

ANDOVER

Character Assessment

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ANDOVER

Character Assessment

I OVERVIEW

I.1 Andover is a market town in north-west Hampshire. The historic core of the town lies across the chalk stream valley of the River Anton, a tributary of the River Test which the Anton joins some 6km to the south. The valley of a tributary of the Anton curls around the north-western part of the conurbation, the land rising gently to either side of the valley. The village of Charlton, sitting across that valley, is now considered as part of the suburban area of Andover. East of the valley there is a steady, relatively even increase in height over a distance of 2km to the edge of the conurbation, but to the south-west, the extent of the town is constrained by a sharper increase in height to Bere Hill.



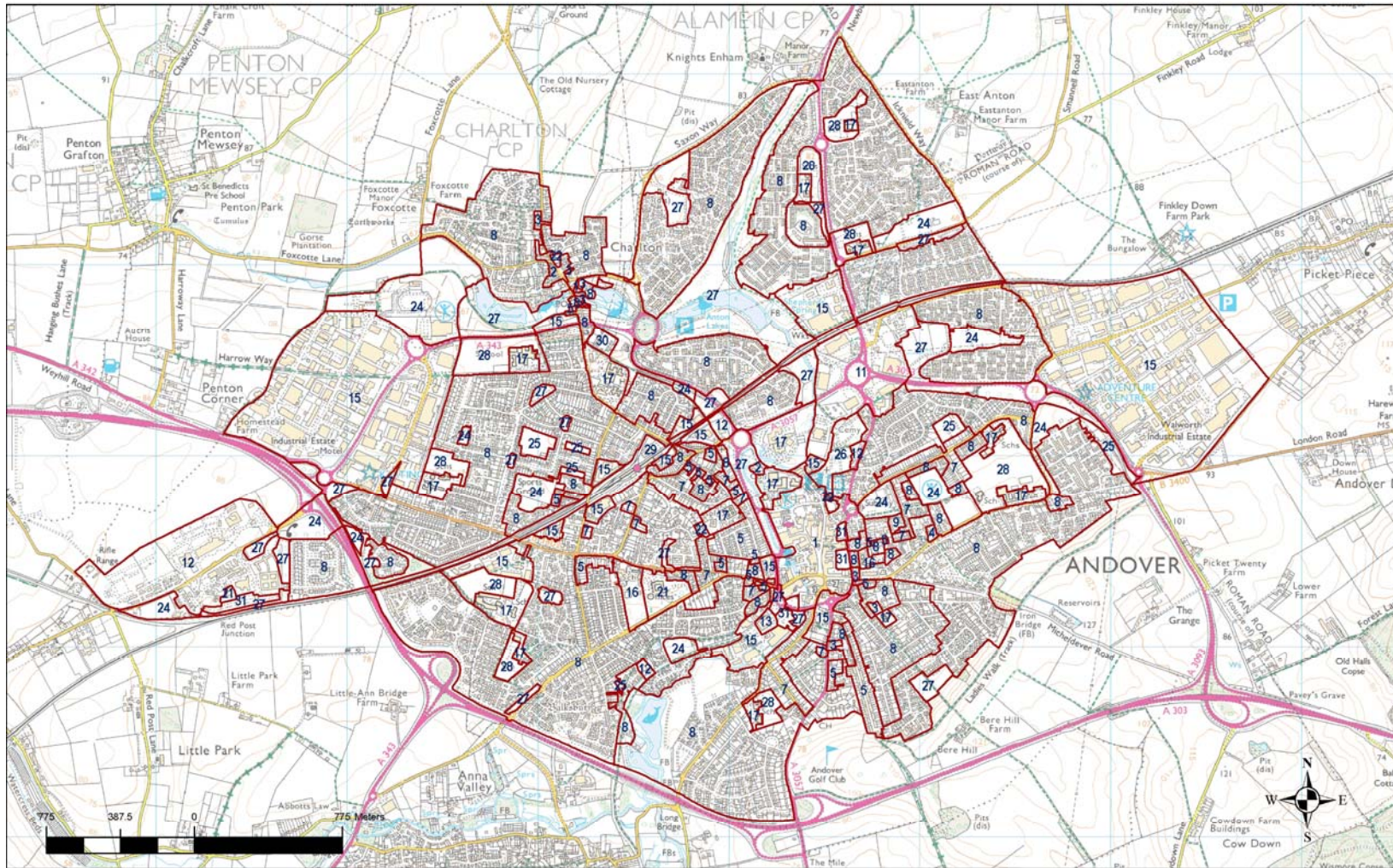
I.2 The core of the settlement lies within the river valley, but the conurbation has expanded over time onto the chalk downs surrounding the town, a largely open arable landscape with occasional blocks of ancient semi-natural woodland, including Harewood Forest, once part of the Forest of Chute and recorded in Saxon Chronicles. The river and its associated habitats form important green corridors through the town.

I.3 Two kilometres to the north-east of the town is East Anton, the site of a small Roman town sitting astride the crossroads of the Ickniel Way and the Portway. By the Saxon period, Andover was an important royal estate centre, complete with a church which after the conquest developed into a priory. Andover remained in royal hands and was granted a borough charter in 1175, early in the period of new town development, at a time which saw several new planned towns created in Hampshire by major landowners such as the Bishop of Winchester who founded Overton, Newtown and New Alresford. It is possible that at around the date of the charter the existing plan of the historic core of the town was laid out with the wide High Street forming the market place lined by regular burgage plots either side. High Street lies at a right angle to the main east-west route, the road between London and the south-west, a layout that can be seen at many other planned towns in the county including Overton, Basingstoke and Petersfield. Wool and cloth production were mainstays of the town's economy along with tanning and parchment making and its function as a market centre for a large area of the north Hampshire downs. Andover never appears to have been a particularly wealthy town and the economy was hit by several serious fires. The town grew little beyond its late medieval planned core, other than possible medieval suburban development along New Street and Winchester Street, until the late-nineteenth century, by which time a few large houses set in park-like grounds, a small area of settlement at Newtown on Weyhill Road, and the workhouse had appeared.

I.4 There were two railway lines to Andover; the London and South Western Railway line to the north and the Andover–Southampton line which ran to the west of the historic core, following the course of the canal. A road between the two stations (Junction Road) attracted the first development, with housing and some new streets such as Queen’s Avenue and Balmoral Road being laid out by the end of the nineteenth century. Further development took place around the triangle created by the railway lines and Weyhill Road in the first half of the twentieth century, and ribbon development occurred along Old Winton Road followed by the creation of new roads to the south of the town towards Bere Hill. Prior to World War II there was very little expansion of the town to the east or north. In 1960 Andover was identified as one of the towns to accommodate ‘London overspill’ and between that date and 1983 the population of the town nearly trebled. New housing estates, both local authority and private developments, were built on all sides of the historic core together with new industrial areas to provide employment for the rapidly expanding population. The growth of the town also impacted on the historic part of the town with the construction of a new large shopping centre, obliterating part of the pattern of burgage plots. The town continued to expand in the late-twentieth- and early-twenty-first century with new housing estates, built on the north-western fringe of the area linking to the village of Charlton, and further proposals to build in the area of the Roman town at East Anton to the north-east.

