

HOOK SETTLEMENT AREA

APPENDIX 3

HART URBAN CHARACTERISATION AND DENSITY STUDY

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All maps within this document can be downloaded from the Council's website as individual PDFs

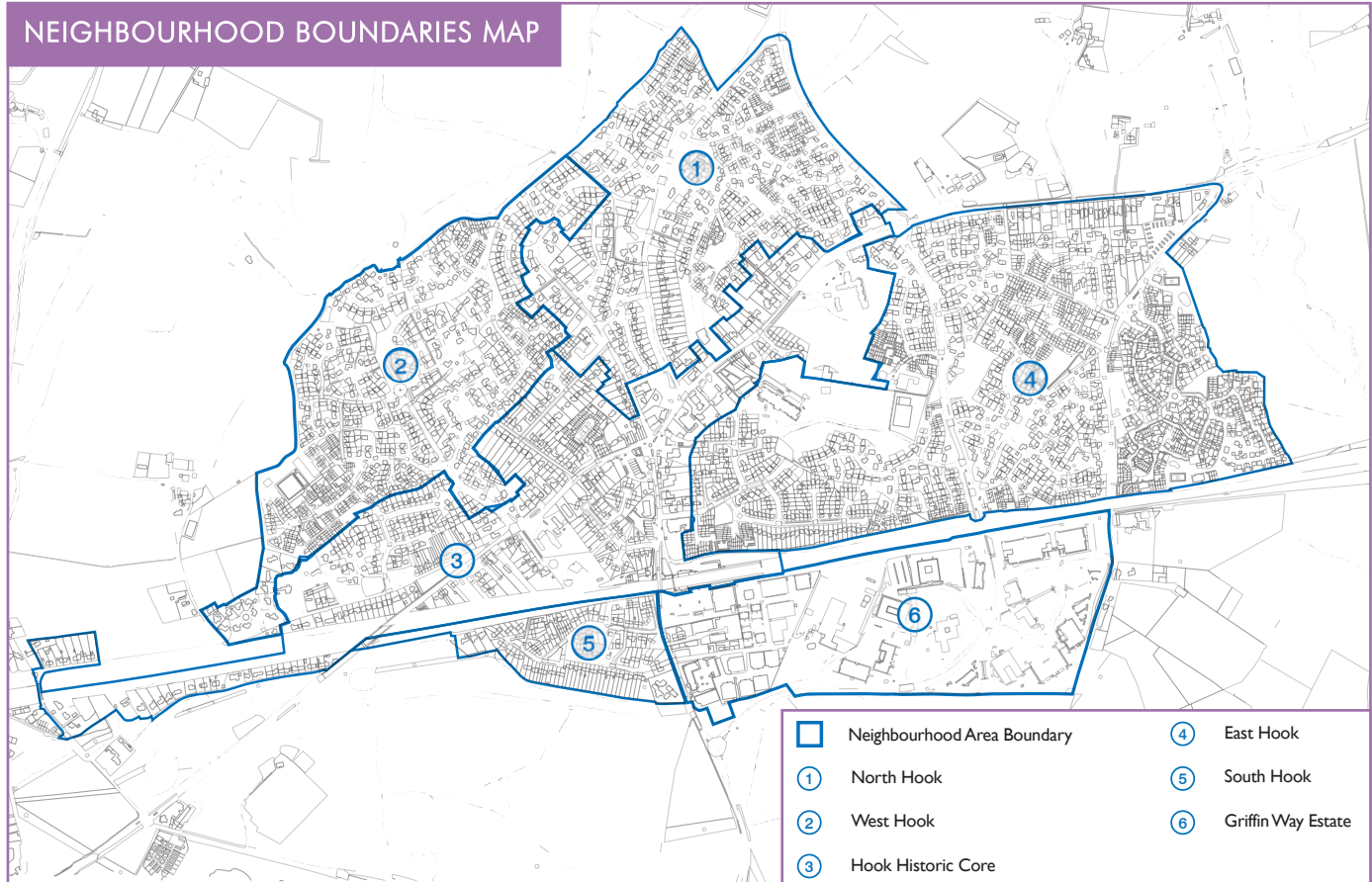
3.1 INTRODUCTION

Hook is the one of the newer areas of urban development within the district having grown significantly in the past thirty years from a historic village core focused on London Road and Station Road. The mainline railway runs along the southern edge of the main settlement area with a small station at Station Road. Employment land is located to the south of the railway within the Griffin Way Industrial Estate. This has recently been extended significantly to the east with a number of large and prestigious office buildings and landscaped green areas, interspersed with car parking. The residential area has also been extensively expanded in the past thirty years to the north, east and west of the older core, building on more modest residential developments dating from the 1940s through to the 1970s.

Griffin Way runs east of Hook centre from the north to the south, passing through the industrial estate. This provides access to the M3 motorway to the south and towards Reading and the M4 to the north. The historic A30 (London Road) still forms the main east to west route, passing through the heart of the settlement. The railway line runs roughly parallel and forms a major boundary to pedestrian movement from north to south. Small areas of public open space are provided within most areas of residential development, whilst some are served by green routes for pedestrians and cyclists away from road routes. A larger stretch of public green open space runs through the eastern part of Hook.

There are six Neighbourhood Areas in Hook:

- North Hook
- East Hook
- The Historic Core
- Griffin Way Estate
- South Hook
- West Hook



3.2 NORTH HOOK NEIGHBOURHOOD AREA

LOCATION

This area is located to the north of the village centre on either side of Reading Road. Griffin Way forms the eastern limit of the area, with open countryside beyond. At the northern boundary of the settlement the backs of residential properties at John Morgan Close and Warsh Brook run up to a belt of tree following the settlement boundary. Properties on Elms Road form the western boundary of this area.

HISTORICAL DEVELOPMENT

Elms Road and the southern end of Reading Road provide the earliest areas of settlement in this Neighbourhood Area. On Elms Road a group of large late Edwardian and Inter-War Houses were built in substantial gardens, whilst a ribbon of Inter-War and early Post-War bungalows was built along the east side of Reading Road. Development during the 1960s included properties at the southern end of Elms Road and the cul-de-sacs between Elms Road and Reading Road. The large housing estate built along Alderwood Drive and Oak Tree Drive, and many cul-de-sacs running off each, was constructed in the early 1980s and other smaller housing developments were built as ribbon development on the west side of Reading Road at the same time or shortly after. John Morgan Close is the most recent area of housing development in this area, forming a small estate of housing leading off Reading Road in the north.

GENERAL DESCRIPTION

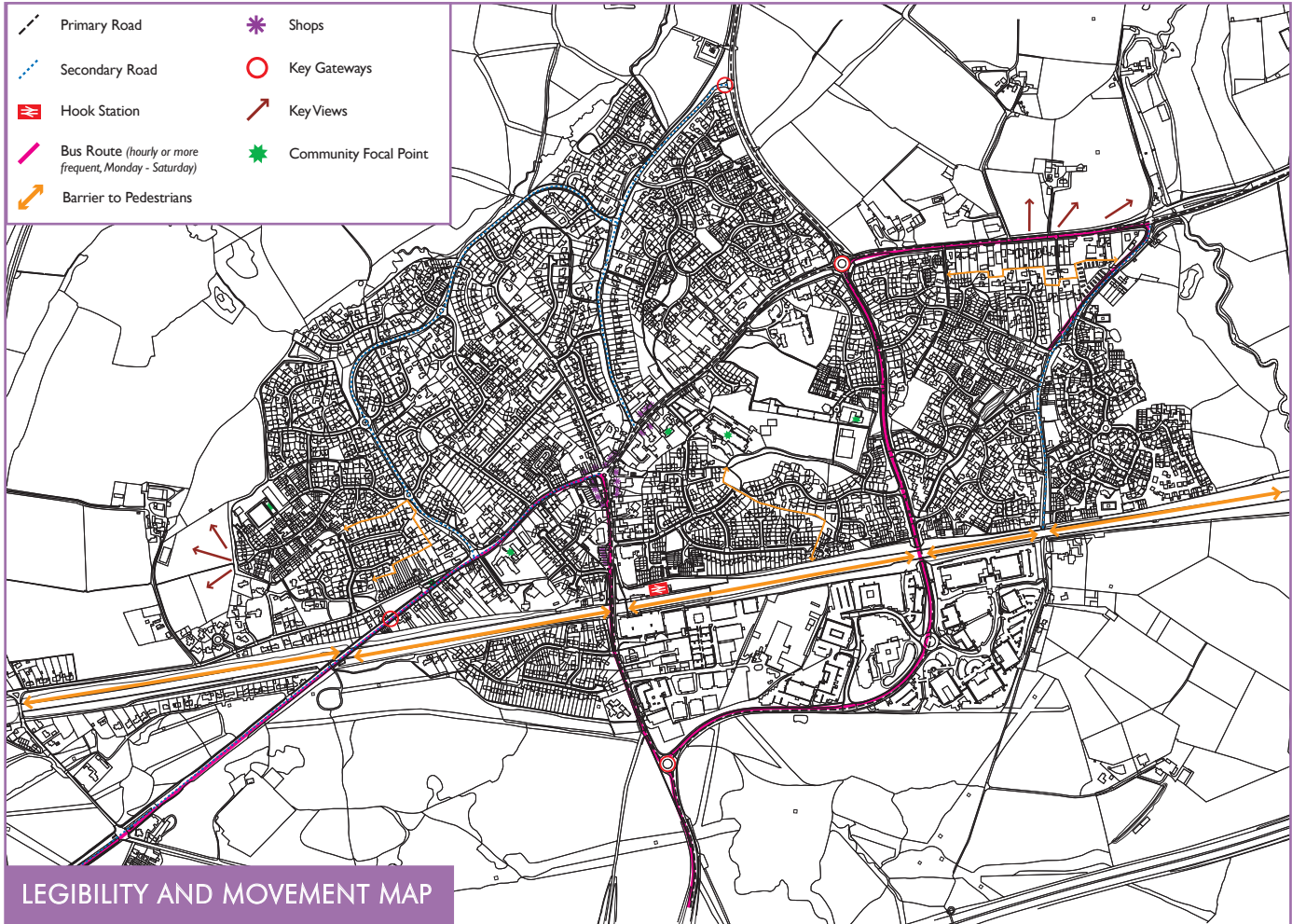
This is a mainly residential area of mixed one or two storey bungalows or houses, including areas of early 20th century housing as well as larger developments dating to the 1960s and 2000s. Reading Road provides a spine route through this area, with numerous medium sized housing developments forming groups and individual cul-de-sacs to the west. A number of largely Inter-War bungalows line the east side of the southern end of Reading Road. To the north, a large 1980s housing development lies around a circle of roads accessed from Reading Road and Griffin Way. These are two storey buildings, built as detached or semi-detached 'executive' homes, as well as a smaller number of terraced houses built back-to-back in blocks of six properties. The numerous tall mature trees which have been preserved within this development add to the ambiance of the area, and an attractive copse of oak trees has also been preserved at Birch Grove. Elms Road provides another spine road route running north from Hook centre to a dead end approximately 500 metres to the north. At its southern end, both sides of the road are lined by ribbon development, although this is replaced on the east side by the rear boundaries of properties on Lynwood Gardens and Nightingale Gardens. A road of mixed bungalows and two storey housing, ending in a cul-de-sac, runs off to the east at The Spinney. In the north both sides of The Elms are faced by large properties, including a number of early 20th century properties in large gardens. The northern half of the road is lined with tall deciduous trees which create a particularly attractive and sylvan character.



