

EASTLEIGH, CHANDLERS FORD AND HILTINGBURY

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EASTLEIGH, CHANDLERS FORD AND HILTINGBURY

Character Assessment

I OVERVIEW

I.1 The Eastleigh and Chandlers Ford and Hiltingbury conurbation lies on the western side of the valley of the River Itchen to the north of Southampton and east of Romsey. The land generally rises from the valley to the north and west. A number of small streams flow through the area, the principal stream being Monk's Brook.



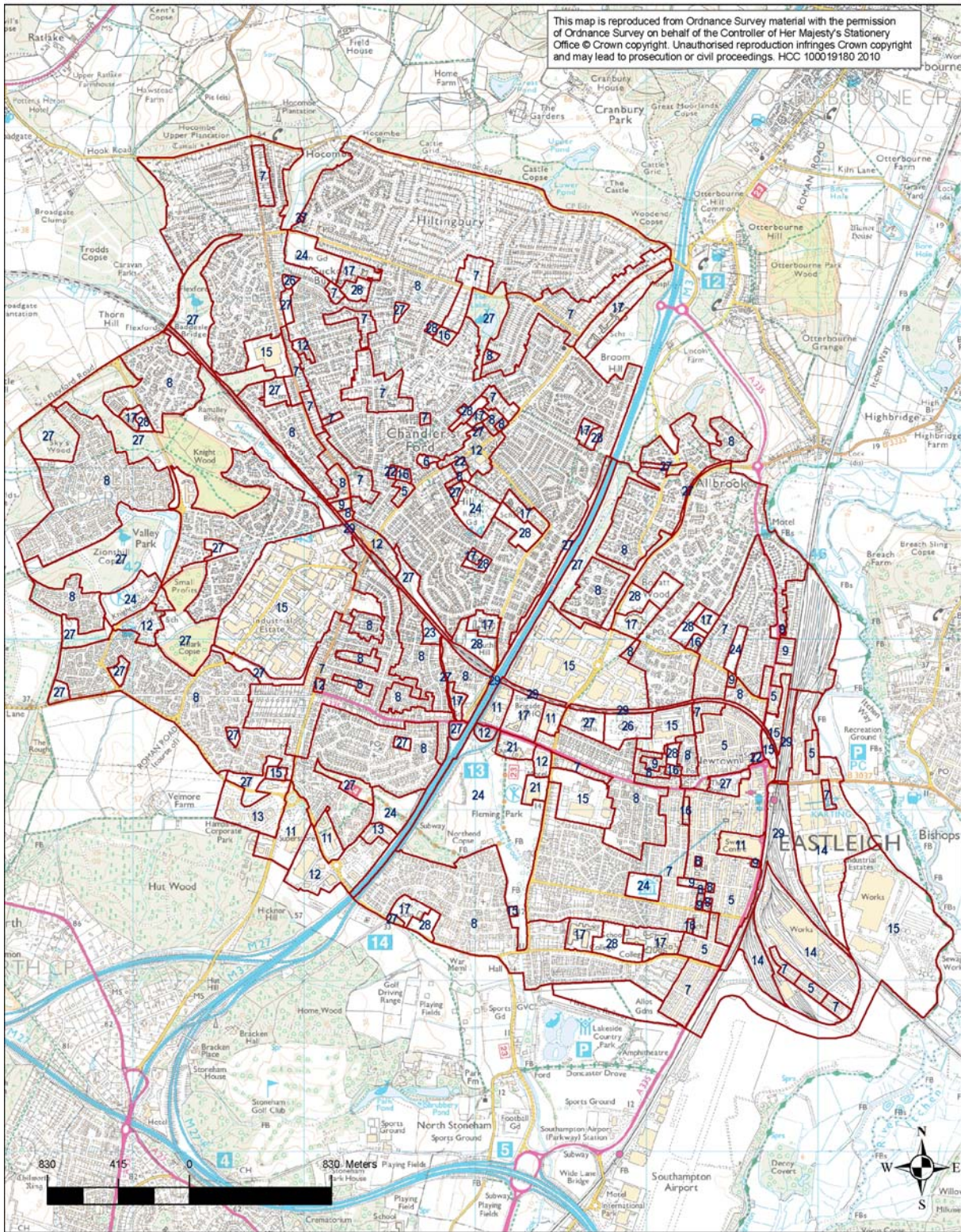
I.2 The conurbation is largely constrained on its eastern side by the London to Southampton railway line. The Salisbury to Southampton line and the M3 motorway cut through the area forming barriers with low permeability and effectively compartmentalising the area. Except to the east, the edges of the conurbation meet open countryside and, in the south-west of the area, the retention of substantial blocks of historic woodland within the modern housing developments provides a soft edge between the suburban and rural environments.

I.3 Until the mid-nineteenth century the southern part of the area consisted of small hamlets including Barton, Northend, Middle and Fryern Hill and numerous dispersed farmsteads (including farmsteads called Great Eastley Farm, Little Eastley Farm and Chandlers). The northern part of the area was an area of wooded heath called Hiltingbury Common which lay to the south of the landscaped park of Cranbury Park, the southern boundary of which forms the northern edge of the conurbation. When the railway between Southampton and Winchester was built, a station was constructed and given the name Bishopstoke Junction as Bishopstoke was the nearest place of note. In the 1850s the London and South Western Railway Company decided to build a carriage works adjacent to the station after their request to build the works at Basingstoke was rejected by the town council there. The subsequent railway works led to the development of a large railway town with terraced houses, built on a grid of streets, being laid out by the end of that century, and the provision of a new parish church to serve the growing community. Despite being on the site of the hamlet of Barton, the developing town was given the name Eastleigh. The regular grid of streets was extended to the south and west in the early-twentieth century and by 1940 new developments had been created to the west and north of the Victorian core of Eastleigh.

