	19%	17%
Music society	2%	2%	4%	2%
Orchestra	2%	1%	2%	9%
Rambling Club	12%	11%	16%	11%
Senior Citizens Group	7%	6%	10%	5%
U3A	12%	10%	19%	10%
Youth Club	4%	4%	2%	12%
Cycle Club	15%	16%	10%	17%
Other	2%	2%	2%	4%

Appendix F

QUESTION 35

Which other new clubs/activities would you attend in Crookham Village Parish if they were provided?

1.	Allotments !
2.	Allotments!
3.	Blues/rock music 'jams' - turn up and play with other musicians.
4.	Book club
5.	Book club
6.	Book club Photography Coffee club
7.	Bridge Club
8.	Camera/photography
9.	Chess
10.	Chess
11.	Chess
12.	Craft activities for adults eg knitting club or polymer clay etc
13.	Craft club - ie card making, sewing, patchwork etc.
14.	Craft clubs
15.	Dog training? Flyball?
16.	Homework club. Computer games club. Cooking clubs - teaching
17.	I belong to 3 bridge clubs
18.	I would have used creative arts when my son was young. I would use the others if I was retired.
19.	If I was able to leave my home
20.	Italian for beginners
21.	Jumble sale in community hall for raising funds for protecting area of woodland to right of path in Zebon Copse (diagram shows area next to playing field/canal/swing bridge track).
22.	None of the above
23.	Person A. Fleet Beekeepers Person B. U3A Farnham
24.	Pole walking Pool club discussion groups creativity classes dog training dance classes D.I.Y classes
25.	Rugby club
26.	Run club
27.	Running club
28.	Tea dances
29.	Village activities eg treasure hunts, bingo evenings, fundraisers, film nights
30.	Walking and nature group around parish (Journeys of Discovery)
31.	We are moving to Worcestershire!
32.	Yoga/Pilates

Appendix F

QUESTION 38

Question: 36.

What are your views on local social facilities for:

Enter code:

1. Good
2. Reasonable
3. Poor
4. No opinion

PERSON

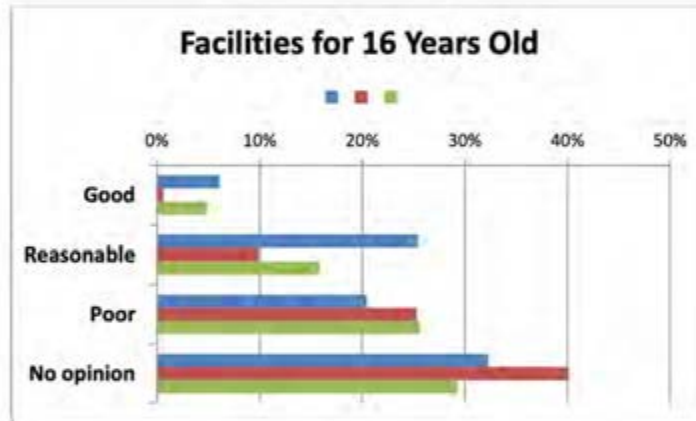
Children up to 16

Young people 17-25

People 26-60

People over 60

A	B	C	D	E	F
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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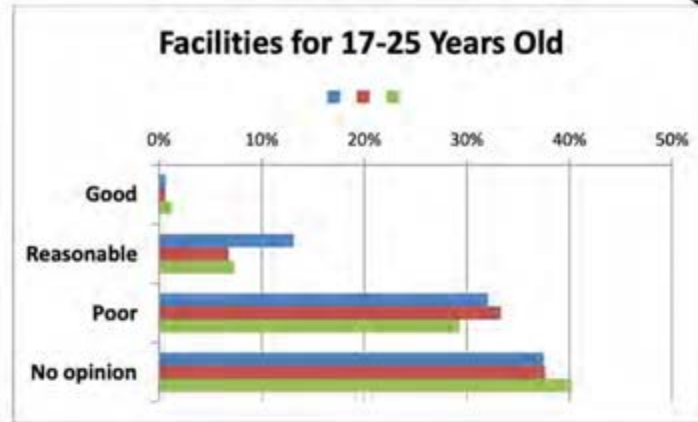
	All	Zebon Copse	Crookham Village	Netherhouse Moor
total responders Q5	724	480	162	82

Children up to 16	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	34	29	1	4
Reasonable	151	122	16	13
Poor	160	98	41	21
No opinion	244	155	65	24

Children up to 16	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	5%	6%	1%	5%
Reasonable	21%	25%	10%	16%
Poor	22%	20%	25%	26%
No opinion	34%	32%	40%	29%

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QUESTION 38

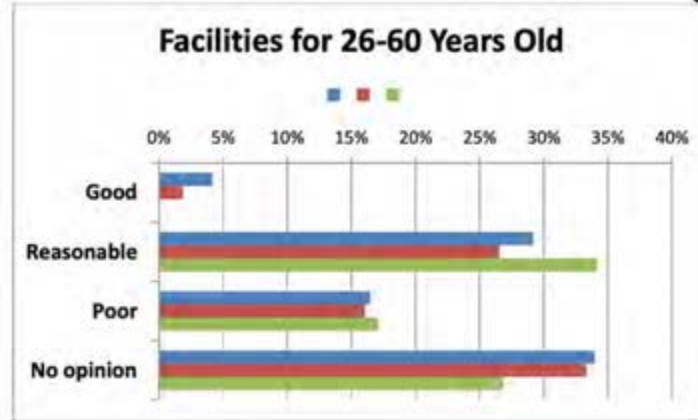


Young people 17-25	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	5	3	1	1
Reasonable	80	63	11	6
Poor	232	154	54	24
No opinion	274	180	61	33

Young people 17-25	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	1%	1%	1%	1%
Reasonable	11%	13%	7%	7%
Poor	32%	32%	33%	29%
No opinion	38%	38%	38%	40%

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QUESTION 38

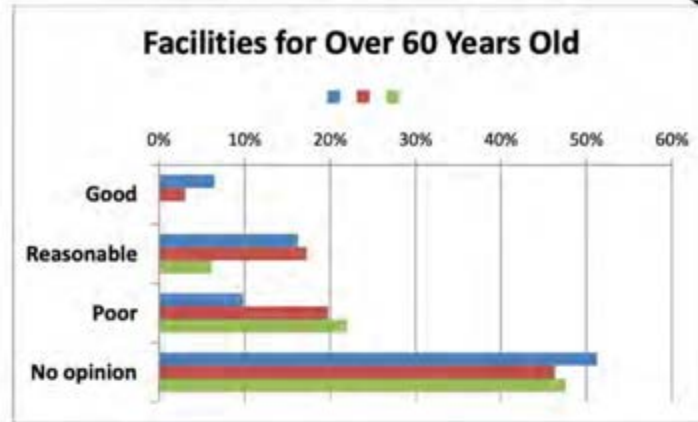


People 26-60	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	23	20	3	0
Reasonable	211	140	43	28
Poor	119	79	26	14
No opinion	239	163	54	22

People 26-60	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	3%	4%	2%	0%
Reasonable	29%	29%	27%	34%
Poor	16%	16%	16%	17%
No opinion	33%	34%	33%	27%

Appendix F

QUESTION 38



People over 60	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	36	31	5	0
Reasonable	111	78	28	5
Poor	97	47	32	18
No opinion	360	246	75	39

People over 60	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	5%	6%	3%	0%
Reasonable	15%	16%	17%	6%
Poor	13%	10%	20%	22%
No opinion	50%	51%	46%	48%

Appendix F

QUESTION 38

Information and Communication

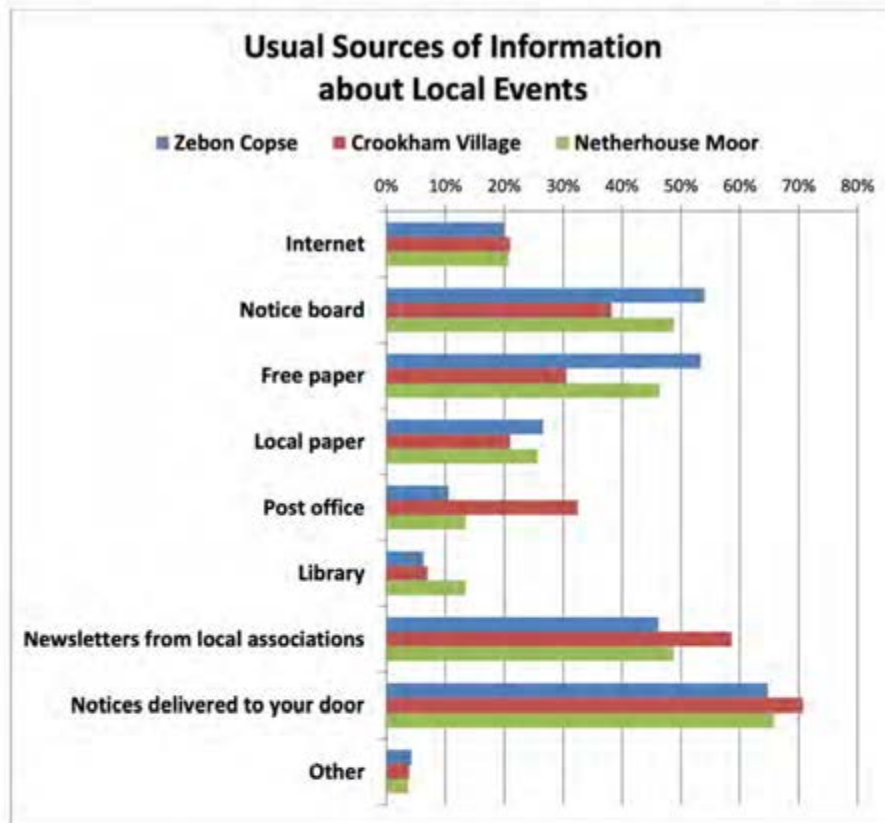
Question: 37.

Where do you usually get information about events taking place in Crookham Village Parish?

Tick more than one box if appropriate

PERSON	A	B	C	D	E	F
Internet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Notice board	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Free paper	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local paper	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Post office	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Library	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Newsletters from local associations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Notices delivered to your door	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	All	Zebon Copse	Crookham Village	Netherhouse Moor
TOTAL				
Internet	145	95	33	17
Notice board	356	256	60	40
Free paper	339	253	48	38
Local paper	180	126	33	21
Post office	112	50	51	11
Library	52	30	11	11
Newsletters from local associations	351	219	92	40
Notices delivered to your door	472	307	111	54
Other	29	20	6	3
PERCENT				
Internet	20%	20%	21%	21%
Notice board	50%	54%	38%	49%
Free paper	48%	53%	31%	46%
Local paper	25%	27%	21%	26%
Post office	16%	11%	32%	13%
Library	7%	6%	7%	13%
Newsletters from local associations	49%	46%	59%	49%
Notices delivered to your door	66%	65%	71%	66%
Other	4%	4%	4%	4%



1.	B doesn't take any notice
2.	C & D from parents
3.	Crookham Connection
4.	Crookham Villager. Crookham Village PC parish news Community news
5.	Email and word of mouth
6.	FACE-IT campaign has kept us in the loop.
7.	Family magazine, Fleet Connections, chatter. Local nursery - Kidsunlimited
8.	Fleet Life magazine
9.	Fleet Life magazine
10.	Friends
11.	Friends and family
12.	Internet would be preferred

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QUESTION 38

13.	More advertising needs to be done. Maybe a monthly newsletter so local people are aware of upcoming events.
14.	Next door neighbour!
15.	Not aware of events - other than parish council meetings and the summer fete.
16.	Notice board by post office
17.	Notices on trees and noticeboards. Sometimes delivered notices.
18.	Person A. My wife!
19.	Pub. Local shop.
20.	School
21.	Signs around area
22.	Signs on the side of the road (Flower show) A - Person B tells me!
23.	Temporary bill boards on the way into Zebon copse
24.	The notices in the verge for the fete are excellent
25.	Told by family members
26.	We do not receive free paper (courier)
27.	Word of mouth
28.	Word of mouth
29.	Word of mouth
30.	Word of mouth - the grape vine
31.	Would like to receive free paper.
32.	Zebon Copse newsletter

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QUESTION 38

Question: 38.

Do you think the amount of information available about what's going on in Crookham Village Parish is:

PERSON

Good

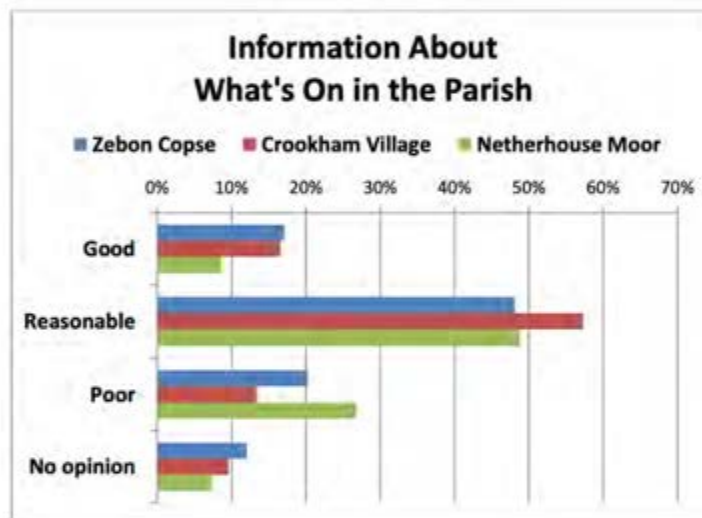
Reasonable

Poor

No opinion

Tick one box only per person

	A	B	C	D	E	F
Good	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reasonable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No opinion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	114	81	26	7
Reasonable	358	228	90	40
Poor	139	96	21	22
No opinion	78	57	15	6

PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Good	16%	17%	17%	9%
Reasonable	50%	48%	57%	49%
Poor	19%	20%	13%	27%
No opinion	11%	12%	10%	7%

Local Government

Question: 39.

Are you aware of the Annual Parish Meeting that is open to all the electors of the Parish?

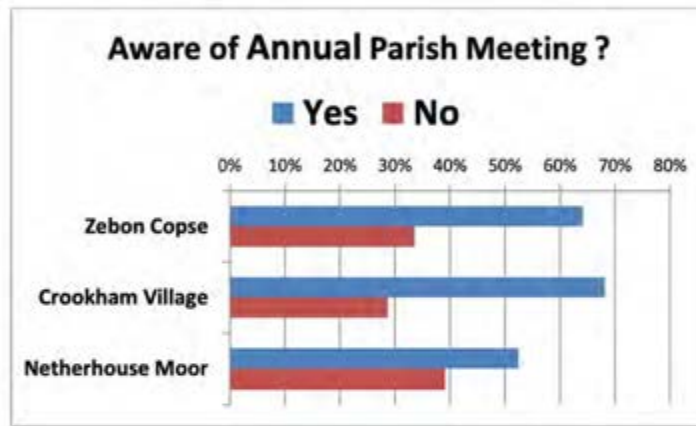
Tick one box only per person

PERSON

Yes

No

A	B	C	D	E	F
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	454	304	107	43
No	236	159	45	32
PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Yes	64%	64%	68%	52%
No	33%	34%	29%	39%

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QUESTION 42

Question: 40.

How well does the Crookham Village Parish Council publicise its decisions and activities?

PERSON

Very well

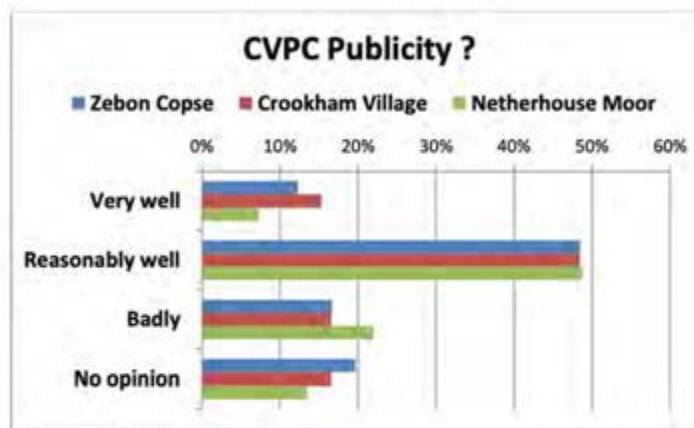
Reasonably well

Badly

No opinion

Tick one box only per person

	A	B	C	D	E	F
Very well	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reasonably well	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Badly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No opinion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
	Very well	88	58	24
Reasonably well	346	230	76	40
Badly	123	79	26	18
No opinion	130	93	26	11
PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Very well	12%	12%	15%	7%
Reasonably well	49%	49%	48%	49%
Badly	17%	17%	17%	22%
No opinion	18%	20%	17%	13%

Appendix F

QUESTION 42

Question: 41.

Are you satisfied with planning decisions made by Hart District Council and the associated procedures and consultations?

PERSON

Totally satisfied

Quite satisfied

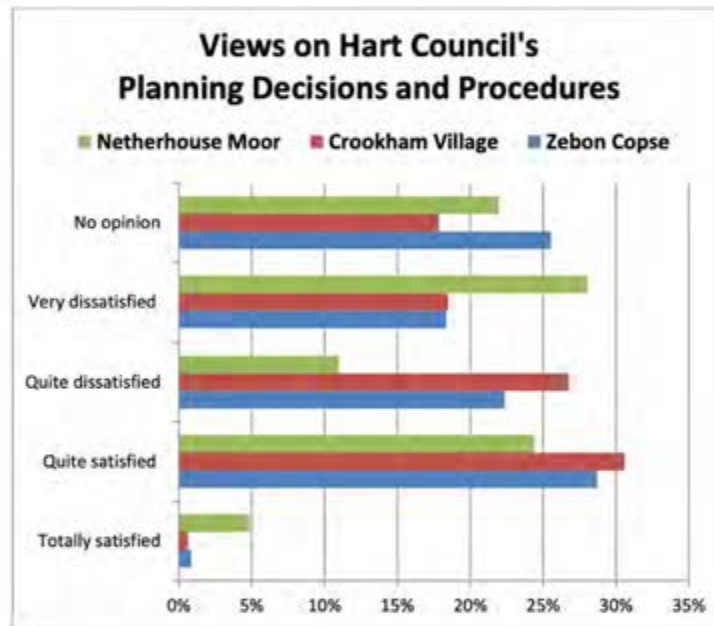
Quite dissatisfied

Very dissatisfied

No opinion

Tick one box only per person

	A	B	C	D	E	F
Totally satisfied	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quite satisfied	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quite dissatisfied	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Very dissatisfied	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No opinion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Appendix F

QUESTION 42

TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Totally satisfied	9	4	1	4
Quite satisfied	204	136	48	20
Quite dissatisfied	157	106	42	9
Very dissatisfied	139	87	29	23
No opinion	167	121	28	18
PERCENT				
Totally satisfied	1%	1%	1%	5%
Quite satisfied	29%	29%	31%	24%
Quite dissatisfied	22%	22%	27%	11%
Very dissatisfied	19%	18%	18%	28%
No opinion	23%	26%	18%	22%

1.	After the scare of last Summer with the 450 proposed dwellings being built on Grove Farm, I am still very wary about the future planning for any developments with the area. We have had to contend with Zebon Copse, Edenbrook, Elvetham Heath and QEB. How much more is our village expected to contend with, before it just becomes part of Fleet.
2.	All that ugly development on greenfield sites. It's too intensive and pretend countryside park indeed!! Red Kite started to nest until that Hitches Lane eyesore started and that awful roundabout!
3.	Allows too much development on green field sites.
4.	Allows too much new housing - although I know that a lot of this is forced on them by the government targets.
5.	Always feel it is a them and us situation. So pleased we have someone I trust from the village who keeps us in touch with consultation now.
6.	Better now thanks to FACIT campaign. Initially communication was not good.
7.	Better planning since Hart community action started putting pressure on the council.
8.	Consultations are good if they are acted on No good if decisions are made by developers for profit only
9.	Decisions may be advertised either post office or newsagent prior to action notice boards
10.	Decisions seem to be made by national policy, whatever locals say.
11.	Don't like decision to build around Crookham Village, Dogmersfield. Build further afield as there's plenty of land around. Don't want to lose our villages.
12.	Edenbridge development & QEB should never had the go ahead - it will cause overcrowding & congestions & put pressure on existing services; eg schools, water supplies, waste & health services, station car park
13.	Especially where large amounts of new houses are to go and they are not interested in protecting the village from the knock on effect of such developments ie increase in traffic, overcrowded schools, doctors surgeries under pressure. They need to listen to what the local people are saying before they totally destroy what we have here.
14.	Even with local people's views, it's so hard to stop the developments, but with new developments sadly doesn't bring other facilities needed, Drs, schools.

Appendix F

QUESTION 42

15.	Fleet High St has lost all its character in the years I have lived here - the shopping mall has many units closed and we have limited choice in many areas. It would be good if not only the big chains of shops could afford the rent of shop premises and we could go back to individual enterprises - Bakers/delicatessen, fishmongers, greengrocers, home decor etc (more like Farnham). The supermarkets and high rents have closed so many individual traders. Look how nice Bakers is and how many people love to go there.
16.	Following the hard work of our local Councillor voted in in 2012, and the Face It campaign, planning decisions have greatly improved and become more widely known There is growing evidence of Hart DC taking account of resident's views
17.	Frustrated by developers winning major planning appeals despite planners and local residents objecting.
18.	Good that grove Farm has been removed from local plan but very concerned about 170 more houses at Hitches Lane and extension plans for leisure Centre and Calthorpe Park School and impacts on village/countryside.
19.	High density housing developments with insufficient infrastructure support are undermining the local area.
20.	Housing is always a difficult subject and I feel that the parish council and hart council co-operate. as for Fleet town centre please improve the town for us and young people. people in fleet have money to spend, there are plenty of families and young adults here and the town needs serious update. bars, restaurants, courtyards, atmosphere will all increase the footprint and that will bring a positive feel to the area.
21.	I am concerned about the pressure on existing services: doctors; leisure centre; and above all SCHOOLS.
22.	I did not agree with the proposed housing development at grove Farm, but that has been withdrawn, thanks to the publicity by the Parish Council and the new Hart District councillor elected.
23.	I have no faith in the planning system or in consultations. These are PR exercises only. The planners will always succeed and local people's way of life will always be threatened. We do not need extra housing. There are not enough school places and there is no industry in the area - where is everyone going to work? Roads are congested and driving through Fleet town centre on a Saturday is a nightmare. We should be standing up to government and protesting that our town is full.
24.	I think they roll with whatever the government tell them
25.	If it wasn't for FACE-IT explaining what's going on, we'd be none the wiser. Planning permission for houses at Knight Close went unadvertised or kept low key.
26.	If it wasn't for FACE-IT I wouldn't be aware of their activities.
27.	Improved following consultation at local level
28.	In respect of the original LDF - disgraceful
29.	Infrastructure (roads and parking at station), Schools (secondary) overburdened, doctor's surgery full. Planning should take these into account more.
30.	Infrastructure is not keeping up with development. Parking is too expensive (eg compared to Waverley) and shops are shutting in droves. Council seem obsessed with building houses (to obtain associated funding from central government?).
31.	It is the appeals procedure that I am totally dissatisfied with as they are totally out of touch. I think we are very lucky in our Parish Council and District Council.
32.	It's not what you know it's who you know!
33.	Just moved to area
34.	Just moved to area
35.	Like most residents I feel that the infrastructure (schools, roads etc) hasn't kept up with the increase in housing and why could one not plan some offices into housing estates? That may reduce commuting for some residents.