Elms Road



Reading Road



DESCRIPTION OF THE NORTH HOOK CHARACTER AREAS

THE PRINCIPAL CHARACTER AREAS ARE:

Area A: Reading Road Inter-War single storey residential development

- Detached bungalows set well back from the road following a relatively consistent frontage line
- Red/brown brick, with some painted render
- Pyramid and hipped roofs
- Buildings aligned to the road frontage
- Low, close clipped hedges as front boundary treatment
- The west side of Reading Road is lined with a thick tree belt

Typical housing density: 11 units per hectare
Sensitivity to change: Medium



Area B: Elms Road mixed period large houses

- A quiet cul-de-sac and an area of High Townscape Value
- Large detached houses in large gardens
- Road lined with mature deciduous trees
- Buildings are faced in smooth faced red brick and/or white painted roughcast or render
- Plain tile roof with a mixture of hipped and gable ended profiles
- Buildings set well back from the road but aligned to it
- Some more modern properties are built in smaller plots but retain the scale of building
- Several individual buildings are considered to be of particularly high architectural value as examples of Edwardian and Arts and Crafts design



Typical housing density: 8 units per hectare

Sensitivity to Change: High

Area C: 1980s mixed housing estate

- A large estate of detached, semi-detached and terraced housing built as a single integrated housing development to a high density
- Building designs intentionally varied to prevent monotony with very varied set back and staggered frontage lines
- Most properties front onto cul-de-sacs rather than the principal road
- Red and yellow brick, applied timber frame decoration and concrete tile roofs (mostly gable ended)
- Good pedestrian permeability provided by footpaths between cul-de-sacs
- Open green spaces provided flood protection as well as amenity space
- A small area of woodland provides wildlife interest
- Narrow roads with some shared surfaces
- Only two entry/exit routes for vehicles to wider road networks



Typical housing density: 24 units per hectare

Sensitivity to change: Medium

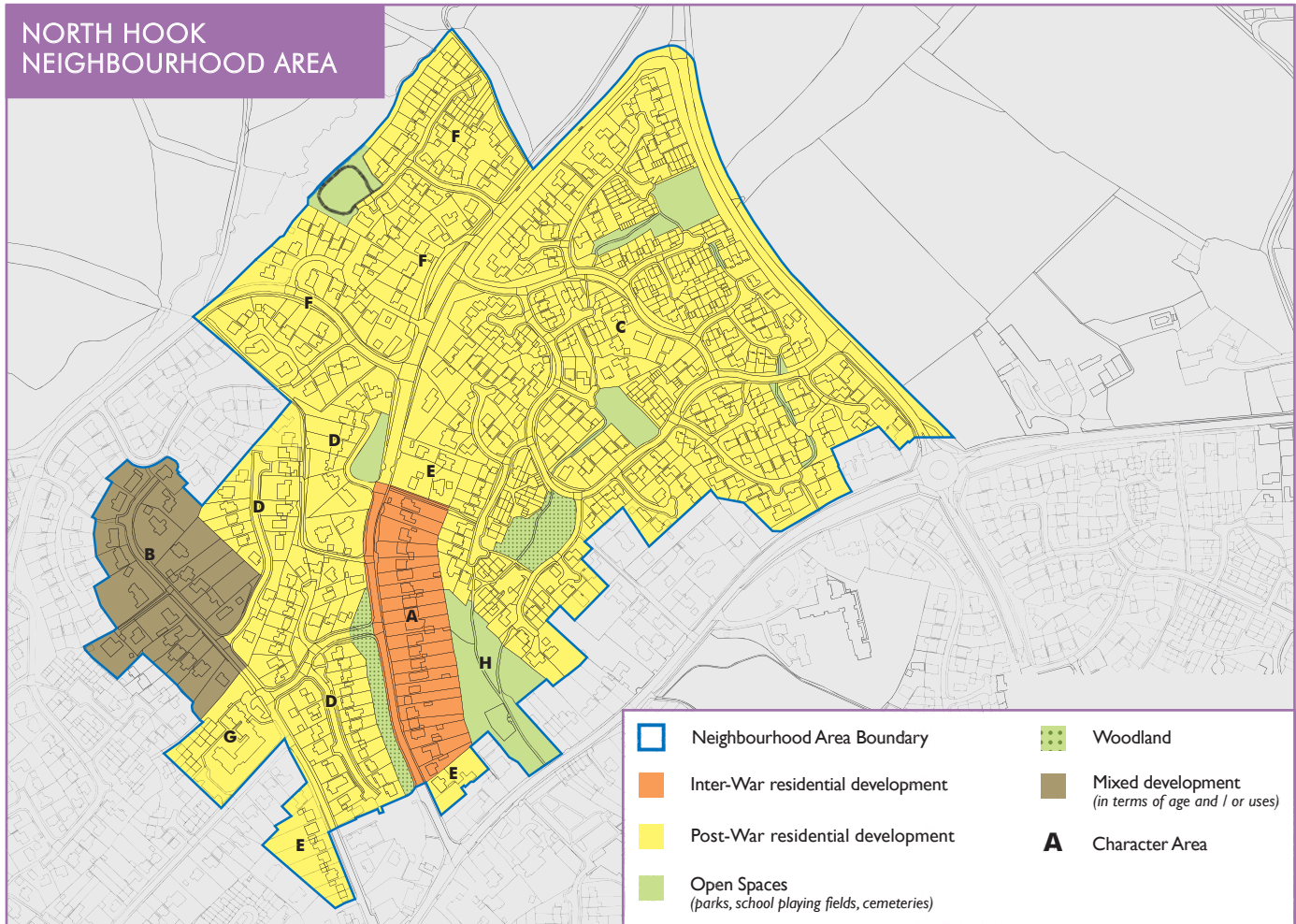
Area D: 1960s and 1970s residential cul-de-sacs

- Areas of detached housing built around cul-de-sacs
- One and two storeys in consistent groups
- Yellow and brown brick with inset brick feature panels, tile hanging or weatherboarding, and concrete tile roofs
- Shallow set backs with small front gardens open to the pavement
- Narrow grass verge between pavements and highways, some forming larger green spaces



Typical housing density: 12 units per hectare

Sensitivity to change: Medium



Area E: Post-War residential ribbon development

- Semi-detached and detached housing built as infilling in small numbers along pre-existing road frontages
- Mixture of materials and styles
- One or two storeys with shallow setbacks

Typical housing density: 12 units per hectare

Sensitivity to change: Low



Area F: 1980s and 1990s residential cul-de-sacs

- Large areas of two storey detached houses with a small number of terraced properties
- Matching range of materials within individual developments
- Formal or staggered building lines with shallow set backs
- Front gardens or car parking areas open to the pavement
- Some cul-de-sacs with shared surfaces
- Some integrated public green open space at John Morgan Close



Typical housing density: 28 units per hectare

Sensitivity to change: Medium

Area G: Gregory House (sheltered housing) and Charles Close

- A two storey 1980s flatted residential development providing sheltered accommodation for the elderly
- Yellow brick with pitched roofs forming a discontinuous roofline
- Three ranges set around a courtyard with several smaller terraced blocks to the north west and north
- Green communal open space provides an important amenity



Sensitivity to change: Medium

Area H: Recreation Ground

- Public open space facing the village green and cemetery on London Road
- Includes green open space and a children's playground
- Provides pedestrian access between Area C and Hook centre
- A thick tree line forms its north east boundary