- I.4 The name Chandlers Ford, originally a farmstead near to the fording point of Monks Brook, also owes its wider use to the railway as it became the name of a station on the Salisbury line. By the late-nineteenth century a mission church and a school had been built to serve the embryonic Chandlers Ford which consisted of a few houses built alongside Bournemouth Road. Over the next few years the main area of development took place to the north of the station around the farmstead Chandlers (later called Ford Farm) where a new church, dedicated to St Boniface, was built to replace the mission church. Ribbon development stretched along Hursley Road and, to the north of the new area of Chandlers Ford, further development was taking place in a wooded area called Brownhill Park. The name does not reflect the presence of a park as this was an area of woodland called Brownhill Clump in 1872; the park element was probably used to make the new development sound more attractive. In the early years of the twentieth century a number of large houses set in grounds were built on the southern edge of Hiltingbury Common, and new roads were laid out across the common in preparation for its development which gradually extended up the slope from Chandlers Ford before World War II principally along Lakewood Road and Kingsway, the name Hiltingbury being applied to this area of housing. The main area of growth of Chandlers Ford at this time was to the east of Bournemouth Road where a grid of streets including Shaftesbury Avenue and Keble Road were laid out extending to the hamlet of Northend.
- I.5 The second half of the twentieth century saw the rapid expansion of the area with large estates built across the remaining area of Hiltingbury Common and over the fields of the wood-pasture landscape of the southern part of the area but here, the retention of many of the blocks of woodland helps retain some of the grain of the earlier landscape.
- I.6 The settlement is set within the Itchen Valley and Romsey to Eastleigh wooded lowland mosaic character areas. To the east, the River Itchen is an internationally important chalk river, designated as a Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). Large areas of ancient semi-natural woodland set within locally important protected open countryside lie to the north, west and south-west. A belt of urban-fringe countryside, including country parks, golf courses, playing fields and woodlands, separates Eastleigh and Chandlers Ford from Southampton to the south. Within and around the towns, there are also many Sites of Importance for Nature Conservation (SINCs), protecting remnants of ancient semi-natural woodland and wetland habitats.

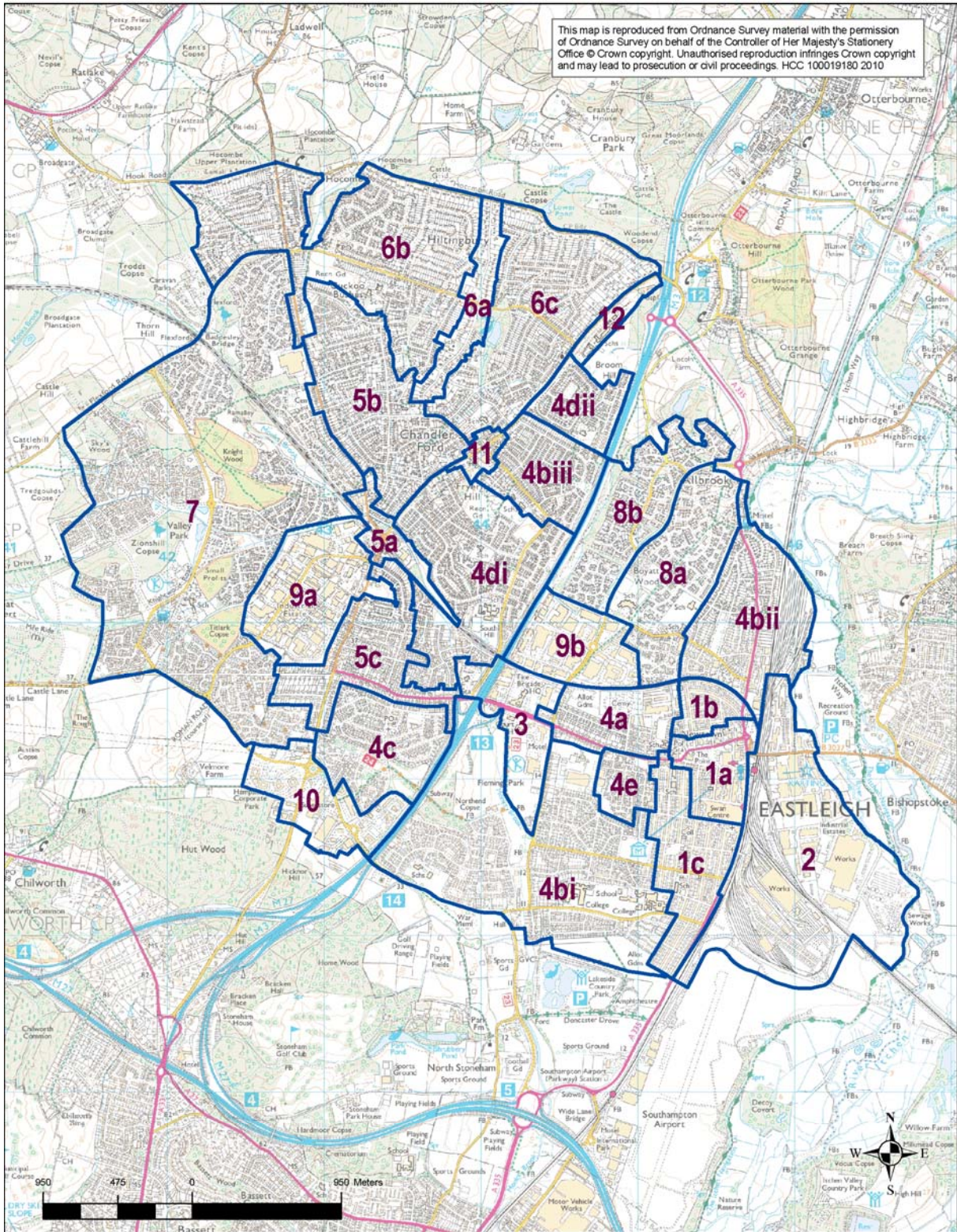
Hampshire Towns Character Assessment – Townscape Types