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QUESTION 42

36.	<p>Little or no notice taken of local opinion; whether expressed through the Parish Council or from individual inputs.</p> <p>Too much power delegated to Planning Officers, who are very strong against the individual but capitulate easily against major developers and illegal gypsy encampments.</p>
37.	<p>Living on the doorstep of Knight Close why didn't anyone know until last minute that 2 4-bed houses were going up.</p>
38.	<p>Never seems to be any information regarding new builds until it has been passed as 'read'. Better information and earlier would be of benefit to all areas and personnel.</p>
39.	<p>No more houses please</p>
40.	<p>No more housing developments.</p> <p>The infrastructure is not set up for the increase in population and it will rapidly destroy this lovely village.</p>
41.	<p>No. Seven Steps was allowed even though the entrance is still dangerous.</p> <p>Pilcot House (building at back on Knight Close) was passed and building started before we'd heard about it.</p> <p>If it wasn't for the FACE-IT campaign we would probably have more building allowed.</p>
42.	<p>Not aware - only moved here 1 year ago</p>
43.	<p>Not enough provision for:</p> <ol style="list-style-type: none"> 1. Transport (road network to support additional residents) 2. Schools (mainly secondary school provision) 3. Public Transport - frequency of buses, parking at train station in Fleet 4. Cost of parking in Fleet town centre
44.	<p>Not happy as we seem to fill up on Greenfield sites, instead of forcing use of brown fields or no building at all.</p>
45.	<p>Often seems to make little difference when central government and developers keep viewing the South of UK as the safe option</p>
46.	<p>Only after FACE-IT campaign applied pressure.</p>
47.	<p>Only because of the hammering the Conservatives took at the last local elections has there been any evidence that the Hart Councillors now consider local people's opinions and no longer ignore their views. Viva democracy!</p>
48.	<p>Only information limited to notices of forthcoming planning committee meetings and briefly decisions.</p>
49.	<p>Overall some decisions are bad, however we appreciate they have listened in relation to Grove Farm and, given the impossible requirements of the government with regard to large scale development, appreciate that they are trying to distribute the numbers more evenly.</p>
50.	<p>Overdevelopment of area</p>
51.	<p>People seem to think corruption is rife.</p> <p>Building companies are allowed to wriggle out of their obligations - ie sports pitches etc - this stinks! (Hitches Lane)</p> <p>The development of land opposite Redfields Garden centre is a disgrace.</p> <p>Poor provision of services to support new housing.</p>
52.	<p>Person A. Current highway infrastructure doesn't support new housing estates.</p> <p>Person B. Pressure seems to be for new housing with little regard for impact.</p>
53.	<p>Person A. I think Hart DC is railroaded into making decisions by politics originating in central government.</p>
54.	<p>Person A. Satisfied on things I feel strongly about but dissatisfied on important issues where Hart planning officers completely ignore view.</p>
55.	<p>Planning decisions by Hart are taken out of the DC's hands. Fleet and the environs are hugely over-populated and growth will continue in order to finance the public sector pension deficit.</p>

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QUESTION 42

56.	Quite difficult to give a definitive answer. Some decisions made by Hart DC appeared totally bizarre. I also find it incomprehensible that CV is constantly fighting developments whilst a village but one mile distant appears sacrosanct!
57.	Quite dissatisfied at increased urbanisation of the Parish. Too much new housing. Am concerned at increased air traffic from Farnborough Airport in Rushmoor.
58.	Rarely listen to the views of local residents eg imposing new housing without doing anything to improve infrastructure.
59.	See earlier comments. A harder line should be taken on the infrastructural issue before housing developments are approved.
60.	Seems little commitment to improve local infrastructure to support housing developments.
61.	So far, but concerns about future developments.
62.	Take too long to give a decision and don't seem to listen to local people. Council decisions on planning are governed by what councillors think and not the people of the area take the barracks and Grove Farm for instance.
63.	The developments on Sandy Lane and Edenbrook don't appear to be accompanied by sufficient increase in amenities or improved roads or public transport. I don't think the local area can support that many extra people and I'm worried about things like school places, congestion etc as well as the increased burden on local health services.
64.	the fact the council appear to have listened to views on new developments e.g. Grove Farm, is very good. They need to fulfil the wishes of their electorate and prevent further mass developments.
65.	The recent attempt to build on Grove farm clearly hadn't been in open consultation with local people.
66.	There are always questions about how much money the developers are willing to "donate" to local causes in order to get their plans approved.
67.	There is room for improvement - eg highways
68.	There is too much development locally. I constantly worry that our local environment is changing for the worse, there is too much development on going and the local infrastructure can't cope with the new demands placed on it. Roads, schools, doctors surgeries, etc. Our previous green spaces are gradually being filled in for the sake of short term projects for a few at the expense of the majority of us that live here.
69.	This seems to be improving now, following the last local election and the voting speaking for itself in the area, in relation to the development [plan previously communicated, which has been adjusted.
70.	Too many developments.
71.	Too many houses = too much traffic and not enough roads, doctors etc.
72.	Too many new builds
73.	Too much building going on.
74.	Too much development
75.	Too much development in Church Crookham / Hart area. N remaining areas left - it's already been developed i.e. Zebon Copse, QEB, Hitches Lane, Ancells Farm, Elvetham Heath etc etc
76.	Too much high density infilling allowed. Too many large developments without infrastructure being improved e.g. roads, health service, leisure facilities, schools

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QUESTION 42

77.	Too much increased development of large areas with large housing developments and possible consideration of even more. We already have Zebon Copse, Elvetham Heath, Hitches Lane, and Crookham Park. No more large developments as the village will be completely swallowed up. All the housing all will just merge into one huge over populated area. Decisions seem to be made, then appeals and the decisions overturned even where development is turned down or numbers restricted. Building starts and numbers increased again. Yes, a school or extra infrastructure money provided to soften the blow, but existing residents' views should be listened to and we do not want the green space to be lost and the village to disappear!
78.	Too much new housing and developments all encroaching on the countryside and causing traffic chaos/problems.
79.	Traveller's sites!
80.	Unfortunately, planning applications for large developments that are turned down by the Council will inevitably be over ruled by the Secretary of State.
81.	Unhappy with the development 'Elmcote' opposite Redfields Garden Centre. Understood this originally to be a buffer zone. Not enough resource to cope with additional housing.
82.	Very difficult to find out, often feel you can't make a difference, no real change, decision has already been made and they are just going through the motions if you are ever consulted.
83.	Very pleased to see the influence CVPC has - but dismayed by the lack of consultation by HDC
84.	We are continually built but no infrastructure improvements are made eg Redfields Lane junction with A287. Schools, health facilities and local shops are often not provided. Parking in shopping areas is TOO EXPENSIVE and helping to kill off shops.
85.	we are kept informed - but felt grossly let down when the HDC capitulated to allow the traveller site to go ahead at A287/Crondall Road. Even our own chairman "abstained" when he knew how HIS parishioners felt about the site. Very disappointed.
86.	We do not want to live in an area so heavily populated that our children feel like they are living 'city life' - no more housing please.
87.	We had very negative experiences with the planning dept. when we worked on our house. I hear things have changed but I found the process to be obstructive and unhelpful with poor communication. The long term planning of developments seems to be driven more by the developers and is unimaginative and short sighted. There needs to be a vision for the future that meets needs and is sold to the local people with a major campaign.
88.	We need allotments. The way Hart manages requests and supply of allotments is very poor. Total lack of interest on their part.
89.	We oppose further development and support Face It regarding Grove Farm and Hitches Lane.
90.	Were it not for HDC's revisions to the Local Development Plan this would have been 'very dissatisfied'.
91.	We're moving!
92.	When do you say the inn is full - why are all these houses being allowed to be built - we are an overcrowded nation already.
93.	Why does all the housing seem to end up in North Hampshire?
94.	Wish more could be done about increasing number of flights onto Farnborough that pass over Zebon Copse - and the later hours of these flights that is now occurring Wish the Council would restore weekly bin collections and more frequent recycling collections
95.	worried about effects on infrastructure
96.	Would like to have the opportunity to comment before a neighbour built any kind of extension to their house.

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QUESTION 42

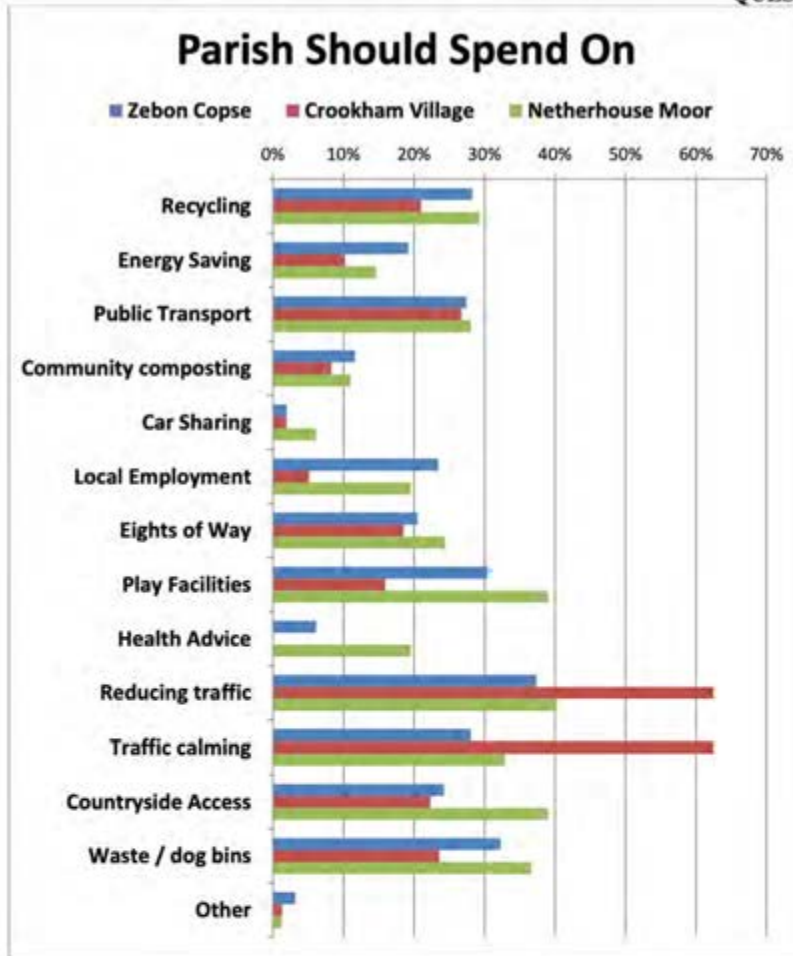
Environment

Question: 42.

To which of the following should the Crookham Village Parish Council allocate resources from the Parish council tax precept?

Tick more than one box if appropriate

PERSON	A	B	C	D	E	F
Recycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Energy saving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved public transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community composting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car sharing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More local employment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved rights of way	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Enhanced play and exercise facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Advice on healthier lifestyles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic calming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved access to the countryside	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More waste / dog bins	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Recycling	191	134	33	24
Energy Saving	119	91	16	12
Public Transport	195	130	42	23
Community composting	77	55	13	9
Car Sharing	17	9	3	5
Local Employment	135	111	8	16
Eights of Way	146	97	29	20
Play Facilities	201	144	25	32
Healthier Advice	45	29	0	16
Reducing traffic	308	177	98	33
Traffic calming	258	133	98	27
Countryside Access	182	115	35	32
Waste / dog bins	220	153	37	30
Other	18	15	2	1

PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Recycling	27%	28%	21%	29%
Energy Saving	17%	19%	10%	15%
Public Transport	27%	27%	27%	28%
Community composting	11%	12%	8%	11%
Car Sharing	2%	2%	2%	6%
Local Employment	19%	23%	5%	20%
Eights of Way	20%	20%	18%	24%
Play Facilities	28%	30%	16%	39%
Healthier Advice	6%	6%	0%	20%
Reducing traffic	43%	37%	62%	40%
Traffic calming	36%	28%	62%	33%
Countryside Access	26%	24%	22%	39%
Waste / dog bins	31%	32%	24%	37%
Other	3%	3%	1%	1%

1.	All roads should have footpaths, some widened, and speed limits enforced ie Aldershot Rd from Redfields roundabout to the Wyvern.
2.	Allocation of green and for allotments
3.	Bus times to train station are poor Recycling is generally good Dog waste in Zebon Copse is embarrassing and I don't own a dog Traffic calming at the Redfields/287 junction is a massive priority before someone else gets killed
4.	Cheaper public transport would reduce traffic. Better facilities for garden waste. Don't believe you should pay for this waste to be collected when bottles are collected free.
5.	Contribution towards Hart Cemetery to enable residents to pay the same as Fleet residents.

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QUESTION 42

6.	Cycle routes
7.	Disabled paths - countryside
8.	Dog bins !!! I have been collecting other dog owners waste along field paths. Why can't we have bins along canal pathways.
9.	Dog owners should be made more responsible for cleaning up their mess and the canal and walkways. Also more responsibility towards dog control ie leads at all times unless they are away from habitats!
10.	Dog waste is an increasing problem on the local footpaths in the village. There must be a more concentrated effort to address this disgusting problem.
11.	Don't want to see precept WASTED on traffic calming. Not happy that precept is spent on village lighting when with a few changes this could be paid for by county. Some footpaths are OK but some not brilliant.
12.	email news - info to an email address
13.	Enhanced play and exercise facilities at Sports Centre
14.	Facilities for young people. They have nowhere to meet in the evening except pubs!!
15.	Fighting over development of local area
16.	Flowers on roundabout and boundary signs
17.	Focus on quick wins and things you can change. Are you really going to get people to car share or improve local employment? Minimally! Can you get more people to recycle and exercise with better facilities? Yes.
18.	Grove Farm seem not to take care of the footpaths and Pilcot Farm seem not to want anyone walking on their lands. Deep ditches and single planks to walk over!!
19.	Hate chicanes! Do you fund these already? All/some? Don't want taxes to go up.
20.	Helping small businesses survive in the area by offering help/reduced fees.
21.	Horse bins for horses that foul our streets in Zebon. Or clean it up themselves! Fine them if not! Sort out the foxes! Vermin~
22.	However the ones [dog/waste bins] on Zebon Copse are not used all the time!
23.	I would support SENSITIVE and RURAL improved rights of way such as gravel reinforced surfaces at points of difficulty eg Riverside cottage. I would support new footpaths to create good walking circuits and reinstatement of an old one between Zephon Common and Crondall Rd. It would be good to give names to our footpaths - eg Forge Way, Zephon Way - rather than numbers no-one knows. It would be good to reinstate the permissive path along the River Hart from Pilcot North. It would be good for CVPC to purchase some areas of land for the community and for conservation of wildlife habitats eg Zephon Common and to prevent future inappropriate housing developments.
24.	Improve and maintain paths
25.	Improved bus service (timetable in the evenings)
26.	Improvement village lighting
27.	Improving up-keep of roads/pavements/green areas
28.	It's not always good the cars parked in Crookham Village and The Street, but at least they act as traffic calming.
29.	Less lighting
30.	Local pathways have become impassable with all the bad weather (too muddy). Improved drainage and more robust paths would help.
31.	Maybe CVPC can supply allotments?
32.	Money should be allocated to the Basingstoke Canal Society. This is a vital and beautiful local amenity which must be preserved at all costs.

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QUESTION 42

33.	<p>More consideration to wildlife.</p> <p>Police on beat (on foot not zooming around in cars).</p> <p>Litter picking (on foot not in lorries driven up and down streets that don't collect rubbish from anywhere but kerbs).</p> <p>Better pedestrian access to encourage people out of cars/walk and thus a healthier lifestyle.</p> <p>Prosecute dog owners who leave dog mess in bags - especially on canal path.</p>
34.	<p>My biggest concern is the amount of litter in the village and the surrounding countryside (particularly along roads)</p>
35.	<p>My front grass is used for dogs and owners do not pick up.</p> <p>A bin at the bottom of the steps Malthouse Bridge. A dog owner throws dog waste over my garden wall as my garden is by towpath. I also get rubbish in back and front gardens bottles etc cigarette boxes.</p> <p>I resent at my age having to clear it up, so please put a bin somewhere.</p>
36.	None
37.	Person A. I have no opinion on who funds most of these activities, just as long as they are funded.
38.	Please no more traffic calming. This costs drivers serious amounts of money to replace shock absorbers. Also remember the Elvetham Rd mess.
39.	PLEASE PLEASE PLEASE don't introduce any more traffic calming measures - they generally annoy rather than calm and frankly the only thing which causes people to reduce speed evenly is the threat of being caught speeding. The speedwatch scheme is therefore a good idea. But I am fed up of having to pay to get the alignment on my wheels fixed every 4 months, due to speed humps (not just in CVP but generally). They also cause issues for emergency vehicles (I speak from experience having been an ambulance technician/driver). And they're extremely unsightly.
40.	Preserving our countryside and making them a welcome and accessible for all.
41.	reduced bulky waste disposal - this encourages fly tipping
42.	Removing Brandon Rd traffic calming
43.	Repairing roads
44.	Some of the problems are as a result of decisions being made at county level and then imposed on us, so I think County ought to be setting money aside to help alleviate the problems which we encounter as a result of their decisions.
45.	Support of the canal since it is a key facility of the area but has not once been mentioned in this questionnaire - until Q 43
46.	<p>Support towards new running track planned on QEB site (I know it is out of the area but something that all parishes will benefit from including CVPC residents.</p> <p>Relocate bus shelters on Zebon Copse! Effectively one bus stop is only used as an advertising hoarding, as buses now only go in one direction through Zebon Copse. Therefore bus shelter at Redfields Lane end is on the wrong side of the road and needs to be moved.</p>
47.	There is an urgent need for a salt/grit bin on the corner of Brandon Rd/ Silvester Way at the Crookham Village end. This 90 degree bend is lethal in icy weather, and on several occasions very slow moving vehicles have spun and/or skidded into the corner hedges. The road is salted on day 2 of significant snow falls as it is a bus route, but the road becomes very icy if the cold weather continuous.
48.	There needs to be something in place to clear up horse poo that is frequently all over the paths in Zebon Copse. I frequently get it all over the pram or children's shoes as it takes up the whole path!
49.	Unsure what a 'precept' is! I will hazard a guess.
50.	We need lots more dog bins along the canal. It is no sense providing bags if there are so few bins to put them in.

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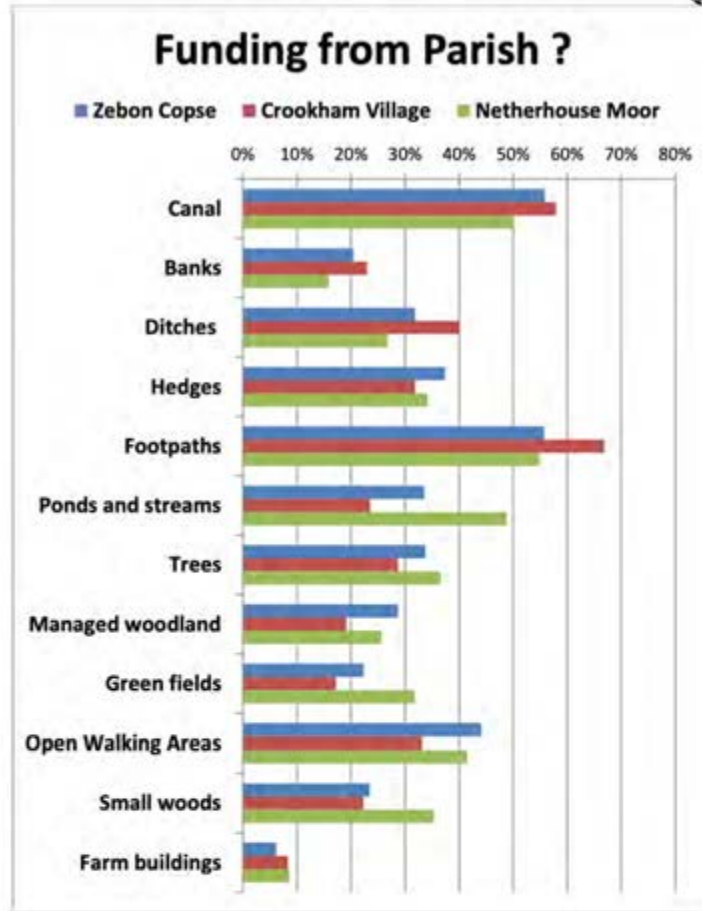
QUESTION 44

Question: 43.

What maintenance of landscape features should the Parish Council fund from your Council Tax precept?

Tick more than one box if appropriate

PERSON	A	B	C	D	E	F
Canal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Banks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ditches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hedges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Footpaths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ponds and streams	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Managed woodland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meadows and green fields	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Open areas for walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Small woods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traditional farm buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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QUESTION 44

TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Canal	397	265	91	41
Banks	146	97	36	13
Ditches	236	151	63	22
Hedges	255	177	50	28
Footpaths	414	264	105	45
Ponds and streams	236	159	37	40
Trees	235	160	45	30
Managed woodland	187	136	30	21
Green fields	159	106	27	26
Open Walking Areas	295	209	52	34
Small woods	175	111	35	29
Farm buildings	49	29	13	7
PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Canal	56%	56%	58%	50%
Banks	20%	20%	23%	16%
Ditches	33%	32%	40%	27%
Hedges	36%	37%	32%	34%
Footpaths	58%	56%	67%	55%
Ponds and streams	33%	34%	24%	49%
Trees	33%	34%	29%	37%
Managed woodland	26%	29%	19%	26%
Green fields	22%	22%	17%	32%
Open Walking Areas	41%	44%	33%	41%
Small woods	25%	23%	22%	35%
Farm buildings	7%	6%	8%	9%

1.	All very valuable.
2.	Area between canal and The Street. Hedges throughout Zebon Copse.
3.	Around the Zebon Copse/Watery Lane area and footpath leading up to stables/Zebon Copse playing field.
4.	Around Zebon Copse
5.	Around Zebon Copse and canal near Zebon Copse
6.	Badger run behind Jessett Drive
7.	Balancing ponds on Zebon Copse. Canal towpath (fallen away in places).
8.	Basingstoke Canal

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QUESTION 44

9.	Basingstoke Canal and the excellent woodlands/boardwalks in Zebon Copse
10.	Basingstoke Canal is a very important feature running through the parish. The towpath needs to be maintained as it is well used.
11.	Basingstoke Canal pathways
12.	Canal - clearance - paths for walking
13.	Canal footpath - used heavily by walkers/cyclists/fishermen so important to keep well maintained. Some parts very muddy and rutted at present.
14.	Canal tow path. Ditches and pond behind Hawkins Grove/Swan Way. Managed woodland behind Swan Way / Hawkins Grove.
15.	Canal towpath and banks of canal. Walkways leading to canal.
16.	Continue the current level of countryside management throughout the village which is already taken very seriously. Please work with local farmers to achieve goals.
17.	Copse
18.	Copses on grove farm lands Copses adjoining the canal
19.	Could fund anything where council won't do it especially around Zebon Copse
20.	Ditches along Crondall Rd - many verges just quagmires - dangerous for pedestrians. Hedge trimming method is brutal - possibly less so if more frequent.
21.	Ditches and hedges along Crondall Rd. Footpaths along Crondall Rd and The Street.
22.	Ditches and streams need more maintenance to improve drainage/prevent flooding. The Basingstoke Canal is a valuable asset much reliant on voluntary labour and funding - good to support our stretch of it.
23.	Everywhere get rid of that pink weed in ditches!
24.	Footpath from village by Veronica Drive - always boggy by Whitehouse next to Canal
25.	Footpaths need work to drain water away
26.	Footpaths possibly but who else is involved? I can't answer this question because I do not know who has overall responsibility for all these things. Does the Canal Society have full responsibility or does the District Council have an input and how much is the Parish Council responsible? I notice the local pay back people have been maintaining pathways - this is an excellent idea. Perhaps they could do more - litter picking etc?
27.	Footpaths: mainly clearing of leaves in the autumn as it can get quite slippery.
28.	General comment - fund as opportunity arises
29.	General maintenance is good I feel. however Fleet pond which is know is outside the area should be improved so all of us can enjoy it better. its why Fleet is here in the first place (and why the train station is so awkwardly placed)
30.	Generally around this area
31.	Grass cutting on Zebon
32.	Hedges along Brandon Road leading into Zebon Copse. They overgrow onto the pavement.
33.	Improve canal banks even if small toll added.
34.	It is important to make the countryside accessible to everyone. Anything which improves accessibility is to be encouraged. People will hopefully exercise more and also appreciate nature, especially the young.
35.	Keep Lea Green meadow mown.
36.	Netherhouse Copse
37.	Nice park to wander around flower beds, seats etc open from dawn to dusk. No sports area apart from bowling green perhaps no ball sports as supposed to be a relaxing place.
38.	Not 100% sure on this - I would have thought the limited resources should be concentrated in maintaining the village itself (particularly where this protects and enhances the conservation area)

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QUESTION 44

39.	Not concerned as Parish Council has expertise to do these things
40.	Only areas not in private ownership
41.	Otherwise 'nil'. Public finances are wasteful - leave the tax with the individual and stop using the public sector purse.
42.	Person A. Can't really answer this without understanding who currently funds these.
43.	Person B. The 3 areas that I ticked [ditches, hedges, footpaths] appear to me to be those which are least well maintained, particularly the ditches.
44.	Remove trees which are far too large for the areas they are in, there are some huge trees very near housing.
45.	River Hart never maintained like it was 30 years ago
46.	Speaking generally all attractive features of village life and countryside should be maintained otherwise the character and ambience of the Parish will be eroded. Building on land already with a house - ie purchase of a garden area or on land where a house is pulled down and several built would save the open spaces and keep a rural setting.
47.	Stream running parallel to Redfields Lane - flooding risk
48.	Surely all these features are in private ownership with the exception of canal? Why would our money go on these features IF we could get landowner agreement we could get a group of locals to undertake management work such as coppicing etc on places like Zephon Common - good for the community, wildlife and landscape character. I would support the council tax precept going towards purchasing some of these features for community wildlife benefit.
49.	The Basingstoke Canal is almost unusable in places.
50.	The Basingstoke Canal is the most striking local landscape feature. It and its environs should be well supported and maintained by the Parish. Traditionally laid and maintained hedges and ditches would enhance the local environment.
51.	The canal walks are extremely important to us
52.	The trees on Zebon Copse need a management programme to keep them and the housing safe
53.	The walking areas in Grove Farm.
54.	The wildlife and ditches to cleared of rubbish and hedges need to be more friendly for [?] nest etc.
55.	The Zebon Copse improvements have made a very enjoyable place to walk.
56.	Trees around Zebon Copse (but not in the Copse itself)
57.	What do you fund now? Looks good to me and would prefer to pay less tax.
58.	Whilst living here we have enjoyed the access to the canal for walking & cycling so keeping the nettles/brambles back would be our only comment.
59.	Work carried out "as and when" necessary
60.	Zebon Copse
61.	Zebon Copse
62.	Zebon Copse walkways and wood area
63.	Zebon Copse woods Local footpaths
64.	Zebon Copse, Basingstoke canal

Appendix F

QUESTION 44

Question: 44.

In relation to local footpaths and bridleways, can you answer the following questions?

Enter code:

1. Yes
2. No
3. No opinion

PERSON

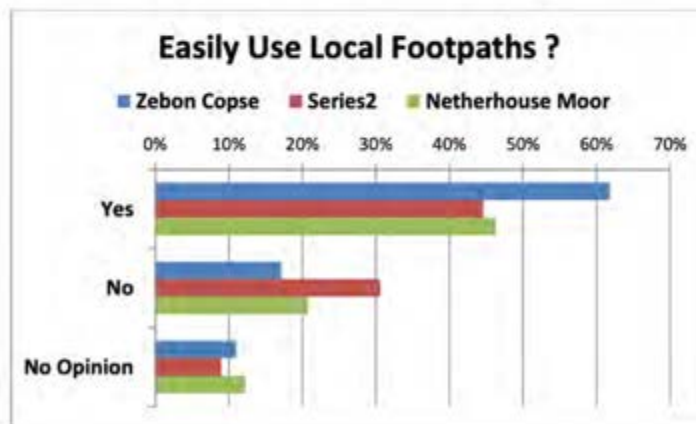
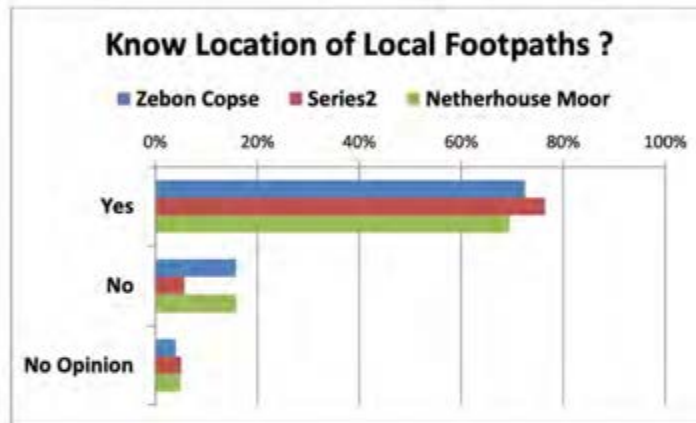
Do you know where the local paths are?

Can you use them without difficulty?

Are they well signposted?