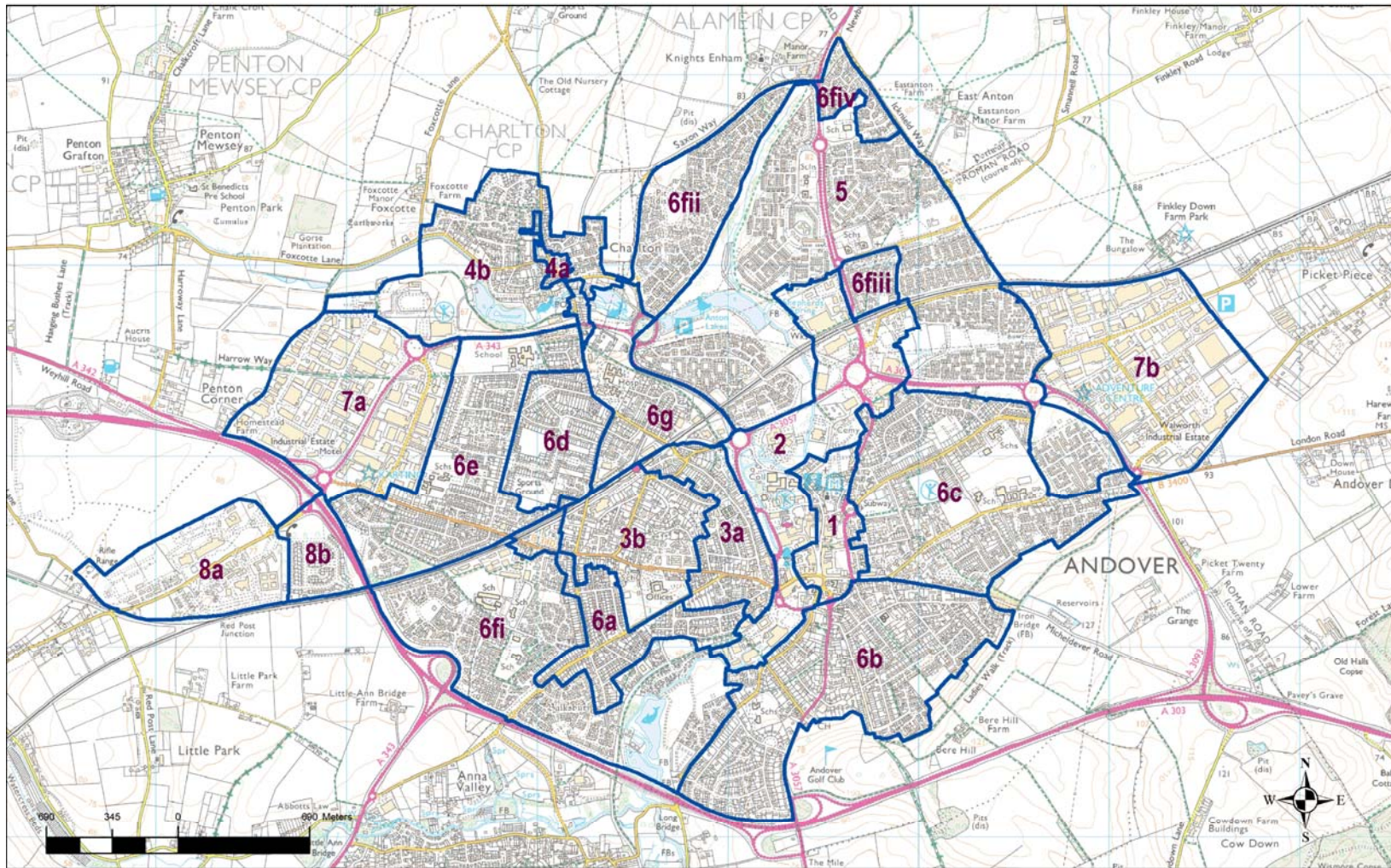
Hampshire Towns Character Assessment – Townscape Types

TCT	Description
01	Medieval Planned Urban Settlement
02	Rural Settlement
03	Post Medieval Development 1600–1819
04	Residential 1820–1869
05	Residential 1870–1914 (Terraces, Semi-detached, Small Detached Houses)
06	Residential 1870–1914 (Villas)
07	Residential 1915–1945
08	Residential Post 1945–Present (Houses and Bungalows)
09	Residential Post 1945–Present (Flats, 4 storey and above)
10	Commercial 1870–1945
11	Large Retail 1950–Present
12	Office/Commercial 1945–Present
13	Business Park 1945–Present
14	Traditional/Older Industrial
15	Industrial 1945–Present
16	Hospital/Education – Older Core
17	Hospital/Education – Modern
18	Defence Pre 1830
19	Defence 1830–1914
20	Defence 1915–Present
21	Civic
22	Religious/Churchyard/Precinct
23	Open Space (Public Park)
24	Open Space (Sports/Recreation)
25	Open Space (Allotments)
26	Open Space (Cemetery)
27	Open Space (Green Corridor)
28	Open Space (School Playing Field)
29	Transport Corridor
30	Civil Infrastructure – e.g. Sewage Works
31	Car Park
32	Mobile Home Park



ANDOVER TOWNSCAPE TYPES





ANDOVER CHARACTER AREAS



2 CHARACTER AREA DESCRIPTIONS

2.1 AND01 Historic core

2.1.1 Character Summary

The historic core of Andover principally comprises High Street and the junction with Bridge Street and London Street. The northern end of High Street has been heavily compromised in terms of its historic plan, with a large modern shopping centre imposed upon that plan. The older section of High Street is still readable as an historic market area with the quality and scale of buildings enclosing the space reflecting the former importance of this area's use. There are a relatively high number of statutory listed buildings to the historic core reflecting the quality and diversity of surviving historic buildings. A notable characteristic of the town is the very broad palette of traditional building materials which includes stone, timber framing, brick, stucco, weatherboarding and cob, slate and old clay tiles.

2.1.2 Key Characteristics

- Historic core of the town with a tight urban grain and a high number of statutory listed buildings
- Steadily rising landform from south to north
- Regular burgage type plots running perpendicular to the former market place
- Consistent building line with shops and houses set to the back of pavement, providing strong enclosure to spaces throughout
- Red brick, ashlar, painted stucco and render, some cob and weatherboarding, natural slate and clay tile roofs
- Mostly three-storey on a grand traditional scale, some two-storey and two-and-a-half-storey buildings with dormers
- Mixed use; shops (mix of independents and high street chains), public houses and banks to ground floor, offices and some residential to upper floors
- No tree cover to the historic core except for mature trees to the boundary of the churchyard of the church of St Mary
- The public realm has recently been upgraded and is generally of a high quality with traditional materials and good shared spaces
- Good access and connectivity, particularly for the pedestrian

2.1.3 Boundaries and setting

The Historic Core is enclosed by development on all sides. To the north and west are the Western and Northern Avenue environs (AND02). To the east and south lies a mix of post-war residential suburbs (AND06, sub-areas AND06b & AND06c). The area's setting is dominated by the densely packed suburbs to the east and south. To the west is Cricklade College in area AND02.

Views to the town centre could be considered to form an important part of the setting of the historic core and the designated conservation area. These are focused on the tower of the church of St Mary and originate from the elevated land to the south of the town in the vicinity of Bere Hill (AND06b and AND06c). The town can be seen in its countryside setting from these viewpoints with the historic core set in town and country context with distant skylines dominated by rolling countryside and wooded ridges. There are also glimpsed views of the church tower from the west (AND03a) between trees; these may be seasonal and could improve, regress or disappear depending upon the time of year.

2.1.4 *Designations*

The character area falls within the Andover Conservation Area. The character area extent does not compromise the Conservation Area extent. It is a reflection of where there is a predominantly smaller-scale/finer-grain development. There are, relatively, a lot of statutory listed buildings, often forming groups of some significant quality. The majority are concentrated on the High Street. Of note is the Grade II* Guildhall closing the view north along High Street. The church of St Mary in Church Close off Newbury Street is Grade II listed.

2.1.5 *Townscape types present*

TCT01, 08, 26 and 31.

2.1.6 *Topography*

The landform is steadily rising from south to north with the church of St Mary sat on the top of the hill just to the north-east of the town centre. The land falls away westwards to the valley containing the tributary fed by Anton Lake.

2.1.7 *Layout and Pattern*

The town centre is laid out in the traditional form of a planned medieval town; around its market place, defined by the widening of the street at its southern end (the junction with Bridge Street and London Street) and northern end (where High Street passes the Chantry Centre). The grand nature of the buildings, particularly their scale, helps contain and define this space and has created successful public spaces at the southern and northern ends. Historic alleyways survive which link High Street to adjacent areas. The townscape is generally of a high quality and complementary to the tight urban grain of the plan.

Buildings with active ground floors are set to the back of pavement and run back in long, narrow plots. Most plots are developed to some degree, but some have parking to the rear of High Street frontages. Some plots have been amalgamated but the rhythm and scale of traditional shop frontages has generally been retained.

2.1.8 *Buildings and materials*

Buildings are generally on a grand scale and three storey to High Street, some having been refronted in the Georgian and later periods to present highly articulated and well detailed frontages to the street. There are also highly functional traditional buildings surviving such as the Town Hall (1825) with its Greek Doric columns with pediment, and the Star and Garter Hotel with its shallow bays, portico entrance and carriage arch. Parapets, cornices and/or deep bracketed or decorated eaves often define the roofline.

There is a very broad palette of materials which adds to the richness and fine grain of the townscape. Ashlar stonework, red brick, painted stucco and render, painted cob and some weatherboarding all contribute to the character area. Roofs are largely concealed due to the scale of the buildings but where seen are usually shallow pitches of natural slate or steeper pitched; plain red/brown handmade clay tiles.

2.1.9 *Predominant land use*

This is a mixed-use (predominantly commercial) area with active uses to ground floor comprising a mix of independent retailers, high street chains and banks, building societies, public houses and a hotel.

2.1.10 *Public realm*

There is a good quality public realm in terms of traditional materials to shared spaces, creating a good well-defined space which is well-used. However, there is a distinct lack of street trees and landscaping. Areas for tables and chairs add to the general sense of movement and activity in the town centre. Parking is well-handled, understated and does not dominate the space.

2.1.11 *Open space*

The market area is a well-defined urban public space comprising a shared surface with a number of activities taking place and enclosed by the built form of High Street. The green space of the churchyard of St Mary is, in contrast, strongly defined by some of the few mature trees to the character area.

2.1.12 *Biodiversity*

There are limited semi-natural habitats with almost no private garden spaces, very limited trees and only the churchyard serving as a green space within the historic core. There is also a notable lack of street trees within the character area.

2.1.13 *Access and connectivity*

There is good access and connectivity throughout the character area, with well-used historic alleyways connecting High Street with adjacent areas and good use of shared spaces, favouring the pedestrian user throughout.