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



EASTLEIGH, CHANDLERS FORD & HILTINGBURY Hampshire County Council

TOWNSCAPE TYPES



EASTLEIGH, CHANDLERS FORD & HILTINGBURY  **Hampshire County Council**
CHARACTER AREAS

2 CHARACTER AREA DESCRIPTIONS

2.1 EAST01 Town centre and environs

2.1.1 Character Summary

This character area comprises the core of historic Eastleigh to the west of the Grade II listed railway station. It is strongly defined by the Victorian grid of streets (running parallel and perpendicular to the railway line) which makes for memorable and robust townscape. The commercial core still maintains in part its modest scale and layout but has been redeveloped with offices at a far higher massing around the railway station area. The residential suburbs to the north and south comprise terraced brick houses, with small front gardens, on narrow plots. The degree and management of traffic through this character area is a significant factor in the subtle but important character differences within the three sub-areas.

2.1.2 Key Characteristics

Sub-areas of EAST01

01a. Commercial centre

- The former civic and present commercial heart of the town
- Flat topography throughout
- Historic (mostly Victorian) narrow plots set in a grid network of streets and parks
- Building line is consistent throughout with back of pavement entrance to shops and other buildings from the street
- Red brick (much of which is now painted or rendered) and slate traditionally, modern brick and flat roofs and modern tiles to late-twentieth-century buildings
- A mix of traditional two-storey buildings and large-scale buildings of four or more storeys
- A mix of uses but predominantly independent shops and corporate retailers and services
- Some good quality civic buildings and spaces with good tree cover in and around The Park
- Pedestrian-friendly spaces not over-dominated by the car
- Excellent access and connectivity due to the grid network of streets, but constrained to the east by the railway line

01b. Newtown environs

- A grid of quiet Victorian streets part defined by the curve of the railway line to the north
- Flat topography throughout
- Long terraces of houses on narrow plots of a consistent traditional domestic scale
- Houses share a consistent building line throughout streets and are set slightly back from pavement, with small front gardens and boundary walls demarking each property.
- Brick, traditionally red/orange in colour. A limited number of brick buildings have been painted and/or rendered and painted. Roofs traditionally were natural slate with much replacement with concrete interlocking tiles or artificial slate
- Houses are two storey throughout with limited use of the roofspaces
- Residential throughout
- There are no public open spaces in the sub-area and very few street trees
- On-street parking but a quiet, tranquil character due to the constraints of the railway line limiting the opportunities for through traffic
- Good access and connectivity due to the grid network of streets, but the railway line to the north is a significant barrier to connectivity

01c. Victorian/Edwardian residential suburbs (south of commercial centre)

- A strong grid pattern of Victorian and Edwardian streets of terraced houses
- Flat topography throughout
- Terraces of houses on narrow plots of a consistent traditional domestic scale
- Houses share a consistent building line throughout streets and are set slightly back from pavement, with small front gardens and boundary walls demarking each property
- Red brick with a mix of natural slate, artificial slate and clay tile for roofs. Some have been painted and/or rendered. Detailing comprises painted plaster (forming string courses/bands, architraves and/or moulded lintels) and some decorative barge boards. There are almost no surviving original timber-framed vertical sliding sash windows or original timber doors.
- A consistent traditional two storey almost throughout
- Almost entirely residential, with a school and small corner shops adding to the sense of a neighbourhood
- Almost no public open or green space but some good street trees to corners and to the grounds of the school
- Relatively narrow roads with on-street parking, some area of hardstanding have been created to some streets proving pedestrian-friendly spaces, standard use of materials
- Excellent access and connectivity due to the grid network of streets, constrained to the east by the railway line

2.1.3 *Boundaries and setting*

This character area includes the commercial centre of Eastleigh and its contemporary residential suburbs. It is bounded to the north, west and south by predominantly early- and mid-twentieth-century residential development comprising character areas EAST02 and EAST04. To the east, the area is strongly defined by the London–Weymouth mainline railway. Beyond the railway, a large area of former railway works, now largely industrial estates, is described in character area EAST02.

Its setting is formed by the developed expansion of Eastleigh to the west. To the north, the area known as Newtown is defined and constrained by the Salisbury branch of the railway line on its northern boundary. To the east, the industrial character of the railway corridor defines the setting. The southern boundary is in part formed by the edge of Southampton airport and open countryside.

2.1.4 *Designations*

The Church of the Resurrection (1868, by G. E. Street (now converted to flats)) is Grade II listed. The Park, to the centre of the character area (sub-area EAST01a), dates from 1896 and is on the Hampshire Parks and Gardens Register.