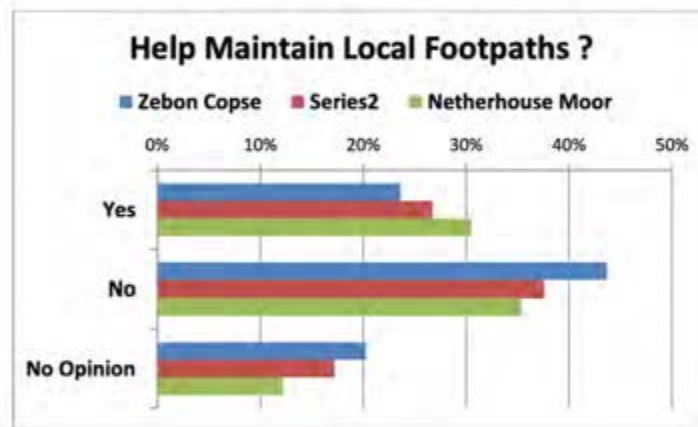
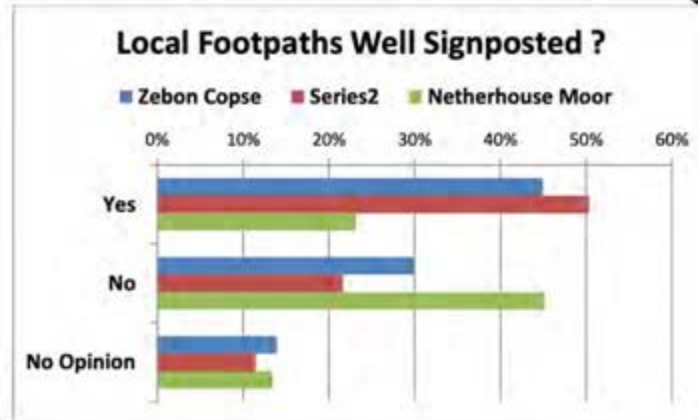
Would you be willing to help maintain them?

	A	B	C	D	E	F
Do you know where the local paths are?	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Can you use them without difficulty?	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Are they well signposted?	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Would you be willing to help maintain them?	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



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QUESTION 44



1.	Know where some of local paths are. Sometimes they are water logged. Unable to help maintain them due to health problems
2.	Problems FP3, FP14
3.	Already help maintain footpaths.

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QUESTION 44

TOTAL	All	Zebon Copse	Crookham Village	Netherhouse Moor
Do you know where the local paths are?				
Yes	521	344	120	57
No	97	75	9	13
No Opinion	31	19	8	4
Can you use them without difficulty?				
Yes	401	293	70	38
No	146	81	48	17
No Opinion	76	52	14	10
Are they well signposted?				
Yes	311	213	79	19
No	213	142	34	37
No Opinion	95	66	18	11
Would you be willing to help maintain them?				
Yes	179	112	42	25
No	295	207	59	29
No Opinion	133	96	27	10

PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Do you know where the local paths are?				
Yes	73%	73%	76%	70%
No	14%	16%	6%	16%
No Opinion	4%	4%	5%	5%
Can you use them without difficulty?				
Yes	56%	62%	45%	46%
No	20%	17%	31%	21%
No Opinion	11%	11%	9%	12%
Are they well signposted?				
Yes	44%	45%	50%	23%
No	30%	30%	22%	45%
No Opinion	13%	14%	11%	13%
Would you be willing to help maintain them?				
Yes	25%	24%	27%	30%
No	41%	44%	38%	35%
No Opinion	19%	20%	17%	12%

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QUESTION 46

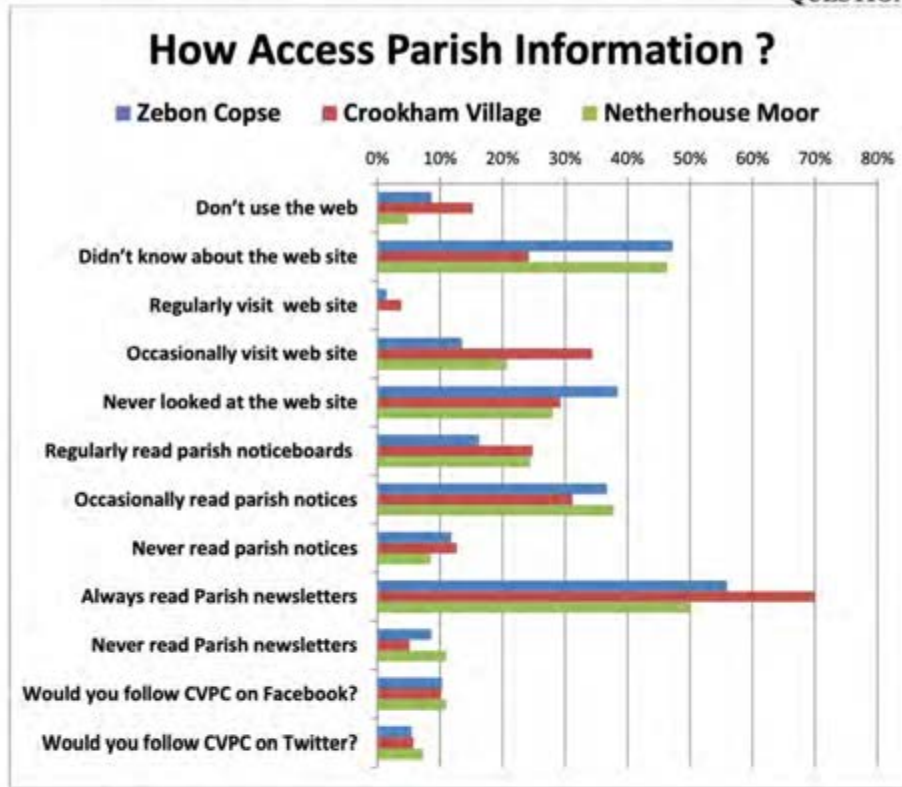
Communication

Question 45.

Crookham Village Parish Council has a website at www.crookhamvillage-pc.org.uk, puts parish notices, minutes etc on noticeboards and publishes newsletters at intervals to every household. Please say how you access the available parish council information and whether you would follow CVPC on social media.

Please tick all that are relevant for you

PERSON	A	B	C	D	E	F
Don't use the web	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Didn't know about the web site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regularly visit web site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Occasionally visit web site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Never looked at the web site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regularly read parish noticeboards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Occasionally read parish notices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Never read parish notices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Always read Parish newsletters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Never read Parish newsletters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Would you follow CVPC on Facebook?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Would you follow CVPC on Twitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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TOTALS	All	Zebon Copse	Crookham Village	Netherhouse Moor
Don't use the web	69	41	24	4
Didn't know about the web site	300	224	38	38
Regularly visit web site	13	7	6	0
Occasionally visit web site	135	64	54	17
Never looked at the web site	251	182	46	23
Regularly read parish noticeboards	136	77	39	20
Occasionally read parish notices	254	174	49	31
Never read parish notices	83	56	20	7
Always read Parish newsletters	416	265	110	41
Never read Parish newsletters	58	41	8	9
Would you follow CVPC on Facebook?	74	49	16	9
Would you follow CVPC on Twitter?	41	26	9	6

PERCENT	All	Zebon Copse	Crookham Village	Netherhouse Moor
Don't use the web	10%	9%	15%	5%
Didn't know about the web site	42%	47%	24%	46%
Regularly visit web site	2%	1%	4%	0%
Occasionally visit web site	19%	14%	34%	21%
Never looked at the web site	35%	38%	29%	28%
Regularly read parish noticeboards	19%	16%	25%	24%
Occasionally read parish notices	36%	37%	31%	38%
Never read parish notices	12%	12%	13%	9%
Always read Parish newsletters	58%	56%	70%	50%
Never read Parish newsletters	8%	9%	5%	11%
Would you follow CVPC on Facebook?	10%	10%	10%	11%
Would you follow CVPC on Twitter?	6%	5%	6%	7%

1.	Would not follow CVPC on Facebook or Twitter
2.	There are many senior citizens without access to the web. Some have access but are not very confident at using it. Some people have eyesight problems. Therefore noticeboards and flyers and posters in shops are useful. Many older people do not have the mindset or inclination to follow on Facebook or Twitter (count me in this group!)

General

Question: 46.

Please say how you would you like Crookham Village Parish to develop

1.	1. Stop QEB building. 2. Stop ALL future development. 3. Focus on improving quality access to the surrounding countryside and 4. Reduce traffic
2.	a bypass would be nice
3.	A sustainable community representing all age/socio groups, maximising use of the village centre, Calthorpe School/Leisure Centre facilities and the amenities of the canal.
4.	a) more doctors/dentist/schools for the demand b) more schools/doctors
5.	A: I would like the Parish to be well maintained as far as possible an ? with better paths and lighting and tidy greens and boundaries of roads. B: Pavements up and down Crookham.
6.	Adopting consensus derived from questionnaires provided sufficient responses are received.
7.	Annual community event, maybe of a quirky nature ie scarecrow festival!! Something to involve the community on an annual basis to start with. Limit development of area in terms of new housing and car rat runs.
8.	Any comment would need far more knowledge - local and general - than we have.
9.	As it is, keeping the fields and woodlands and no more housing. The roads locally are getting too busy.
10.	At a steady and well planned future looking at local people and their needs
11.	At the moment Crookham Village Parish is a vibrant and social community. If it gets much bigger it is in danger of becoming impersonal. My concerns lie in the increasing housing and the lack of infrastructure to support that putting pressure on all services and wellbeing of the community as a whole. Development needs to be measured and for the good of the community and in keeping with a rural landscape and environment.
12.	Be greener - encourage walking. Better for wildlife including invertebrates.
13.	Be more effective. Compared to what FACE-IT has done in the last year I don't see what the Parish Council does for us.
14.	Be more inclusive. Often it feels very 'cliquey' if attending meetings/fetes etc. Each area is in its own silo. Crookham Village, Zebon Copse, Netherhouse Moor etc.
15.	Be more informative with all residents in the parish - ie better with scheduled housing plans etc. Dog owners need to be monitored especially down the canal area. ie no consideration for walkers, runners in particular whilst not controlled with a lead, and also dog 'mess' personnel should be held accountable!
16.	Better access for youths to social activities, and more involvement with the younger community; as it feels "old" to me and I'm only 19.
17.	Better access to the village shop/post office. Parking at busy times is poor. Not sure how to resolve it but a great shop, an asset to the area.
18.	Better neighbourhood information. More waste bins to give people no chance to drop litter or not pick up dog waste. In Switzerland next to each dog waste bin there is a roll of poo bags so people have NO excuse not to pick up after their dogs. More community police visibility after dark.

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19.	Build a new senior school or make existing schools bigger. Collect bin refuse every week, only recycling every other week. Develop road infrastructure to cope with extra housing. A large out of town supermarket would be welcome.
20.	By not being overdeveloped. To have enough primary and secondary school places for local children. To have enough services to meet the population - ie health, roads, schools.
21.	Care needs to be taken to preserve the village identity and environment. Improvements should be made to control speeding and volume of traffic with better provision of footpaths and cycling paths. Planning permission and development of property needs to be controlled better with much with much less ? it going locally.
22.	Carefully with consultation
23.	Consistent with its rural environment
24.	Crookham Village has no real centre. It could be improved vastly.
25.	Crookham Village needs to develop slowly, infilling and not using green fields. Local farms are being allowed to expand workshops etc and the land not farmed properly. The farmers themselves don't even live in Crookham Village. I think they have had enough, they don't have to put up with what's inflicted on us.
26.	CVP should develop to prevent any further housing and protect its green spaces
27.	Develop as a village - ie small scale - not a town tag-on. Why is Zebon Copse Estate partly CV? And Netherhouse Moor?
28.	Development has reached capacity. Important to maintain a clean and tidy parish. Do not want to see it run-down and neglected with new developments crammed in.
29.	Difficult for me to say. Have no understanding or time to involve myself.
30.	Do not want further housing developments to impact on our beautiful fields and countryside.
31.	During recent snow Danvers Drive became very icy without it being cleared. Additional grit bin and/or council clearing would help enormously. Dog fouling is bad and dog bins often full and/or out of use. Lovely to see bulbs being planted. Please continue to plant.
32.	Effort should be made to preserve the rural character of the parish. Further large scale housing development needs resisting. But infill development of low cost housing specifically for local young people needs consideration. Some increase in sheltered workshops would seem to be reasonable.
33.	Environmentally, socially, economically.
34.	Fine as it is.
35.	Fine people who do not clean up horse manure! Tidier streets and regular maintenance of hedges etc. Ring up Fleet Parish Council and get lights on Tweseldown Road! More litter bins! Less roadworks!
36.	Focus less on the socially privileged and more on helping the less fortunate in our parish.
37.	Focus on things you can influence and change rather than minority changes that impact the few. Families and old people should be the focus.
38.	Grass cutting regularly Salt gritting. The main roads are done but the Zebon estate is the worst part of the journey.
39.	Have lived here over 30 years and quite happy - no wish for further development
40.	Have more information. Target wider range of people. I am 26 and my husband is 31 and there is not much which we can access. Mainly for young children and older persons.

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41.	I am more interested in development of community spirit and pride, rather than physical development. We love living here and are of the opinion that local infrastructure cannot support any increase in the number of people residing here.
42.	I do not want any further development
43.	I do not want any more housing estates or commercial development.
44.	I don't know
45.	I like it how it is. No building on green areas please.
46.	I would like it to develop in a way that doesn't cause too much urban sprawl which is what appears to have happened to Aldershot and Farnborough (i.e. extended so much they have merged into one another). The village should remain a village and not get too large. It needs to adequately support the road infrastructure, understanding that while people are concerned about the environment, we still need to get around efficiently and cannot all use public transport especially those with very young children and those who commute out of the area.
47.	I would like it to stay the same and kept well maintained.
48.	I would like more community activities in the village.
49.	I would like to see it be conserved as a rural and beautiful village. Encourage residents and visitors to enjoy our canal and fields and the beautiful walks we can do. I wish we would not try to cram more housing into our village. Why can't we develop Fleet town and tidy up the areas which have become so run down eg disused offices, petrol stations, houses. There are lots of options, not just the quick and easy route of building on open land. We can be more careful and considered than that. Please help protect the lovely area we live in.
50.	I would like to see more efforts in engaging the under-16s through modern youth clubs or other activities.
51.	I would like to see the parish remain as much a rural area as possible.
52.	I would not like more housing/commerce, but I would like the rural areas/landscape to be maintained and protected.
53.	I would want to see it develop/expand providing it retains 'the village' status and not become 'joined to Fleet'. I would like to see improved lighting, pavements and local facilities.
54.	I wouldn't.
55.	Ideally with local farms and traders supplying the community's need. Keeping the PO and bank facilities within easy reach of all. Encouraging local activities and cutting down on road use by having the community's needs met close to home.
56.	If it starts to overdevelop I would move out!
57.	Indoor soft play areas for pre-schoolers as wet weather prevents use of outdoor playgrounds. Access to canal towpath at Coxheath Road and The Street is not possible for bicycles, pushchairs, wheelchairs as only steps.
58.	Internally - within existing developed areas preserve the village/countryside balance
59.	Into a community that is more sure of its identity and better able to protect it. It is important that the green countryside setting stays intact.
60.	It is important that the Parish tries to preserve some form of local identity. Fleet is an example of where so many developments have destroyed its uniqueness. It is important that CVP does not go the same way and fast become an overspill of Fleet with no distinctive boundary or identity.
61.	It would be a general benefit if the busier roads were not loaded by new traffic by Fleet, Hart of Hampshire Councils.
62.	It would be lovely for the village to maintain its character and size but improve its infrastructure including roads, pavements, medical facilities and community experience.

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63.	Just wish we had more support/action regarding the late weekends that are noisy and continues trouble that occurs from teenagers hanging around the field/car park by Zebon Centre. We have a lot of cats/horses etc down Danvers Drive and teenagers scare horses and drive very fast with loud music and is intimidating if you were wanting to go out for an evening walk with your kids.
64.	Keep its small community feel. Limit new housing. Increase cycle paths and manage traffic, particularly during rush hours.
65.	Keep its village character - difficult when lanes become major traffic routes. [] Maintain bio diversity, high conservation areas and farmland
66.	Keep up the good work - especially to preserve the remaining green spaces.
67.	Less housing. More medical facilities.
68.	Less mass development. More conservation and protection of our rural spaces.
69.	Less new housing built unless there is the facilities to go with - ie doctors surgery, schools, leisure facilities, improvements to roads and traffic. More leisure facilities.
70.	Maintain & encourage use of local services & at the same time make it a safe place to live by increasing the number of local community police officers - a stronger presence around the parish (estates) would deter petty criminals.
71.	Maintain its character. Improve the infrastructure.
72.	Maintain the area as a village and prevent it totally merging with the town. Encourage small businesses to set up to help local employment.
73.	Maintaining the current position would be quite enough!
74.	Maybe a wider cross section of age groups but I appreciate that this is extremely difficult to achieve!
75.	More activities. Improved communication of what's going on. More 'joined up' approach - involve pub/shop/PO/club in creating events etc.
76.	More community events
77.	More emphasis needs to be on maintaining the village and its environment as supported by the current FACE-IT campaign.
78.	More facilities for young people - eg a cinema
79.	More footpaths and cycle paths through unlit area such as Redfields Lane, Bourley Rd, Beacon Hill Rd, Crondall Rd and A287 past Ewshot.
80.	More high profile events to promote a good social & community feeling.
81.	More leisure facilities especially for children. More variety, not just more playgrounds, but activities and clubs. More opportunity to exploit local rural areas by better access and routes. Serious attention to school places.
82.	More or less should stay as it is.
83.	Must retain its green belt and village character.
84.	My particular concern is regular noise disturbance by teenagers around Zebon Copse Centre area (next to my house) - playing football, sitting in cars playing loud music (after 11pm on meeting nights), shouting, damage to my property - plants in front garden trodden on, last year a rusty bicycle thrown into my back garden = wish they'd find somewhere else to go/car park locked at night.
85.	On the whole I think they do a good job. Perhaps at times folk do not need the notice board or [?] at the web. I would like to see a bit more communication between the whole of the village & not just the few diehards. We need more young people on the P/C.

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86.	N/A - we're moving
87.	Need more doctors and schools. No more housing.
88.	Need to have more opportunities to develop community cohesion within the Parish. Need better communication
89.	New street lighting ought to be assessed for impact on birds/other wildlife - I have heard 'dawn chorus' in the middle of the night on many occasions - what studies have been made?
90.	No change would be good, but this is unlikely given Govt plans to add 1000s of homes adjacent. Given that, I'd like character of village to be preserved as much as possible, better use made of places under used (eg WI and Social Club), parking on The Street disallowed, and something to entice young families/keep teens busy so it doesn't become a geriatric community.
91.	No further developments, please.
92.	No further developments, save for local employment opportunities. Resources should be used to maintain and beautify the Parish
93.	No further housing preserving green belt. Better amenities. Better maintenance of surroundings. Better public transport links - cycleways/buses. Improved community areas. Community centre in village. Youth groups/facilities for children.
94.	No further housing. Improvements of what we already have, roads, paths etc making sure trees etc are looked after and improving services like Drs surgeries and good use of community tax money eg traffic calming, reducing traffic which are becoming a real problem in this area.
95.	No more buildings for sake of the deer, foxes, badgers, birds and other small animals.
96.	No more development in area
97.	No more housing development, particularly 'affordable' housing. Properly enforced 30mph everywhere
98.	No more housing estates, keep parish clean and tidy, litter free, encourage local residents to take a pride in where they live.
99.	No more housing estates. Use empty office buildings of which there are many empty in Fleet to house people who cannot afford the cost of property in this area.
100.	No more housing without significant improvements to amenities and congestion.
101.	No more housing. Continue to maintain woodland and green open spaces. Improve town centre, reduce nightclubs and bars. Improve, enlarge skateboard/BMX park in Fleet.
102.	No more large housing estates. Larger village stores (or another) would be useful.
103.	No more large scale housing estates. Keep the gap between CV and Fleet etc.
104.	No new building. Better street lights and cleaning in Zebon Copse.
105.	None - leave as a village
106.	Not get any bigger!
107.	Not to grow too much. There is already too much traffic!
108.	OK as it is. Small pockets of residential but nothing too dominating.
109.	Person B. Despite the huge increase in traffic I think the parish is still a great place to live. I accept there must be further residential development but would like to see this done in a way that minimises additional private car use. (eg children being able to walk to school, improved public transport to railway stations).
110.	Play park

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111.	Please do not build any more houses
112.	Please do waste money on trying to prosecute the motorist. Yes, the offenders need to be dealt with but the majority are conscientious and the money would be better spent on other schemes especially in the current 'austerity' climate and council cut backs.
113.	Protect green areas Traffic calming and reduction Small local enterprise
114.	PROTECT VILAGE LIFE. We are not a town - DO NOT want to be swallowed by Fleet.
115.	Provision of more play equipment and sports facilities Local Doctors surgery Safer places to cross Gally Hill Road and The Street to assist children walking to school Household recycling facilities
116.	Q45: There are many senior citizens without access to the web. Some have access but are not very confident at using it. Some people have eyesight problems. Therefore noticeboards and flyers and posters in shops are useful. Many older people do not have the mindset or inclination to follow on Facebook or Twitter (count me in this group!) Q46: I would like Crookham Village to remain a separate identity and not be joined up to Fleet. This means keeping a land gap between the various areas. I think the village should have a mix of housing for all income brackets and should provide some facilities for all discrete groups of people. Something for parents & babies, toddlers, teenagers, adult and senior people. I think the village should retain and enhance its rural feel. As the village is a small entity, I do not agree with more housing. More housing would destroy it as a VILLAGE - it would then become a TOWN.
117.	Stay much as it is No additional building would fail to worsen the environment and quality of life
118.	Satisfied with it as it is!
119.	Restrictions should be placed on further building and growth. It would be beneficial to the community to see the farmland being farmed.
120.	Retain semi-rural character More primary and secondary schools Controlled development of new houses or commercial business Develop better road structure
121.	Retain village and landscape 'COUNTRYSIDE' character very similar to as it is now. Keeping new housing development and other development to a minimum. Improvements to the agricultural management of the surrounding farmland to conserve declining and threatened birds - swallow, skylark, yellowhammer, lesser-spotted woodpecker, marsh tit etc. More ownership of surrounding countryside by CVPC with well-considered management planes. A Parish Council that share the aspirations of 'villagers', are more accountable, in formal and welcoming to residents.
122.	Should stay as it is without further development
123.	Simple. No more houses until facilities are there to cope with them, schools especially senior school and Dr surgery.
124.	Slowly
125.	Slowly - and only with adequate infrastructure in and beyond - especially in Fleet.
126.	SLOWLY - more housing and increased traffic is not 'developing community'. Focus on community interaction more / more local events bringing people together.
127.	Slowly but with a heart. Where is the heart our Post Office tries and the Black Horse but Zebon Copse is a dead place.
128.	Slowly please(!) (if at all)

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129.	Slowly No large developments - too many already!
130.	Slowly! With developments used to fund upgrades in schools/shops/employment/doctors etc.
131.	Stay as is.
132.	Stay as it is
133.	Stay as it is - we only moved here 1 year ago and we love it! Keep traffic minimised; avoid big, new developments; avoid retail chains and try to encourage local, independent stores. Also - taxi fares are outrageous - significantly higher than London! It is actually prohibitive to use taxis which increases number of cars on road
134.	Stay as it is!
135.	Stop any more houses being built - the road structure cannot cope and neither will the local playgroups, doctors surgery etc
136.	Sustainably with appropriate facilities for families, but keeping a village feel as much as possible.
137.	The CVP has a charm of its own and should not be blighted by further development of any kind. There are plenty of wide open spaces elsewhere to cope with developments.
138.	The excellent work and commitments of FACE-IT in working to keep Crookham Village separate from Fleet which will help to retain the village identity. To support all commercial enterprises in the village - the Post Office, newsagent, 2 pubs and other businesses as they help to maintain the village as a living community.
139.	The footpaths from The Street to the Canal are water logged & muddy so only usable during dry weather. The village could be improved with paved or tarmac footpaths to Dogmersfield down Crondall Road to canal. More play areas for children. Less traffic. A health centre & a community centre to replace WI
140.	The issue of heavy traffic at peak hours is great and will only get worse. Parts of the parish are well cared for whilst other areas are less so. Parishioners have little regard for the upkeep and care of their neighbourhood. Nevertheless, I see that the authority does a good job and it is appreciated greatly.
141.	The parish in its present form should be maintained as it is, with any enhancements only improving the parish's character.
142.	The parish is a fabulous place to live. Additional housing is required and currently being built at QEB. Please plan for the future with regards to roads, schools etc so it can remain an excellent place to live. I believe Crookham Village should remain separate and therefore a village as it adds to the character of the general parish. keep up the good work!
143.	The parish is a lovely one. It just needs a few things added. More activities and things for young children and the prevention of horse poo on paths!
144.	The parish should develop on its own and not be engulfed into West Fleet.
145.	The status quo looks great to me.
146.	Think name "Crookham Village Parish Council" is misleading. As I live on Zebon I assume this name doesn't include Zebon but the village only.
147.	To be a modern safe place to live with well integrated public services eg buses connect with trains! eg safe foot and cycle paths.
148.	To be the local voice, possibly more feedback from residents who can't make meetings etc, but do care about where they live.
149.	To continue with the good work
150.	To help keep the few green spaces safe from future development.
151.	To help maintain and conserve rural identity. Increase communication and focus on road safety.