2.2 AND02 Western and Northern Avenue Environs

2.2.1 Character Summary

The character area broadly takes its form from the western section of the A3057 ring road around the historic core. It is a car-dominated, late-twentieth-century group of buildings and spaces which encircle the historic core to the west and north and are defined by either highway infrastructure or the valley within which the River Anton flows. It comprises medium- to large-footprint buildings and groups of buildings, with predominantly commercial or educational uses. There is a distinct group of taller office buildings to the south-western section of the character area. This area has largely evolved as a direct result of the construction of the highway infrastructure around the historic town centre, and the land parcels created as a result, and the redevelopment of former areas associated with the former Andover and Redbridge railway.

2.2.2 Key Characteristics

- Medium-sized to large buildings set in their own grounds connected by their strong relationship with the A3057 'ring road' to the west of the town centre
- The landform is generally flat and low lying, adjacent to the River Anton valley flood plain
- Plots are medium-sized to large and defined by the highway infrastructure and the river Anton
- Variable building lines most often relating to the A3057 or the former line of the railway
- Steel-framed buildings with cladding; red brick, render, profile metal and structural glazing, flat roofs or low pitches, with modern roofing systems or clay tiles in places
- Two- (or the equivalent of two domestic storeys) to four-storey, generally large-footprint buildings
- Mixed uses; education, retail, commercial office, some community uses and a small number of industrial units
- There are some good trees belts, particularly adjacent to Northern and Western Avenues. These are generally associated with areas of green space
- The public realm is car-dominated with some provision for the pedestrian with subways and bridges across the A3057. There are large areas of private parking associated with the various uses and usually forming the setting for buildings
- Reasonable access and connectivity although the A3057 is a significant barrier in places with only limited crossing points

2.2.3 Boundaries and setting

The character area forms a narrow zone running from the recreation ground in the south, across the former railway line, to Meridian Park in the north. It is bounded by the historic core (AND01), mixed suburbs (AND06 sub-area 06c) and 1970s fine-grain-layout extensions (AND05) to the east. It is bounded by AND06 sub-area 06b to the south. To the west it is bounded by the station environs and early suburbs (AND03) and the 1970s fine grain (AND05).

By the nature of its diverse boundaries, the character area has a varied setting from the fine urban grain of the 1970s housing (AND05) and historic core (AND01) to the north and east, to the greener, less densely packed character of the station environs to the west.

2.2.4 *Designations*

The character area encompasses part of the Andover Conservation Area to the south and a handful of statutory listed buildings. These include the Grade II listed Ford Cottage, No. 55 Chantry Street, a fragment of the historic core of the medieval town and Nos. 34, 38 and 40 Bridge Street. This area would in part be considered to form part of the setting to the Andover conservation area.

2.2.5 *Townscape types present*

TCT09, 11, 15, 17, 27 and 31.

2.2.6 *Topography*

The landform is generally low lying and flat. There is a slight rise in general level from south to north. The development within the character area generally sits on flat sites adjacent to the River Anton.

2.2.7 *Layout and Pattern*

The layout of the character area has largely been governed by the proximity of natural features (the valley of the River Anton) and man-made features (the A3057 ring-road and the former railway and environs). These constraints have created land parcels of varying sizes, and buildings on these sites corresponding to their relationship with the road network and the river valley. Most sites are dealt with individually and share one common building line with the road network adjacent, although this isn't always apparent. Buildings tend to sit in large open space areas laid over to parking and landscaped to varying degrees.

2.2.8 *Buildings and materials*

This character area comprises large-footprint buildings, some of which are at an unprecedented scale compared with the mostly modestly-scaled older sections of the town and its suburbs. Some of the commercial office buildings are four storey and more (to Anton Mill Road) but most buildings are either one or two storey, or equivalent to two-storey domestic buildings (to height of eaves). Buildings are often brought down in scale by the use of flat roofs or false, truncated roofs (such as that seen to the Tesco food store north of Churchill Way).

Materials vary but are predominantly modern brick, or other claddings to steel frames. This includes modern rain screens, profile metals and structural glazing. Roofs are either flat, very low pitched (often using similar materials to the cladding or lightweight metal or cement-based sheeting) or pitched roofs (some truncated) of clay tiles.

2.2.9 *Predominant land use*

There is a mix of uses throughout the character area from medium to large-scale retail uses, food, and white good sales, a college complex and commercial office space and industrial units.

2.2.10 *Public realm*

The public realm is car-dominated, with most buildings set within large areas of surface-level car parking. These areas are soft landscaped to varying degrees. Roads are wide and often over-engineered and lit to high specifications (particularly to the roundabouts on the A3057).

2.2.11 *Open space*

The River Anton runs through this character area, providing a much needed green corridor through the town. There are walks along much of its length, including 'poetry trails' starting at Town Mills. Cricklade College has an attractive green setting, despite its enclosure by highway infrastructure to the north, east and west, which is tree lined throughout and also provides some school sports pitches and facilities. Northern and Western Avenues have a green setting with trees and grass verges immediately adjacent to the roadside. Other open spaces tend to be built spaces, such as surface-level car parking for the retail, office and college uses within the character area.

2.2.12 *Biodiversity*

Despite the dominance of the road network, there are a number of green corridors passing through the character area, particularly the course of the River Anton which is defined by a corridor of broadleaved trees and small patches of neutral grassland and fen to the north of the character area. This corridor could be further enhanced to improve biodiversity value. There are good tree groups surrounding Cricklade College and to the east of Anton Mill Road. Trees and wide grass verges define Western and Northern Avenue and associated large roundabouts and link sites within the character area, forming a string of semi-natural areas along and adjacent to the River Anton. The river valley links further north and south to woodland and wetland habitats (described in AND05 and AND06) and ultimately to the open undeveloped countryside to the edges of the town.

2.2.13 *Access and connectivity*

There are pedestrian routes throughout the character area but the A3057 and associated road infrastructure are significant barriers to connectivity despite crossing points. The road network is largely used by traffic travelling through this character area rather than accessing the various sites. Sites are accessed from the network but these are not always clearly defined and routes are often single entry and exit.

2.3 AND03 Station environs and early suburbs

2.3.1 Character Summary

This area comprises the early residential extensions of the town centre with development beginning to infill roads laid out in the late-nineteenth century onwards with the arrival of the two railway stations in the town. The main station remains north of Junction Road (which linked the two stations). This older residential area is distinctive for its larger, medium- to fine-grain late-Victorian and Edwardian housing set in a grid of roads forming small to medium-sized blocks, and the survival of large houses set in generous grounds to the south side of Weyhill Road. The area has two sub-areas to reflect the periods of development. AND03a is medium/fine-grain late-Victorian and Edwardian and AND03b is of coarse- to medium-grain inter-war and immediate-post-war higher status residential suburbs.

2.3.2 Key characteristics

Sub-areas of AND03

03a. Junction Road and Bishops Way environs

- Late Victorian/Edwardian residential suburbs
- The land rises steadily from east to west
- Regular, good-sized plots with large gardens
- Consistent building lines throughout, houses set back from the street in small gardens with front boundary walls and/or mature hedges
- Red brick and natural slate, with some decorative joinery in places, some painted brick, and some replacement of slate with modern concrete tiles
- Two-storey houses throughout
- Almost entirely residential; single-family dwelling houses
- Good tree belt to the eastern boundary (with the Western Avenue; AND02), otherwise ornamental and some larger trees to front but mostly rear gardens
- On-street parking and relatively narrow roads, some significant wirescape in places
- Good access and connectivity due to the network of streets. However, Western Avenue is a significant barrier to the east with only a single pedestrian crossing point

03b. *Weyhill Road and The Avenue environs*

- Inter-war and immediate-post-war development at a coarse to medium grain
- Area rises steadily from the station in the north to Weyhill Road and continues to rise to Salisbury Road at its southern boundary
- Large regular plots, houses often set in generous grounds with large front and rear gardens
- Consistent building lines to roadside with houses set back in large gardens
- Red brick, render, and combinations of these, weatherboarding and mostly clay tile roofs
- Two- to two-and-a-half-storey houses (often using dormer to light rooms in the roofspace)
- Almost entirely residential; large single-family dwelling houses, main-line train station to northern boundary, Rookwood School and local government offices to Weyhill Road
- Tree-lined streets and mature trees to front and rear gardens softening boundaries and providing a green setting for houses
- The townscape around Bishop's Way, The Avenue, The Pines, Croye Cross and Whynot Lane have a particularly mature, well-treed character and a green feel to the roadside
- Good quality uncluttered public realm, wide roads with on-street parking in allocated bays, street trees, plentiful off-street parking
- Good access and connectivity throughout, including to the main-line rail network via Andover station on the northern boundary

2.3.3 *Boundaries and setting*

This character area is divided into two sub-areas (AND03a) east and (AND03b) west. Its eastern boundary is formed by the Western and Northern Avenue environs (AND02). All other boundaries are with mixed post-war suburbs; AND06a to the south and west with AND06d to the north beyond the railway line. The main-line railway line forms a significant physical boundary to the north.

The character area's setting largely comprises the tree-lined Western Avenue to the east and generous grounds of surviving earlier houses to Weyhill Road. To the west, the finer-grain post-war housing of AND06a abuts the more generous plots of AND03b.