Sensitivity to change: High

DESIGN GUIDANCE FOR NORTH HOOK NEIGHBOURHOOD AREA

Area A

- Seek to protect the character of this distinctive area
- New development or replacement buildings should protect the established building line and be in keeping with the scale and form of surrounding buildings, including roof profiles
- Protect older buildings that make a high contribution to local character and distinctiveness
- Preserve front boundaries

Area B

- Seek to protect the character of this area of High Townscape Value by preserving historic buildings that make an important contribution to the area, and by careful management of the avenue of trees that line the street
- New development should respect the established building line and reference the texture and colour of materials on historic buildings
- Extensions should be carefully designed to complement the scale, materials and detailing of historic buildings
- Protect front boundaries

Areas C, D and F

- Within these areas new development comprising extensions or replacement buildings should be of a scale and form in keeping with the surrounding area
- Some increase in scale to two storeys may be acceptable
- Sub-division of properties is unlikely to be acceptable
- Some amalgamation of plots for redevelopment to provide a greater variety of property types might be acceptable
- New development should seek to protect and enhance landscaped areas and communal green open space

Area E

- Replacement buildings must be of a similar scale and height
- The amalgamation of plots might be acceptable subject to fitting in with the general character of the area
- New development should preserve the existing building lines

Area G

- Protect communal green open spaces and mature trees, which make an important positive contribution to the character of this area

Area H

- An attractive green public open space well supplied with recreational facilities and including well established tree planting

3.3 EAST HOOK NEIGHBOURHOOD AREA

LOCATION

This area lies directly to the east of Hook centre on the north side of the railway line and south of London Road. The north-south routes of Griffin Way and Holt Lane divide the Neighbourhood Area into three blocks (west, middle and east). Open countryside lies to the east and north east, whilst the railway line separates the area from the Griffin Way Industrial Estate to the south. The area is well connected with the Hook Historic Core Neighbourhood Area to the west and north west.

HISTORICAL DEVELOPMENT

A ribbon of scattered historic buildings lies along Holt Lane. These date to the 18th and 19th century, when this area was still in the countryside. During the early and mid 20th century a triangle of land in the east between London Road, Holt Lane, and Whitewater Rise, was developed largely for single storey housing. Further housing development spread eastwards into this Neighbourhood Area from the village centre in the 1960s (Bell Meadow Road/Church View and Bramshott Drive along with Hook Junior School). Chalet style housing developed along Whitewater Rise at about the same time.

Further areas of housing, including a mixture of bungalows and small family houses, were developed along Pantile Drive and Holt Way during the later 1960s. The development of estates of detached houses in the 1990s extended the settlement east to Holt Lane. At the same time, Hartletts Park was created for the residents. More recently another large estate of houses has been built on the east side of Holt Lane, taking the settlement to its current eastern limit at Felders Mede. A large area of open space surrounding Austen's Meadow, including a copse, water meadows and a section of the River Whitewater, were given to the community by the developer as public open space.

GENERAL DESCRIPTION

This is another large area of residential housing formed through the construction of a number of distinct estates. The central and eastern parts of the Neighbourhood Area are dominated by detached large family houses of two stories in medium sized plots with a loose urban grain. Areas of denser housing development, or with a greater mixture of single and two storey housing, are located along Holt Way, Pantile Drive and along London Road. The Felders Mede housing development in the east provides an increase in scale to three storeys with very dense development including both apartments and single family dwellings. London Road provides an important east-west traffic route along the northern edge of this area, whilst Griffin Way is a busy north-south route. Holt Lane also serves as an important north-south route, providing access to some areas of housing although it has largely retained its character as a quiet rural lane. The housing estates have been laid out around cul-de-sacs with the new buildings facing away from the main roads. A network of green routes for pedestrians and cyclists is notable in the central part of this Neighbourhood Area.

The mainline railway forms a significant barrier to movement to the south with only two permeable points at Griffin Way and Holt Lane. Busy traffic on Griffin Way can create difficulties for east-west pedestrian movement although an underpass is located just to the north of Bowfield. The area of housing at Bell Meadow Road and Bramshott Drive is accessed by vehicles from a single point on Station Road in the east, creating a potential bottleneck. The single road entry route to the Felders Mede development can also create problems with capacity at busy times.



Down Holt Lane to the railway tunnel



North east over farmland from London Road

DESCRIPTION OF THE EAST HOOK CHARACTER AREAS

THE PRINCIPAL CHARACTER AREAS ARE:

Area A : 1980s/1990s housing estates

- Areas of generously sized detached housing, two storeys high
- Small proportion of affordable housing
- Curving secondary streets lead off the main roads and provide access to cul-de-sacs
- Narrow roads with some shared surfaces
- Some separate 'green routes' for cyclists and pedestrians
- Varied plot sizes but mostly small and irregularly shaped
- Extensive use of applied timber frame decoration, with some 'flint wall' cladding
- Buildings at varied angles to the street, creating informal frontages and varied front gardens, which are often unenclosed



Typical housing density: 15 – 17 units per hectare

Sensitivity to change: Medium

Area B: 1960s/1970s housing estates

- Mixed two storey detached and semi-detached housing
- Yellow brick with tile hanging at first floor level and projecting party/side walls
- Concrete tile roofs with gable ends
- Relatively small plots
- Formal frontage line observed, with closely spaced properties
- Self contained secondary streets leading to cul-de-sacs
- Slightly sinuous road lines
- Pavements set behind narrow grass verge
- Gardens open to pavement



Typical housing density: 16 units per hectare

Sensitivity to change: Medium

Area C: 1960s/1970s high density housing estate

- A single two storey development of 1960s housing focused on Bramshott Drive with a distinctive character
- Includes one area of terraced housing at Compton Close and Valmead Close
- Other areas are detached houses with connecting garages
- Yellow or red /brown brick with tile hanging or white painted/uPVC weatherboarding
- Very closely spaced properties in long narrow plots with gable ends to the road creating strong horizontal rhythm
- Pavement set behind narrow grass verge
- Gardens open to pavement
- Formal and echelon building lines observed



Typical housing density: 24 units per hectare

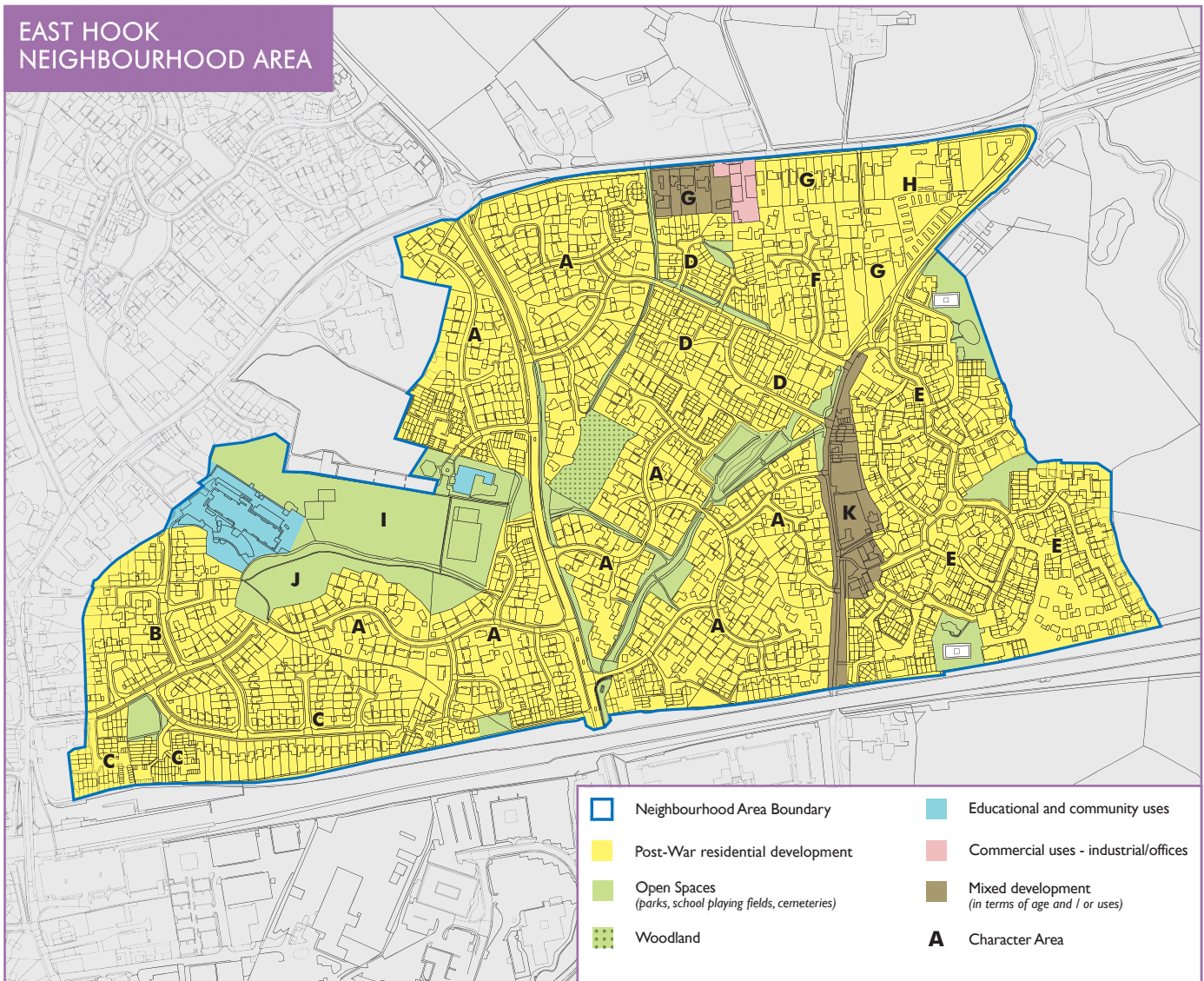
Sensitivity to change: High

Area D: 1960s – 1980s High density housing

- An area of mixed house types and sizes focused around Pantile Road and Holt Way
- Properties in small regularly spaced plots creating a high density of development
- One or two storeys high, normally in groups of bungalows or houses
- Yellow, grey and pink brick and concrete tile roofs
- Broad banked roadside verge with footpath raised above the road and shaded by a mature tree line at Holt Way with attractive views along the road
- Cul-de-sacs with housing at varying angles to the road
- Some areas with stepped or echelon building lines
- Attractive communal green open space with established low level tree planting
- Small front gardens with some division from the pavement by picket fences, low brick walls and hedges