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152.	To maintain existing rural/semi-rural existence with no further developments to break into green belt between Fleet and the village. The CVPC to continue to press the District Council for improvements in infrastructure to adequately support existing developments within whole District.
153.	To maintain its 'countryside feel'.
154.	To maintain its rural nature it is important to retain the countryside, however appreciate local problem areas need rectification eg traffic bottlenecks. If businesses are attracted to the already built but unoccupied buildings, then more opportunity for local work would help reduce the traffic particularly if incentives for locally employed staff could be given.
155.	To maintain open spaces.
156.	To protect and preserve our existing village community and to encourage local employment. Small businesses, where local people could use public transport or even walk to work. Additional doctors surgery where the time to get an appointment would be next day and not a week. Keep the pressure on so large developers cannot assume they can destroy the last piece of green belt to satisfy their own greed.
157.	To remain a small village. No more development.
158.	To retain its separate identity and not become part of Fleet urban sprawl.
159.	To try and keep any further housing to a minimum.
160.	Traffic calming through the village. More footpaths. Re development of WI hut - could incorporate a health centre. The Zebon Copse place is too far removed from anywhere.
161.	Very important to keep the village as it is, providing a social hub for the community. So many small villages appear "dead" with no shop/pub. I am very pleased with the activity within certainly Crookham Village with the only use of a thin road and would be saddened to see it quieter.
162.	Very little - already overdeveloped
163.	Very slowly and in line with present housing
164.	We appreciate such activities as the annual fete and fayre and those things which give a sense of identity and social cohesion
165.	We appreciate the need to increase housing stock but Crookham Village has reached saturation point bar a few houses here and there. Any further major development will ruin the nature of the village and compromise safety on already congested roads. The bus service could be improved and Doctors surgery added.
166.	We are not Nimbyists, but for so long as we have lived here, 'development' has not been matched by infrastructure improvement. So this is a loaded question. There needs to be some 'chicken' - before any more 'eggs'.
167.	We moved here for the quiet location and countryside. Crookham Village is now overpopulated with too many new houses being built. Our house is now up for sale!
168.	We need a village centre.
169.	We would like CVP to kept its identity and not merge slowly into Fleet.
170.	We would like to maintain its village atmosphere. Parked cars becoming a problem, [whether ?] it is possible to create a parking zone outside the Post Office to reduce traffic obstruction through the village.
171.	Why should it need to develop? It should cut costs as everyone is having to do.
172.	With emphasis on quality. Sustainability - enforcing strict building standards including solar panels on all new builds and establishing some wind turbines in the area.
173.	Would like Crookham Village to stay a village. No building put here. If housing is needed build more houses on Edenbrook as it has loads more land, or look a bit further afield to build, outside Fleet.
174.	Would like to keep close knit community feel and keep local business and make roads safer

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175.	Would like to see facilities for existing residents improved. Would not like to see much additional housing.
176.	Would prefer CV to remain rural and under-developed.
177.	
178.	You should keep the green spaces like Grove Farm, don't build houses on them! However, you should build more wind farms and green energy things because it is awful that Hampshire County Council said they mustn't do. There is no point preserving a view since due to climate change, will probably be flooded anyway.
179.	Youth club More bridle paths More free activities for children and young people

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GENERAL COMMENTS

Your Comments

Please feel free to add any further comments that you think should be taken into consideration by your Parish Council.

1.	Add street-wide CCTV
2.	<p>Adequate representation (and effective) with CVPC from Crookham Village by a person who represents the Rural and environmental aspects of village life. There is a large constituency of residents who value the beautiful wildlife which environment seen as threatened by suburban development and attitudes.</p> <p>CVPC must work more closely with CVA and FACE-IT campaigns to represent the views of 'the VILLAGE'.</p> <p>CVPC should make better use and improve communication with the Honorary Environmental Consultant.</p> <p>CVPC must find ways of working more effectively with local community and landowners to get good results.</p> <p>The 'VILLAGE' needs to be seen (and surrounding countryside) as distinctly different with different viewpoints to the suburban housing estates.</p> <p>NOT ENOUGH QUESTIONS ABOUT THE NATURAL ENVIRONMENT less and different to the 2007 survey - how can CVPC compare data and arrive at meaningful answers? BASED ON THIS QUESTIONNAIRE AN NEW PARISH WOULD BE VERY WEAK ON ENVIRONMENTAL ISSUES THAT ARE OF MAJOR CONCERN TO MANY 'VILLAGERS'.</p> <p>The questions asked don't reflect the concerns or interests I have as a 'village' resident and the reason I love living here. These are very URBAN/SUBURBAN biased. People that choose to live in a village like Crookham enjoy the countryside, wildlife and tranquillity most of all particularly as we are close to urban facilities in Fleet and even London.</p> <p>It is important to recognise different attitudes and aspirations between 'RURAL' VILLAGE and SUBURBAN HOUSING ESTATES within the parish. OUR COUNTRYSIDE CHARACTER IS FRAGILE AND VULNERABLE TO ENCRANCHING SUBURBANISATION, TIDYING UP ETC.</p>
3.	Continuing to resist further housing estates. Infilling more acceptable.
4.	Grass cutting. Always looks tatty cause they do not cut grass regularly at Zebon
5.	<p>Have noticed a lot of dog fouling on Zebon Copse. Never seen it so bad, especially through woods pathway to and from shop/community centre.</p> <p>Also a lot of litter recently have noticed all the wooded copses/badger runs have been hacked back. Looks dreadful. No need for it, looks bare. Now letting people walk through, stepping over our low garden fence. Not happy.</p> <p>What would benefit a lot of cyclists would be a cycle path from just past the wooded area and the Forester Pub down to the junction (Fleet/Aldershot road) as this road is a very fast and dangerous road which is unlit. I travel this road every day and have witnessed many cyclists with no lights or reflective clothing on and have nearly knocked them off because you cannot see them. I would for one cycle this route to work instead of a car if this was there. We really need this. Cycling through the woods/canal would not feel safe.</p>
6.	Having lived in Church Crookham for over 60 years, I went to primary/secondary school here, the houses have increased but the roads have not.
7.	Help people do the right things.
8.	<p>I am 92 years old and live in Crondall Road.</p> <p>I live alone and am disabled and mostly confined indoors, but I keep going.</p> <p>This is a delightful village to live in.</p>
9.	I am a local dog trainer and would be very interested in working on some community canine guidelines and workshops to encourage good dog behaviour and regular training.

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GENERAL COMMENTS

10.	<p>I like the traditional street lighting and the bench outside the village shop. Touches like this help to maintain a traditional feel. I am glad the phone box was retained.</p> <p>Would it be possible to have a community market/event say once a month (on the same day) in the WI hut or outside in the car park? Local people who grow veg & fruit, make jams & preserves, cakes etc, people who do woodwork or crafts could bring their stuff for sale. Perhaps even a few 'car boot' stalls. Some people might want to do a charity stall. Coffee & cakes could be available for sale and some tables & chairs available so people could chat and get to know each other. Stalls could be charged for (like car boots do) and the money go towards the village fund. This helps with a sense of community.</p> <p>Litter picking groups could be organised.</p> <p>A skills exchange group would be set up or a register kept. Those available for gardening, babysitting, companionship for old/infirm with a list of phone numbers.</p> <p>Likewise, a list of local tradespeople put forwards by villagers with positive and negative comments (a more honest and straightforward 'check a trade' whom I believe only publicise positive comments so you never get to know who is no good).</p> <p>What about a quiz night at the WI hut?</p> <p>What about a local garden sharing scheme? Allotment lists are long and some people have gardens too big to manage. I know this scheme is very successful elsewhere in the country.</p>
11.	<p>I think it would be great if residents (able-bodied) could be encouraged to clear snow from the pavements outside their properties during periods of bad weather. We have a high population of elderly residents in this village who need access to our two excellent shops at all times, or to the bus stops to travel further afield. I was very disappointed by the apathy displayed this winter by the lack of snow clearing - maybe due to a common misconception that this could make someone liable to be sued if they clear the snow and an accident occurs. This myth should be dispelled.</p>
12.	<p>I think our PC is great and we are very luck. I have lived in the Hart area for 40 years and the last 7 years in Crookham Village. I have been more informed of parish activities than in all of the preceding 33 years! Thank you.</p>
13.	<p>I think that we have too many layers of government telling us what to do. eg The Vatican, The UN, London, Winchester, Hart and you.</p>
14.	<p>I think the P/C should open up invites to young people once or twice a year to hear their views on how they think improvements could be made in our area.</p>
15.	<p>I would like the drains kept clear to reduce the flooding, and also proper maintenance of the local roads. There are too many potholes, especially near the drains. These have often been poorly filled in and need proper repairing.</p>
16.	<p>I would not like to see any more housing being built or industrial development. The infrastructure cannot cope with further building works.</p>
17.	<p>I'd like to thank Parish Councillors for all the hard work they do, week in, week out, for us.</p>
18.	<p>If it were possible to use buses into the evenings - I would use local bus service more Unfortunately they stop too early</p>
19.	<p>It's a shame that the Parish Council does not advertise itself more. Maybe if councillors came and knocked on our door it would help. Sort out the foxes! They are a nuisance!</p>
20.	<p>Just to say 'thank you' to all those who work hard for the parish.</p>
21.	<p>Litter and dog poo is a big issue around the canal area. Drink cans thrown into hedges. Vandalism of the wooden fence (on path between Silvester way and Zebon Copse Centre) is an eyesore and not been addressed for several years.</p>
22.	<p>More police patrols through Zebon Copse - especially during summer nights. More lighting behind houses and alleyways.</p>
23.	<p>More schools needed at all levels/ages</p>
24.	<p>My comments might be different if extra development was forced on us.</p>
25.	<p>My grateful thanks to all those on the Parish Council and Crookham Village Association who give so much of their time and energy to providing the lovely environment we are privileged to inhabit,</p>

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GENERAL COMMENTS

26.	No large scale- housing developments Retain the rural character of the village & its traditional identity i.e. no harsh lighting or urbanisation. Get Hants CC to add a left turn lane at junction of Crondall Lane and A287 so cars turning left don't have to queue for ages behind cars turning right - or build a roundabout.
27.	No more houses
28.	No more new housing developments
29.	Parking in Crookham Village needs addressing. Parked vehicles are becoming something of an obstacle course.
30.	People move here for better quality of life. If you stretch schools, roads, rail then standards go down.
31.	Person C. Traffic calming has become excessive in some areas. In some cases it is potentially more dangerous and damaging to vehicles regardless of speed. (2 particular on Zebon Copse). Also they need to be maintained which is a waste of money!!
32.	Please can I stress again my concerns for the Redfield/287 junction. it is so dangerous. before some gets killed or seriously injured. I don't wish to drive by a bunch of flowers every day.
33.	Please help CVPC take responsibility for the provision of allotments. Not sure why it takes so long to give over a relatively small piece of land for this.
34.	Problems walking on pavements due to cars parking on them. Also some hedges allowed to grow across part of the pavement. Impossible for p[rams and wheelchairs/buggies to pass, and dangerous for others.
35.	Provide the opportunity for residents to 'sign up' for email communication from/about the parish. Provide a selection list of events/activities/messages/meetings/questionnaires that residents can opt to receive emails about. The current PCC expects residents to 'pull' the information. The PCC site should 'push' information (to those who want it and have signed up for it). Expand the role of the PCC - French style - let the PCC be the CENBTRE of all events and activities in the parish with strong links to the local (commercial) businesses and groups.
36.	Re-establish boundaries to original CV - only to define what we are and therefore what the way forward is.
37.	Reverting to maintenance of the main road and footpath thro' Zebon, we feel the contractors do not do enough to clear up their mess. This results in grass, weeds, broken twigs blocking the drainage and kerbs, specifically along Brandon Rd. This can lead to blocked drains and localised flooding.
38.	School places - there is strong feeling among the parental community that school catchments should not change. People move to particular roads / areas for particular catchments and these should be maintained long term. New developments should be placed in the school catchments which have capacity even if they are not the closest school - this is fair as they would know the catchment when they purchased a new property in a new development.
39.	Some issues are best dealt with within the parish, but others have a much wider impact. I think development in the parish and surrounding parishes has reached capacity. Over the last 35 years in the area there have been few 'improvements' to the roads, schools or access to medical facilities but these are controlled external to the parish and all the parish can do is lobby. Pleased that the Parish give members an opportunity to have a say.
40.	Sorry to say this but I think due to the design of this questionnaire you will have a low response rate and also a huge task to analyse the responses. The depth of questions and information required is excellent but I think most households will have a single, general opinion, so you only needed the answers per household rather than for every individual in the house and therefore only one column to answer would have been sufficient to give your required information for the vast majority of the questions
41.	Stop horse poo on paths!!!!
42.	STOP PEOPLE PARKING ON KERBS IN ZEBON COPSE11

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GENERAL COMMENTS

43.	Thank you for this survey.
44.	Thank you for your hard work. CV is a nice place to live.
45.	Thanks for everything you do for the Parish.
46.	Thanks to all those who work hard for the benefit of the parish.
47.	The CVPC have been supportive of the CRAG. but can we now move things on quicker?
48.	Think Green, Clean, Fair and Small and Kind to All Rich or Poor to Share our heritage for generations to come.
49.	This questionnaire has been welcomed & if we had received them in the past may have become more involved in the parish activities. We've enjoyed living here & will miss the access to the canal for leisure.
50.	To make the village even more attractive the planting of more Spring flowers along suitable verges would be a good idea and containers of Summer blooms in strategic positions in the village itself.
51.	Traffic is by far the major problem, most of the old village is conservation. A village needs a bypass.
52.	Vigorously oppose future building/development.
53.	We feel Crookham Village does not require any additional housing due to the strain it would place on existing infrastructure eg roads and further development would take away from local village identity.
54.	We have a lot of wonderful wildlife in this area (deer/badgers/bats etc) and the local rangers do a great job - however their services will only go as far as a reduced budget will allow. Budgets need to include environmental management for these species as well as us.
55.	When my children finish school, I will depart Fleet, which is over-developed and poorly managed.
56.	Why are there never any police officers when needed???
57.	Why does the council waste thousands of pounds putting different coloured road surfaces down (sand colour)? Motorists ignore these and have not been necessary for the past 50 years. Money should be spent of filling potholes instead. Speed humps should be removed - they require motorists to use high revs in low gears = more pollution. More automatic speed signs should be put up to show motorists their actual speed (without fines).
58.	Why haven't grit bins been automatically refilled by the Council? Freezing weather continues - bins are empty of grit!

Instructions for Processing CVPC Questionnaires

1. Locate blank questionnaire file on disk, which should be placed in the same folder as the processed results to save time when doing a batch. Right click the filename, choose properties, then tick the box near the bottom marked 'read only'. This will prevent you accidentally overwriting the blank form. When you try to save, you'll be warned and asked to give a new filename.
2. Open blank Q in Adobe Reader/Acrobat.
3. Enter serial number of returned Q in blank field at top right of Page 2. (NB eg P023 = P zero two three, not PO23 for Post Office!)
4. Transcribe ticks, text etc into electronic form in correct places.
 - a. If ticks entered in field where number should be, enter 'x' instead.
 - b. Some text fields only allow text to be entered at the vertical centre, which can fool you at first. (This was a mistake when compiling the PDF form.)
 - c. Some text fields only allow one line of text to be entered. Enter all on the one line.
5. When form complete, save using filename Q2013_serial.pdf - eg Q2013_Z102.pdf, where the serial is a single letter indicating where the questionnaire was handed in = E, P, Z for electronic, Post Office and Zebon Spar Shop). If asked if you want to SUBMIT, tick the 'do not show again' and close the warning box to suppress – this is only relevant to people sending the form in by email.
6. Place a tick under the serial number on the cover of the paper form to show that it has been transcribed.
7. Repeat until all forms processed.
8. If you cannot read handwriting, make a note of serial number and question and enter '[]' to show something has been missed.
9. If you think comments are inappropriate/defamatory etc, do not transcribe, but make a note of serial and question. If only a section of a comment is omitted, mark with '[]' to aid checking.
10. Make notes in pencil on the paper form if you resolve wrong entries (eg entering multiple ticks when only one is allowed – eg on travel to work choose only the one that gets you furthest away – ie train beats bus beats walking)
11. Return paper forms to DHJ and the electronic versions on a memory stick – DHJ will collect if asked and bring a stick.
- 12. Take some more forms to process and repeat all!**

Thoughts for Next Time

FORM

1. Original form designed in Word. Converted to PDF Form in Acrobat Pro.
2. Table cells transferred well into PDF fields, but text boxes did not. Use only table for data fields in Word.
3. Make sure all free-form text-entry fields are set to multi-line in Acrobat.
4. Field names allocated in Acrobat were in the form: 15A3 (meaning answer to the third item in Question 15 by Person A).
5. The above format of field name meant that column E answers were in fields named like 15E3. When imported into a spreadsheet, these were interpreted as numeric entries in exponential format and were converted into numeric format (in this case 1.5E+4). This added a small, but unnecessary, complication to processing the spreadsheet data that could be avoided by using field codes of the form Q17E4.
6. Field names should indicate the question and sub-question and be ordered across, then down, so that responses to the same question by different people within a household end up in adjacent columns.
7. More care needs to be taken on field order, since this governs the order of columns in the CSV export. In this case, where many fields were generated by cutting and pasting, there were anomalies in field order that added complexity to sorting the data in Excel.
8. A number of people wanted to comment on questions without a text box. Include a text box for more of the questions next time.
9. When all completed forms converted to electronic form format, Exported from Acrobat Pro in .CSV format.
10. 350 exceeded the maximum export capability of Acrobat Pro X, but exporting a third at a time (around 100 forms) worked well.

EXCEL

1. Corrected filenames and serial numbers of forms where mistyped by others.
2. Removed blank forms E006, E014, Z019.
3. Added a row beneath each Acrobat numeric field name with meaningful names in the form 15Ahealth meaning Q15 Person A Health question.
4. Changed all tick box responses Yes to 1 and Off to 0 to simplify analysis.
5. Extracted individual questions onto separate worksheets with columns of FormNo, Serial, Location on each sheet plus specific question data.
6. Reordered columns within question worksheets to aid analysis, leaving master worksheet field orders as originally imported.
7. Generated numeric totals of each answer across all responders.
8. SUMPRODUCT() used to extract subtotals for each of the three wards.
9. Percentages calculated against total number of responding individuals for individual questions and against total number of non-blank forms of forms for general questions.
10. Graphs generated for pasting into Word report.
11. Having dual monitors with Word and Excel open alongside each other made generating this report much more convenient.

RESPONSES

1. A number of people answered on behalf of the population rather than just themselves. Worth making it clear we want only individual views, not assumptions about other people's issues.
2. A number of households submitted identical responses for all individuals. More emphasis should be placed on getting each individual to give their own responses.

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APPENDIX G ANALYSIS OF THE QUESTIONNAIRE TO RESIDENTS

Crookham Village Parish Neighbourhood Plan Analysis of the Questionnaire to Residents

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1: Introduction

A Neighbourhood Plan is currently being prepared for Crookham Village Parish that will set out planning policies to shape development over the next 10 to 15 years. It is important that the Neighbourhood Plan is prepared based upon the needs and aspirations of the local community. The Neighbourhood Plan Steering Group, a body comprising local people with an interest in the future of the town, has undertaken a first round of engagement with the local community to gain views on various aspects of development that might be explored further in the neighbourhood planning process. This builds upon an extensive amount of consultation undertaken previously as part of the Parish Planning process in both 2005 and 2013.

A questionnaire was made available – both online and paper copy - for local people aged 14 and over to fill in between December 2014 and February 2015. It included a series of questions on the following topics:

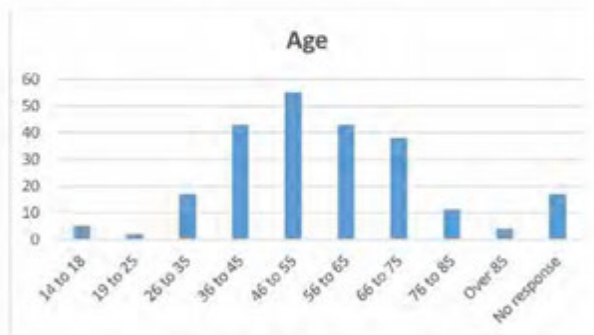
- Housing Provision
- Jobs and the local economy
- Protecting our environment
- Improving community services
- Creating a sustainable community

Respondents were also able to provide free-text comments to ensure that they could provide their full feedback.

This report sets out the findings from the questionnaire. These will be fed back to the local community so that local people are kept fully informed of how their views are being used to begin to formulate the neighbourhood plan. The findings will also be used further along in the process in the preparation of the Consultation Statement that will be submitted to the Independent Examiner alongside the Neighbourhood Plan.

2: Who completed the survey – a profile

In total, 235 people completed the questionnaire. Crookham Village Parish neighbourhood area comprises 1,596 households with a population of 4,037 people (Census, 2011). This corresponds to a resident return rate of around 7% rising to 15% if based on the household return rate figure. There was a 50:50 split between males and females responding and the age spread was as follows:



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The number of responses from those between 14 and 26 years old was on the low side and might signal a need to undertake further engagement targeted to this audience. Postcodes were collected which illustrated that 100% of respondents live within the neighbourhood area.

3: Summary of key findings

Housing Provision

- More development not particularly welcomed as the area has been subject to new build already in recent years.
- Keenness to protect the rural setting of the parish which is seen as intrinsic to its very nature. This includes both Greenfield and agricultural land.
- Small-scale build of 20 units or less is preferable to larger scale development and on brownfield sites or sites where buildings already exist but are perhaps unused.
- Houses suited to younger people/families and elderly (downsizing/lifelong homes) called for as well as affordable housing on a preferential basis to those with long-term connections to the area.
- Concern that current infrastructure is not able to support more housing.

Jobs and the local economy

- Any further employment land should be on brownfield sites/existing unused buildings.
- Concern that creating new employment sites will lead to further unwanted housing.
- The village is not set up for medium to large scale business. The emphasis should be on providing village services such as retail as well as farming, local crafts and tourism.
- Broadband speed and accessibility would need to be improved, alongside physical access in and around the parish if more businesses were to be attracted. Also the availability of suitable modern units. Grove Farm units and Barn Workshops cited as good examples.

Protecting our environment

- The rural setting should be protected as this is intrinsic to the character of the parish.
- Any development should be of high quality, environmentally friendly and with good access.
- Protecting green open space is important as it provides much needed habitats for flora and fauna.
- Flooding is a concern and new build might exacerbate this. Existing homes should also ensure that they do not undertake work that might worsen this such as tarmacking front gardens.
- A host of buildings, land and views are deemed important to safeguard with the most commonly cited being the countryside (agricultural and green field), woodlands, the Basingstoke Canal area, historic and listed buildings and the village centre.

Improving community services

- Public footpaths, public transport and road safety measures were the top three community services that were cited in terms of needing improvement.
- Bus service cuts have not been welcomed. Buses are deemed as vital for the rural community particularly for older people. New housing should be located within reach of a bus route.
- There is a lack of car parking with too many cars parked on the streets and over the pavement. New housing should have allocated parking, ideally two spaces per dwelling.

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- There needs to be more places for young people to meet. A youth club might be helpful.
- A GP surgery would be useful as currently residents have to travel to Fleet for this service.

Creating a sustainable community

- Making use of local resources is important to local people.
- Traffic speed, volume and danger need to be addressed in the parish.
- The Village centre, Crondall Road, Redfields Lane and Malthouse Bridge are hotspots for congestion and speeding.
- More walking and cycling routes would be welcomed. These need to be maintained and ideally cycle routes need to be separated from the road. Safety of routes, for example providing well-lit routes, is important.

4: Detailed Feedback

This section provides the detail on the findings of the Questionnaire. It is divided into the five themes showing the outcomes for the specific questions tabled within that topic and then setting out a summary of the comments received.

4.1 Housing provision

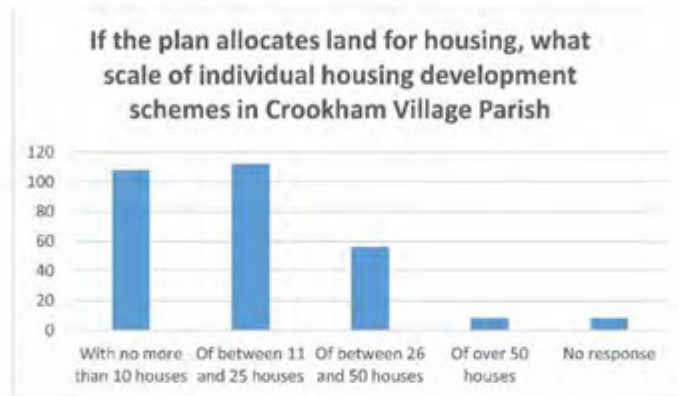
The residents of Crookham Village Parish were keen to express their views on future housing development in the parish.

The overwhelming opinion was that the area had already been subject to a significant amount of housing and that further development was not welcomed, rather there were alternative areas in the district that might be more suitable particularly in terms of the infrastructure required to support new housing. Indeed the lack of adequate infrastructure – suitable road network, sufficient school places, health centre provision – was the most commonly cited reason for resisting further development just ahead of the desire to safeguard the greenfield and agricultural land that is so intrinsic to Crookham Village's character and the impact that development would have on the landscape and wildlife local to the area.

Bearing in mind however that at the very least a modest amount of housing might be required locally, residents were asked a series of specific questions on the type, scale and location of this future housing and were also given an opportunity to share their opinions in free-text.

Regarding **scale of housing**, residents were in favour of smaller scale developments rather than larger estates as illustrated below.

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This was emphasised again in the comments section with calls for either no development at all or developments of less than 20 units. The main reasons behind this thinking was the following:

- The lack of infrastructure currently in place to cope with more development.
- The keenness to safeguard both greenfield and farmland surrounding the existing settlement for both biodiversity reasons and to avoid any coalescence with neighbouring communities.
- The numerous areas prone to flooding within the parish.
- A desire to safeguard areas of greenery within the existing village.

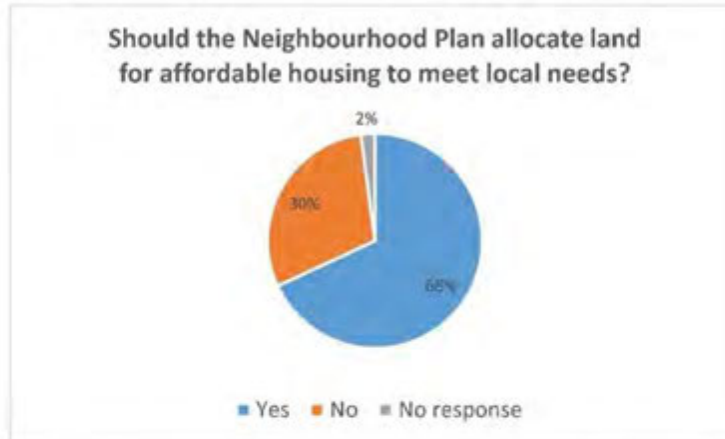
In terms of the type of housing desired by local people, market housing featured highly as well as homes with shared equity.



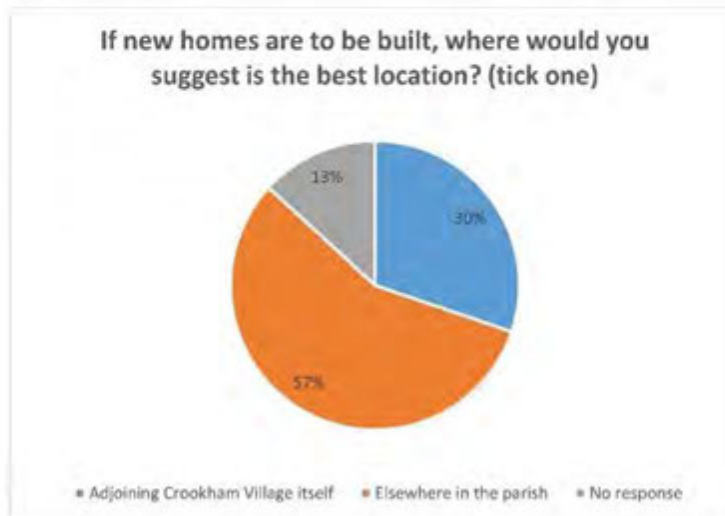
In terms of the **type of housing** required, more detailed comments revealed a gap in the current provision of starter homes and homes suitable for families. There was a concern about the ageing profile of the village and the need to draw younger people and families in to Crookham Village in order to sustain the community and the provision of community facilities. In addition a call for one-bedroom housing was raised in connection with elderly members of the community wishing to downsize yet stay within the parish.