2.3.4 *Designations*

Within the area, there are three statutory listed buildings, all Grade II listed; No.37 Weyhill Road, Andover Railway Station and The Cloisters, Junction Road. The area is not in, and does not form part of, a designated conservation area. The Andover Conservation Area abuts the south-eastern corner of the character area and as such this small section of the character area (around the Western Road, Western Avenue junction) could be considered to form part of the conservation area's setting.

2.3.5 *Townscape types present*

TCT05, 07 08, 15, 16, 21, 27 and 29.

2.3.6 *Topography*

The landform rises steadily from the east and north (from Junction Road and the Station respectively) with the level change noticeable in the townscape and houses (particularly in sub-area AND03a) stepping up the gradient. Given the fairly rapid rise in level towards the lower sections of the character area, glimpsed views of the tower of the church of St Mary can be had, particularly from Queen's Avenue. Similarly views from The Avenue can be had to open countryside and a green skyline beyond the town.

2.3.7 *Layout and Pattern*

Sub-area AND03a is laid out in a fine grain to a grid pattern of roads roughly parallel and perpendicular to Junction Road. Houses are an attractive mix of terraced, semi-detached and detached. The grid plan enables houses to terminate views successfully, adding to the sense of a planned and formal townscape.

Sub-area AND03b is broadly laid out around the principal routes of Salisbury Road, Weyhill Road and the later Avenue, linking Weyhill Road to the station. There is a real sense of a higher status suburban character with houses set in generous gardens back from the roadside. Houses are often set in mature landscaped gardens with trees and foreground and background. Houses are sometimes glimpsed through street trees and mature boundaries.

2.3.8 *Buildings and materials*

The character area is almost entirely residential, with most of the houses in sub-area AND03a dating from the turn of the nineteenth century and being well-built traditional house types; terraces, semi-detached and detached. There is some variation in design and some have bays to ground floor whilst others have decorative and/or painted lintels. There is some decorative joinery to balconets and porches to grander houses.

The houses to sub-area AND03b are generally large and detached with many having Arts and Crafts influenced design features; such as groups of timber casements (usually three or four – also used for dormers), exposed rafter feet, sweeping clay tile roofs, large dormers, and large brick chimney stacks.

Houses are generally red brick, there has been some painting of brickwork and some painted render but this is limited in sub-area AND03a with most retaining their 'as built' character. There is more variation to AND03b with render and exposed brick and some weatherboarding often seen on the same building. Older houses have some survival of natural slate roofs though some has been replaced with modern concrete interlocking roof tiles. Otherwise, there is much use of clay tiles.

2.3.9 *Predominant land use*

The character area is almost entirely residential; single-family dwelling houses, with very few flats or flat conversions. In addition, there is the Grade II listed station building to the northern boundary and Rookwood School (an independent day and boarding school) to Weyhill Road. There are also local government offices located off Weyhill Road.

2.3.10 *Public realm*

The quality of the public realm is high, with wide roads which, despite on-street parking, remain uncluttered. Most houses in sub-area AND03b have off-street parking. There is a degree of wirescape to AND03a but this is not excessive. The streets to AND03a are well defined by hard boundary treatments, usually low brick boundary walls. To AND03b, the boundaries are much softer and with the street trees and verges they significantly contribute to the green character of the townscape.

2.3.11 *Open space*

There is very limited public open space within this character area with the most significant areas of open space directly related to the private Rookwood School. This includes good tree groups, sports fields and tennis courts. The area does have a high degree of private open garden space with most houses enjoying medium-sized to large mature gardens spaces. Houses to sub-area AND03b tend to have large front gardens as well as rear gardens spaces.

2.3.12 *Biodiversity*

Despite limited public open spaces, there are some urban habitat networks across the character area, including patches of broadleaved woodland formed by large interlinked private gardens, and the well-treed grounds of Rookwood School. The Avenue is also tree lined, and is complemented by mature trees to front and back gardens, particularly to houses in sub-area AND03b. There is also a good tree belt to the eastern edge of the character area bounding Western Avenue. Wildlife corridors could be enhanced between Rookwood School and the open spaces and the River Anton to the south.

2.3.13 *Access and connectivity*

There is good access and connectivity almost throughout the character area with an established grid network of streets and easy access to the main-line train station in the north. Western Avenue to the eastern boundary remains a significant barrier to connectivity to the town centre with only a single crossing point (pedestrian bridge) for most of the extent of the eastern boundary (with road links to the northern and southern ends of Junction Road).

2.4 AND04 Charlton, village & environs

2.4.1 Character Summary

This character area is focused around Charlton Road, where the older core of the rural village of Charlton is still seen in fragments (including historic buildings, some of which are statutory listed). Development has occurred to the east and west of the main road and most significantly south, the latter linking Andover with the former rural village to the north. A series of lakes and the sports centre (and associated parking, sports fields and golf course) retain a visual and physical break between Charlton village and the northern residential suburbs of Andover. The character area is divided into two sub-areas to reflect the older core of the village (AND04a) and its more substantial mostly post-war expansion (AND04b).

2.4.2 Key characteristics

Sub-areas of AND04

04a. Survival of Charlton village core

- A cluster of older buildings focused to the south of the junction with Goch Way (some of which are statutory listed), and St Thomas' church and others along the main road through Charlton
- The land rises steadily to the north
- Irregular plots to the roadside with much post-war infill
- Varied building line, some older houses to back of pavement and defining junctions, others set back
- Red brick, flint, render, clay tile, some slate and survival of thatch to older houses
- One- but mostly two-storey houses
- Predominantly residential, church, post office and public house
- Good survival of trees to front and rear gardens, some green spaces adjacent to the public highway (probably remnants of a former green)
- Good quality public realm but busy 'lane' to village, on-street parking, grass verges and soft landscaping to boundaries
- Good access and connectivity, with a network of streets, lanes and footpaths linking to other residential areas and local amenities (the lakes and sports facilities)

04b. Foxcotte Road and Enham Lane environs

- Suburban post-war extensions to the village of Charlton
- The landform is undulating but rises sharply from the lakes to the south and west from the main road through Charlton village
- Regular good-sized plots throughout
- Some variation to the building line but with houses generally set back from the roadside in gardens
- Red brick and painted render, some clay tiles and some modern interlocking concrete tiles
- One- and two-storey houses

- Entirely residential; single-family dwelling houses
- Historic field boundaries remain and are tree lined, as is the setting to the lakes to the south. There are also mature trees to rear gardens
- The public realm is uncluttered; with wide roads, sometimes with trees to gardens or soft landscaping adjacent, or open boundaries. On-street parking in places. To the lakeside, parking spaces are paved with grasscrete giving a softened edge to the roadside
- Good access and connectivity, including a series of footpaths linking urban areas to the adjacent countryside and the main road through the village

2.4.3 *Boundaries and setting*

The character area, north-west of the historic core, is split into two sub-areas (AND04a; village core, and AND04b; suburban expansion). It looks out to the countryside to the north and west. To the east are post-war suburbs (AND06g), to the south is AND06e and beyond the open setting of the lakes and sports centre the Andover industrial estates (AND07a).

The area has a well-defined setting with open countryside to most sides. Despite large industrial complexes to the south-west and the sports centre, it has managed to retain its identity as a former rural village with urban extensions.

2.4.4 *Designations*

There is a cluster of statutory listed buildings on the main road through Charlton village. These include the Grade II listed Brook Cottage, an early-seventeenth-century timber-framed lobby entry house of flint, brick and thatch. The majority of statutory listed buildings are clustered south of the junction with Goch Way. The area is not in or adjacent to a designated conservation area.

2.4.5 *Townscape types present*

TCT02, 03, 05, 08, 15, 24 and 27.

2.4.6 *Topography*

The landform is steadily rising from south to north. This is most apparent in roads leading off of the main road through the village where there is a marked change in level and houses set into the hillside (for example Home Farm Gardens). Buildings are generally raised from the level of the lakes which run along the southern side of the character area although the oldest section of Charlton village is low lying and relatively flat.

2.4.7 *Layout and Pattern*

The older part of the character area (AND04a) is defined by ribbon development of irregular plots, with much post-war infill and amalgamation running north–south along Charlton Road. Houses are set on the highway or slightly back and there is variation with some houses gable on to the roadside. Older clusters of houses and the church form loose groups along the roadside, particularly around the junction with Goch Way.

The later post-war expansion (AND04b) is far more regular and defined by a series of crescents and cul-de-sacs with cranked roads usually taking advantage of level changes to produce more varied townscape. Houses are set in regular plots with consistent building lines conforming to the line of the roadside. They are set back in gardens with good-sized rear gardens throughout. There are varied boundary treatments, from open to soft landscaping and some low boundary walls. Roads are wide, with some grass verges and open green spaces.

2.4.8 *Buildings and materials*

There is a mix of single-storey and two-storey private houses. These are usually grouped.

Red brick and render with low-pitched roofs of clay tiles and concrete interlocking tiles.

2.4.9 *Predominant land use*

The character area comprises almost entirely residential uses; single-family dwelling houses. There is a post office, public house and church to the village core (AND04a). These form a loose group.