There are no designated conservation areas within the character area.

2.1.5 *Townscape types present*

TCT05, 07, 08, 09, 11, 15, 16, 22 and 27.

2.1.6 *Topography*

The character area is almost entirely flat with no discernible change in level

2.1.7 *Layout and Pattern*

The streets and layout are inherited from the Victorian expansion of the town in the mid-nineteenth century and from the presence of a formal park (1896) which provides the setting for civic buildings, large houses (now mostly converted to non-residential uses) and modern flats and offices. To the south of The Park, the grid of Victorian streets is still very evident despite much development and amalgamation of plots. To the south part of the commercial core (sub-area EAST01a), the Swan Centre destroys this fine grain and is a very large internalised retail complex. The Swan Centre acts as a strong visual and physical break between the commercial core (sub-area EAST01a) and the residential suburbs to the south (sub-area EAST01c). The eastern side of the character area is clearly seen forming part of the approach to the centre of town as one arrives or departs from Eastleigh by train. The commercial core is visually strongly contrasted with its surrounding residential suburbs due to the presence of relatively tall office blocks lining the area to the immediate west of the station.

The blocks to the commercial core (sub-area EAST01a), created by the grid pattern, have been much altered in places but in others still retain a good degree of the finer grain of the original development of the railway town of Eastleigh. This is emphasised in places by the retention of shops and shop fascias reflecting the original sub-division of plots, particularly in parts of High Street and Market Street.

To the north (sub-area EAST01b) and south (sub-area EAST01c) of the commercial core there is a grid of streets running north–south, parallel to the railway lines, set out in small regular complete blocks of fine, closed-grain terraced houses and private gardens. These are backed onto the next block with a lane providing separate access to rear gardens between streets. The plots are narrow and small and each house has a small rear garden. Houses are set back from the pavement with a small front garden with boundary wall. Ridges to roofs run parallel to the street and there is some articulation and hierarchy within streets with single and double height bays, chimneys and grouped windows providing the rhythm of the street facades and producing the fine-grained townscape seen throughout the character area. There are consistent building lines and good enclosure to all streets.

2.1.8 *Buildings and materials*

Despite significant redevelopment to the railway boundary in the commercial core, the remaining predominant built form is that of a traditional two-storey scale with much variation to roof form and orientation providing interesting townscape, particularly to Market Street and High Street. To the north of the commercial centre, the scale becomes more grand and civic with buildings being provided with the attractive semi-open and open setting of The Park. To the south, the Swan Centre is of a very different massing to that of the traditional streets adjacent and despite its relatively modest two- to two-and-a-half-storey height its bulk and massing give the impression of a large building of a very coarse grain. This is also reflected in development adjacent to the railway, with large purpose-built offices of five and six storeys on large footprints dominating the eastern edge of the town centre.

There are some notable Victorian and Edwardian civic buildings surviving which are of architectural and historic interest (although they are not statutory listed). Most buildings date from the nineteenth and early-twentieth centuries and older built fabric and detailing makes for interesting townscape where it survives.

The terraced houses within the character area's residential suburbs are a traditional two-storey height throughout. In the residential suburbs, there is some architectural and historic interest in this building type when seen in such large groups, where repeated features such as projecting bays, moulded and painted lintels and doorcases give an historic quality to the group and the street as a whole. There has been limited use of the roofspace for additional accommodation. The uninterrupted roof slopes together with traditional chimneys produce a pleasing rhythm to the roofscape although there are some poor examples of converted roof spaces which detract from the generally pleasing continuous roof profile seen in extended views along streets. There is a modest domestic scale to the residential suburbs of the character area with very little overdevelopment or detrimental extensions or alterations to damage the scale of existing housing stock. There are a small number of later flat developments, mainly to the peripheries of the character area. These are in blocks of two and a half to four storeys. These blocks, however, have not damaged the overall cohesion and consistency to the character of streets throughout the residential sections of the area.

Newtown (sub-area EAST01b) is notable for the varied detailed design of the houses within streets. One street may have single-storey canted bays to the front whereas another will have full height bays with a small projecting gable roof. This makes for dynamic and interesting townscape within streets. There is a perceptible hierarchy to streets with one having a higher degree of ornamentation and detailed finishes than another. This also adds to the architectural and historic interest of this area of the town.

The school between Cranbury Road and Desborough Road is a notable group of late-nineteenth-century buildings with a sensitive modern extension to their south-western corner.

To sub-area EAST01a, there is a wide variety of materials throughout the character area. There is a predominant use of brick, traditionally red/orange in colour, with many modern variations in terms of texture and colour. Some brick buildings have been painted and/or rendered and painted. Very few original shopfronts survive and replacements are in modern materials. Modern late-twentieth-century offices are mostly brick with flat roofs. Roofs traditionally were natural slate, with some use of clay tile. The slate has survived to some degree although much is artificial slate.

To sub-areas EAST01b and EAST01c, the use of red brick to the domestic buildings is almost consistent throughout but with increasing numbers of painted or rendered houses. The original natural slate roof has almost completely disappeared and has been replaced for the most part with brown concrete interlocking tiles. There are almost no examples of original window or door designs. Original chimneys survive in good numbers and these enliven the roofscape and add to the sense of rhythm seen in the streets throughout.