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Affordable housing was mentioned in relation to the current deficit of this type in the parish with a number of respondents wishing for such housing to be made available on a preferential basis to those people who have local links/lived locally for at least 10 years. This is very much borne out in the figures relating to the specific question on affordable housing provision.



Finally residents were asked about the potential **locations for new housing**. The figures illustrated a slight preference for new housing to be built in the wider parish as opposed to within the village itself.



The detailed comments provided further information on this. When asked about locations that would be suitable for new housing, over 45 comments reiterated the preference for no housing at all within the parish often in combination with the issue of lack of adequate infrastructure. Other comments referred to the following, listed in terms of most often cited:

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- Housing should be built on brownfield sites or sites with existing, unused buildings (24 comments)
- Housing would be better placed in neighbouring areas of the district such as Winchfield, Dogmersfield and Hook (17 comments)
- To a much lesser extent, a series of individual locations were cited as suitable to take small scale housing:
 - Crondall Road area (11 comments)
 - Grove Farm (and northwards) (9 comments)
 - Adjoining Farriers Close (6 comments)
 - Watery Lane (6 comments)
 - Along Hitches Lane (5 comments)
 - Adjoining current estates such as Zebon Copse (4 comments)
 - Adjoining the existing village (4 comments)
 - Within the existing village eg infill (4 comments)

When asked about locations *not* suitable for new housing, a range of locations were mentioned, the following being the most predominant:

- Greenfield / sites of open countryside / farmland (60 comments)
- Grove Farm (32 comments)
- Areas prone to flooding including Watery Lane (44 comments)
- Any areas that would mean the village coalescing with neighbouring settlements (25 comments)
- Sites within the village itself (20 comments)
- Land near the Basingstoke Canal/ River Hart (20 comments)
- Areas of special interest such as wildlife, woodland and scenic views (20 comments)

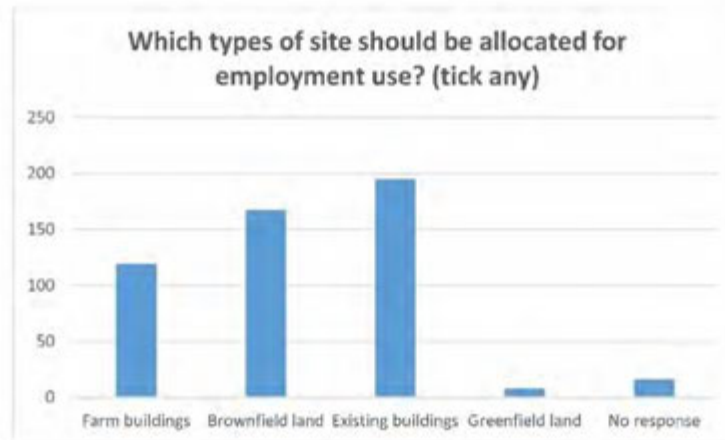
The comments underlined the fact that the residents of Crookham Village are keen to maintain the rural nature of the village and wider parish and therefore any development that impacts on this is likely to be unsupported. Small-scale development is seen as the most favourable option as a way of enabling more affordable housing, increased starter and family housing and downsizing options. There is a need to ensure that adequate supporting infrastructure is provided with many citing the already congested routes through the parish and the narrow lanes in particular. Any new housing should be designed to be in-keeping with the current style and offer sufficient parking for cars. The village should not merge any further with neighbouring communities.

4.2: Jobs and the local economy

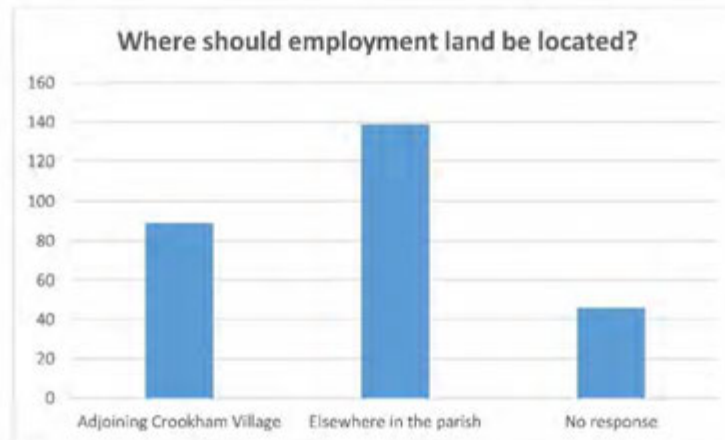
The neighbourhood plan has the ability to provide additional detail and policies relating to employment including the safeguarding of existing land and provision of new land for this purpose. Residents were asked a range of questions to understand their views on this.

Around half of the respondents stated that they, or a member of their family, would be seeking employment (ideally locally) in the next five years. 51% of respondents were in favour of allocating additional land for employment in the parish. As with the comments received in the housing section, the majority of residents felt that this land ought to be brownfield or already built-on land and elsewhere in the parish not adjoining the village.

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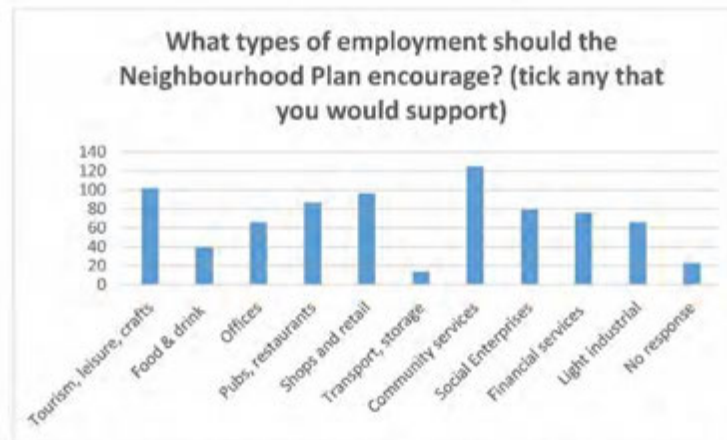
In terms of pinpointing **where these sites might be located**, residents looked to land beyond the village itself.



It should be noted however that this view contrasted with the views expressed in the detailed comments of this section where the overwhelming view was that Crookham Village was not suited to having a 'business park' or being a business location beyond the provision of 'village friendly' activities such as community facilities, small-scale retail, local crafts and tourism. Rather nearby Fleet was more set up for business with office space available and better transport links. Many respondents felt that as a small, rural parish it would be unrealistic to try to create many new job opportunities and that most residents were happy with the dormitory aspect of Crookham Village. Indeed further jobs might signal a need for further housing, which is looked unfavourably upon.

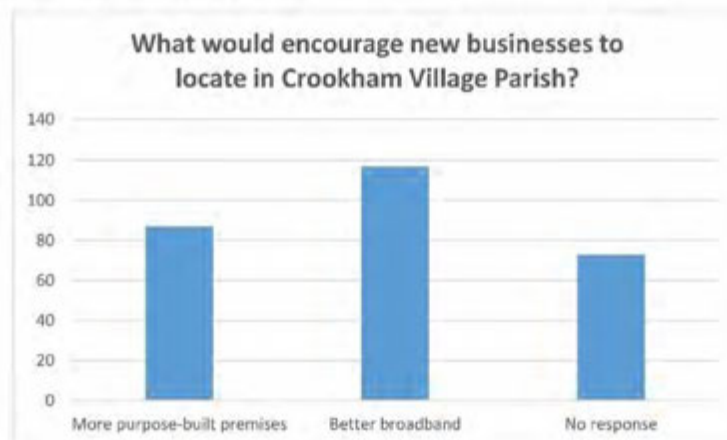
The questionnaire asked what **types of employment** might be encouraged.

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Other suggestions beyond the options provided in the survey included agricultural industries, a balance of employment types, the IT sector and home-working.

In terms of **how to attract new businesses**, should this be required, the provision of better broadband was the most important factor.



The two most cited factors in the detailed comments for this question were the need for better access to and within the parish (31 comments) and a call for more affordable rates and rents (15 comments), although the latter is not something that could be addressed via the neighbourhood plan. A number of respondents mentioned the units at Grove Farm and the Barn Workshops as good examples of modern units within the parish.

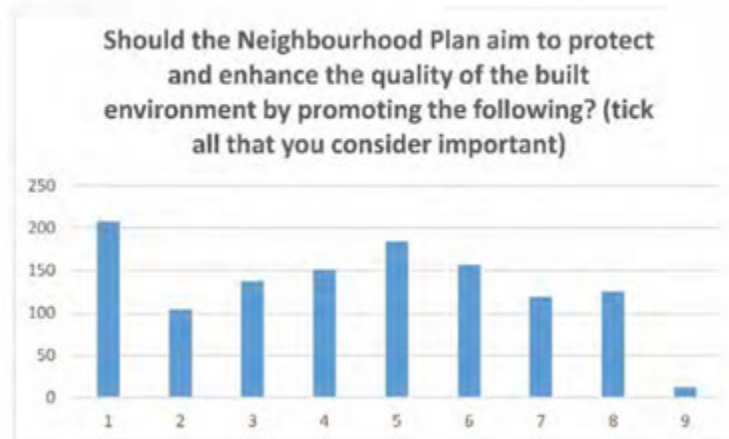
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4.3: Protecting our environment

The rural setting of Crookham Village Parish is very important to local people. 92% of respondents felt that any future development in the parish should be in keeping with the village's existing character and landscape setting.

In terms of **the built environment** all of the factors mentioned in the questionnaire were deemed important as illustrated in the graph below where 1-9 are:

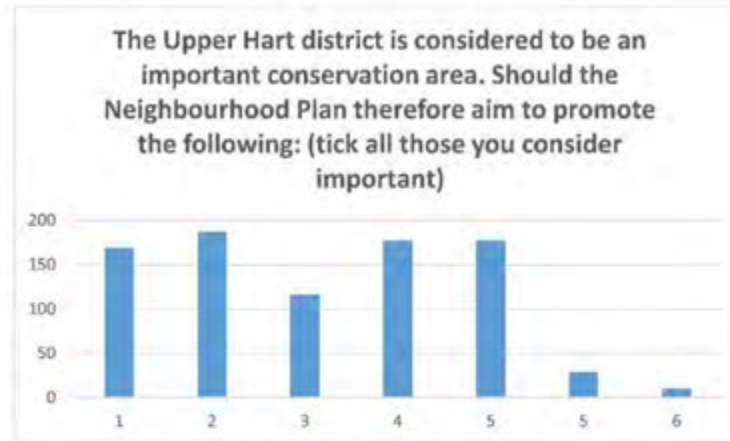
1. Design respects the scale of the existing village landscape
2. Minimum standards for living space in dwellings
3. Use of traditional local building materials
4. High levels of energy conservation in new build
5. Green space and gardens within settlements
6. Better pedestrian and cycle access to the village centre
7. Signage respects the locality
8. Traditional styles and scale of shop fronts
9. No response



A similarly positive response was received to the question about whether the neighbourhood plan should seek to promote **environmental aspects** that would support the safeguarding of the Upper Hart Valley as a special conservation area, as illustrated below where the 7 factors assessed were:

1. Increased provision green space
2. Enhanced protection of historic and natural features
3. Enhanced protection of the landscape of disused farm buildings
4. Positive management of the varied local wildlife
5. Improved flood prevention measures
6. Other
7. No response

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Further comments received here reflected the view that green and open space is important to local people, with a need to maintain and safeguard it. Respondents value local wildlife and do not want to see it disturbed through development. The issue of flooding was raised a number of times and one respondent also referred to the need to include policies that would reduce the impact of noise and light that new development might bring.

116 respondents commented on **buildings, places or views that they believe are important to protect**. A host of examples were cited which can be categorised as follows:

- All countryside surrounding the village. Specific mentions made for the Upper Hart Valley, ancient woodlands, agricultural land, streams, Ministry of Defence land, meadow and fields with some emphasising the need to stop any coalescence with neighbouring communities (32 comments)
- The Basingstoke Canal (31 comments)
- Historic buildings in the parish with specific mention given to Malthouse Bridge, the Kilnhouse, the public houses, all listed buildings, the conservation area, timber framed houses/cottages and buildings/sites listed in 'Hampshire Treasures' directory (13 comments)
- Farms in the parish in relation to protecting the actual farms and also the views afforded from the farms. Grove Farm in particular was raised (15 comments) as well as the Tump (14 comments). Other farms mentioned specifically were Cross Farm and fields, Pilcot Farm
- A range of views were cited: the view from Crondall Road east towards the canal, the view from the hill next to Albany Farm southwest to the canal
- The village centre including its green spaces and fields eg those separating The Street and Zebon where there are many footpaths (10 comments)
- A call for no further SANGs
- Other specific locations: Netherhouse Copse and Moor, Stroud Lane Meadow, fields between Watery Lane and St Nick's School and Fleet Pond

Respondents used the final comments section to emphasise points raised earlier in particular:

- The natural ecosystem is critical to protect. There is a wealth of flora and fauna in the area – including deer, red kites and rarer species such as the Dartford Warbler – these need to be protected at all costs. SANGs were not seen as a solution. In addition, more could be done to help people understand and interpret what is there (23 comments)

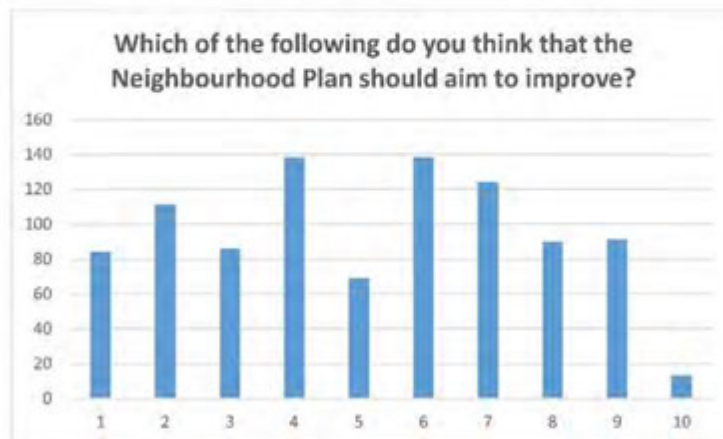
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- Flooding is already a problem and will be exacerbated with further development (21 comments)
- The character of the landscape and the village should be protected. One called for the Upper Hart Valley to become a protected area (15 comments)
- If build is to happen, the preference is for smaller number of units as opposed to larger scale development (3 comments)
- Any new build should be environmentally friendly in terms of energy use, reducing light and noise pollution etc (2 comments)

4.4: Improving community services

This section of the questionnaire aimed to capture views on local services and facilities either already present or needed in the community. In terms of facilities needing improvement the top three issues for locals were public footpaths, public transport and road safety measures as illustrated below where the factors being assessed were as follows:

1. Allotments
2. Broadband service
3. Vehicle parking facilities
4. Public footpaths
5. Access for disabled people
6. Public transport
7. Road safety measures
8. Leisure and recreational facilities
9. Facilities for young people
10. No response



The questionnaire drilled deeper into a number of the issues mentioned:

Public transport: This rated most highly, along with public footpaths, in the survey responses. 70% of respondents felt that the continued reduced investment in the local bus service, which has led to a much reduced service, would impact negatively on the ability for Crookham Village Parish to absorb new housing. This was borne out in the comments with the majority of people stating that they were disappointed about the cuts in the bus service, many stating that this had been done without

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public consultation. Respondents felt that as a rural location, with an ageing population, bus services were vital. Any future housing development should be on a public bus route to ensure that traffic can be reduced. The most commonly cited route required was between railway stations, housing estates and the local schools and colleges.

Comments suggested that currently the service is patchy with buses running late, too infrequently and routes being too long. Suggestions to remedy this included running hopper buses more frequently around the town. A couple of comments referred to the potential to consider electric buses to support the environment.

Vehicle parking facilities: Respondents raised issues including a lack of parking generally in the village, too many cars being parked on footpaths and pavements, and congestion in certain hotspots such as the railway station and The Street. Solutions cited were:

- New development (housing and retail) should have sufficient parking spaces allocated to it (27 comments)
- Any new roads should be sufficiently wide to ensure that cars do not park on the pavement (10 comments)
- Better use of existing car parks would be helpful – the WI Hall was mentioned specifically here (7 comments)
- A new car park is needed in Crookham Village (6 comments)
- On-street parking should be banned (4 comments)

Leisure and recreational facilities: Many respondents were content with the existing provision suggesting that for such a small settlement, facilities were actually very good. There was also much comment about looking forward to the new leisure centre. Specific calls for improvements were:

- Preserving open space, parks and footpaths as far as possible. One respondent wondered if Crescent Green could become a formal village green.
- Creating more children's playgrounds with possible sites: adjoining the WI Hall, Crescent Green, Zebon Copse
- Creating more indoor and outdoor sporting and leisure opportunities. Activities mentioned included a children's paddling pool, football/3G pitch, skateboard park, outdoor gym, squash and tennis
- Discouraging home owners from paving over front gardens which reduces space for wildlife and exacerbates flooding
- Ensuring that new open space and recreational opportunities are integrated within any new development

Facilities for young people: Many respondents did not feel qualified to make suggestions on behalf of the younger residents of the town and instead suggested that the Steering Group would be better placed talking to this specific audience directly, perhaps through a school survey. Where suggestions were made, there was a particular call for a youth centre, places for young people to meet and 'hang out' as well as the need for more playgrounds and a skatepark.

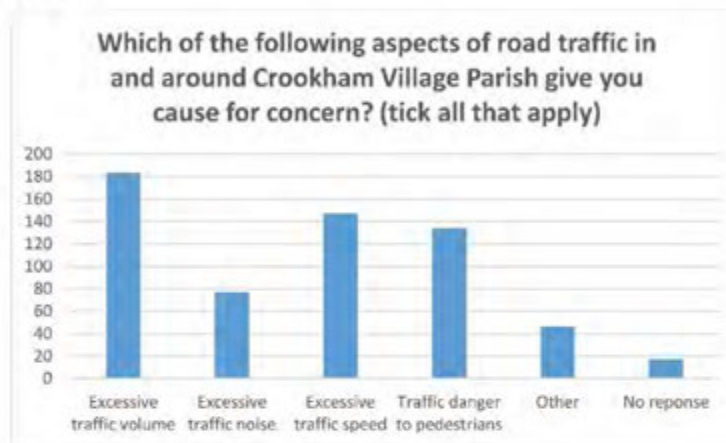
The final comments section revealed two final issues that had not been raised elsewhere, namely the need for a medical surgery (currently necessitating a trip to Fleet) and more services aimed at the elderly population, such as a shopping service and home visits. Overall the respondents were keen to ensure that a sense of community was maintained.

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4.4 Creating a sustainable community

The final section of the questionnaire explored residents' views about sustainability issues in Crookham Village and what a 'sustainable future' might look like. 71% of locals felt that the neighbourhood plan should enable land to be allocated to encourage the growing of food. This is in line with the comments received throughout the questionnaire about the need for the village to place greater value on its flora and fauna ecosystems.

The majority of questions had a particular focus on the current issues associated with traffic in and around the parish.



Traffic volume was of greatest concern closely followed by speed and the danger posed to pedestrians. Delving deeper into the particular **concerns people have about road traffic** revealed the following:

- Crondall Road is mentioned a great deal with some people calling for it to have a 20mph speed restriction. The junction of this road with The Street also appears to be dangerous in terms of poor visibility and speeding vehicles
- Traffic calming was mentioned by a few people as a way of reducing speeding although others said that they felt it added to congestion
- The impact of traffic on bridges in the parish was mentioned in particular Malthouse Bridge which one person says has been damaged
- The noise of traffic is an issue for some with a call for quieter road surfaces
- Pollution/poor air quality was mentioned

When asked to provide detail on those **areas of the road network required most urgent attention**, the following were raised, predominantly in relation to speeding traffic and traffic congestion:

- The village centre / The Street (64 comments)
- Crondall Road with specific mention of Brook Hill (40 comments)
- Redfields Lane (35 comments)
- Malthouse Bridge (23 comments)
- Other areas featuring most frequently were: Brandon Road, Sandy Lane, Gally Hill Road, Pilcot Road and Hitches Lane

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Because of the varied nature of comments, a full list is contained in **Appendix A** however a few quotes have been selected here to give a flavour of the thinking:

- "A sustainable community is one that provides the services that its inhabitants require eg, shops, surgeries, public transport etc"
- "Low carbon, encouraging localism in food production, shopping etc and having good public transport"
- "One where my children can get a job (they cannot) and they can afford to buy a house locally (they cannot)"
- "Sustainable community to me means local residents should be able to: Live and work in the Parish. It means that they should be able to buy food made in the parish and go to entertainment in the Parish. It means a community that is not destroying itself by allowing development to erode its green spaces and character. It means a community that looks after all its residents; young and old and provides for all needs"
- "One where residents are happy with their environment and are willing to participate in their community"

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Appendix A – What does a Sustainable Community mean to you?

A community that can cope with its population needs, provides employment and leisure facilities without having to drive out of the community. I do not believe it is possible for a sustainable community to continue to grow at the rate that ours has, the facilities are always overstretched.
A Community that can cope with traffic, schools, doctors, etc
A community that can support itself with both food and infrastructure
A community that can survive change and can renew itself as necessary. To encourage mixing up of all end of village, a village hall in Crookham Village would be great 0 with a possibility of activities for all age groups and types. Zebon Copse Centre too far away especially for those unable to drive.
A community that is sustainable over the long term. Time needs to be taken to consider whether any new housing communities are sustainable. Impact on Health, schooling. Environment and transport issues need to be considered before agreeing any housing.
a community where all parts of the infrastructure are coping with demand. One where I can get on with work/life and raising the kids without having to worry if my commute is so bad I can't get to work on time or that my kids won't be able to get into a local school
A community where generations of families live so you get continuity of ownership and stewardship
A community where there is the possibility of resources, roads, schools etc. Meeting the needs of people already living there - no sewerage spilling over, no large puddles, flooding, no roads so neglected with pot holes.
A community where there is the possibility of resources, roads, schools, etc. meeting the needs of people already living there - no sewage spilling over, no large puddles/flooding, no roads so neglected with pot holes.
A community whereby the provision of local services, schools, doctors surgery etc can cope with the requirements of the community
A community which can manage its own affairs and has a vibrant quality, a centre point
A community who can operate independently, where people want to work and live and entertain themselves with respect for the environment and their surroundings.
A group of residents who can enjoy their village for its character, neighbours and facilities and who in this village can enjoy the green spaces and the varied wildlife long into the future. This is incredibly important for the physical and mental wellbeing of the villagers.
A meaningless term used by Government to provide it with the means of criticizing Neighbourhood Local Plans.
A place that can provide food etc locally with a well thought out transport plan or way of mitigating the pollution by planting trees etc
a sustainable community can only be achieved by planning a proper traffic system to allow for increasing the number of vehicles. This must be done before domestic or commercial building is even suggested
A sustainable community is a place where people want to live and take a pride in their community. It will meet the diverse needs of its residents and they will want to contribute to their community. The planners and residents will work together to create a sensitive and rich environment for people and wildlife. An agreed local plan is a good step toward creating a Sustainable Community but only if the planners listen to the views of the residents.
A sustainable community is one that provides the services that its inhabitants require eg, shops, surgeries, public transport etc.
A sustainable community is one that will look after itself, have employment opportunities inside the community, grow naturally, developments in keeping with other local buildings and encourage less car use. That last one, I believe is critical. You can't complain about public transport (or the lack of it) if you don't use it while it's there.
A sustainable community is one where all needs of local people are met within the parish, and there is no need to look outside the parish for services eg education
A sustainable community is one where residents could achieve 90% of their domestic, personal, health & leisure needs without travelling outside of their area.
A sustainable community is one which encourages self-sufficiency within the local area. Good social facilities encourage neighbours to meet and develop friendly relationships creating a cohesive community for their growing families

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A sustainable community is what already exists to a large degree - that is local meeting places and events, local newsletters, a good Post Office and a population of a size where people can get to know one another and be friendly.
A sustainable community is where people want to live and work now and in the future. It meets the diverse needs of existing and future residents, is sensitive to the environment and contributes to a good quality of life
Adequate local resources, including transport infrastructure, school places, doctors' surgeries, social meeting places (pubs, cafes, etc), essential shops.
affordable housing for all groups local amenities: shop, post office, social and entertainment good local transport and public transport open spaces and leisure facilities
All balance between the existing land and needs of a growing populace. Every time a tree is felled another two are planted.
Allowing residents to live and work together for a better environment and way of living and the protection of wildlife and the environment.
As Crookham Village is pretty much a natural rural setting-then this should be reflected in any community enterprise- not mass unrelated events.
By getting people together and involved through locally organised events (the fetes) Newsletters a good post office. which we have, small local shops
Community Composting & Recycling.
Controlled development of new housing with appropriate development of infrastructure. The creation of new local businesses that serve the local community and help build local employment so the area isn't just a commuter town.
Crookham Village Parish was once a sustainable community. We loved it when we moved here 15 years ago because we wanted the quiet country village life. Now, you can't get a Drs appointment, can't park at Fleet station, can't get a booking to use the Hart leisure centre. It takes 15 minutes to get out of the village in the mornings and the new houses are an eyesore!
Enough public services such as Schools & Doctors surgeries along with maintaining the roads to support a proposed increase in population.
Fair!! A fair chance for people to get about, be it school run, school places, drive, park in town to shop. Use public transport to access areas. Allow business to operate fairly and competitively- to do this you need to keep up and plan for future increase in population. Fleet, nice place to live. But what's the point if you can't get about, get kids into schools etc...
Further developments are sympathetic to existing environment and should make provision for local employment
Good infrastructure for existing houses. No large scale developments. Doctors surgeries that can cope. Adequate bus service. Community services for elderly and young people. Houses people can afford to buy. Protected flood plains and green spaces.
Good links into Fleet, local shops, support for elderly, dementia friendly streets.
Growing food is better than more housing Not allowing over development
growing vegetables to sell at a local co-operative or at a local morning market; get people involved in making, baking and growing to share with the community
Having a good infrastructure for houses already built and NO more large scale developments. Doctors surgeries that can cope with all the extra patients. Bus services to serve the areas that have lost out. Community services for elderly and young people. We need houses people can afford not 4/5 bedroom properties. Not building on flood plain. Keeping green spaces, Church Crookham was a really nice area to live, felt as though you were near countryside. Not any more. Too many houses.
Having all the facilities needed locally, from early child care, schools, doctors, employment opportunities and good shopping facilities. More town centre shops and less out of town to encourage local amenities and diversity.
Housing to match the spread of ages of the community. Attention to conservation of the special aspects of the environment and energy
http://en.wikipedia.org/wiki/Sustainable_community . Fundamentally I don't believe that this means that a community must be self-sustaining within its own boundaries as clearly Urban settlements could not survive without the countryside and hinterland. So I believe this means communities that can continue to thrive i.e. environmental and economic sustainability, but that is just words and it's a big topic, see http://en.wikipedia.org/wiki/Sustainability
I can't say what it means - it's trite jargon. But we actually have something special because everyone I know is delighted to live here.