2.4.10 *Public realm*

Roads, apart from the main route through the village, are generally wide and uncluttered, with parking accommodated successfully and most post-war development enjoying off-street parking. There is some careful consideration of accommodating cars adjacent to green spaces with the use of grasscrete for parking spaces. There are some grass verges and green spaces adjacent to the highway but a notable absence of street trees though some roads enjoy a high degree of tree cover adjacent to the highway (e.g. sections of Foxcotte Road).

2.4.11 *Open space*

Public open spaces within the residential areas are limited, although there are green rights of way amongst the houses in AND04b. To the west of residential areas, the large Charlton Lakeside park and leisure centre provides a wide range of facilities including fishing, boating and golf as well as play facilities and sports fields. The park and lakes form the southern edge of the developed sections of the character area. Some of the space, such as the golf course, is restricted to paying users only but there are public rights of way across these areas and a range of informal walks.

Most private houses have medium-sized to large private garden spaces. Some roads have open front gardens which add to the sense of openness in some parts of the character area.

2.4.12 *Biodiversity*

The lakes are not designated, but include important Biodiversity Action Plan habitats. The headwaters of the River Anton also flow west–east through Charlton Lakeside park and link together with further wetland habitats to the east of AND04a (described in AND05 and AND06). Together, these features form an important west–east wildlife corridor along the river. There are also some good-sized mature gardens most of which are linked to each other and adjacent open countryside.

2.4.13 Access and connectivity

There is good access and connectivity throughout the character area, favouring the pedestrian with a series of footpaths (following historic boundaries) linking residential areas to the village and open countryside and adjacent open spaces such as the lakes and sports facilities to the north of the sports centre.

2.5 AND05 Knights Enham and Icknield Way environs

2.5.1 Character Summary

This character area comprises the considerable 1970s urban expansion in Andover of large housing estates with slightly different characteristics and use of materials (the variation deriving mainly from brick colouring, texture and the use of contrasting brick and other materials for detailing) but conforming to a similar set of principles in terms of plan and urban form, namely the Radburn layout which sought to segregate traffic from pedestrian. This type of layout is seen to varying degrees of success and condition within this character area and with differing forms of pedestrianised areas; some are pedestrianised streets and some are arranged in small and large squares with green space to the centre. Tree cover varies throughout with some areas/streets having a good survival of mature trees and others with relatively little survival.

2.5.2 Key characteristics

- Radburn-type estate layout with 1970s houses and flats set around greens or small or large squares, with pedestrian walkways, often interconnected
- Gently undulating landform, with more low-lying development to the south
- Fine-grain rectilinear development arranged in short terraces around grassed areas, often in squares with garage or parking courts to the edges
- Consistent strongly defined building lines within groups defining semi-private open spaces
- Red, buff and orange brick, and multi-bricks, with mix of weatherboarding and tile/slate hanging to upper floors, and low-pitched roofs with concrete interlocking tiles
- Two-storey houses (some with mono-pitched roofs) and three-storey blocks of flats with low-pitched roofs
- Residential throughout (flats and houses) with community uses and schools and short parades of shops (including a post office)
- Good provision of open space between estates. Some areas, for example Roman Way and King Arthur's Way, have good mature tree cover within the open areas of grassland around the housing areas and to the road edges
- Wide grass verges and some street trees, parking and garage courts limit on-street parking
- Very good access and connectivity, favouring the pedestrian, often with the provision to walk through estates via pedestrian walkways or open green spaces

2.5.3 *Boundaries and setting*

This character area, crossed by the railway line, is situated north of the historic core. Its eastern boundaries face open countryside although some has been developed recently. The south-eastern corner bounds an industrial estate (AND07b). Southern boundaries link with mixed post-war residential suburbs (AND06c) and the Western and Northern Avenue environs (AND02). To the north and west, the area bounds mixed residential suburbs (AND06e & AND06g).

Fine-grain, rectilinear blocks of post-war residential suburbs provide the setting for much of the area (AND06c, AND06g, and AND06h). The setting to the east is open countryside with a good group of statutory listed buildings focused on East Anton. Anton Lakes Local Nature Reserve (LNR) creates a large countryside wedge within the western part of the character area. South-east is the Walworth Industrial Estate. The larger-footprint shed-like buildings of AND02 drive a wedge into this residential area from the south along the Newbury Road (A343) corridor.

2.5.4 *Designations*

There are no statutory listed buildings or designated conservation areas within the character area.

2.5.5 *Townscape types present*

TCT08, 09, 17, 24, 25, 27 and 28.

2.5.6 *Topography*

Development to the west of Newbury Road sits on a spur to the River Anton with houses stepped down towards Anton Lakes LNR, otherwise the character area is gently undulating but steadily climbing from south-west to north-east.

2.5.7 *Layout and Pattern*

The housing estates within this character area are distinctive for their application of the principles behind the 'Radburn estate' layout. This is essentially derived from the segregation of traffic from the pedestrian. Houses are generally set in short terraces (of between four and six houses) arranged around open cul-de-sacs or in squares or streets, allowing access to shared small public green spaces between. These are linked to larger areas of public open space and occasionally tree belts and woodland. Some of these green spaces are landscaped and incorporate former field boundaries or level changes. Much of the area is accessible on foot, with cars retained at the edges of the plan in open car courts or combined with garaging. Trees have been incorporated into the plan with varying degrees of success.

2.5.8 *Buildings and materials*

The houses and flats are set in groups and seen as a terrace, row or cluster. Materials help to unify the groups and the facades are often articulated with ground floor porches often linked and set back in the plan to create some further variation to the blocks. Some houses have mono-pitched roofs which also brings some variation to the groups.

Typical of estates dating from the 1970s are houses characterised by the use of non-local, non-traditional textured and coloured brickwork with tile hanging (in greens and browns) or artificial slates or weatherboarding (often replaced with uPVC boards). Roofs are low-pitched and of concrete interlocking tiles, often coloured. A small group of prefabricated houses (to Pilgrims Way) use concrete panels with tile hanging as a variation to brick.

2.5.9 *Predominant land use*

The area is almost entirely residential; modest single-family houses, flats and maisonettes. There are a number of schools in the area with associated playing fields and a number of local parades of shops, which generally include a sub-post office.

2.5.10 *Public realm*

There is a mixed quality to the public realm, largely reflected in the condition and serviceability of the materials. There are a lot of pedestrianised spaces throughout, often linked by footpaths and green spaces. Cars are generally contained within parking courts to the edges of the pedestrian areas, squares and greens, and sometimes linked to garaging areas to the earlier estates. These are generally isolated from the housing areas. There is good tree cover to the main roads through the estates, set within generous grass verges; this is seen to good effect in Roman Way.

2.5.11 *Open space*

There is a very generous provision of open space throughout this character area with break-out areas of housing or amenity green space to the sides of roads and to corners, green areas around parking courts and grassed areas to the central enclosed courtyards and small squares. These are often interlinked with pedestrian walkways and further linked to larger areas of green space, including the large, 33ha Anton Lakes LNR between estates. These spaces often contain individual trees and larger groups of trees, making for some very attractive and well-maintained townscape to parts.

2.5.12 *Biodiversity*

The River Anton flows through the character area. Anton Lakes LNR supports several Biodiversity Action Plan (BAP) habitats including the lakes, broadleaved woodland and neutral grassland. Much of the site is also a Site of Importance for Nature Conservation (SINC), including riparian habitats within Folly roundabout. The nature reserve and river form a wider wildlife corridor, with habitats described in AND04 and AND06, include open downland to the east and are also important open spaces. There are two small chalk grassland SINCS along Redon Way.

Other habitats are more urban, including mature trees and scrub areas along the railway line, and the wide amenity green space corridors through the housing which create some corridors out to the wider countryside.

2.5.13 Access and connectivity

There is very good access and connectivity within the character area, particularly for the pedestrian, with the only significant barriers being the main-line railway with limited pedestrian crossing points and Newbury Road (A343). Connection for the pedestrian to other parts of the town is impeded to a degree by transport infrastructure in the form of the inner and outer ring-roads to the town. The vehicle user is more restricted, with often only single points of entry and exit to one or the other side of an estate, necessitating at least part of a through journey to be undertaken on foot. There are various rights of way linking amenity green spaces, with access to the wider countryside to the north and east of the character area.

2.6 AND06 Andover post-war residential suburbs

2.6.1 Character Summary

The immediate-post-war expansion of Andover occurred largely to the south and west of the town centre following the lines of some of the more historic routes to Winchester and Salisbury. The result is a large suburban hinterland of relatively recent growth (within the last 50 years) which has subsumed previously undeveloped open areas of countryside. Despite some diversity of layout and urban grain within this large character area, particularly the areas of 1980s expansion at a fine grain, these areas do not have sufficiently well-defined limits or such unique characteristics to warrant separate character areas. Seven sub-areas have, however, been defined where there are differences in the layout pattern and variety in grain or the level of influence of an older framework of historic boundaries such as those to sub-areas AND06a, AND06b and to a lesser extent AND06c.