Typical housing density: 33 units per hectare
Sensitivity to change: Medium



Area E: 2000s mixed housing estate

- Various named as Felders Mede or Holt Park
- A large new housing estate of mixed housing, including apartments
- Two to three storeys
- Mixed materials and styles creating a vibrant and eclectic street scene
- Very variable orientation of buildings to the street but some strong building lines
- Narrow curving roads with shared surfaces
- Prominent corner buildings
- Areas of green open space on the periphery
- Children's playgrounds with unfortunate placement next to electricity pylons
- Routes to Austin's Meadow



Typical housing density: 22 units per hectare

Sensitivity to change: Low

Area F: Whitewater Rise

- A single street of detached chalet style housing ending in two cul-de-sacs
- Distinctive character created by the uniformity of development
- One and a half storeys
- Closely spaced buildings in small plots of regular width
- Buildings set with gable end to the street
- Yellow brick with weatherboarding within gable ends, and concrete tiled roofs
- Gently curving road line and formal building line
- Shallow set back with front gardens open to the pavement



Typical housing density: 16 units per hectare

Sensitivity to change: High

Area G: 1950s/1960s single storey housing development

- Mostly one storey
- Also includes a small area of employment land with vehicle repair workshops and a bus depot
- Mostly 1950s and 1960s single storey houses with some later replacement with some older Inter-War buildings in the west which stand out as of particular architectural value
- Mixed materials with concrete tile roofs
- Buildings set gable end to the road frontage with deep set back
- Some front boundaries marked by tall hedgerows
- Several properties with large plots and very deep set-backs fronting onto Holt Lane



Typical housing density: 12 units per hectare

Sensitivity to change: Low

Area H: Caravan park

- The caravan park lies in an area at the east end of London Road running through to Holt Lane
- The southern part of the area is used exclusively for caravans and accessed from Holt Lane
- The northern part is used for storage of vehicles and fairground equipment as well as caravans
- Mainly one storey buildings
- Unmade roads and no division of plots
- The site has an open frontage to London Road
- Some potential remains to enhance the appearance of this area



Typical housing density: 42 units per hectare
Sensitivity to change: Low

Area I: Hook Junior School

- Shared infant and junior school site
- 1980s single storey blocks, which have recently undergone extensive refurbishment and now provide an interesting roofscape
- Extensive playing fields, plus two playgrounds and other landscaped areas
- Car parks to the north east and north west but with access restricted to one route through Church View



Sensitivity to change: Medium

Area J: Parkland

- An area of green open space providing east-west pedestrian and cyclist routes
- Boundaries formed by mature tree lines



Sensitivity to change: High

Area K: Holt Lane

- A narrow leafy lane with a scattering of historic buildings forming an area of High Townscape Value
- Buildings are built using red brick with Welsh slate or plain tile roofs, with prominent chimney stacks
- Low brick arches to window and door headers
- Small front gardens with picket fences
- Recent housing development has made use of sympathetic materials and detailing
- Tree lines to road sides
- High red brick garden wall at The Holt (Grade II listed farmhouse)



Typical housing density: 12 units per hectare
Sensitivity to change: High

DESIGN GUIDANCE FOR THE EAST HOOK NEIGHBOURHOOD AREA

Areas A, B, D and E

- Within these areas new development comprising extensions or replacement buildings should be of a scale and form in keeping with the surrounding area
- It is unlikely that any increase in scale will be acceptable
- Sub-division of properties is also unlikely to be acceptable
- Some amalgamation of plots for redevelopment to provide a greater variety of property types might be acceptable
- New development should seek to protect and enhance landscaped areas and communal green open space

Area C

- The strong frontage formed by closely spaced building with gable ends to the street should be preserved as a distinctive feature of this area, either within existing buildings or new development
- It is unlikely that any increase in scale will be acceptable
- Some amalgamation of plots for redevelopment to provide a greater variety of property types might be acceptable
- New development should seek to protect and enhance the landscaped areas and communal green open space, and conform to the established building line

Area F

- This area has a high degree of architectural uniformity through the use of a single repeated building design
- It is unlikely that any increase in scale will be acceptable
- Subdivision of properties is also unlikely to be acceptable
- Any replacement buildings will need to be carefully designed to reflect the design and form of surrounding structures

Area G

- This area has lost much of its architectural unity through the previous replacement and remodelling of buildings.
- Replacement buildings must be of a similar scale and height
- The amalgamation of plots might be acceptable subject to fitting in with the general character of the area
- New development should preserve the existing building lines and provide an active frontage to London Road

Area H

- An important resource providing low cost or mobile dwellings
- Would benefit from improved landscaping

Area I

- A mixed junior and infant school with landscaped play areas, car parking and playing fields
- Explore opportunities to improve vehicular access

Area J

- Protect public green open space and pedestrian routes
- Some potential for enhancement

Area K

- Protect the character of this area of High Townscape Value by preserving historic buildings and boundaries, and by reinforcing the established frontage line
- Retain tree lines and preserve the character of the road as a small country lane with grass verges
- New development or extensions should be in keeping with the scale and form of surrounding buildings and designed with reference to the textures, colours and forms of surrounding historic buildings

3.4 HOOK HISTORIC CORE NEIGHBOURHOOD AREA

LOCATION

This is an elongated area which follows the London Road (the A30) from its crossing of the mainline railway in the west to its junction with Griffin Way in the east. It also includes the southward spur of Station Road as far as the railway crossing and station, and a number of areas to the north including Newham Road, Sheldon Road and Church Path.

HISTORICAL DEVELOPMENT

This area contains the majority of the historic settlement of Hook as marked on the 1st Edition Ordnance Survey map of 1875, whilst outlying farms have been subsumed within other surrounding Neighbourhood Areas. The earliest reference to a settlement at Hook dates from the early 14th century. The settlement lay at the boundary of three parishes (Odiham, Newnham and Nately Scures) and on the cross roads of historic roads between London and Exeter and Odiham and Reading. In 1839 the London and South Western Railway was opened through the area, running just to the south of the historic village centre. The Ordnance Survey map of 1875 records a small Brass and Iron Foundry, an inn, a small Independent Chapel and a cluster of houses and farms spread along London Road. A railway station opened in 1883, which served several nearby towns and villages. Cottages and larger villas were built on Newnham Road, Sheldons Road and Dorchester Road in the 1880s, 1890s and 1900s. Infilling created a ribbon of development along London Road during the Inter-War period, whilst larger development of cul-de-sacs of houses and bungalows were built in the 1940s and 1960s, initially as council housing and later as private houses. The village centre was also affected by the construction of a number of commercial buildings during the 1960s, augmenting the small amount of retail provision already available. Recent developments have included new office buildings in the town centre and the new village hall on Raven Road.

GENERAL DESCRIPTION

The character of this area varies between a small but busy shopping area and railway station, to residential areas along London Road to the east and west, with quieter areas in cul-de-sacs behind London Road. London Road provides an important route for movement through the village centre, although the north-south route of Station Road and London Road appears to receive the greatest weight of vehicle traffic, creating a busy area around the junction of the two roads. Recent public realm works have included the creation of an attractive garden area next to this junction. Crossing either road is often difficult for pedestrians away from the formal pedestrian crossings in the village centre.

The area contains numerous historic buildings of considerable charm and interest, which provide a record of the development of this village. However, the central area has become dominated by a number of large and unattractive late 20th century buildings, of which Grand Parade (a 1960s three storey shopping and housing block) is perhaps the most visibly discordant. Areas of particular interest include the small village green at Newham Road, surrounded by Victorian and Edwardian housing, which links through to a village pond and more secluded historic housing to the west. Morris Street forms a distinctive and secluded area of historic settlement in woodland surroundings. A small area of Inter-War housing (formerly Council owned) at Raven Road is also noted as a particularly attractive and well cared for residential development in the centre of the village. Recent development has included Foundry Close and Barley Court which have increased the number of two and a half to three storey buildings in the centre of the village.