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i do not know what a 'sustainable community' means
In part, it means that growth can be accommodated by existing infrastructure, and all our infrastructure is already overloaded, eg, roads, schools, doctors, dentists, rail, etc. Many more arterial roads are needed to cope with the existing volumes of traffic, and these couldn't be built without damaging the character and landscape setting of the village and surrounding areas.
It is taking the time every day to care for this community we live in. It is being mindful of what this parish can realistically provide and preserving it.
It means a community which reaps what it puts in.
It means maintaining the community that exists with a range of ages within the community and ensuring that families can continue living/affording to live in the community and are wanting to use the facilities and open spaces to enhance and enjoy their lives
It's the phrase of the moment but has no meaning unless we all go back to subsistence living
keep future development to an absolute minimum and protect the village itself from any development
Keeping a village community, which is what we have.
Living, working and tolerating each other within the community
Local Jobs for Local People in Local Crafts
Local jobs, local services, community transport, local crafts leisure and produce.
Local produce readily available - not the case at the moment
Low carbon, encouraging localism in food production, shopping etc and having good public transport
Maintaining infrastructure and a quality of life.
More being put into the community than just being taken out. An improved community sense of belonging and involvement.
More comprehensive services/facilities available
More local employment is required so that everyone does not commute to London.
No endless covering of green spaces with housing. Better facilities locally - less need for Cars - less pollution More sports facilities - better or more roads and bridges to serve community. Local business encourages including shops / facilities People encouraged to shop locally rather than drive to big towns.
No idea, maybe it's a community that fulfils most needs without having to travel too far outside its area?
Nobody, you, I or the Government knows what this phrase means.
Not a clue about this
Not overdeveloping an area just to make builders richer by investing in improved infrastructure including all the usual amenities
Not overloading the area to meet unreasonable targets, sufficient services for existing community.
Not sure
Objectives would form the planning of the area from the start. It is likely that trying to patch up an area is likely to fail
One capable of sustaining daily living with limited external support
One in which demand on local services and resources does not outstrip supply or the ability to source locally.
One that can look after itself
One that does nothing presently to spoil the futures enjoyment of the area
One that minimises its use of grid supplied electricity and gas for heating/lighting and other power needs.
One that protects the environment and retains biodiversity and the interests of those that use the Parish for healthy recreation and wellbeing
One that provides: homes, employment, education, recreation, shopping and restaurants without having to leave the area in a sense of community The imbalanced volume of housing jeopardises this ideal which forces the 'commuter town' effect
One that remains pleasant to live in, not just able to see someone else's house everywhere. Viable local employment and education (local schools need to be able to cope or the school run just adds to stress and traffic.
One where my children can get a job (they cannot) and they can afford to buy a house locally (they cannot).
One where people do not have to go out too far for provisions/services. eg sufficient access to doctors, dentist, shops, schools. One where people use the existing facilities and form networks to assist one another and are not shut away once they have returned from working away

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One where residents are happy with their environment and are willing to participate in their community
One which provides working, living and meeting places within the immediate locality and has a low impact on the natural environment by way of not disrupting drainage, destroying habitats or polluting with increased run-off, traffic congestion and litter or worse.
One with enough school spaces, doctors spaces, parking etc to facilitate all who live in the area
Other sustainable communities have a lot of windows to reduce the use of electricity and also have community cars which are shared so less energy is used.
Over population by building more houses is not going to give us a sustainable community. We need to be smart and keep Crookham village a place of beauty, promote the advantages of having some Greenland for families to enjoy and get exercise.
People living together where section A-E in this questionnaire are well balanced to provide residents the opportunity to exist happily and safely.
People who know each other and engage in common activities. 50 years ago the CVA tried to do this e.g. social meetings in the WI Hut, promoting twinning, footpath maintenance etc. We had only limited success even then when the population was a lot smaller than now.
People who live in the area actively involved and taking responsibility for creating maintaining and protecting/preserving the greenbelt environment they enjoy
People working together to support themselves locally Growing food locally, encouraging Eco friendly transport - including walking and cycling to reduce car usage
Perhaps Cross Farm should open a farm shop. Wouldn't that be fantastic! They could start by using the village stores as the retail outlet. I would also suggest the local pubs could sell meat reared on local land. Again what a fantastic thing to talk about.
Political jargon
Promotion of a community environment
Protecting the community that you live in
Providing amenities for our young people to stay in village by providing housing for them and not outsiders.
Put simply, one that discourages car journeys. Because we have most of the things we need within reach.
Remove estate agents boards!
Retain the allotments in Hitches Lane
Retaining local shops, local annual events, and local pubs.
School places where senior school students can walk to, controlled traffic volumes.
schooling and health provision and local facilities including Churches
Social equality. Making the community a place where people want to live and work, both new and existing residents. At the moment I think we have to work together to create a harmonious community among existing residents and address things such as traffic and footpaths before we even start to think about extra housing!
Somewhere safe with sufficient amenities & retails for everyday living.
Sourcing energy locally from renewable such as wind and solar. Less pollution and at least 85% recycling
Sufficient local services & infrastructure to support local needs (5 mile radius) without forcing people out of area to seek them. Desire to stay
Sufficient schools and local shops
Sustainable Community means having all the infrastructure necessary for the community needs - Transport, Schools, Health Services, Shops. At the present time the system is just keeping ahead of the needs of the Community any further housing would tip the systems over the edge.
Sustainable community to me means local residents should be able to: Live and work in the Parish. It means that they should be able to buy food made in the parish and go to entertainment in the Parish. It means a community that is not destroying itself by allowing development to erode it's green spaces and character. It means a community that looks after all it's residents; young and old and provides for all needs. Saying this all the above needs to be weighed against what is financially possible and within local grants and funds.
Sustainable is an ill-defined term that suggests a stable future, but doesn't have the clarity or force of planning law behind it to prevent developers building where public transport and other vital infrastructure is lacking.
THE EFFICIENT USE OF THE LOCAL ENVIRONMENT TO ENABLE THE DEVELOPMENT AND MAINTENANCE OF THE LOCAL COMMUNITY

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<p>The most important thing is being allowed to remain as a community without being swallowed up by more and more development sustainability is relevant to being able to access the facilities that we all use already in Fleet with perhaps the benefit of public transport</p>
<p>The plan should allocate the EXISTING farmland for growing local food and limit any further extension of unsightly allotments encroaching on countryside as at hitches lane, Access to biodiversity , no net loss of biodiversity, increased environmental awareness, manage woodland to provide sustainable fuel for wood-burning stoves benefiting community and wildlife, more community facilities in black horse/exchequer pubs, old village open space opposite exchequer associated with new small housing, more walking and cycling , better renewable energy use: solar power/wood burning stoves</p>
<p>This means maintaining everyone's standard of living and amenities. Encouraging a village culture and atmosphere and use of the facilities available.</p>
<p>Thoughtful , balanced layout in an area to maximise everyone living, working, socialising together to the betterment of most. Too much or too little of something can upset the sustainable. Community is a feeling of belonging - watching out for each other - caring about the collective or individual.</p>
<p>To me it means having a community of a size which can cater for most of its needs without over-burdening the services available. Of course we need more housing but I am sure that some sort of cooperation with Fleet could be made to turn unused office buildings into flats which local people could afford. Executive housing is not the answer. If Fleet can turn office blocks into retirement apartments I am sure the parish council could come to an arrangement to turn the eyesores which exist in Fleet to residential use</p>
<p>To me, the original Bruntland definition of "sustainable" has been bastardised by successive waves of UK politicians - culminating in the ludicrous "National Planning Policy Framework" - 65 pages of piffle designed to give developers unrestricted powers to rape and pillage the countryside. We must focus on the needs of the present and immediate future, without throwing out the baby with the bathwater in pursuit of some nebulous notion of what the needs of far off future generations might be. Sure, we need to control or even reduce our environmental impact I fail to understand how "sustainability" is achieved by plastering landscape with "ticky tacky boxes"</p>
<p>To me, this means a community that has employment, leisure, shopping, that minimises the need for people to import resources from outside the area and travel outside the area to obtain the facilities mentioned above.</p>
<p>we must not keep adding population without increasing school places and medical services which are already over stretched</p>
<p>Where people do not need to leave the community for their basic needs - food, leisure etc.</p>

Appendix H

APPENDIX H

ASSESSING THE IMPORTANCE OF THE LANDSCAPE AND SENSE OF PLACE

1. Introduction

- 1.1. This paper analyses the responses received from the consultation into the importance of landscape and sense of place to the residents and businesses within Crookham Village Parish. The consultation was designed as a series of consultation events to be held throughout the second half of 2016, starting in July 2016 and finishing in November 2016. The objective of the consultation was to obtain the views of the community into three specific aspects of landscape and sense of place, namely local gaps, conservation areas and the use of open space within the parish. The consultation was conducted as a series of drop-in sessions at parish events throughout the summer and autumn. These drop-in sessions were supplemented by an electronic consultation on the plan4crookham website using specialist proprietary survey software.
- 1.2. The consultation was initially launched at the annual Zebon Copse Fete on 3rd July 2016, which is well attended by residents from across the parish. The consultation was conducted by means of a display stand at the centre of the fete which was manned throughout the afternoon.
- 1.3. Specially commissioned A1 sized display boards were used to inform residents of the main attributes of each of the survey topics. The boards were supplemented by a large pull up banner showing a map of the parish, so that residents could work out which areas were important to them and why. This banner proved to be invaluable in enabling residents to see the interrelationship between the various areas of open space and ancient woodland, as well as the boundaries of the three conservation areas within the parish.
- 1.4. Residents were invited to submit their views either on specially designed free form response forms or online using the electronic survey software. This created a great deal of interest and discussion with many residents offering their views verbally and 44 formal written responses were received at this event.
- 1.5. While the second outing of the display stand at the annual Dogmersfield, Winchfield and Crookham Village Horticultural Show on 23rd July proved to be less successful (10 responses), the third drop in session at the Social Club in Crookham Village was the best attended session. This session was attended by over 100 residents from all areas of the parish who showed great interest in the topic areas and 87 responses were completed at the event. Several took the response forms

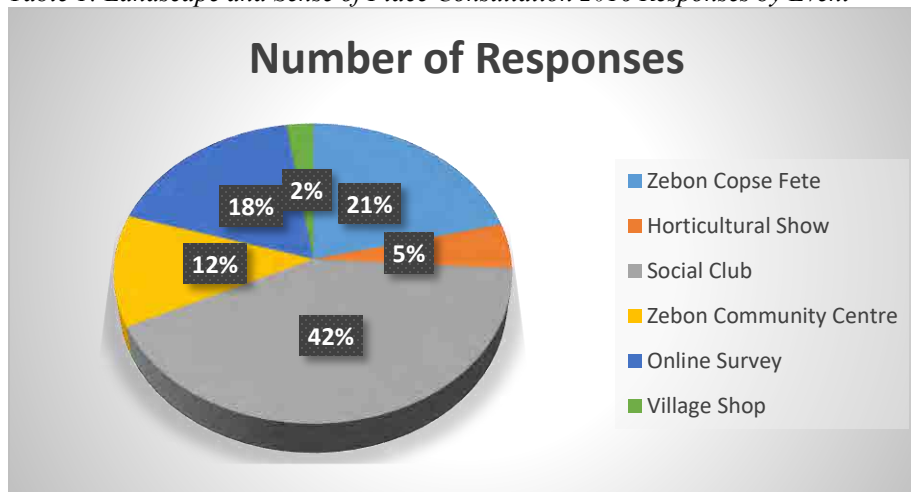
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home with them for later completion and then dropped them off at the Village shop/Post Office.

- 1.6. A fourth and final drop in session was held on 5th November at the Zebon Community Centre. This was again well attended by local residents and a further 25 paper response forms completed. The electronic survey ran throughout the period and a total of 37 responses were received. For the purposes of the analysis, all forms have been merged irrespective of their source. Figure 1 below shows the breakdown of the responses from all sources to this consultation. Analysis of the post codes gathered with the response forms showed that each session was attended by residents from all three of the main settlements within the parish.
- 1.7. Table 1 below shows the responses for each of the consultation sessions:

Date	Event / Location	Number of Responses
3rd July 2016	Zebon Copse Fete	44
23rd July 2016	Horticultural Show	10
26th July 2016	Social Club	87
5th November 2016	Zebon Community Centre	25
Summer-Autumn 2016	Online survey	37
July 2016	Village Shop	5
Total		208

Table 1: Landscape and Sense of Place Consultation 2016 Responses by Event



In total, this consultation resulted in 208 formal responses.

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2. Detailed Analysis of Responses to Questions relating to Local Gaps

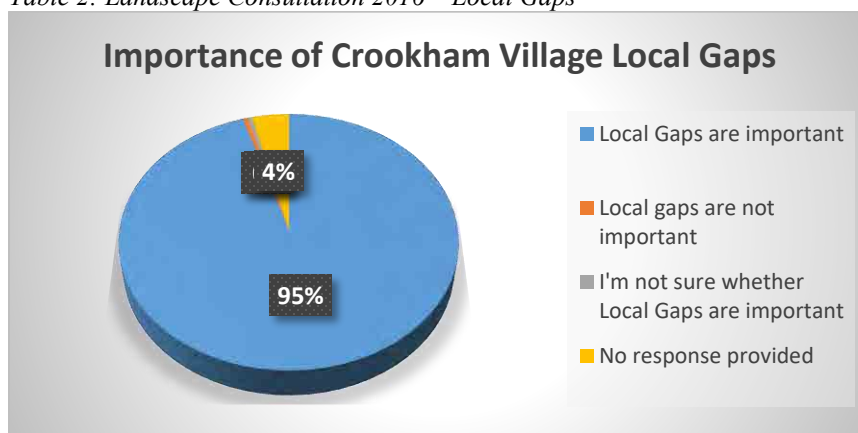
2.1. Three questions were asked in relation to local gaps:

- Are local gaps important to you?
- Which settlements do you think need to keep a separate identity?
- Please give further details about the reasons for your answer.

2.2. Table 2 below shows the number and percentage of responses in favour of and against local gaps. As shown in table 2 below, over 95% of residents felt that local gaps are important. One resident did not see local gaps as being important, while a second resident felt that the diminution of the local gap to the north of the Old Village made it of little benefit and so was not sure how important local gaps now are.

Response	Response meaning	Number of Responses	Percentage
Yes	Local Gaps are important	198	95.2%
No	Local gaps are not important	1	0.5%
I'm not sure	I'm not sure whether Local Gaps are important	1	0.5%
Blank	No response provided	8	3.8%
Total		208	100%

Table 2: Landscape Consultation 2016 – Local Gaps



2.3. Several residents did not answer the question of whether they supported local gaps or not, preferring to give a more general response. In most cases, it could be inferred from their answer that they regarded the continued existence of the local gap in Crookham Village Parish to be important. Despite this, these respondents have been excluded from the percentage of responses in support of the local gap and identified separately.

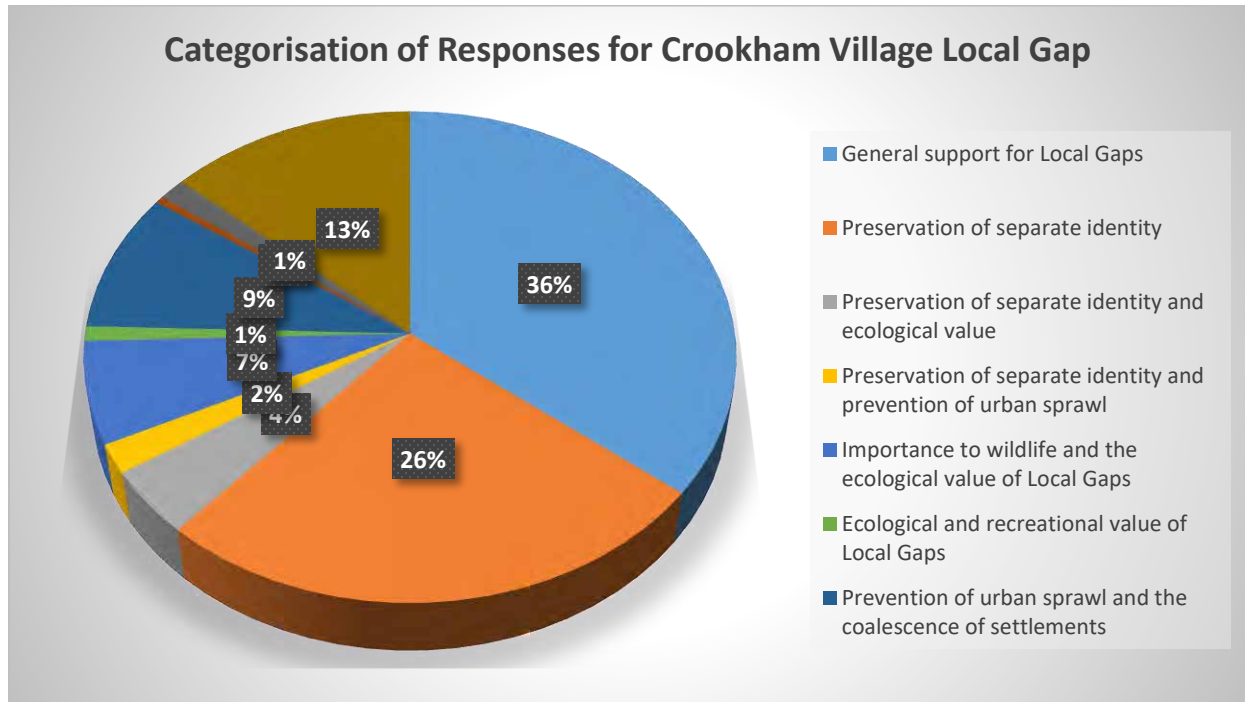
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- 2.4. When asked to indicate on the map provided which settlements need to preserve a separate identity, all respondents who replied to this section indicated the cross hatched area of the current local gap as being in need of preservation.
- 2.5. Table 3 below provides a breakdown of the reasons given by respondents as to why they regard Local Gaps as being important:

Analysis of responses on Local gaps	Number	Percentage
General support for Local Gaps	74	35.6%
Preservation of separate identity	54	26.0%
Preservation of separate identity and ecological value	9	4.3%
Preservation of separate identity and prevention of urban sprawl	4	1.9%
Importance to wildlife and the ecological value of Local Gaps	14	6.7%
Ecological and recreational value of Local Gaps	2	1.0%
Prevention of urban sprawl and the coalescence of settlements	19	9.1%
Recreational value of Local Gaps	1	0.5%
Specific developments in the Local Gap or loss of Local Gap	3	1.4%
No comment was provided for this question	28	13.5%
Total	208	100%

Table 3: Landscape Consultation 2016 – Analysis of Responses Local Gaps

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- 2.6. 74 responses (36%) of residents regarded the local gap as being very important but did not give any specific reasons for this. Many respondents in this category identified Crookham Village and Dogmersfield as being areas which needed to preserve their separate identities but did not provide any reasons for this.
- 2.7. Several residents made comments about increasing traffic from inappropriate development which although unrelated to this topic, did indicate their support for local gaps. These have been included in this category.
- 2.8. 89 respondents (45%) regarded the need to preserve the separate identity of individual settlements as the primary reason they regarded local gaps as being important. Several of those responding also provided secondary reasons for supporting local gaps including prevention of coalescence and urban sprawl. A small proportion also recognised the contribution of the land within the local gaps in Crookham Village Parish to the setting of the Old Village; as a habitat for wildlife and as a recreational asset.
- 2.9. Responses showed that most residents and businesses saw the current Local Gap, which wraps around Crookham Village to the north and south, as being essential to the preservation of the Old Village as a separately identifiable settlement. Many residents also commented that they saw it as imperative that development should not have a detrimental impact on conservation areas, listed buildings and the important views valued by the community.

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2.10. 17 responses (8%) cited the recreational and wildlife value of these areas as being the reason they regarded them as important. Many of these respondents also cited the important views both into and out of the local gap as being much valued.

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3. Detailed Analysis of Responses to Questions relating to Conservation Areas

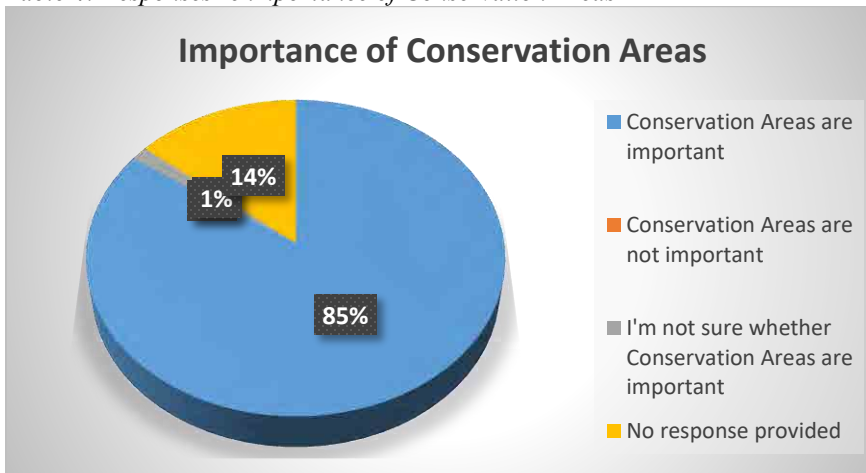
3.1. Three questions were asked in relation to conservation areas:

- Do you think conservation areas are important?
- Which areas do you think need protection?
- Please give further details about the reasons for your answer.

3.2. Table 4 below shows the number and percentage of responses in favour of and against conservation areas. 85% of residents felt that conservation areas were important, while none of the respondents felt that they were not important. Three respondents were not sure how important they were and 29 respondents did not answer this question.

Response	Response meaning	Number of Responses	Percentage
Yes	Conservation Areas are important	176	84.6%
No	Conservation Areas are not important	0	0.0%
Not sure	I'm not sure whether Conservation Areas are important	3	1.4%
Blank	No response provided	29	13.9%
Total		208	86%

Table 4: Responses re importance of Conservation Areas



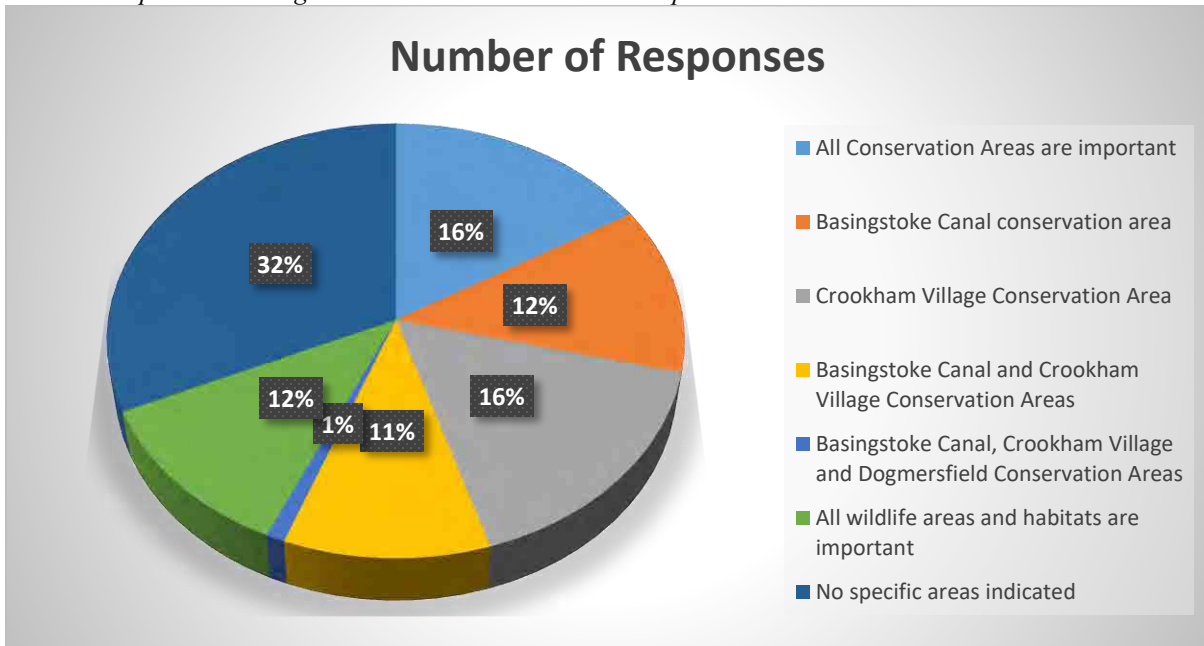
3.3. 29 residents (14%) did not answer the question of whether they supported conservation areas or not, preferring to provide a more general response. In most cases, it could be inferred from their answers to other questions on this topic that they regarded conservation areas as being important. Despite this, these respondents have been excluded from the percentage of responses in support of conservation areas and identified separately.

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3.4. Table 5 below provides a breakdown of the reasons provided by respondents as to why they regard conservation areas as being important:

Response meaning	Number of Responses	Percentage
All Conservation Areas are important	34	16.35%
Basingstoke Canal conservation area	26	12.50%
Crookham Village Conservation Area	34	16.35%
Basingstoke Canal and Crookham Village Conservation Areas	22	10.58%
Basingstoke Canal, Crookham Village and Dogmersfield Conservation Areas	2	0.96%
All wildlife areas and habitats are important	24	11.54%
No specific areas indicated	66	31.73%
Total	208	68%

Table 5: Responses showing which Conservation Areas are important



3.5. While the overall support for conservation areas was 85%, 66 respondents (32%) did not identify any specific conservation areas as being important to them and a further 16% indicated that all conservation areas were important.