There is a consistency, in terms of the character, of the urban grain with almost all the sub-areas of a medium grain and the late-twentieth-century development (AND06f i to iv) at a fine grain. Houses are mostly detached (some bungalows) and semi-detached. The character area has been expanded in three key periods; inter-war (to the west and south along main routes) immediate-post-war (AND06d) and late 1980s-1990s (AND06f). The 1970s expansion of Andover is included within the character area AND05, as it is strongly defined period sharing many common characteristics.

2.6.2 Key characteristics

Sub-areas of AND06

06a. Salisbury Road (West) and Suffolk Road environs

- Inter-war and immediate-post-war mix of housing (medium grain)
- Landform is undulating but generally falls to the south and east
- Good-sized regular plots to streets and roads, medium-grain rectilinear layout
- Mostly consistent building line, with houses set back in small gardens, strongly defined boundary treatments; low brick boundary walls and mature hedges

- Brick and tile, some render and some tile hanging in places (to bays), some replacement with modern concrete interlocking tiles
- Two-storey houses throughout with mix of ridge parallel to the road and gable on to the road
- Residential throughout – generally medium-sized private dwelling houses
- Some good mature trees to rear gardens and some forming a backdrop to development (particularly to Suffolk Road with trees in gardens to Salisbury Road forming a backdrop), mostly ornamental trees to front gardens
- Some grass verges, on-street parking and wirescape, very narrow carriageways
- Good access and connectivity for the pedestrian, reasonable linkage for the car user but narrow carriageways impede travel

06b. Winchester Road and Bere Hill environs

- Mix of early-twentieth-century and inter-war housing, medium to medium/coarse grain with the finer grain of pre World War II dwellings along Old Winton Road, linear ribbon-like development
- Land rises steadily and sometimes sharply from the town centre in the north southwards; good and excellent views to be had to the town centre (particularly to the church tower)
- Good-sized regular plots to streets and roads
- Winchester Gardens and the adjoining section of Winchester Road (extending almost to the A303) have a looser grain and particularly treed character with generous front gardens and varied building line
- Building lines are mostly consistent within streets and roads with buildings set back in gardens
- Brick and tile, some tile hanging, clay tile or concrete interlocking tiles for roofs
- Mostly two-storey houses (terraced, semi-detached and detached) with some bungalows
- Residential throughout – generally medium-sized private dwelling houses
- Some mature trees to rear gardens but mostly ornamental trees to front and rear gardens, trees to historic field boundaries survive
- Wide roads with some grass verges and street trees, on-street parking and mix of boundaries, significant wirescape in places
- Good access and connectivity including footpaths to and around the edge of development

06c. London Road and Vigo Road environs

- Immediate-post-war housing and flats at a fine to medium grain with large open spaces in-between development
- The landform is rising steadily from south to north. Good views are to be had towards the town centre, focused on the tower of church of St Mary
- Mix of long sweeping roads and short cul-de-sacs of terraced and semi-detached housing in small to medium-sized regular plots at a medium to fine grain
- Consistent building lines to streets and to groups which help formally define open spaces within and to the edges of estates
- Brick (various colours and finishes), some painted render with predominantly concrete interlocking tiles and low profile metal roofs to some houses

- Two-storey houses almost throughout, some three-storey blocks of flats
- Mostly residential with small parade of local shops and amenities, fire station and schools
- A high degree of small to medium-sized public open green space (some related to the schools) with mature trees between houses and to the edges of estates, as well as in informal green courts. Some front gardens have hedges, though many have been lost to create parking areas to front of houses
- Some grass verges and green spaces adjacent to roadsides, some with trees. On-street parking, and parking courts to grouped blocks of flats
- Good access and connectivity, including pedestrian access to open countryside

06d. The Drove and environs

- Planned estates of the immediate-post-war period reflecting much of the spirit of the Garden City movement and principles of Garden Suburbs design. Medium grain, regular layout, open in character
- The landform is gently falling to the north
- Good-sized narrow but deep plots, short terraces and semi-detached groups of houses
- Building lines are consistent to the roadside and areas of open space, houses are set back with small gardens (some laid over to parking)
- Red brick, sometimes painted, and painted render, clay tile roofs, some replacement with concrete interlocking tiles, brick chimneys
- Two-storey throughout
- Residential throughout; single-family private dwelling houses
- Good provision of small and medium-sized public open spaces and large allotment areas and sports/recreation grounds
- On-street parking throughout, mostly narrow roads and cul-de-sacs, standard materials and lamp columns but with some good-sized grass verges and break-out greens
- Good access and connectivity due to the grid of streets

06e. Area west of The Drove

- Post-war development with later (1970s) infill, medium/fine grain, rectilinear layout
- Land is gently undulating from south to north
- Good-sized plots throughout with gardens to front and rear
- Houses set back from roadside and mostly sharing a common building line
- Predominantly brick and some painted render/pebbledash, predominantly with clay tile roofs though there has been some replacement with modern concrete interlocking tiles
- Mostly two-storey development
- Residential almost throughout; generally medium-sized private dwelling houses, school
- A lot of mature trees to rear gardens and rear boundaries (remnants of historic boundaries)
- Relatively wide roads, on-street parking and minimal street lights, grass verges but no street trees, some ornamental trees to front gardens
- Good access and connectivity due to the regular grid of streets

06f. Late-twentieth-century urban extensions: 06fi north-east of A303, 06fii south of Enham Lane, 06fiii Swallowfields, 06fiv east of Knights Enham.

- Late-twentieth-century series of housing estates (mix of 1970s and 1980s), laid out in a fine- and some medium-grain scale, often irregular in layout
- Topography varies between sites but is generally undulating
- Medium-sized, some large, semi-detached and detached houses set in regular plots, mostly to loop roads or cul-de-sacs
- Often irregular building line following roadside of cranked roads and cul-de-sacs
- Red and buff brick, some tile hanging, some faux timber framing and some painted render, clay tiles and grey concrete interlocking tiles
- Two-storey houses throughout
- Entirely residential; single-family dwelling houses
- Good retention of tree cover to edges, historic boundaries and open spaces; a backdrop of trees to development almost throughout
- Wide roads, open-fronted gardens, limited traffic and unobtrusive lighting, some shared surfaces to cul-de-sacs with varied surface finishes and cross-overs, some grass verges
- Good access and connectivity, especially to surrounding open green spaces and open countryside beyond. Connectivity favours the pedestrian

Area AND06fi occupies a low plateau that falls gently towards the south-east to the Anton valley. The A303 provides a strong boundary to the south-west. Pockets of open space are scattered through the area but the A303 severs a chain of open space associated with the Anton valley from the countryside beyond. AND06fii overlooks the Anton valley, with the south-eastern edge of the area open to the valley, which softens this edge. In contrast to area 06fi there is no open space in the area. Area 06fiii is a small infill development contained by mature trees against the railway line, and with a chain of open space with mature trees associated with a stream running

through the area. Area 06fiv is a small urban extension contained by mature trees to all boundaries, although with no incidental open space.

06g. Hospital and residential areas to the south-east

- Immediate-post-war housing, medium/fine grain
- Land is gently falling to the north
- Good-sized regular plots to streets
- Consistent building line almost throughout, with houses set back in small gardens
- Brick and tile, and concrete interlocking tiles, single-storey bays and porches
- Two-storey houses almost throughout
- Residential throughout; generally medium-sized private dwelling houses
- Some good mature trees to rear gardens, some demarking earlier field boundaries, mostly ornamental trees to front gardens
- On-street parking (some contained within property curtilages) and no street trees, excessive wirescape in places
- Good access and connectivity for the pedestrian and car user

2.6.3 *Boundaries and setting*

This character area is divided between seven sub-areas located predominantly to the south and west of the town. The character area, along with AND05, forms a concentric ring around the central historic core (AND01), Western and Northern Avenue environs (AND02) and station environs and early suburbs (AND03). The northern areas are divided from the southern by the line of the railway. The suburbs are all interconnected, with the exception of a small section of sub-area AND06f which is enclosed by the 1970s fine-regular-grain extensions (AND05) and the Western and Northern Avenue environs (AND02).

The extent and diversity of the character area makes the setting a mix of open countryside north and south, fine-grain housing, large-scale industrial buildings, and the historic urban grain of the early suburbs and historic core. There are degrees of interaction and transition with other character areas. Generally, to the south-west and south, sub-areas are less well-defined and tend to be more mixed in their structure.

The wider setting to some sub-areas, particularly AND06b and AND06c, includes some excellent and far reaching views and vistas across the suburbs to the town centre and beyond to the open countryside (often seen as wooded skylines). The town centre views are focused on the church tower. Views from Bere Hill (AND06b) are particularly attractive and town defining.

2.6.4 *Designations*

The area contains seven statutory listed buildings. These include the Grade II listed No. 11 Winchester Road and Rooksbury Mill, Rooksbury Road. Sub-areas AND06b and AND06c abut the boundary of the Andover Conservation Area which largely comprises the historic core, and parts of these sub-areas could be considered to form the setting of the conservation area. The wider setting of the conservation area includes views to the church tower from the south, particularly Bere Hill environs.