DESCRIPTION OF THE HISTORIC CORE CHARACTER AREAS

THE PRINCIPAL CHARACTER AREAS ARE:

Area A: Hook village centre

- A very prominent location and the hub of the settlement
- Shops and office buildings surround the junction of London Road (the A30) and Station Road and follow each for a short distance
- Areas of public car parking lie either side of Station Road with shops behind
- A pay-and-display car park is located just to the north of London Road
- One to three storeys
- Includes historic public houses (the Old White Hart and Grade II listed White Hart) near to or at the back of pavement
- Two mid or early 19th century cottages (Chapel Cottage and No.6) either side of Station Road
- Two parades of Edwardian shops with residential accommodation over
- Single storey shops
- Unattractive 1960s parades of shops with residential accommodation over
- An office building (Stanley House) has an overbearing impact on the street scene, other modern buildings detract from the character of the village centre due to poor materials, scale and design



Sensitivity to change: High

Area B: Hook Railway Station

- An unusual surviving late Victorian or Edwardian railway station retaining a small ticket office, waiting rooms, footbridge and platforms
- Red brick with Welsh slate roof and original chimneys
- A large and unattractive car park lies to the north
- The Raven Hotel stands at the top of the station's access road and is built in Tudorbethan style with a mixture of red brick and half timbering and a steeply pitched roof
- Includes two small Victorian railway workers' cottages



Sensitivity to change: High

Area C: Late Victorian and Edwardian residential development (main streets)

- Detached, semi-detached and terraced housing around village green form an area of High Townscape Value
- Smooth faced red brick with hipped Welsh slate and plain tiled roofs
- Low brick arches to window and door headers
- Mullion and transom timber framed windows and prominent brick chimney stacks
- Buildings closely spaced with small front gardens
- Newnham Road has a particularly consistent frontage



Typical housing density: 20 units per hectare

Sensitivity to change: High

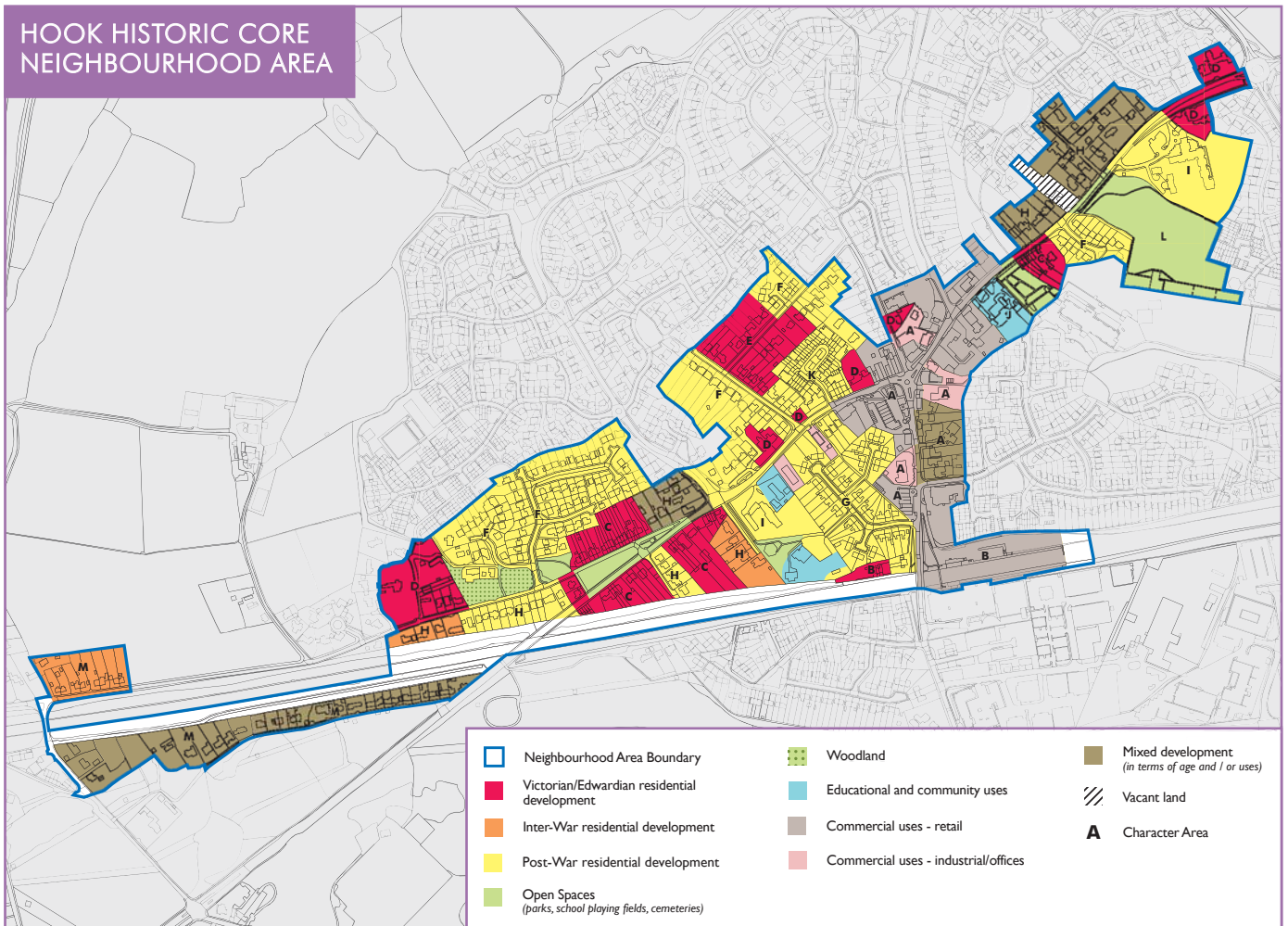
Area D: 19th century and earlier residential properties

- A scatter of historic buildings of interest (including several listed buildings) spread along London Road and Newnham Road
- One to two storeys
- Thatched one storey cottages, timber framed farmhouses and barns with herringbone brick nogging and whaleback plain tile roofs
- One large Georgian house in red brick with hipped plain tile roof and dentilled soffits to eaves
- Large gardens

Typical housing density: 6 units per hectare
Sensitivity to change: High



HOOK HISTORIC CORE NEIGHBOURHOOD AREA



Area E: Edwardian residential development (back streets)

- Area of High Townscape Value
- Detached housing built on two streets just to the north west of the village centre including numerous Edwardian buildings two storeys high
- Red brick with roughcast, some painted render and applied timber frame decoration
- Plain tile roofs with gabled returns breaking forward towards the road
- Buildings set well back in relatively large gardens
- Some later 20th century modern infill partly the result of subdivision and redevelopment of larger plots
- Originally with an avenue of horse chestnut trees along Dorchester Road, although these are now dying off and have not been replaced
- Front boundaries of low red brick walls and tall hedges



Typical housing density: 14 units per hectare
Sensitivity to change: High

Area F: 1960s/1970s residential cul-de-sacs and ribbon development

- Areas of mostly two storey detached and semi-detached housing built along gently curving road alignments away from busy roads
- Medium sized family houses (three to four bedrooms)
- Red brick often with tile hanging or painted weatherboarding at first floor level
- Larger cul-de-sacs include some communal green open spaces as wide road side verges (e.g. Carlton Close)
- Gardens often open to the pavement but with hedges to side boundaries
- Some larger trees retained within the development add visual interest
- A mixture of alignments but many buildings set gable end to the street and closely spaced, creating a strong rhythm to the frontage
- Set-backs of between five to eight metres



Typical housing density: 18 units per hectare
Sensitivity to change: Medium

Area G: 1940s/1950s municipal housing

- A single housing development at Raven Road forming an area of High Townscape Value with a strong sense of architectural unity
- One and two storeys
- Bungalows clad with white painted roughcast and brick detailing to door and window openings, and hipped roofs of plain tile with low eaves and centrally placed chimney stacks
- Semi-detached houses in red brick with gable ended pitched roofs of plain tile, with chimney stacks at the gables and party walls, and pitched roofs to front door porches supported on simple timber brackets
- Long, narrow plots with well tended front gardens defined by red brick dwarf walls and shrubs or hedges
- Buildings positioned parallel to the road or surrounding cul-de-sac head, with strong formal building line
- Buildings set back between four and eight metres from the pavement
- On-street parking can be a problem
- The recently rebuilt village Hall (Elizabeth Hall) lies within a small park just to the west off Raven Road



Typical housing density: 19 units per hectare

Sensitivity to change: High

Area H: Mixed residential ribbon development and side streets

- Areas of mixed date housing including late Victorian, Edwardian and Inter-War buildings, as well as Post-War houses built as informal ribbon development
- One to two storeys
- Very varied style and materials
- Normally respecting a common building line with deep set-back
- Older properties in broader plots and screened from the road by hedgerows
- Inter-War buildings stand out due to use of applied timber frame decoration to gabled returns breaking forward towards the street
- Alignments very varied



Typical housing density: 13 units per hectare

Sensitivity to change: Medium

Area I: Geffery House and Maryfield Convent (Retirement and Nursing Homes)

- Two developments of sheltered housing one forming part of a convent
- Geffery House – a group of 1970s blocks forming apartments for single people and couples
- Two storeys in brown brick with flat roofs
- Buildings set around and amidst communal green open spaces maintained to a high standard
- Development set away from the main road with a mature tree line providing screening of views from the road.
- Maryfield Convent – includes a small Catholic Church, as well as a large residential building
- One to three storeys
- Red brick, including Edwardian and 1970s blocks
- Brick string course detail and mullion and transom windows
- Church building with profiled sheet metal roof
- Buildings set back from the road with car parks and hard landscaping
- A low, clipped hedge defines the boundary to the road



Sensitivity to change: Medium

Area J: St John's Church, Village Green and Cemetery

- An unusual red brick church built in the 1930s
- Stands well back from the road and parallel to it
- The adjacent cemetery and village green are surrounded by tall clipped hedges with hedges dividing the space into a series of 'rooms'