3.6. 12% of respondents regarded the question as applying to the conservation of nature and indicated that all areas with wildlife and natural habitats were

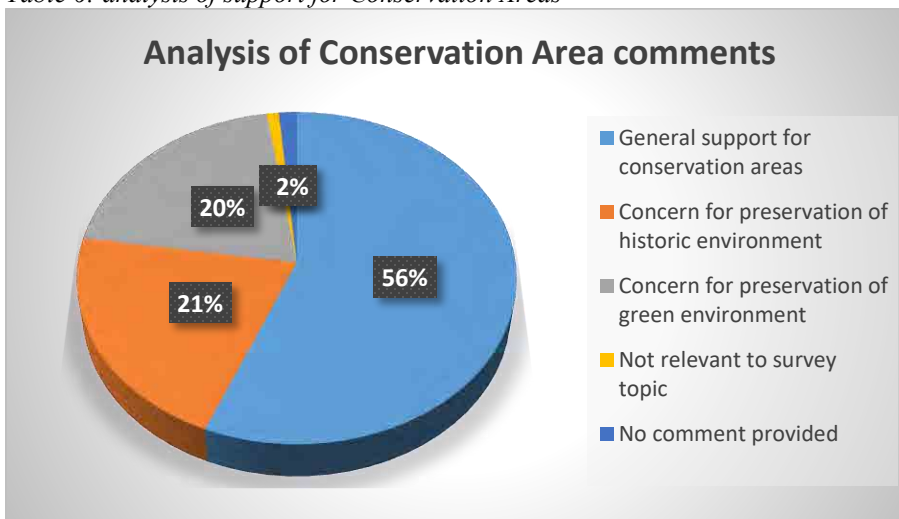
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important to them. These comments will be used to support the natural environment and biodiversity policies.

- 3.7. Of the remainder of the responses, 84 (40%) respondents identified one or more specific conservation areas that are important to them. Crookham Village was mentioned by 58 respondents (28%), frequently in relation to the importance of the Cross Farm and Grove Farm green areas which form part of the setting of this conservation area. The Basingstoke Canal was almost as popular, being mentioned by 50 respondents (24%). Almost all of these comments related to the appreciation of the natural environment and wildlife lying within the Basingstoke Canal Conservation Area.
- 3.8. Table 6 below provides a breakdown of the reasons provided by respondents as to why they regard conservation areas as being important:

Analysis of comments on conservation Areas	Number of Responses	Percentage
General support for conservation areas	117	56.3%
Concern for preservation of historic environment	44	21.2%
Concern for preservation of green environment	42	20.2%
Not relevant to survey topic	2	1.0%
No comment provided	3	1.4%
Total	208	100%

Table 6: analysis of support for Conservation Areas



- 3.9. 117 responses (56%) of residents regarded conservation areas as being very important but did not provide specific reasons for this. Many respondents in

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this category identified the Basingstoke Canal and Crookham Village conservation areas as most in need of protection with a very much smaller number identifying the Dogmersfield conservation area as being important to them.

- 3.10. 42 respondents (20%) regarded conservation areas as relating to the natural environment and not to historic assets. Despite this, many of their comments related to the importance of the setting of the Crookham Village conservation area and the need to protect this. The Cross Farm and Grove Farm areas were particularly identified as being in need of protection from inappropriate development which did not respect either the footpaths that traverse these areas or the adjacent buildings.
- 3.11. These two areas in particular were seen as an important over wintering habitat for several species of red listed ground nesting birds as well as for recreational purposes and dog walking. While these comments are not strictly relevant to the topic of conservation areas, they have been included as they provide an important source of supporting evidence for the policies designed to preserve and enhance the natural environment in the parish.
- 3.12. The views into and out from both the Basingstoke Canal and Crookham Village conservation areas were also identified by several respondents as being very important and in need of protection. Respondents commented on their importance to the setting of the historic properties as well as the sense of wellbeing they had from being able to appreciate them without disturbance. This was considered to be of particular importance in relation to the Basingstoke Canal conservation area.
- 3.13. 44 residents (21%) regarded the conservation areas as being important for the preservation of both the historic assets in the parish and their setting. Many residents commented on the importance of preserving the linear nature of the Old Village both along The Street as well as Crondall Road. Similarly, the need to prevent back land development also featured in many responses. The wide variety of historic properties from different period of history throughout the parish was recognised by many respondents and most agreed that it was important to keep the eclectic style of the Old Village. The GHQ line was also mentioned by several respondents as being in need of protection as was the impact on the historic properties of increasing levels of traffic.

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4. Detailed Analysis of Responses to Questions relating to Green Space

4.1. Three questions were asked in relation to green space:

- Can you point out local green spaces that are special to you?
- What makes them special?
- Please give further details about the reasons for your answer.

4.2. Table 7 below shows the breakdown of the comments made by respondents in relation to the importance of green spaces within the parish. 49 respondents (24%) did not respond to these questions. Of the other 76% of respondents, a number of areas were identified as being of great importance to the community.

Importance of Green and open space to Community	Number of Responses	Percentage
General support for areas of green space	56	26.9%
Support for Crookham Village Crescent	2	1.0%
Support for the land in the Crookham Village Local Gap	36	17.3%
Support for the Basingstoke Canal	1	0.5%
Support for Zebon Copse open space	33	15.9%
Support for the Basingstoke Canal and land in CV Local Gap	5	2.4%
Support for the land in the Crookham Village Local Gap and Zebon Copse open space	12	5.8%
Support for Zebon Copse open space and Basingstoke Canal	5	2.4%
Support for land in Crookham Village Local Gap, Basingstoke Canal and Zebon Copse open space	6	2.9%
Support for Crookham Village Crescent and Hillyburrow	1	0.5%
No specific comment provided	49	23.6%
Comments not relevant to topics covered by survey	2	1.0%
Total	208	100%

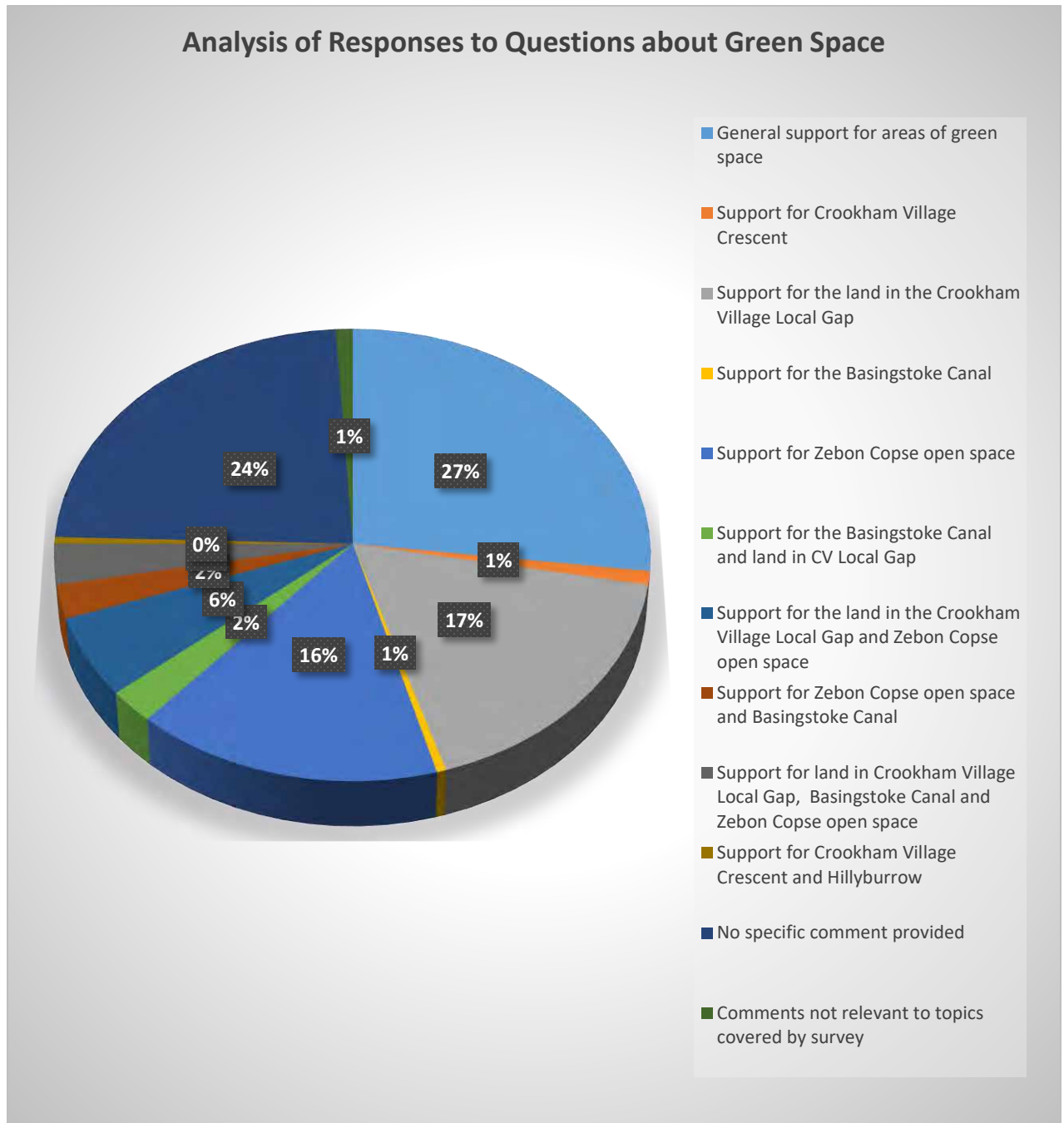
Table 7: analysis of support for Green and Open Space

4.3. The Crescent in Crookham Village was recognised as being important as both a historic gathering area as well as an important play area for local children.

4.4. Despite being largely urban in nature, the character areas of Zebon Copse and Netherhouse Moor both have significant tracts of green space within their boundaries. These act both as important wildlife corridors as well as informal recreational space for children and adults alike. Comments from 25% of

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residents reflect the fact that this green space is much prized and contributes greatly to the sense of wellbeing and enjoyment of life.



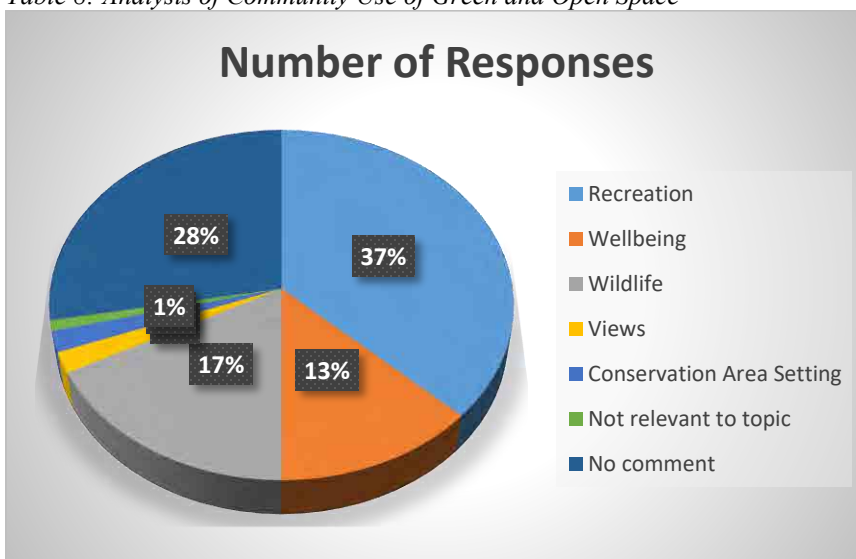
4.5. 32% of residents commented on the importance to them of the land within the local gap separating Crookham Village from the adjacent settlements of Fleet, Church Crookham and Dogmersfield.

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- 4.6. Almost all residents mentioned the Basingstoke Canal in their answer. This reflects the result of the parish survey undertaken in 2010 where this was considered to be the greatest asset to the parish.
- 4.7. Table 8 below provides a breakdown of the various uses to which the green spaces in the parish are put by residents and therefore the importance of these spaces to the quality of life of residents.

Category	Number of Responses	Percentage
Recreation	77	37.0%
Wellbeing	27	13.0%
Wildlife	36	17.3%
Views	4	1.9%
Conservation Area Setting	4	1.9%
Not relevant to topic	2	1.0%
No comment	58	27.9%
Total	208	100%

Table 8: Analysis of Community Use of Green and Open Space



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- 4.8. Recreation was the most common use cited by 37% of respondents. This recreation takes many forms from dog walking to bird watching, walking for pleasure and family picnics.
- 4.9. Whilst the rural areas of the parish are mainly used for recreation, 13% of residents reported on the sense of wellbeing that was afforded by the proximity of open countryside as well as its peace and tranquillity. This aspect of the parish appears to be valued more than any other.
- 4.10. Residents of Zebon Copse and Netherhouse Moor showed the strongest support for the green space within their respective developments, at 100% of respondents from those areas. This open space is greatly valued for dog walking and general recreation.
- 4.11. Along with the support for the green space in the parish, was a tremendous pride in the wildlife that not only exists in the rural areas surrounding the three settlements but also within the settlements themselves. Many residents were able to report wildlife sightings near to their homes – badgers on Zebon Copse and over wintering birds in Crookham Village and Netherhouse Moor.
- 4.12. 2% of residents commented specifically on the importance of the green space in the parish on the setting of the conservation areas but did not make any other comment on the importance of the green space in the parish to them. A further 2% did not comment on any other aspect of green space other than the importance of the views from the high points of Hillyburrow, Cross Farm Ridge and The Tump on Grove Farm. While many other respondents, particularly those commenting on the importance of the land within the Crookham Village gap, included these aspects within their other comments, almost all saw the preservation of the setting of the conservation area and the views into and out from it as being crucial for preservation.

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5. Summary of Issues Raised

5.1. A summary of the main areas raised in comments by residents is given in the table below:

LOCAL GAPS
WHY LOCAL GAPS ARE IMPORTANT
<i>Preserve the identity, history and character of individual settlements</i>
<i>Preserve semi-rural life and prevent urbanisation</i>
<i>Preserve communities</i>
<i>Preserve villages</i>
<i>Help protect wildlife and flora and fauna</i>
<i>Prevent increase in traffic due to inappropriate development</i>
<i>Support and help protect the environment</i>
CONSERVATION AREAS
WHAT PEOPLE FEEL NEEDS PROTECTING
<i>Protect the conservation areas</i>
<i>Maintain character of Old Village</i>
<i>Maintain linear nature of Old Village</i>
<i>Protect and maintain important views</i>
<i>Protect the Basingstoke Canal</i>
<i>Protect heritage buildings</i>
<i>Protect flora and fauna</i>
<i>Protect wildlife</i>
<i>Protect wildlife's habitat</i>
GREEN SPACES
WHAT MAKES GREEN SPACES SPECIAL
<i>Support health and well-being: 'a green lung'</i>
<i>Safe for leisure pursuits for the whole community</i>
<i>Provide habitats for wildlife</i>
<i>Essential for biodiversity</i>
<i>Support dog walking</i>
<i>Maintain a natural countryside for future generations</i>
<i>Footpaths and green spaces help make this area one of the best places to live in the UK</i>
<i>Play an important role in maintaining a semi-rural status for the parish</i>
<i>Help provide soak-away areas after heavy rainfall and protect areas from flooding</i>

Table 9: Summary of Comments by Topic Area

5.2. The consultation revealed some very firm conclusions:

- 95% of respondents regarded the preservation of the current local gap around Crookham Village as being essential for the preservation of the identity and character of the Old Village.

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- 85% of respondents greatly valued the conservation areas within the parish, in particular the Basingstoke Canal and Crookham Village conservation areas. It was seen as being important that both the historic properties and their setting were protected from inappropriate development.
- Residents greatly valued the open green spaces in their respective character areas and wanted to protect them from development. These are seen as integral to the way of life of residents and essential for their wellbeing and recreation.

5.3. The consultation also revealed that residents regarded the natural environment, both surrounding the settlement areas and within those areas, extremely highly. Responses show that the natural environment of the parish is greatly valued for its abundance and variety of wildlife, while offering many opportunities for recreation including walking and cycling. Overall, the natural environment is seen as being a major contributor to the overall sense of wellbeing expressed by residents across all areas of the parish.

5.4. The views across the parish were also seen as integral to the character and setting of the parish with views across the high areas of the Cross Farm Ridge, from Hillyburrow and from the Tump being seen as the most important. All three areas lie within the existing local gap and residents were very concerned that any potential development would inevitably threaten or compromise these views.

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Some direct quotes from members of our community:

Re local gaps:

“To preserve its identity Crookham village should not lose the very important local strategic gap between the village and Fleet as it provides access to open grassland and woods which currently are enjoyed for quiet leisure and enjoyment.”

“Local gaps are important and should be kept. There is far too much build-up of new developments in the close vicinity to the present local gaps with potential to diminish the character of Netherhouse Moor.”

“Either side of the Basingstoke Canal must be preserved in its natural state and must be protected.”

“Settlement boundaries need to be maintained so that the villages are not sucked into the urban sprawl of Fleet, which used to be a quiet town, but now has degenerated into motorcar madness. Pastoral scenes are fast disappearing but the fields at the rear of The Street must be preserved. We are so lucky that one can see cattle, deer, larks and red kites all at the same time. Visitors to the area are amazed. This site, together with Netherhouse Moor, must be allowed to remain untouched.”

“The local gaps are important because you can enjoy the countryside without having to use a car and lots of land has already been built on in our area. Also it is important to have space and green areas where there is fresh air and wildlife. (14 year-old)”

“We have recently moved onto The Street (2015) and one of the main appeals of living here was the access to green space and open countryside. We have 3 children under 5 years and we use the public footpaths everyday walking our dogs. We visit the park on Netherhouse Moor via the corn fields accessed behind the WI hut. The walk to that park not only means we all get fit but it also means that all my children have contact with nature and they genuinely learn something new each time we walk. My 4 year-old son even said to me, “I love walking near our house mummy” – and that, to me and many others, is priceless. The canal is equally as valuable to us for the same reasons. Taking these green and open spaces away would be devastating for us, especially the children who thrive in this beautiful location.”

“[Local gaps are] extremely important! Enables villages to maintain their identities which have been in place for hundreds of years and prevents one village simply merging into another or part of Fleet town. Crookham Village and Dogmersfield should certainly keep their own identity.”

“Gaps are very important to maintain the village atmosphere of Crookham Village.”

“Local gaps – essential to prevent coalescence of urban areas with the old settlement of Crookham Village.”

“Extremely important for the well-being of local people providing an identity for local communities, also providing an ecological boundary between communities. Crookham

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Village will no longer be a village if it is built around! The access to green fields, trees, wildlife is vitally important to all members of the public. Once these areas are built on they will never be replaced and providing a 'Country Park' is a poor excuse for the beautiful countryside that has been built on."

"Village life (rather than urban/in town) is a way of life and coveted. It needs preserving rather than rounding up/filling in."

"Whilst development is inevitable (and required) it needs to be mindful of the existing residents and consider what will be lost forever if it is permitted."

"If this expansion continues Fleet, Church Crookham and Crookham Village will merge and become yet another faceless commuter dormitory town."

"Local gaps very important to preserve our semi-rural life."

Infill is not an area development plan – no schools, surgeries, road upgrades."

"It's vital to maintain the individual identity and character of the [settlements]. The proposed developments will simply swallow them as 'suburbs' of Fleet."

"Crucial to retain local gap to keep CV Parish distinct from the Fleet urban area."

"Already Crookham Village and Dogmersfield are being used as 'rat runs' to M3/Farnham/Odiham. The roads are not big enough to support this!"

Re conservation areas:

"Conservation areas – essential to protect heritage buildings and flora and fauna from being inappropriately developed."

"Ecology very important for our humanity – so conservation areas needed – don't build over – problems flooding, diversity etc."

"The character of the old village should be retained by maintaining the conservation area."

Re green spaces:

"It's important to have green spaces to enjoy on a leisurely basis – countryside is an invaluable healing tool for both young and old to go on mushroom forays, spotting wildlife and getting exercise. Please don't let us lose all our green space. Whilst we need more housing, please don't clog up the countryside with high volumes of traffic and noise. Let's keep some of the countryside alone."

"The spaces noted 'x' overleaf [i.e. Cross Farm and Grove Farm areas] are most important green spaces for recreation, walking etc. not for building! We are lucky to have these biodiversity spaces and [this] should remain so! How about using the many empty properties in the area for redevelopment/change of role/usage etc.."



APPENDIX I

CROOKHAM VILLAGE PARISH NEIGHBOURHOOD DEVELOPMENT PLAN 2016-2032 - Referendum Version

Published by Crookham Village Parish Council, July 2020

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Policy NE01 - Local Gap Definition and Supporting Evidence 3

POLICY NE01 - LOCAL GAP DEFINITION AND SUPPORTING EVIDENCE

Additional evidence required to support the Crookham Village Neighbourhood Plan Policy NE01 on Preserving the Gap between Settlements.

Scope

Policy NE01 – Preserving the Gap Between Settlements states the following:

Development in the Gap between Settlements will only be permitted where it does not lead to the physical or visual coalescence of settlements, or damage their separate identity, either individually or cumulatively with other existing or proposed developments as defined in Figure 6 of the Definitive Maps Supplement.

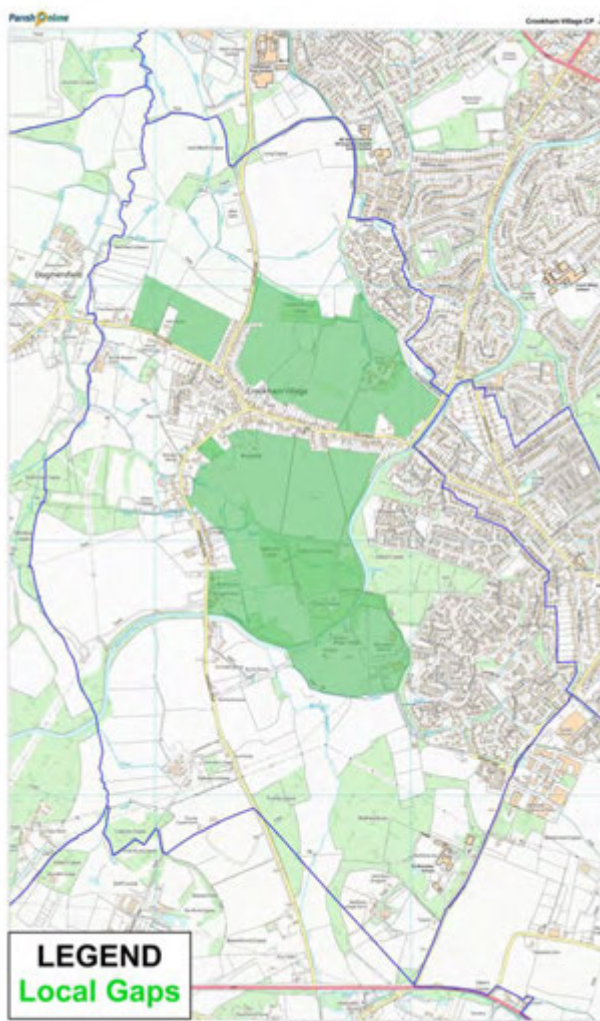


Figure 6 of the Definitive Maps Supplement in the Submission version of the Neighbourhood Plan is reproduced above and shows the two areas designated as Gaps Between Settlements;

the smaller Gap between Crookham Village and Dogmersfield and the larger Gap to the north and south of Crookham Village. These are described in greater detail below.

Rationale

The Gaps between Settlements identified in the Crookham Village Neighbourhood Plan are a long-standing matter of planning policy in Hart. They are substantiated by the Local Plan in Policy CON21 and have recently been reviewed and updated to take account of the new developments in the local area.

Hart District Council is in a transitional stage with the Local Plan. Hart District Council maintains that the 'saved' policies of the Replacement Local Plan 1996 – 2006 should be applied subject to their consistency with the NPPF. The saved policy that is relevant to the areas designated as Local Gaps are set out in Policy CON21.

The Gaps between Settlements designated by the Crookham Village Neighbourhood Plan are consistent with the existing Hart Local Plan 'saved' Policy CON21 as amended for the new developments.

The Inspector in the Examination of the Emerging Hart Local Plan has accepted the principle of a policy approach to avoiding coalescence and maintaining the separate identity of settlements in the future. He recommended the removal of Policy NBE2 Gaps between Settlements but allowed for a provision within Policy NBE3 to incorporate coalescence as an additional criterion following the deletion of Policy NBE2 Gaps between Settlements.

Furthermore he supports the notion that Gaps can be designated through Neighbourhood Plans and Hart's emerging Policy NBE3 also states (in supporting text) that 'Policies to designate specific areas or 'gaps' between settlements can be prepared through subsequent Development Plan Documents and Neighbourhood Plans'.

The Gaps between Settlements designation by the Crookham Village Neighbourhood Plan is consistent with the NPPF.

The 'made' Dogmersfield Neighbourhood Plan relies on the Local Gap (iii) Crookham Village to Dogmersfield in the Hart Local Plan Policy CON21. It is therefore incumbent upon the Crookham Village Neighbourhood Plan to support the maintenance of this Gap, which lies within Crookham Village parish.

The area of the Gaps between Settlements is defined largely by settlement boundaries and boundaries of the Basingstoke Canal Conservation Area.

The area of each of the Gaps between Settlements is consistent with that defined by the existing Hart Local Plan Policy CON21 as adjusted for recent changes in the settlement boundaries (due to planning developments allowed on Appeal in the area of the Local Gap iii Fleet to Crookham Village).

The retention of the Gaps between Settlements was strongly supported in the consultations on the Crookham Village Neighbourhood Plan.

Landscape Evidence

Dogmersfield Gap - Pilcot Farm Area

The first Gap between Settlements lies between Dogmersfield in the west and Crookham Village in the east and is bounded by Pilcot Road to the south and a map line approximately 300m to the north of Pilcot Road. This area is designed to prevent the physical and visual coalescence of the two villages of Dogmersfield and Crookham Village.

Crookham Village Gap

The Crookham Village Gap wraps around Crookham Village to north and south of The Street to form a single Gap between Settlements. The purpose of this Gap is to separate Fleet from Crookham Village to the north and to prevent the coalescence of Crookham Village with Church Crookham to the south. The Gap also acts to preserve the linear nature of the historic Village and give a sense of open space to this area of the parish.