2.1.9 *Predominant land use*

To the central commercial core, there is a mix of commercial and civic uses to the northern section and a central core almost entirely comprising shops with individual retailers. There are very few residential units to the central shopping core. The eastern edge of the commercial core has predominantly modern, large-footprint, purpose-built offices, and to the south, the Swan Centre is a purpose-built enclosed shopping mall with parking at upper levels. The northern section of the character area (sub-area EAST01b) is wholly residential and has almost entirely terraced housing with only a small amount of flatted development (adjacent to the railway line to the north). To the south of the commercial core, sub-area EAST01c is also almost entirely residential. There is a large Victorian school complex taking up an entire block to the southern part of sub-area EAST01c and a small number of purpose-built corner shops (with accommodation above) although some have been converted to residential units.

2.1.10 *Public realm*

There have been some relatively recent major schemes to improve the public realm of sections of the character area, within sub-area EAST01a in particular. These, most notably the public realm improvements to the north end of High Street, have had some success in creating pedestrian-friendly areas and stopping places. Mostly modern materials have been used, but sensitively and with a limited palette to maintain simplicity.

To the residential areas within the character area, the public realm is functional and appears well maintained. There are tarmac roads and pavements with on-street parking. Lighting is provided by standard lamp columns. Excessive wirescape to some parts of the streets detracts from the general quality of the streetscape. There are some small trees to the street frontages, and a small number of street trees, most notably but not exclusively, to High Street and Market Street. There are some medium-sized mature trees to rear gardens but they are mostly enjoyed from limited private viewpoints.

2.1.11 *Open space*

The Park to the north of the commercial core is an urban park with landscaping, lined with mature trees, providing considerable amenity to the town centre. The corner of The Park, at the junction of Leigh Road and High Street, could be considered a civic square and has been well defined as a place. Other open spaces include school grounds and playing fields north of Leigh road. All houses have private rear gardens which are important amenity spaces in this part of the town. In places, street trees make a positive green contribution to the townscape character of the area.

2.1.12 *Biodiversity*

There are no nature conservation designations within the character area. South of Leigh Road, the area is densely developed with limited vegetation cover. North of Leigh road, habitats include the open spaces and tree-lined streets noted above, together with a patch of large gardens with mature trees located behind the police station.

Private gardens form the main habitat; domestic gardens within street blocks are linked and collectively form potential wildlife corridors within this fine-grain urban character area. Rear gardens are mainly fenced, and laid to grass with occasional mature trees. The railway line to the northern boundary forms a further green corridor in an otherwise heavily built urban environment. There are few mature garden trees, but substantial mature trees, within the grounds of the school complex between Derby Road and Grantham Road, provide a very valuable green edge to what is otherwise a very urban character area.

2.1.13 *Access and connectivity*

The character area is well served by a grid network of streets throughout, allowing excellent access and connectivity throughout the character area. The railway line and industrial estates to the east are inaccessible to the public and do impede connectivity to the east and north of the character area.

2.2 EAST02 Railway environs

2.2.1 Character Summary

This character area is strongly defined both physically and in terms of use by the railway. Former goods sheds and storage areas have been given over to large-scale, industrial-type buildings interspersed with Edwardian and inter-war brick terraced housing. The openness of sections of the character area is in part due to land-locked areas of former railway infrastructure; tracks and storage areas. There is cohesion to this character area despite the juxtaposition of residential houses with industrial sheds and for this reason there are no sub-areas.

2.2.2 Key characteristics

- Large industrial area devoted entirely to the present and former importance of the railway to Eastleigh and its environs (to include former railway-workers' housing)
- Flat topography throughout
- Very-large-footprint industrial buildings of a highly functional and utilitarian character, and pockets of terraced late-nineteenth- and early-twentieth-century residential housing development on narrow plots
- The industrial buildings have largely inherited the building lines and layout of the former train sheds and their sidings. The residential buildings have a consistent building line and are set back from the pavement with a small garden and front boundary wall
- Residential buildings are red brick and painted plaster for string course, architraves and door surrounds. Roofs are mostly clay interlocking tile with some natural slate surviving. Industrial buildings are painted brick, rendered block walls or cladding to steel frames, with asbestos-cement- and metal profile sheeting to roofs
- Residential is two storey throughout, industrial buildings are equivalent to two-storey, and more, domestic buildings (height to eaves)
- Residential streets sit between storage, manufacturing and distribution warehouses. There are large areas of underused and potentially contaminated land
- There is no public open space and very limited tree cover or vegetation except within residential areas and between railway lines
- Large hard-surfaced areas used for the storage of vehicles, materials, aggregates and other bulky items
- Poor access and connectivity, particularly for the pedestrian

2.2.3 Boundaries and setting

The eastern, northern and southern boundaries of the character area mark the extent of the conurbation. The western boundary is strongly defined by the mainline London to Weymouth railway, with the office blocks and Swan Centre of the commercial centre and the residential streets to the south and north (EAST01) beyond.

The setting of the character area is strongly influenced by varied adjoining uses, with Southampton airport to the south, the strong built form of the town to the west, and the flood plain (and water meadows) of the Itchen to the east.

The visitor to Eastleigh arriving by train is met with the stark contrast of large-scale built form enclosing views to the west of the railway line and the semi-open, low-lying sprawl of development which comprises this character area to the east.

2.2.4 *Designations*

Eastleigh Railway Station (1840, by William Tite) is statutory Grade II listed.

There are no designated conservation areas within the character area.

2.2.5 *Townscape types present*

TCT05, 07, 14 and 29.