Sensitivity to change : High



Area K: Foundry Close gated residential development

- Apartment buildings and terraced houses constructed around a central courtyard with gated access from London Road
- Inconspicuously placed behind the main street frontage
- Three storeys
- Red brick with plain tile roof and prominent dormer windows
- Applied timber frame decoration with painted plaster infill
- Attractive landscaped courtyard
- Small gardens to the rear



Typical housing density: 41 units per hectare

Sensitivity to change: Medium

Area L: Hartletts Park

- A recently created large public park including sports pitches and children's play ground
- Large public car park
- Provides an east-west pedestrian route from housing areas at Ravenscroft to the village centre at London Road

Sensitivity to change: High

**Area M: Morris Street**

- A secluded road with mixed residential development on one side facing woodland on Hook Common to the south
- Detached and semi-detached housing
- One and two storeys
- Victorian and Edwardian cottages with later 20th century infill
- Red brick and some painted brick and Welsh slate or plain tile
- Woodland surroundings and the unmade road surface give this area a particularly secluded and rural feel unlike the rest of the 'urban' area
- Several buildings have been extended with a resultant loss of their historic character
- The railway line divides a small area to the north made up of Inter-War municipal semi-detached houses in white painted render with close clipped boundary hedges
- Holly Cottage stands out as a building of special historic and architectural interest

Typical housing density: 10 units per hectare

Sensitivity to change: High



DESIGN GUIDANCE FOR HOOK HISTORIC CORE NEIGHBOURHOOD AREA

Areas A and B

- This area requires particularly careful planning to preserve those elements that contribute to its character as the historic village centre whilst enhancing its function as a small local commercial centre
- Protect historic buildings, including public houses and Victorian or Edwardian shopping parades that make an important contribution to local character and distinctiveness
- Protect areas where the public realm has been enhanced and seek to integrate future enhancement schemes to maximise benefit
- Target key negative buildings as opportunities for enhancement through sensitive redevelopment, ideally reducing the building height and introducing more sympathetic materials and details including roof profiles and fenestration schemes
- Seek to improve pedestrian and bicycle provision within this central area

Areas C, D, E and M

- Seek to protect individual historic buildings and areas of High Townscape Value from changes that would be detrimental to their established character
- Preserve and enhance streetscape by retaining historic buildings, reinforcing the building line and protecting front garden spaces and boundaries
- New development will need to be of a sympathetic design and scale, i.e. two or two and a half storeys and reference the texture and colour of traditional materials

Area F

- These areas have a high degree of architectural uniformity and most of the houses are semi-detached
- Extensions will need to be sensitively designed to preserve the character of the area and should aim to match the existing materials and detailing, particularly roof profiles and feature materials

Area G

- This area has a high degree of architectural uniformity and most of the houses are semi-detached
- Extensions will need to be sensitively designed to preserve the character of the area and should aim to match the existing materials and detailing, particularly roof profiles and feature materials

- Front boundaries should be retained as low clipped hedges
- Infilling of rear garden should be resisted where this would be detrimental to views along back gardens

Area H

- Replacement buildings must be of a similar scale and height
- The amalgamation of plots might be acceptable subject to fitting in with the general character of the area
- New development should preserve the existing building lines

Area I

- These sites are large self contained areas with potential for change
- Any new development should seek to integrate with surrounding areas through pedestrian links and active frontages, which might include landscaped open space
- Mature tree lines should be protected
- New buildings should be of a scale and form that is consistent with surrounding buildings or retained buildings within the area
- New buildings should use materials and detailing that reflect the best of local character such as areas of High Townscape Value within this Neighbourhood Area

Area J

- New development within the setting of this area should seek to protect the visual amenity of public open spaces and views to local landmarks such as St John's Church

Area K

- Extensions within this highly uniform development should use materials and detailing provided within the range established by the existing buildings

Area L

- Public open space maintained to a high standard and providing recreational facilities for a variety of age groups

3.5 GRIFFIN WAY ESTATE NEIGHBOURHOOD AREA

LOCATION

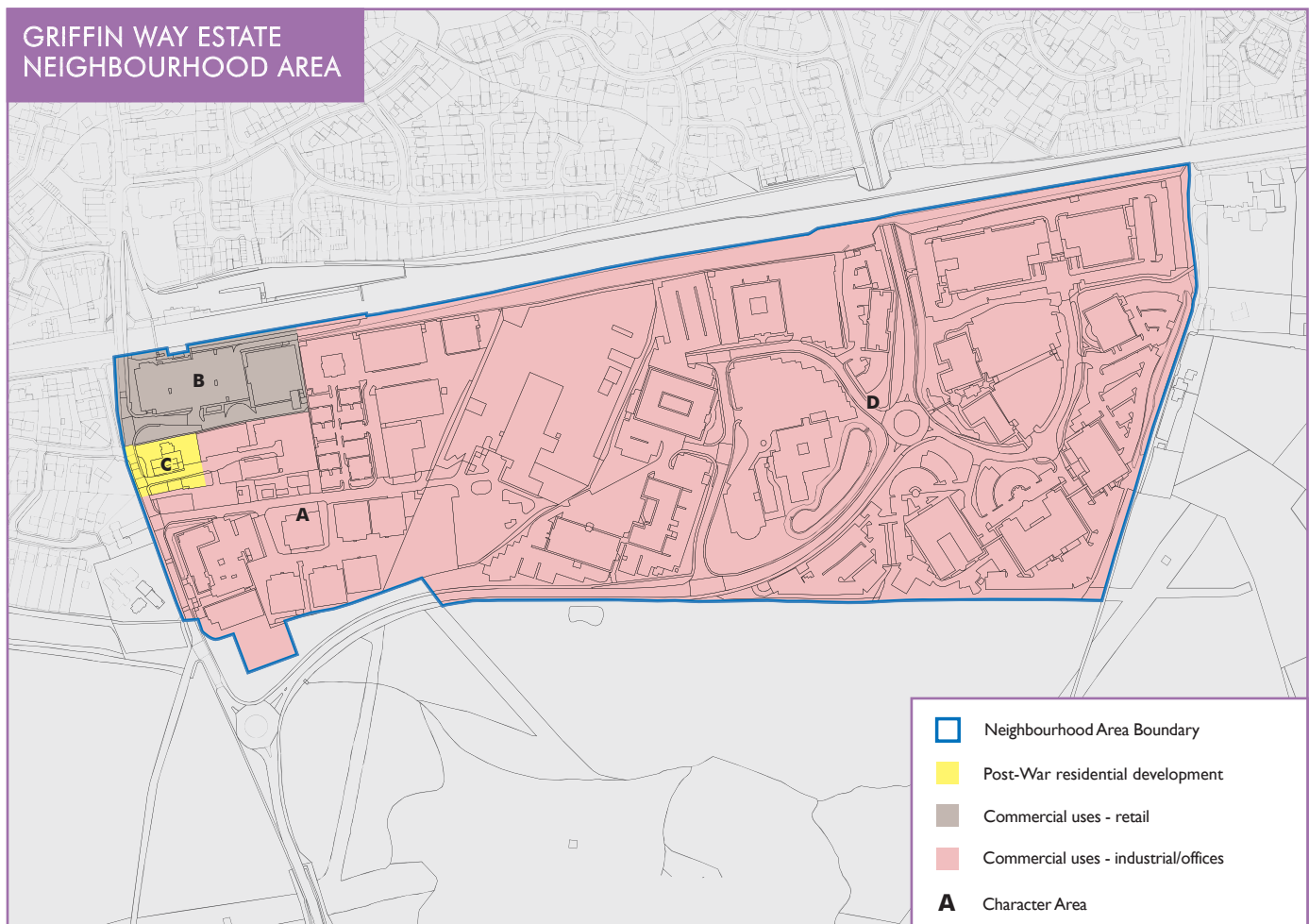
This area is located to the south of the mainline railway and east of Station Road. In the west, Griffin Way forms the southern boundary of this area before turning north to run through it. The southern end of Holt Lane bounds the area to the east, with historic and rural housing lying outside the settlement boundary.

DEVELOPMENTAL HISTORY

Although a small saw mill and two houses are recorded on Station Road in the 1930s, the development of this area from farmland and woodland has mainly taken place over the second half of the 20th century and the early 2000s. The oldest buildings within this area are clustered along Station Road, reflecting the early development of industrial works next to the station. This area was later developed south and eastwards in the 1960s and 1980s for a mixture of factory and office buildings, some of which have since been redeveloped to provide more up-to-date facilities. Griffin Way was constructed during the 1990s, allowing the expansion of the industrial estate eastwards during the later 1990s and early 2000s. This expansion had been completed by 2003.

GENERAL DESCRIPTION

The Griffin Way Estate comprises an industrial estate with a small area of housing and a small supermarket and associated car parking on Station Road in the west. The industrial units form two clearly defined areas, one accessed from Station Road (west) the other from Griffin Way (east). The western area includes a mixture of office and factory buildings ranging from single storey to three storey structures which range in date between the 1960s to the late 1990s or 2000s. Rawlings Road provides access to one group of units, whilst Osborne Road serves a larger group. The eastern area is served by Griffin Way with an access road named Bartley Way running both to the east and west. The buildings are exclusively in use as offices and are of later 1990s or early 2000s construction, with significant landscaping works including a large pond in the west, and a waterfall and cascade to the east of Griffin Way. The large two and three storey buildings have a very modern character and are surrounded by landscaped car parking areas.