2.6.5 *Townscape types present*

TCT03, 04, 05, 07, 08, 09, 12, 15, 16, 17, 24, 25, 27 and 28.

2.6.6 *Topography*

There is significant level change to the south of the town, particularly around Bere Hill environs where elevated views of the town and its suburbs can be had (focused on the church of St Mary to the historic core). Elsewhere, the topography is less dramatic with low undulating landform in part related to the valley of the River Anton.

2.6.7 *Layout and Pattern*

There is variation in layout and pattern across the character area although large areas share common characteristics; AND06a and AND06d are standardised in their structure; 1930s semi-detached houses to straight roads for the former and immediate-post-war Garden City type layouts for the latter. AND06b and AND06c are early-twentieth-century developments with a well-defined structure of rectilinear roads, some Edwardian houses, with a mix of inter-war and immediate-post-war development at medium to fine grain as infill and expansion. The remaining areas (AND06f) are mostly late-twentieth-century infill developments on scales varying from the small (e.g. Swallowfields environs) to the large (e.g. south of Saxon Way). Most variation is due to the period of development and stylistic preferences other than topographical or site constraints. The main layout principles are summarised as follows:

AND06a is distinctive for its uniformity and repetition of building type and design set in standard, regular, medium-sized to large plots with similar boundary treatments throughout; low brick boundary walls with or without hedges. The straight roads of this sub-area and narrow section of the carriageway accentuate the strongly defined rhythm to the townscape.

Very late Victorian and Edwardian houses with significant post-war infill form the basic structure of sub-area AND06b and to a lesser extent AND06c. The layout is a mix of large detached or semi-detached houses and some terraced houses, set on generous plots with good-sized front and back gardens with a mix of on-street parking and front area parking (created from gardens), and mostly robust mature boundary treatments; boundary walls and/or well established hedges and some trees. Development has followed earlier lanes and roads with later piecemeal additions of crescents and cul-de-sac road layouts interspersed between larger surviving plots.

The immediate-post-war estate, AND06d, has a particularly strong character due to the formal building compositions around open spaces and route intersections. Much of these principles of layout are derived from the Garden City model. The streets for the most part are laid out in informal grids and are very distinctive, principally as a result of tree planting on verges and to open green spaces, and uniformity in building lines, materials and form. These houses are set around generous provisions of open green space and there is a general feel of openness to the character of the estate. Despite this they are set to a medium grain with relatively generous plots (deep gardens) throughout, many with side access or private alleys (within short terraces) to the rear. Houses are generally laid out in short terraces with some semi-detached houses in groups which define open space. There is good public amenity space; small

urban parks, greens, sports grounds and allotments. Houses in this sub-area (with very few exceptions) are set back from the road in their own front gardens but have a varied building line. Boundary treatments are generally open. In some cases gardens have been laid over to parking, either informally or formally, through the use of hardstandings. AND06e is a further extension of AND06d but with a more standard layout and less commitment to public open space. It is generally at a medium grain and has an underlying strongly defined character due to the predominance of a single type of building (two-storey houses) and a strong continuity to the building line within street. There is also a strong uniformity in plot widths. There is a mix of semi-detached and detached houses and these are sometimes set on a more informal series of road layouts, often with cranked roads or gently curving principal roads through the estate. AND06h shares these characteristics and is located to the east of AND06d.

Sub-area AND06f comprises the late-twentieth-century development within this large character area, split across a series of sites throughout the character area but predominantly found to the outer edges. These sites are generally at a medium to fine grain of semi-detached and often detached houses, set in groups or around small cul-de-sacs, often with shared surfaces. This period of residential development is characterised by a single entry road, providing access to the feeder roads and cul-de-sacs. A distinct part of this pattern is that most if not all housing faces onto secondary roads or cul-de-sacs. This often results in the main roads into the estates having dead frontage (rear fences/hedges/high boundary walls) for part, and sometimes most, of their length.

There are some notable groups of flatted development within the character area. Within sub-area AND06c, blocks of flats are stepped up the hillside and have a generous provision of open space between blocks. A further group can be found in AND06f, adjacent to Salisbury Road, where there is a series of blocks which combine with a district shopping parade to create some distinctive townscape.

2.6.8 *Buildings and materials*

There is a consistency to this large character area in terms of the height of buildings. Through all periods of development, there are rarely any houses above two storey and relatively little use of roofspaces to accommodate additional living space. There are relatively few single-storey bungalows, with most groups and individual examples seen in sub-area AND06b. Stylistically there is wide variation across the character area. However, almost all development would be generally considered as traditional – predominantly brick with some painted brick and some render, with pitched roofs, and front and back gardens. There is no true style which dominates throughout, with a genuine mix of periods of development across the character area (largely defined within the sub-areas). Of note is the variation to roof profile which can change within estates from a hipped roof to a series of houses with gable to the roadside. This is most notable to sub-area AND06a where entire streets are set gable on to the road (e.g. Millway Road). This helps add variation and interest to the townscape.

Brick is the predominant walling material throughout. There are many different colours, textures and finishes, from red (predominant), orange and buff bricks in straight colour and multi-bricks, and the deeper browns of the inter-war and immediate-post-war examples. Brick has been painted in places.

Roofs are a mix of clay tile, with some traditional plain tiles but mostly machine-cut or modern concrete interlocking tiles. Late-twentieth-century roof coverings tend to vary in colour and profile; some have pantile profiles for example. Some areas have used unusual roof materials such as profile metal (e.g. houses to Highlands Road and environs (AND06c)).

2.6.9 *Predominant land use*

The area is almost entirely residential with single-family dwelling houses. There is some flat development but this is isolated and grouped. There are limited numbers of well-used, small, district parades of shops and single 'corner' shops within estates and on the main roads through sub-areas. Churches, chapels, community facilities, schools and colleges are key land uses and dispersed within the character areas. The latter are found mostly to the immediate east (sub-area AND06c) and west (sub-area AND06f) of the town centre. Schools and colleges have associated playing fields and large open recreation areas, some or all of which have public access or form part of a network of footpaths across sub-areas.

Sub-area AND06d is notable for its considerable provision of open space for allotments, sports grounds, recreation grounds and small and medium-sized green spaces, all interwoven into the formal layout of the streets and houses.

2.6.10 *Public realm*

The quality of the public realm is generally good. There are some distinct characteristics of sub-area AND06d such as large open areas of green space and open boundaries to front gardens giving a strong sense of openness to the townscape.

There is generally on-street parking throughout the character area and this can be significant in some sub-areas, such as AND06a, where the carriageways are particularly narrow. There is much provision for off-road parking throughout but to the older areas (AND06a, AND06b, AND06c, AND06d and AND06e) this is often at the expense of the loss of front gardens.

There is a variable presence of grass verges but they are not a strongly defining characteristic of a particular area other than possibly AND06d where they often combine to form much larger green spaces adjacent to highways. Street trees are relatively rare but welcome additions to the streetscene where they are found.

To some parts of the character area wirescape is a significant issue and in some cases it dominates and defines the skyline and extended views along streets and roads. This is particularly prevalent in sub-areas AND06a and AND06b.

2.6.11 *Open space*

The River Anton flows through the character area (AND06e and AND06f) and has associated natural and semi-natural open spaces. Together, Rooksbury Mill in the south of the character area, and Anton recreation ground, form a large semi-natural green space with lakeside walks.

There are a range of other open space facilities including a number of recreation grounds and sports fields often connected to medium-sized to large school complexes. There are also a number of open green amenity spaces, particularly in AND06d and to a lesser extent in AND06c. The presence of individual or groups of trees is varied.

Gardens are generally medium-sized with relatively limited mature tree cover, providing private open spaces throughout.

2.6.12 *Biodiversity*

Rooksbury Mill is designated as a SINC, and contains several important habitats including lakes, woodlands and unimproved neutral grasslands. The site forms an important part of the wider green corridor along the River Anton. There are three smaller SINC's in the south of the character area. Ladies Walk Down SINC supports a remnant patch of chalk grassland. The other two sites also relate to remnant chalk grassland habitats along the A303. Other habitats are urban, including gardens, open spaces and networks of mature trees. In areas such as AND06b large gardens interlink to form larger habitat patches. Large open space corridors in AND06c and AND06e could be enhanced for wildlife value.

2.6.13 *Access and connectivity*

There is generally good access and connectivity in all but a few of the sub-areas within the character area (sub-areas AND06f are occasionally restrictive due to their inward-looking layouts), with connectivity favouring the pedestrian. This is particularly in relation to access to recreational grounds, green spaces and the surrounding open countryside.

2.7 AND07 Andover industrial estates (Portway and Walworth)

2.7.1 Character Summary

The industrial estates of Andover have a hierarchy of roads from the cross estate access road (connected to the ring roads via large roundabouts) which feeds onto a single access and egress feeder road separately to both sides of the access road. This hierarchy gives both industrial estates, Portway and Walworth, a similar grid plan. Whilst Portway (AND07a) and Walworth (AND07b) are physically separated they both share very similar characteristics and are both set on the edges of the urban extensions to the town; Portway to the west and Walworth to the east.