2.2.6 *Topography*

The character area is almost entirely flat with no discernible change in level

2.2.7 *Layout and Pattern*

The residential streets within this character area comprise terraces of varying lengths; narrow frontages but deep plots. They have a consistent building line and are set back from the pavement with a small garden and front boundary wall. Roof ridges run parallel with the street but there is some articulation to roofs with small projecting gables over bays or simply over windows. The west side of Dutton Lane differs; here, the terrace is articulated as paired houses, sharing a large gable to the street, with a set-back linking to the next pair. This gives the impression of semi-detached houses rather than a terrace.

The industrial buildings have largely inherited the building lines and layout of the former train sheds and their sidings. To the central section there is some uniformity, and buildings are set out on a large grid of access roads or surface parking or storage areas. To the south, the rail lines have dictated a change in axis of built form. This is further confused by Campbell Road (a residential road of former railway-workers' cottages enclosed by industrial areas and railway land) running 'across' the axis set up by adjacent sidings. This makes for confused townscape and creates a series of uncomfortable pockets of land adjacent to the track sides or the residential roads.

2.2.8 *Buildings and materials*

The residential buildings are a mix of red brick, and red brick with moulded and painted plaster for string course, architraves and door surrounds. Roofs are mostly clay interlocking tile with some natural slate surviving.

Industrial buildings are a mix of painted brick, rendered block walls or cladding to steel frames, with asbestos-cement- and metal profile sheeting to roofs.

2.2.9 *Predominant land use*

The predominant land use is industrial warehousing, storage and distribution. There are pockets of self-contained residential streets.

2.2.10 *Public realm*

The public realm is adequate, with standard tarmac road and pavement finishes.

2.2.11 *Open space*

There are limited numbers of public open spaces in this character area, but substantial private open spaces largely comprising hard-surfaced areas for parking and storage of vehicles, materials and large bulky items. There is one private allotment space south of Campbell Road and a recreation ground at the eastern end of the housing. There is also a private allotment site adjacent to Dutton Road.

2.2.12 *Biodiversity*

Parts of the character area lie adjacent to the floodplain valley of the River Itchen, which is an internationally important chalk stream habitat. The river habitats are protected under European law as a Special Area of Conservation (SAC), and the river and wider floodplain habitats under national legislation as Sites of Special Scientific Interest (SSSIs). Within the Barton Park Industrial Estate there is very little vegetation at all; within the railway landholdings vegetation is largely limited to scrub which has grown up between the lines and sidings. The residential areas are greener due to good-sized domestic gardens which have some hedging and small and large trees to front and back gardens. There is also a habitat patch to the south and east of Campbell Road, including the recreational area and allotment site, and considerable patches of semi-natural scrubby vegetation which link to the wider floodplain vegetation beyond.

2.2.13 *Access and connectivity*

The largely industrial nature of this area, combined with the extensive area used for rail track and sidings, means that it is difficult for residents to access facilities in and around the other character areas except by car. Dutton Road, Barton Road and the Barton Park Industrial Estate, however, all lie within 0.5km of, or a 10 to 15 minute walk from, the amenities and transport hub contained within EAST01.

2.3 EAST03 Civic Centre environs

2.3.1 Character Summary

A series of large buildings, independent of each other, set in large areas of parking but generally providing services indirectly and directly to the town of Eastleigh. Uses include the Fire and Rescue Service, a hotel and law courts. Also included are a sports centre and its immediate setting. Architectural styles are undistinguished, with brick, and low-pitched or flat roofs. There is a consistency to scale, use and form to most of the buildings within this character area.

2.3.2 Key characteristics

- A group of buildings with predominantly civic and public service uses forming an important part of the 'gateway' to Eastleigh
- Flat topography throughout but graded up to the M3 Motorway and its associated exits and access lanes
- Large-footprint buildings set in large car parks
- Buildings set back from the road in their own grounds, inconsistent building line and plot grain
- Limited use of materials and articulation to buildings; mostly brick, and clay tile where roofs are visible
- Buildings are between two and four storeys to eaves
- Civic offices, public buildings, public services (such as police and fire stations)
- Large areas of informal and formal recreation space, with some good groups of mature trees, particularly lining the roadside
- Public realm is limited and functional but is helped by the presence of good trees
- Reasonable access and connectivity, with cycle and footpath networks linking to adjacent areas

2.3.3 Boundaries and setting

The character area is bounded to the north by the branch line to Salisbury, with character area EAST09 (sub-area EAST09b: Boyatt Wood Industrial Estate) beyond. To the south and east are residential suburbs that make up EAST04. The western boundary is strongly defined by the M3 corridor although a small section of the character area is to be found on the western side of the motorway.

The setting of the character area is formed on its south-western side by Fleming Park Golf Course. Buildings within the character area are seen from the M3 and some could be considered to be landmark structures demarking Eastleigh from the motorway.

2.3.4 Designations

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

2.3.5 Townscape types present

TCT11, 12, 17, 21 and 24.

2.3.6 *Topography*

The gradient of the character area falls very gently to the south but this is not discernible or a defining part of the townscape. There is some graded landscaping to the edge of the M3 Motorway and its associated exits and access lanes.

2.3.7 *Layout and Pattern*

The main street is Leigh Road, where plots are large but vary in shape. There is a consistent building line to Leigh Road but some buildings are offset from the road and others place their principal elevations to connecting roads such as Passfield Avenue. Buildings are set back from the road in their own grounds although this often comprises car parking with some landscaping to boundaries.