DESCRIPTION OF THE GRIFFIN WAY ESTATE CHARACTER AREAS

THE PRINCIPAL CHARACTER AREAS ARE:

Area A: Osborn Way 1960s/1980s Industrial estate

- One to three storeys
- One storey factory buildings in yellow stock brick with colour coated profile metal sheeting above and low pitched metal sheet roofs
- Two or three storey office buildings in red and brown brick with hipped roofs of blue slate and smoked glass windows
- Areas of access roads with little or no definition to footpaths creating a poor pedestrian environment

Sensitivity to change: Low



Area B: Tesco's Supermarket

- A large modern single storey building with flat roofs pitched at the edges to form hips, and faced with white coloured metal sheeting
- Building set well back from Station Road behind a large surface car park area with discrete tree planting

Sensitivity to change: Low



Area C: Mixed residential ribbon development

- A small area of residential development (three detached houses) on Station Road
- Two storeys, red brick with pitched, gable-ended roofs
- Buildings set back with front gardens and with gable ends to the road

Typical housing density: 13 units per hectare

Sensitivity to change: Low



Area D: Griffin Way 1990s/2000s Industrial/Office estate

- Large office buildings including some of unusual and eye-catching design set within landscaped areas and well treed car parks divided by close clipped hedgerows
- Three storeys, very large plan buildings
- Red and blue brick with some reconstituted stone, both rusticated and ashlar
- Blue slate and concrete tile roofs with various profiles, including hipped with broad eaves and gable-ended with parapets
- Most buildings set back within car parks or partially screened from Griffin Way by tree lines

Sensitivity to change: Medium



DESIGN GUIDANCE FOR GRIFFIN WAY ESTATE NEIGHBOURHOOD AREA

Area A

- Seek to improve the pedestrian environment within this area
- Replacement buildings should provide more active frontages
- New development should include high quality landscaping to protect surrounding areas
- Seek to improve pedestrian access from the railway station area eastwards

Area B

- Seek to maintain an attractive landscaped frontage to Station Road and improve accessibility for pedestrians and cyclists from the surrounding area

Area C

- Replacement buildings must be of a similar scale and height
- The amalgamation of plots might be acceptable subject to fitting in with the general character of the area
- New development should preserve the existing building lines

Area D

- Seek to protect the high quality of landscape and building design within this area
- Potential enhancements could include improved pedestrian and bicycle access westwards to the railway station area and northwards to residential areas

3.6 SOUTH HOOK NEIGHBOURHOOD AREA

LOCATION

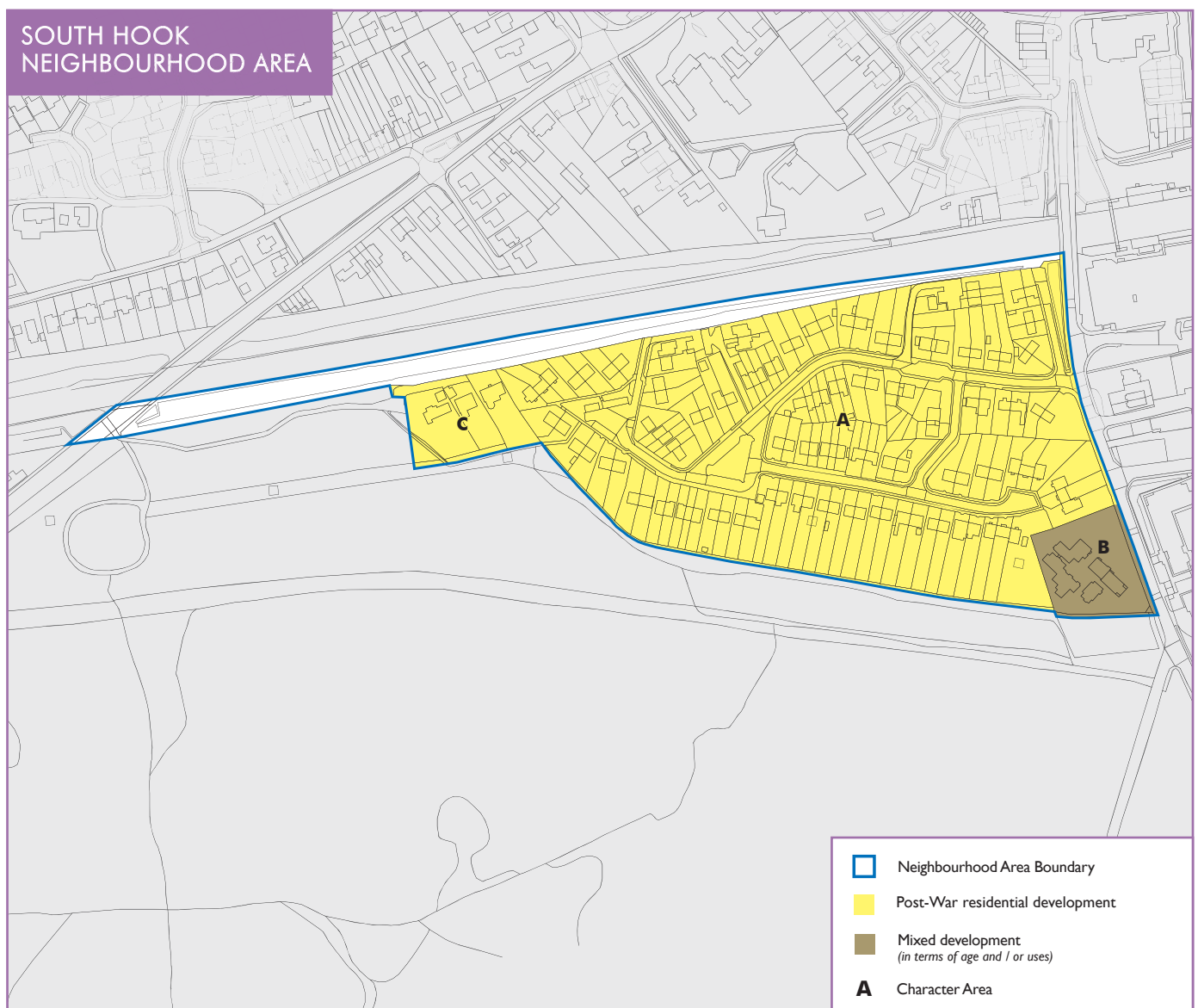
This area is located to the south of the mainline railway and west of Station Road. Its southern and western boundaries are defined by the settlement boundary.

DEVELOPMENT HISTORY

Berry Court is recorded on the west side of Station Road on the Second Edition Ordnance Survey map of 1897. The large municipal housing development on Rectory Road was constructed after the Second World War using standardised designs for bungalows and semi-detached houses, which are seen elsewhere in the District. A number of blocks of flats within this area have recently been demolished and replaced with terraced town houses. A small group of detached houses were built just to the west of the Rectory Road development in the 1990s. Berry Court was converted from a private house to a retirement home during the 1990s.

GENERAL DESCRIPTION

The Rectory Road development forms an enclosed residential area accessed by a single entry point from Station Road, and forms a looped road with several short residential cul-de-sacs. A small green open space is located at the west end of this loop. A retirement home complex lies directly to the south-east of the Rectory Road housing with a separate access point on Station Road. Three large detached houses stand in an area directly to the west of Rectory Road, but accessed via a private drive from London Road in the west.



DESCRIPTION OF THE SOUTH HOOK CHARACTER AREAS

THE PRINCIPAL CHARACTER AREAS ARE:

Area A: Mixed Post-War Housing

- Semi-detached, terraced and apartment housing built shortly after the Second World War with some recent replacement
- One or two storeys
- 1940s bungalows in painted render and brown brick, with hipped plain tile roofs
- Two storey 1940s houses in brown brick with hoods to front doors on scrolled brackets with gable ended plain tile roofs
- Red brick dwarf walls and close-clipped hedges as front garden boundaries
- Set backs of between four to eight metres with staggered frontages to create front gardens which give the area a more rural character
- Long narrow plots with regularly sized frontages and closely spaced buildings creating a strong rhythm to frontages
- The public open space is in need of enhancement following damage during redevelopment work



Typical housing density: 19 – 22 units per hectare

Sensitivity to change: Medium

Area B: Berry Court Retirement Home

- A large two storey Victorian or Edwardian house with later 20th century extensions and free-standing blocks providing retirement accommodation
- Red brick with plain tile roofs following a complicated plan with hipped ends and many changes in level
- Modern extensions and blocks include bay and oriel windows which are in keeping with the original building
- Green surroundings with mature deciduous trees in grounds and along boundaries



Sensitivity to change: Medium

Area C: 1990s/2000s detached houses

- Large detached houses of 1990s and 2000s construction
- Two storeys
- Red brick with plain tile hipped roofs
- Standing in large private gardens in a secluded area accessed through woodland from London Road via a long, private drive

Typical housing density: 8 units per hectare

Sensitivity to change: Low



DESIGN GUIDANCE FOR SOUTH HOOK NEIGHBOURHOOD AREA

Area A

- This area has a high degree of architectural uniformity and most of the houses are semi-detached
- Extensions will need to be sensitively designed to preserve the character of the area and should aim to match the existing materials and detailing, particularly roof profiles and feature materials
- Front boundaries should be retained as low clipped hedges
- Infilling of rear garden should be resisted where this would be detrimental to views along back gardens

Area B

- Seek to retain the historic building at the core of this complex, which has some historic and architectural interest
- Protect communal green open spaces and surrounding tree lines

Area C

- Replacement buildings must be of a similar scale and height
- The amalgamation of plots might be acceptable subject to fitting in with the general character of the area

3.7 WEST HOOK NEIGHBOURHOOD AREA

LOCATION

This area is located to the west and north west of the village centre and runs up to the North Hook Neighbourhood Area in the east. To the west it abuts open countryside, whilst the northern settlement boundary is formed by a thick belt of woodland representing the remains of Great Sheldon Coppice.