2.7.2 Key characteristics

Sub-areas of AND07

07a. Portway Industrial Estate

- Mix of small, medium-sized and large industrial units
- The landform falls steadily to the north
- Medium-sized and large irregular plots set in a rigid grid of access and feeder roads (broken by the railway line)
- Consistent building lines to roadsides
- Brick, profile metal cladding (mostly grey, some buff and green) used to roofs also
- Medium- to large-scale buildings, equivalent to one-and-a-half- to two-storey domestic buildings (height to eaves)
- Industrial; some manufacturing, warehousing, distribution and ancillary office uses
- Limited trees to character area, mostly part of modest landscaping schemes to car parks, some tree belts to boundaries and to railway line
- Public realm is car-dominated but pedestrian routes to and from buildings are landscaped in part and well-maintained
- Poor access and egress and connectivity due to the use and road layout

07b. *Walworth Industrial Estate*

- Some small- but mostly medium- to large-scale industrial buildings
- Landform falls steadily from south to north
- Medium-sized to large, irregular plots, some with multiple buildings on a plot
- Consistent building line, structures set in grid of access and feeder roads
- Profile metal cladding to steel frame, to walls and roof (green, grey and buff colours)
- Buildings equivalent to one-and-a-half- to two-storey domestic buildings (height to eaves)
- Light industrial, manufacturing, distribution, some service industry and some office units
- Very good tree cover and soft landscaping to principal routes through
- Good quality public realm for the pedestrian in places, often with soft landscaping to pavement edges and tree lined to principal routes through the sub-area
- General good access but poor connectivity due to the single access and egress feeder roads to units

2.7.3 *Boundaries and setting*

This character area is split into two separate sub-areas west (AND07a) and east (AND07b). AND07a is bounded to the north by Charlton village and environs (AND04), east by post-war suburbs (AND06e) and west by open countryside and the A342. AND07b is bounded by the railway line to the north, open countryside east and south and the 1970s fine-grain extensions to the west (AND05).

The two sub-areas are placed at the periphery of the settlement, set adjacent to open countryside, and bounding mid- to late-twentieth-century fine-grain-layout suburbs. Neither site affects the setting of the historic core or conservation areas. Given the rising landform of the Walworth Industrial Estate (AND07b), views looking west across the northern extensions of the town are characterised by an attractive skyline of woodland and open countryside.

2.7.4 *Designations*

There are no statutory listed buildings or designated conservation areas within the character area.

2.7.5 *Townscape types present*

TCT15.

2.7.6 *Topography*

AND07a (Portway Industrial Estate) is set on gently falling landform from south to north. The level change does not figure significantly in the character of the estate but means that in part the development is falling and facing away from the residential areas of the town. AND07b (Walworth Industrial Estate) is set on steadily rising land to the east of the town, and the main access road (Walworth Road) travels down into the town and gives extended views across the northern extensions of the town. There are also, given the level change, views across the roofscape of some of the lower level units within the industrial estate.

2.7.7 *Layout and Pattern*

Sub-areas AND07a and AND07b comprise small, medium and large-scale, medium to coarse-grained built form with few remains of previous historic landscape features. A mix of small-, medium- and large-footprint buildings sit within a rigid grid of access roads (running through the character areas) and feeder roads (providing direct access to the units). The grid is generally set to provide a standard rectangular plot. In Portway (AND07a) this is upset somewhat by the railway track which has created a number of triangular plots. Some of these plots have been subdivided and smaller buildings set in groups provide a variation to the grain. All buildings are provided with areas of hardstandings used for car parking and/or storage. Most have some soft landscaping.

2.7.8 *Buildings and materials*

Some modern brick (various colours and textures) mostly to gables and plinths, corrugated asbestos-cement sheet, and profile metal sheeting to steel frames with very low-pitch roofs or flat roofs. The walling material is often carried up over to form the roof.

2.7.9 *Predominant land use*

Industrial manufacturing, warehousing, offices and distribution and some service industries

2.7.10 *Public realm*

The public realm is car-dominated although there are well-lit and landscaped footpaths, in some cases with wide grass verges and hedge and tree boundaries.

2.7.11 *Open space*

Open space is dominated by hard-surfaced car parking throughout. There is green space to some edges to roads and wide corners and junctions.

2.7.12 *Biodiversity*

The Walworth Industrial Estate (AND07b) is surprisingly leafy, and the main access route (Walworth Road) is tree lined with grass verges and much soft landscaping to boundaries. There is some landscaping to car parks and between units providing some urban habitats especially given the close proximity to open countryside in both cases. There is a grassland SINC on the periphery of AND07a within the A303/A343 interchange.

2.7.13 *Access and connectivity*

Access is good and there is (unusually for industrial estates) through access to areas beyond. However, connectivity is generally poor with single access and egress feeder roads to units and limited pedestrian access other than to and from units.

2.8 AND08 Defence Logistics Organisation (DLO), Andover

2.8.1 Character Summary

The Defence Logistics Organisation (DLO) is an operational military establishment comprising offices, stores, administrative buildings and Officers Mess and a separate area of military housing to the eastern edge of the site. These two areas have different characteristics although they form part of the same site. There are two sub-areas to reflect the operational element of the base (AND08a) and the residential area (AND08b)

2.8.2 Key characteristics

Sub-areas of AND08

08a. DLO operational military base

- Defence Logistics Organisation (DLO) operational military establishment
- Gently sloping landform to the west
- Series of groups of buildings and single building complexes, mostly offices and administrative buildings, stores and other military uses, some sports facilities
- A degree of conformity to a loose grid plan, laid out as a series of irregular plots with some buildings set at angles or set back from a meandering roadside
- Red brick and modern clay tiles, some profile metal asbestos-cement sheeting used for roofs, steel frames with modern cladding systems including some structural glazing
- Two- and three-storey buildings (or the equivalent of two storeys for industrial buildings)
- Military establishment for the DLO, with restricted entry
- Large areas of green open space between buildings and planned as open recreation areas. Hedges and trees line some of these areas and there are good tree belts to boundaries
- Restricted access and connectivity due to the sensitivity of the uses

08b. Housing for military personnel

- Medium to coarse, open-grain layout, generous family housing (for military personnel) set in generous provisions of open green space
- The land is predominantly flat
- Regular plots with generous front and rear gardens adjacent to open green areas
- Consistent building lines to roadside
- Brick with clay tile
- Two-storey houses throughout
- Entirely residential; single-family dwelling houses
- Good tree cover throughout to incidental open spaces and gardens, strong tree belt to boundary with the A303
- Much shared space to cul-de-sacs, low level of traffic, green verges and open spaces adjacent to highway and often alternative pedestrian routes to the roadside through green links
- Restricted access and connectivity due to the sensitivity of the uses

2.8.3 *Boundaries and setting*

This character area forms a narrow zone on the north side of the railway line, west of the town. It faces open countryside, its eastern boundary formed with the A303. The area, confined by two transport routes, has an open countryside setting.

2.8.4 *Designations*

There are no statutory listed buildings or designated conservation areas within the character area.

2.8.5 *Townscape types present*

TCT08, 12, 21, 24, 27 and 31.

2.8.6 *Topography*

The land falls gently to the west with no significant or abrupt changes in level. The area faces away from the town.

2.8.7 *Layout and Pattern*

To sub-area AND08a, the operational sections of the character area, streets are generally laid out on a loosely defined grid at a medium to coarse grain, this being more rigid to the north of Monxton Road rather than the south. Buildings sit in plots of varying size; small, medium-sized and large. Buildings are generally tight to their allotted boundary. Surface-level parking is largely confined to the south side of the site.

To sub-area AND08b, housing is laid out on generous plots to straight roads (corners to the grid are cranked). Some is set to courtyards or cul-de-sacs.

2.8.8 *Buildings and materials*

In sub-area AND08a the built form is on a medium to large scale, usually three-storey or the equivalent of two-storey domestic buildings (height to eaves). Built form ranges from the utilitarian and functional, with limited variation in materials and often dead frontages to the main feeder roads, to well-articulated office-type buildings with high-quality materials and architectural detailing.

Sub-area AND08b has two-storey, semi-detached houses of brick and tile.

2.8.9 *Predominant land use*

Sub-area AND08a has the operational areas of the military base and includes administrative buildings, offices and stores. Sub-area AND08b is residential, with single-family dwelling houses

2.8.10 *Public realm*

There is good quality public realm with soft landscaping throughout and shared surfaces due to the limited traffic use of roads. Parking is largely contained to a single large area of surface-level parking to the south of the site.

2.8.11 *Open space*

There is a generous provision of open green space throughout the character area between buildings and to the edges of roads. There are generous front and rear gardens to the residential units to sub-area AND08b.

2.8.12 *Biodiversity*

Habitats are urban, including gardens and open spaces. Large mature gardens in AND08b form a larger habitat patch which is interlinked with a woodland patch along the A303. There are also strong tree belts to the south. These urban habitats also interlink with the wider countryside, although this is a largely arable landscape with limited semi-natural habitats.

2.8.13 *Access and connectivity*

Access and connectivity is severely restricted to and from the character area due to the sensitive nature of the uses. However, internally both access and connectivity are good across the site.