2.3.8 *Buildings and materials*

There is a medium to coarse grain to the built form with very limited attempts to break up the massing of buildings. Buildings are between two and four storeys to eaves. There is a mix of flat roofs and pitched roofs. The latter are generally set ridge parallel to the roadside.

Brick is mostly seen as facing materials. Roofs are clay tile where seen. Parapets to flat-roof buildings are weak, adding to a general lack of definition of townscape to this character area.

2.3.9 *Predominant land use*

There is a broad mix of uses; large-scale retail, sports facilities, offices, storage and industrial uses, and the Hampshire Fire and Rescue Service Headquarters.

2.3.10 *Public realm*

The public realm is generally functional, with standard pavement and road finishes, wide junctions and prominent lighting. The presence of overhead power lines and proximity to pylons generally diminishes the perceived quality of the public realm in this character area.

2.3.11 *Open space*

There is good provision of public open space forming part of the outdoor sports facilities associated with Fleming Park Leisure Centre, including tennis courts, bowling greens, cricket pitches, a municipal golf course, artificial-surface football pitches, and informal open space, much of which runs into EAST04. Fleming Park is also listed on the Hampshire Parks and Gardens Register. Other open space includes hard-surfaced private and public car-parking, formal landscaped areas fronting into Leigh Road, and further sports grounds connected to the Fire and Rescue Service.

2.3.12 *Biodiversity*

There are no local nature conservation designations. Habitats include open spaces around Flemming Park, as described above, which connect with a designated woodland site in EAST04. There are some interconnected tree belts and hedge boundaries to the north of Leigh Road (along the railway line, between sites and fronting Leigh Road) that screen large hard-surfaced areas of parking. There are also some trees within the parking areas.

There are important green wildlife corridors adjacent to the M3 motorway.

2.3.13 *Access and connectivity*

The civic and leisure facilities are centrally located within the urban area, and accessible from both EAST01 and EAST11. There have also been attempts to improve non-vehicular access to the area, through greenways and cycle paths.

2.4 EAST04 Residential post-war suburbs (medium to fine grain)

2.4.1 Character Summary

Medium- to fine-grain housing estates formally and informally laid out with a generous allocation of green public space. Houses are well constructed and often reflect a cottage scale with earlier (immediate-post-war) estates reflecting much of the stylistic and layout characteristics of the Garden City movement. Subtle differences in terms of layout, presence and character of open spaces; and period of development, have necessitated the defining of five sub-areas.

2.4.2 Key Characteristics

Sub-areas of EAST04

04a. Urban expansion (1930s): Leigh Road environs

- The main 'gateway' to the town, with a boulevard character and associated allotments and cemetery
- The topography is flat
- Large plots with semi-detached houses
- Buildings set back from the roadside in their own front gardens; mix of boundary treatments but mostly, where surviving brick boundary walls
- Brick and/or render, brick often combined with pebbledash. Clay tile roofs or concrete interlocking tiles
- Two-storey houses throughout for 1930s houses, some later development to the eastern end and southern side is of four or more storeys
- Residential fronting Leigh Road. Allotments, cemetery to the rear of Leigh Road
- Excellent street trees in grass verges either side of the wide Leigh Road
- Trees and verges and the wide section of Leigh Road produce a boulevard character and enhance the sense of arrival into Eastleigh town centre (EAST01)
- Reasonable access and connectivity, but the railway to the north is a significant constraint to connectivity

04b. Urban expansion (1950s): 04bi west of Twyford Road, 04bii north of Chestnut Avenue and 04biii north-east of Fryern Hill.

- Large planned estates of the immediate-post-war period reflecting much of the spirit of the Garden City movement
- Areas are largely flat with the exception of Nightingale Avenue which steadily climbs from east to west
- Good-sized plots, those to corners can be very generous, side accesses and some front drives (often created from garden areas)
- Building lines are consistent to streets and areas of open space but are occasionally staggered (seen to good effect on Lawn Road). Houses are set back with small gardens (often laid over to parking)

- Red brick, sometimes painted, and some render, clay tile roofs and brick chimneys
- Two-storey buildings throughout and no use of roofspace for additional accommodation (due to limited headroom and pitch of roof)
- Residential throughout; single-family private dwelling houses
- Good provision of small, medium-sized and large green public open spaces, often tree lined or with tree groups within the space
- On-street parking throughout, some narrow roads and cul-de-sacs, standard materials and lamp columns
- Generally good access and connectivity within the sub-area, but transport infrastructure impeding connections in some directions

EAST04bi has more, larger open spaces which break up the built environment, and also has an open aspect with countryside to the south. EAST04bii is constrained by the railway to the east and south and by later development to the west, with one large, central, shared open space. EAST04biii is completely surrounded by development, and is closely associated with Chandler's Ford commercial centre with several small, shared, open spaces

04c. Urban expansion (1960s–1970s): Falkland Road environs

- Housing estate at a predominantly medium grain with generous open space provision and with a fine-grain regular layout estate to the south
- Rising landform from south to north
- Good-sized plots arranged with rear lane access as well as front gardens
- Houses laid out in short terraces, with building lines consistent throughout, small open front gardens
- Red brick and concrete interlocking tiles, some tile hanging (green and brown coloured tiles)
- Two-storey, low-pitched roofs with ridge parallel to road
- Residential throughout; mostly private dwelling houses, some blocks of flats, sheltered housing/care home and a short parade of local shops
- Generous provision of open space between groups of houses including very wide grass verges
- Occasional but good-sized street trees throughout the sub-area
- Good quality public realm primarily because of the generous open space provision, wide roads, and access to properties via shared rear lanes thus reducing the amount of on-street parking
- Generally good access and connectivity within the sub-area, although transport infrastructure impedes connections in some directions