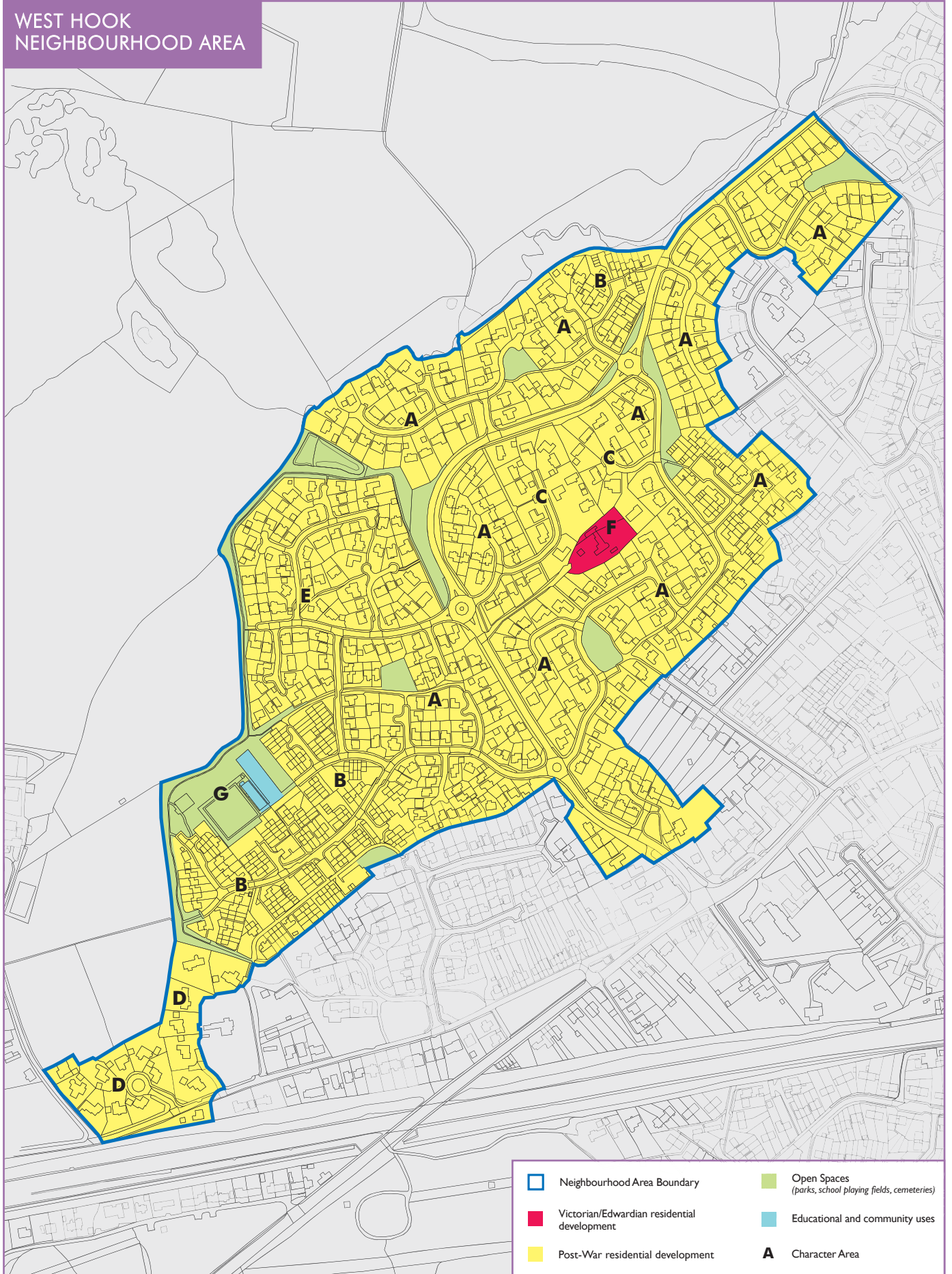
DEVELOPMENT HISTORY

The remains of Sheldons Farm lie at the centre of this area as an island of late 19th or early 20th century buildings in surroundings otherwise dominated by housing estates that were built between the late 1970s and the 2000s. The limit of the housing was initially formed by the route of Great Sheldons Coppice Road, although development has spread westwards of this line during the 2000s.

GENERAL DESCRIPTION

This is an area of predominantly residential uses. The two storey housing is a mixture of detached, semi-detached and terraced properties constructed between the late 1970s and the 2000s. These are positioned along a number of gently bending roads which lead off Sheldons Coppice Road into more private cul-de-sacs. These areas include numerous small communal green open spaces which provide a pleasant green setting to most of the properties. The woodland of Sheldons Coppice forms a green fringe to the north of the area, with tall trees which form a backdrop to views across it.

To the west and north west, rolling farmland provides attractive views across small fields, which are appreciated from the footpaths that run along the edge of the settlement. The area is generally well served by footpaths that run between cul-de-sacs and provide pedestrian routes separated from traffic. The curving road lines of the area also help to reduce traffic speeds, although the area is generally quiet outside peak times. A bowling club in the west of this area provides an important community resource although the adjacent children's playground appears to be in need of some improvements.



DESCRIPTION OF THE WEST HOOK CHARACTER AREAS

THE PRINCIPAL CHARACTER AREAS ARE:

Area A: 1970s/1980s residential housing development

- Interconnected cul-de-sac style development set around gently curving narrow roads with broad grass verges and attractive tree planting
- Some properties set around attractive communal green open spaces
- Detached and semi-detached houses, mostly two storeys
- Mixture of materials including red brick, white painted render, and tile hanging with concrete tile roofs
- Most roofs gable ended
- Some buildings have gabled returns breaking forward to the street
- Some mock Tudor-style buildings
- Buildings set just back from the road with front gardens open to the pavement
- Larger properties have their own garages, but in other areas there are communal parking areas
- Some formal building frontage lines observed, other areas have more random layouts with staggered building frontages
- Regular medium sized plots, closely spaced buildings and strong rhythm to frontages



Typical housing density: 17 – 20 units per hectare

Sensitivity to change: Medium

Area B: 1990s/2000s high density residential housing

- Terraced and apartment properties in blocks set around courtyard areas with communal parking
- A number of semi-detached and detached buildings in the same area
- Variation of materials and scale across building frontages
- Small individual gardens with separate garage blocks
- Similar materials to Character Area A
- The Hop Garden Road area is notable for the consistent use of red brick and the landscaped communal parking areas



Typical housing density: 46 units per hectare

Sensitivity to change: Medium

Area C: 1970s/1980s large houses

- Two cul-de-sacs at Garden Close and Middle Mead
- Large two storey houses set in cul-de-sacs with relatively spacious plots
- Red brick and white painted render, some yellow brick
- Hipped plain tile roofs
- Front gardens largely open to the pavement with buildings set well back
- Some detached garage blocks or communal parking areas



Typical housing density: 13 units per hectare

Sensitivity to change: Low

Area D: 1990s/2000s large houses in cul-de-sacs

- Small areas of high quality housing development on the periphery of the settlement
- Redeveloped gardens of older properties
- Materials consistent within each development
- Red brick with tile hanging
- Hipped and half-hipped roofs with plain tiles
- Dormer windows and chimneys
- Highly sinuous or looped roads
- Rustic post and rail fences to some front boundaries



Typical housing density: 9 units per hectare

Sensitivity to change: Medium

Area E : 1990s/2000s large houses estate

- A recently developed residential area to the west of Great Sheldons Coppice Road
- Highly sinuous and branching roads
- Detached properties two storeys high
- Designs follow Victorian and late Victorian details
- Red and yellow/buff brick, Roman tile and reconstituted slate roofs with decorative ridge tiles
- Gabled returns with decorative barge boards, two storey bay and dormer windows and tiled lean-to porches
- Integral and detached garages
- Shallow set backs with staggered building lines
- Irregularly shaped small plots



Typical housing density: 17 units per hectare

Sensitivity to change: High

Area F: Little Sheldons Farm

- A secluded area hidden within the wider area of later 20th century housing
- Late 19th century farmhouse and associated buildings



Sensitivity to change: High

Area G: Bowling green and playground

- An important community facility built as part of the surrounding housing estate in the early 1990s
- Well maintained bowling green and club house, with hipped tile roof
- Small children's playground, informal football area and public car park



Sensitivity to change: High

DESIGN GUIDANCE FOR WEST HOOK NEIGHBOURHOOD AREA

Areas A, B, C, D and E

- Within these areas new development comprising extensions or replacement buildings should be of a scale and form in keeping with the surrounding area
- It is unlikely that any increase in scale will be acceptable
- Sub-division of properties is also unlikely to be acceptable
- Some amalgamation of plots for redevelopment to provide a greater variety of property types might be acceptable
- New development should seek to protect and enhance landscaped areas and communal green open space, as well as the attractive views out to the countryside to the west

Area F

- Seek to protect these historic buildings, which make an important contribution to the character of the area
- Any new development should be of a scale and form in keeping with the existing buildings, and use materials and details chosen to complement existing examples

Area G

- A community facility with sensitively designed buildings
- Seek to improve maintenance and landscaping of the children's playground and football area