It comprises two separate parcels of land which have different characteristics. The two main areas are joined by a narrow corridor of land which runs north to south along the Basingstoke Canal.

- **Grove Farm Area**

This area (the northern area on Figure 6 Definitive Maps Supplement above) lies between the existing development of Netherhouse Moor, the Land north of Netherhouse Copse to the north and the Old Village in the south. It is bounded by Hitches Lane to the west and the Basingstoke Canal to the east.

- **Cross Farm, Peatmoor Copse and River Hart floodplain Area**

This area (the southern area shown on Figure 6 Definitive Maps Supplement above) lies between the Old Village to the north and west, the Basingstoke Canal and Zebon Copse to the east and the Basingstoke Canal to the south.

Details of the Gap Areas

Dogmersfield to Crookham Village Gap

Pilcot Farm Area

This area lies to the west of the settlement boundary of Crookham Village on Hitches Lane and extends about two thirds of the way to the Dogmersfield settlement boundary at Pilcot. It is an area about 300 yards deep to the north of Pilcot Road.

That part of the Dogmersfield Conservation Area that is within Crookham Village Parish encompasses this area (see Policy NE01).

The Crookham Village Conservation Area forms part of the eastern boundary of this gap, there is hedgerow and broken treeline along part of its southern boundary along Pilcot Road, but there is currently no visual or landform boundary to the northern and western boundaries of this area and views across it are uninterrupted in all directions. A designated footpath 7a providing a route to Dogmersfield runs towards Pilcot Farm to the north but does not cross the area currently designated as gap.

This is described as a separate character area for the Village and is described as an intimate, small scale landscape mosaic which includes:

- Open arable and wet floodplain grassland;

- Horse pasture with wet meadow flora west of Hitches Lane;
- Pony paddocks (associated with Pilcot Farm); and
- A good network of mature hedgerows and tree belts

There is high degree of inter-visibility from footpaths and local roads (Hitches Lane) with a distinctive view of the Pilcot farmstead and its wooded setting of the Dogmersfield Conservation Area from Public footpath 7a.

The Dogmersfield Conservation Area, of which this is part, is defined by the document 'Dogmersfield Conservation Area Character Appraisal and Management Proposals (2012)'. The area is described in the Dogmersfield Neighbourhood Plan under section 2 'The Neighbourhood Area' which contains a description and figures, in two policies relating to that area and at Appendix A which contains the policies maps.

Further details of the landscape character can be found in Crookham Village Neighbourhood Plan Appendix C3 - Landscape Character Assessment under Character Area 1: Pilcot Farm.

Crookham Village Gap to Fleet and Church Crookham

Grove Farm Area

This area is that part of the previously designated Local Gap between Fleet and Crookham Village (CON21) that remains after the granting of planning permission for the new development at 'Land North of Netherhouse Copse'. The revised Gap lies between Netherhouse Copse and the settlement boundary of the urban Netherhouse Moor character area to the north and the settlement boundary of the rural and largely linear form of Crookham Village (the Old Village) to the south.

The Crookham Village Conservation Area forms part of the southern boundary of this gap and the Basingstoke Canal forms the eastern boundary with the Basingstoke Canal Conservation Area falling within the eastern part of this gap as shown on Crookham Village Neighbourhood Plan Figure 6 (Conservation Areas). A partial visual boundary is provided at the northern side of this gap by the line of deciduous trees and the presence of the mixed woodland at Netherhouse Copse.

This area of the gap is a mixed rural landscape of arable fields, ancient semi-natural woodland, wet grassland, acid grassland, regenerating scrub and woodland and ancient hedgerow. It also contains the Grade II listed Grove Farm and its associated workshops and farm buildings.

This area is important for recreation, biodiversity, its mosaic of habitats and for its distinctive landform. Although adjoining urban Fleet on its eastern boundary, large mature trees provide an effective visual buffer. Mature trees belts along Hitches Lane, Crookham Road, the Basingstoke Canal and the well wooded gardens of Crookham Village enclose the area and add to its attractive character.

Three designated footpaths and a network of desire lines cross the area. Some of the distinctive character of this area is already being eroded by the earth works designed to level the Tump and infill the area to be developed. This makes the retention of the landscape character elsewhere in the Gap even more important.

Further details of the landscape character can be found in Crookham Village Neighbourhood Plan Appendix C3 - Landscape Character Assessment under Character Area 2: Grove Farm.

Cross Farm, Peatmoor Copse and River Hart Floodplain Area

This area lies between the Old Village to the north and west and the Basingstoke Canal to the east and south-west and the settlement boundary for Zebon Copse to the southeast. It provides a local gap between the settlement boundary of the rural Old Village (extending in mostly linear form along The Street and Crondall Road) and the settlement at Zebon Copse. In the east the boundary of the Basingstoke Canal, , is adjacent to the settlement boundary of the more urban character area of Zebon Copse. This area of the Local Gap includes part of the Basingstoke Canal and the deciduous wet woodland of Peatmoor Copse and Zephon Common (Registered Common Land) and part of the SANG area designated by the approved planning application for Land at Watery Lane.

This area of the gap is an agricultural landscape with a mosaic of mostly arable open fields, pasture, wet meadow and copses.

This is the most important compartment in the Parish for perceiving and enjoying the best qualities of the historic village of Crookham Village and its setting, the Crookham Village Conservation Area and its setting of open countryside. The Area has a strong sense of place with attractive rolling landform and extensive views in all directions including towards the settlement. Two footpaths overlook the Old Village from the rising ground of Cross Farm Ridge. Footpath 1 has panoramic views and particularly attractive views of the Old Village from both The Street/ Crondall Road and the Hart Valley. The compartment is tranquil and enclosed by mature trees and woodland with few detractors to the attractive open countryside character.

Attractive views of a series of isolated historic and listed buildings enrich the area's scenic qualities and are local landmarks. There is a legible relationship of the settlement with the River Hart Valley with its attractive river terrace topography. Distant views of the Hart Downs strengthen the sense of place with its landscape mosaic which is rich in wildlife and natural beauty. This character inspires well-being amongst those who use the area from the adjoining communities of Church Crookham, Fleet and Crookham Village.

Zephon Common is the only area of 'Countryside and Rights of Way Open Access Land' in the Parish and only publicly accessible 'wild' woodland in the Parish. The neighbouring ancient woodland of Zebon Copse has a different more urban-fringe character with access infrastructure, boardwalks, notice boards and dog bins.

The Zephon Common/Peatmoor Copse complex is a large area of wet woodland and Zephon Common CROW Open Access Common. This part of the character area has two footpaths crossing it with two more running along its borders.

The River Hart floodplain is dominated by rush pasture which is also used for grazing, with a number of ponds and wet ditches. Little Egret and kingfisher regularly use the undisturbed river corridor throughout the year and are a breeding ground for Kingfishers.

Further details of the landscape character can be found in Crookham Village Neighbourhood Plan Appendix C3 - Landscape Character Assessment under Character Area 3: Cross Farm and Zephon Common.

Other Evidence

Hart Local Plan

Hart District Local Plan (Replacement) 1996 – 2006, Saved Policies (2009)

Hart District Council is in a transitional stage with the Local Plan. The adopted policies are the saved policies of the Replacement Local Plan 1996 – 2006 and should be applied subject to their consistency with the NPPF. However weight should also be placed on the emerging policies in the 'Local Plan Strategy and Sites' which has now reached an advanced stage. Examination hearings were held late in 2018 and Proposed Main Modifications, agreed by the Local Plan Inspector, were out for consultation until 19 August 2019. The emerging policies therefore have substantial weight. The saved policies and emerging policies (as proposed to be modified) that are relevant to the areas designated as Local Gap are set out below (CON21).

The Hart Local Plan Strategy and Sites 2016-2032 Submission Version should be considered a material consideration in the determination of planning applications and that development that accords with its policies will not be seen as representing departures that require referral to Full Council for determination. See Paper F Cabinet June 2018 and Draft Minutes.

The Inspector for the new Local Plan has accepted the principle of a policy approach to avoiding coalescence and maintaining the separate identity of settlements in the future. Furthermore he supports the notion that Gaps can be designated through Neighbourhood Plans. See **Emerging policies in the Hart Local plan: Strategy and Sites 2016 – 2032** below.

The Local Gap identified in the Crookham Village Neighbourhood Plan is a long-standing matter of planning policy in Hart. It is substantiated by the Local Plan in Policy CON21:

Local Plan Saved Policy CON 21

Development which would lead to the coalescence or damage the separate identity of neighbouring settlements will not be permitted in the following Local Gaps:

- i) Fleet to Crookham Village
- iii) Crookham Village to Dogmersfield.

The gap is designated to provide protection against coalescence or damage to the separate identity of neighbouring settlements, in this case specifically Crookham Village.

The Inspector in the Hop Garden Appeal (APP/N1730/A/14/2226609) acknowledged that the Local Gaps in the District were not excessive and had been properly designated; *'[43] It is one of only seven such Gaps in the District, which, even when taken together, comprise a very small proportion of land within Hart. It is reasonable to consider, therefore, that their designation was carefully considered'. '[44] The rationale for the Gaps, as set out in the supporting text to CON21, is to maintain the separate identities of smaller settlements, provide their setting and prevent coalescence. It also notes that PROWs within the Gaps are usually heavily used and of high value, with the reduction in size of Gaps having the potential to adversely affect the use and amenity of them.'*

The information in the box below clearly states Hart District Council's position regarding Policy CON21 and is derived from Hart District Council's evidence (from Andrew Radcliffe) to the Planning Inspector for the Cross Farm Appeal APP/N1730/W/18/3216181 dated September 2019:

[12] In terms of the policies cited in the first reason for refusal [Counter to CON21], it is evident that the purpose of the Local Gap is to prevent coalescence and maintain separation between settlements, not merely for its own sake, but also in order to protect the separate identities of the settlements concerned. The proposed development would clearly be in conflict with both the wording and the intent of that policy, and would also be in conflict with the general landscape protection policies listed above.

The Gap is designated under Saved policy CON21. CON21 exists until such time as it is replaced by a policy that supersedes it.

Policy CON 21 is consistent with the NPPF, and is up to date. It is not undermined by either the NPPF (which does not prevent Gaps being designated) or the emerging Local Plan (based on the Inspector's findings to date ref. Inspector's letter CD38, there is no need for development within this Gap).

The emerging Local Plan, as proposed to be modified, includes a landscape policy NBE3 which will, when the Plan is adopted, supersede CON21.

Policy NBE3 as proposed to be modified includes a criterion (e) to prevent the coalescence or damage of the separate identity of settlements. In effect this serves the same purpose as the designated Gaps except that it applies as a principle across the whole district.

The Proposed Modifications have been agreed by the local plan Inspector for consultation in light of all the representations made on the Plan and the discussions at the hearings. The policy is therefore at a very advanced stage and as such should be afforded considerable weight.

Both the current and the emerging policies seek the same outcome, to avoid settlement coalescence (physical or visual) or damage to the separate identity of settlements.

Hart District Council maintains that the Gap is a valid planning consideration as contained in the evidence provided by Andrew Radcliffe in the above appeal (these remarks concern the Cross Farm part of the Gap to the south of The Street), reproduced in the box below:

6.3.1 Before considering the likely landscape and visual effects of the development, it is important to note the following important characteristics of both it and the surrounding landscape:

The site is undeveloped, and in agricultural use. It is part of an attractive, rural landscape on the south side of Crookham Village that sweeps southwards to Zephon Common and Peatmoor Copse, and southwest and west to the flood meadows of the River Hart and the east side of the southern spur of the village. The site is within the designated Local Gap, intended to maintain the separate identities of Crookham Village and Fleet/Church Crookham by maintaining their visual and functional separation, and to prevent coalescence between them.

6.3.2 The proposed development would occupy a significant proportion of the width of the gap where it adjoins the southern and western settlement boundaries of Crookham Village. The Local Gap, from Brook Hill in the west, east to the top of the cutting for the Basingstoke Canal (and its CA) is approx. 535m. From the same location at Brook Hill the development extends east for approx. 395m, 74% or three quarters of that distance. The remaining 25% will become part of the SANG and include a section of the required 2.4km path.

We also note the following extracts from Andrew Radcliffe’s evidence which, taken together, indicate that the landscape character could be compromised by further development in the Gap:

[3.10.3] Firstly, the guidance for LCA [Landscape Character Assessment] say that they can be undertaken at all scales, large or small, and that there can be many factors that influence the boundaries of the character areas, so I agree that defining an LCA boundary is not an exact science. [3.10.4] if significant changes are imposed in any one area of a landscape, such as the site, the interrelationship of the whole is more greatly affected.

The designation of a Local Gap in the Neighbourhood Plan is also supportive of the Hart District Council Local Plan Saved Policy RUR 2:

Local Plan Saved Policy RUR2

Development in the open countryside, outside of the defined settlement boundaries, will not be permitted, unless specifically provided by other policies, if it has a significant detrimental effect on the character and setting of the countryside by virtue of its siting, size and prominence in the landscape.

Emerging policies in the Hart Local plan: Strategy and Sites 2016 – 2032

The Local Plan Strategy and Sites 2016-2032 Proposed Submission Version, February 2018, was submitted for examination in June 2018. Two of the policies it contained were Policy NBE2 Gaps Between Settlements, and Policy NBE3 Landscape. Various objections were received to, most notably, the Gaps policy NBE2.

A topic paper ‘Hart Local Plan: Strategy and Sites 2016 - 2032 Topic Paper: Gaps between Settlements’ put forward Hart’s justification for maintaining a policy NBE2 on Gaps Between Settlements and provided at Appendix 7 an Assessment of the Crookham Village to Dogmersfield Local Gap and at Appendix 11 an Assessment of the Fleet to Crookham Village Local Gap.

In Appendix 7 it is noted: ‘This Local Gap was first identified in the HDLPR, 1996-2006. The Local Plan Inspector for the HDLPR found that a Local Gap between these geographically close but separate settlements was justified. The Inspector also stated that consideration should be given to extending the Gap to include land south of Pilcot Road. The extent of the saved Gap is shown in Figure 2’. After a summary of landscape analysis against the two Gaps criteria, it concluded that ‘A Gap is justified between Crookham Village and Dogmersfield north and south of Pilcot Road’.

In Appendix 11 it is noted: ‘This Local Gap was first identified in the HDLPR, 1996-2006. The Local Plan Inspector for the HDLPR found a Local Gap between Fleet and Crookham Village to be appropriate.’ After a summary of landscape analysis against the two Gaps criteria, it concluded that ‘A Gap is justified between Fleet and Crookham Village both north and south of The Street to maintain the separation of the two settlements. The proposed extent of the Fleet/Church Crookham Gap in the Hart Local Plan: Strategy and Sites is shown in Figure 1.’

During the examination hearings the Local Plan Inspector **supported the principle that the coalescence and the loss of separate identities of settlements should be avoided, and that this can legitimately be enshrined in policy. As such he recommended that Policy NBE3 Landscape be modified to include a new criterion addressing this point. He also recommended that the**

supporting text to NBE3 clarify that specific Gaps could be designated through subsequent development plan documents or Neighbourhood Plans. Policy NBE3, as proposed to be modified (with the agreement of the Local Plan Inspector) is set out in full below.

Hart Local Plan Policy NBE3 Landscape as proposed to be modified – i.e. add new criterion e and consequential changes to supporting text:

Hart Emerging Local Plan Policy NBE3

Development proposals must respect and wherever possible enhance the special characteristics, value or visual amenity of the District's landscapes.

Development proposals will be supported where there will be no adverse impact to:

- a) the particular qualities identified within the relevant landscape character assessments and relevant guidance;
- b) the visual amenity and scenic quality of the landscape; and
- c) historic landscapes, parks, gardens and features; and
- d) important local, natural and historic features such as trees, woodlands, hedgerows, water features e.g. rivers and other landscape features and their function as ecological networks; and
- e) it does not lead to the physical or visual coalescence of settlements, or damage their separate identity, either individually or cumulatively with other existing or proposed development.

Reason for the modification: to incorporate coalescence as an additional criterion following the deletion of Policy NBE2 Gaps between Settlements.

[Supporting text to Policy NBE3 Landscape – new para after 282]

Development in the countryside between settlements can reduce the physical and/or visual separation of settlements. Development that would result in a perception of settlements coalescing, or which would otherwise damage their separate identity, will be refused. Both the individual effects of any proposals and the cumulative effects of existing and proposed development will be taken into account. Policies to designate specific areas or 'gaps' between settlements can be prepared through subsequent Development Plan Documents and Neighbourhood Plans.

Reason for the modification: To provide additional guidance regarding coalescence.

The Inspector for the Local Plan hearing has therefore accepted the principle of a policy approach to avoiding coalescence and maintaining the separate identity of settlements.

Policy CON22 of the Local Plan was the policy that aims to prevent development which would adversely affect the character or setting of a settlement or lead to the loss of important areas of the development of open land round settlements. *"Development will not be permitted where it would have a serious adverse effect on the character or setting of the settlement."* The supporting text to the policy also indicates that land immediately outside settlement boundaries may be important to the form and character of a settlement in providing opportunities for views.

This is now outdated and of little or no weight as determined by the Grove Farm appeal APP/N1730/W/17/3167135. However this Policy is now being replaced by Policy NBE3 of the

emerging Hart Local Plan and which should be given increasing weight as it progresses through its adoption.

Policy CON23 of the Local Plan states that development will not be permitted which would seriously detract from the amenity and consequent recreational value of well-used footpaths in the countryside close to main settlements by reducing their rural character and detracting from significant views.

The emerging Hart Local Plan stated at its regulation 19 version: 'The following [list identifies which] saved policies will not be superseded by policies in the Hart Local Plan: Strategy and Sites 2016–2032. These policies will sit alongside the Local Plan Strategy and Sites document as part of the development plan for Hart until they are superseded by a subsequent Development Plan Document or are otherwise formally withdrawn from use.' The list includes Policy CON23.

This Policy is now outdated and therefore of little or no weight as determined by the Grove Farm appeal APP/N1730/W/17/3167135.

However its intentions will be incorporated into the emerging Policy NBE3.

NPPF

Whilst the NPPF does not refer to Gaps and as such is not prescriptive on supporting or opposing gaps in principle, it does however say:

[9] Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

[17] bullet 5: "Planning should... take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;"

[20] Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

Furthermore, and again taking account of the Inspector's recommendations that policies to designate specific areas or gaps between settlements should be prepared through subsequent Development Plan Documents and Neighbourhood Plans, the following paragraphs from the NPPF are relevant:

[29] Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.

[48] Local planning authorities may give weight to relevant policies in emerging plans according to:

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

[157] bullet 7 “Crucially, Local Plans should identify land where development would be inappropriate, for instance because of its environmental or historic significance;”

[170] Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;

The following NPPF policies relate to historic assets and their settings, and are more rightly associated with the Crookham Village Neighbourhood Plan Policy PA04; however, given that designated and non-designated historic assets lie adjacent to the Local Gap and that the areas of that Local Gap contribute to their *setting*, they should also be considered relevant to the maintenance of the Local Gap:

[193] When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

[194] Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

[196] Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

[197] The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Landscape Capacity and Character Studies

Hart Landscape Capacity Study summary – Appendix 1.

[https://www.hart.gov.uk/sites/default/files/4 The Council/Polices and published documents /Planning policy/LCS Main Report %26 Appendix 1 - FINAL compressed.pdf](https://www.hart.gov.uk/sites/default/files/4%20The%20Council/Polices%20and%20published%20documents/Planning%20policy/LCS%20Main%20Report%26%20Appendix%201%20-%20FINAL%20compressed.pdf)

Hart Landscape Capacity Study summary – Appendix 2.

[https://www.hart.gov.uk/sites/default/files/4 The Council/Polices and published documents /Planning policy/LCS%20Appendix%20%20-%20FINAL.pdf](https://www.hart.gov.uk/sites/default/files/4%20The%20Council/Polices%20and%20published%20documents/Planning%20policy/LCS%20Appendix%20%20-%20FINAL.pdf)

Crookham Village Neighbourhood Plan Appendix C3 - Landscape Character Assessment.

Dogmersfield Neighbourhood Plan

Dogmersfield Neighbourhood Plan contains an objective to maintain the 'gap' between Dogmersfield and Crookham Village, it does not define this gap although at the time that the Dogmersfield Neighbourhood Plan was made it could rely on Hart District Council's Policy CON21 in respect of the identified Local Gap iii Crookham Village to Dogmersfield.

As part of the Dogmersfield settlement boundary extends into Crookham Village parish the bulk of the separation between the settlements lies in Crookham Village parish. Dogmersfield Neighbourhood Plan therefore relies on the Local Gap defined at CON21 and this should be supported by inclusion in the Crookham Village Neighbourhood Plan.

Some of the existing separation, on the north and south sides of Pilcot Road, comprises the Dogmersfield Conservation Area. Part of this area is designated as Local Gap in Hart District Council's Policy CON21 in respect of the identified Local Gap iii Crookham Village to Dogmersfield. .

Dogmersfield Neighbourhood Plan also defines 'views' and as the plan has been 'made' then this must be regarded as a valid planning mechanism. In the section on views it says 'Development that would result in the loss of the separate identity of Dogmersfield and its coalescence with another settlement will not be supported'.

It is incumbent upon Crookham Village Neighbourhood Plan for consistency with the 'made' Dogmersfield Neighbourhood Plan that it continues to define the Local Gap between Crookham Village and Dogmersfield.

Dogmersfield Conservation Area

The boundary and description of the Dogmersfield Conservation Area, which falls partly within the western portion of the Local Gap, is defined in the Dogmersfield Conservation Area Character Appraisal and Management Proposals (2012).

Boundaries

The area of the Local Gap is defined largely by settlement boundaries and boundaries of the Basingstoke Canal Conservation Area.

The Local Plan examination library 2018 contains the current documentation set for the Hart Local Plan and is available at <https://www.hart.gov.uk/local-plan-examination-library-2018>

Hart Local Plan Strategy and Sites 2016-2032 Hart Local Plan Settlement Boundary for Crookham Village (Inset Map 4) shows the Settlement Boundary for Crookham Village:

[https://www.hart.gov.uk/sites/default/files/4 The Council/Polices and published documents /Planning policy/Local Plan/Inset%20%20Crookham%20Village.pdf](https://www.hart.gov.uk/sites/default/files/4%20The%20Council/Polices%20and%20published%20documents/Planning%20policy/Local%20Plan/Inset%20%20Crookham%20Village.pdf).

Hart Local Plan Strategy and Sites 2016-2032 Hart Local Plan Settlement Boundary for Crookham Village (Inset Map 5) shows the Settlement Boundary for Dogmersfield:

[https://www.hart.gov.uk/sites/default/files/4 The Council/Polices and published documents /Planning policy/Local Plan/Inset%205%20Dogmersfield.pdf](https://www.hart.gov.uk/sites/default/files/4%20The%20Council/Polices%20and%20published%20documents/Planning%20policy/Local%20Plan/Inset%205%20Dogmersfield.pdf)

Hart Local Plan Strategy and Sites 2016-2032 Hart Local Plan Settlement Boundary for Crookham Village (Inset Map 10) shows the Settlement Boundary for Fleet:

[https://www.hart.gov.uk/sites/default/files/4 The Council/Polices and published documents /Planning policy/Local Plan/Inset%2010%20Fleet.pdf](https://www.hart.gov.uk/sites/default/files/4%20The%20Council/Polices%20and%20published%20documents/Planning%20policy/Local%20Plan/Inset%2010%20Fleet.pdf)

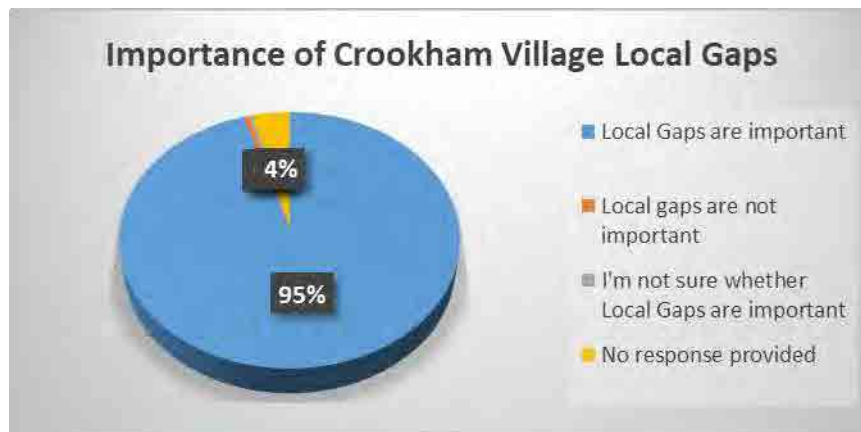
An interactive map of the Settlement Boundaries can be found at

<http://maps.hart.gov.uk/hart.aspx>

The boundary of the Basingstoke Canal Conservation Area can be found by selecting the map category 'Conservation Areas'

Crookham Village Neighbourhood Plan Consultations

Evidence from the Crookham Village Neighbourhood Plan consultations shows that residents overwhelmingly supported the retention of the gaps as they currently exist (after the addition of the development at Land North of Netherhouse Copse):



Further details at Crookham Village Parish Council Neighbourhood Plan Appendix H (Assessing the Importance of the Landscape and Sense of Place), in particular section 2.

Other Related Policies

The Hart Local Plan Strategy and Sites 2016-2032 Submission Version Policy NBE9 below sets out an overarching policy approach towards planning applications that would affect heritage assets.

Policy NBE9 Historic Environment

Development proposals should protect, conserve and where possible enhance heritage assets and their settings, taking account of their significance, as well as the distinctive character of the District's townscapes and landscapes.

Proposals that would affect a designated or non-designated heritage asset must be supported by a statement that describes the significance of the heritage assets and their setting and identifies the nature and level of potential impacts on the significance of the heritage assets.

Where a proposal would lead to the loss of, or harm to, the significance of a heritage asset and/or its setting, the Council will apply the relevant tests and assessment factors specified in the National Planning Policy Framework.

Notes 344 and 345 relate to this policy as below (our italics):

344. When determining planning applications that would affect a non-designated heritage asset we will make a balanced judgement having regard to all relevant factors including the scale of any harm or loss, the significance of the asset, and whether the public benefits³⁸ outweigh the harm caused.

345. Conservation Area Appraisals/Management Plans have been prepared for many of the Conservation Areas, and these will be updated and reviewed as appropriate, for example in relation to supporting Neighbourhood Plans. These appraisals will guide the design of development and help determine the appropriateness of development proposals. It is important to consider the impacts *both within and outside the designated Conservation Area* to ensure that development does not adversely affect the Conservation Area in relation to its character, appearance or context.