04d. Urban expansion (1970s): 04di and 04dii Fryern Hill residential suburbs

- Suburban 1970s medium-grain housing estate, some complete block layouts, others almost complete but with cul-de-sacs breaking a complete block
- The topography is flat
- Medium-sized to large plots with semi-detached and detached houses
- Buildings set back from the roadside in their own front gardens; open front boundaries
- Red multi-bricks, with tile hanging and concrete interlocking tiles
- Chalet-style houses, and houses of two storeys with large dormers expressing first floor accommodation, and roof form expressed as a dominant feature
- Residential throughout; private dwelling houses
- Good survival of older mature trees to rear gardens and to tree belt to the western edge of the sub-area
- Good quality public realm; wide roads, limited on-street parking and small grass verges
- Generally good access and connectivity within the sub-area, although transport infrastructure impedes connections in some directions.
- 4di is bounded by the railway to the south and the M3 motorway to the east and has several large and connected grass recreation areas. 4dii is bounded by the M3 motorway to the east but is more connected to its neighbouring character areas. It has small amenity open spaces and the land rises to the north which visually accentuates the treed edge on the north side

04e. Urban renewal/infill (2000 onwards and ongoing): south of Leigh Road

- Fine-grain redevelopment of former brownfield site (part of an earlier factory complex)
- The topography is flat
- Generally small narrow plots and rear gardens
- Buildings set back from road, usually to accommodate a parking space, some parking courts
- A varied mix of stock brick colours and textures, interlocking concrete tile roofs with contrasting clay ridge tiles
- Two-storey terraces of houses, three-storey townhouses and three- or four-storey blocks of flats
- Residential throughout; a mix of house types and tenures
- Some green landscaping but mostly hard surfacing throughout, no mature trees
- A varied use of materials for the public realm and some shared surfaces, on-street parking arranged in bays
- Good access and connectivity within the sub-area, with a conscious effort to link new development to established neighbourhoods

2.4.3 *Boundaries and setting*

This character area has multiple and complex boundaries due to its fragmented nature. Some of the sub-areas (e.g. EAST04b) border the open countryside to the south. Often sub-areas are defined in part by the railway or motorway corridors which have had a major impact on the pattern, scale and layout of development within parcels of land.

The setting of this character area and its associated parts is predominantly urban in character and is perceived on the ground as a continuation of the urban expansion of the town centre (EAST01).

2.4.4 *Designations*

There is one key group of statutory listed buildings (all Grade II) within this character area, comprising a number of individual listings along an older routeway (now Chestnut Avenue). The group comprises a series of brick-built cottages with thatched roofs (some with survivals of timber-framing) along Chestnut Avenue; Nos. 188–192 (even numbers), 208–210, 227 and 234–244 (even numbers).

There are no designated conservation areas within the character area.

2.4.5 *Townscape types present*

TCT07, 08, 17, 23, 24, 28, 29.

2.4.6 *Topography*

To the east of the M3 corridor the land is falling east and south towards the Itchen River and its floodplains and remnant water meadows. To the west there is slightly more variation in level. This is particularly true of sub-area EAST04c which falls to the south into the small valley containing the tributary, Monk's Brook.

2.4.7 *Layout and Pattern*

The inter-war and immediate-post-war estates, between Chestnut Avenue and Leigh Road to the east of the M3 and between St Catherine's Road and Shakespeare Road to the north of the town centre, display distinct patterns of streets and plots at a medium grain. Plots are relatively generous throughout, many with side access, and also large corner plots with houses angled to the road or street. Houses are generally laid out in short terraces with some semi-detached houses in groups. There is good public amenity space within estates in the form of small urban parks, greens and informal recreation spaces.

There is some variation to estate layout ranging from the long straight principal roads of Derby Road environs, with its equally straight arterial roads at angles or perpendicular to the main road, to the long curving informality of Nightingale Avenue, with small crescents leading off surrounding open green areas.

All houses and bungalows in this character area (with very few exceptions) are set back from the road in their own front gardens and follow consistent building lines shared within roads. Boundary treatment varies but is generally open. It is often the case that gardens have been laid over to parking either informally or formally through the use of hardstandings. This has changed the character of some areas of the estates.

2.4.8 *Buildings and materials*

There is a surprising 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 storeys, and relatively little use of roofspaces to accommodate additional living space. There are notable exceptions such as the development of the former Pirelli cable factory site (sub-area EAST04e) which is at a fine grain and comprises townhouses and three- and four-storey flats, and the flatted developments around Causton Gardens and Loveridge Way to the north of Leigh Road on approaching the town centre (sub-area EAST04a). There are also areas of solely bungalow development which are at a coarser, more open grain and scale compared with adjacent houses and flats.

Stylistically there is wide variation across the character area. However, almost all development would be generally considered as traditional, with brick and/or render with pitched roofs and front and back gardens. There is no true style which dominates although some styles are more successful than others and have suffered less from harmful alteration and extension. The estates within EAST04 to the east of the motorway could be considered to share some of the common stylistic characteristics promoted in the 'Garden City' movement; namely a cottage scale, with small windows, projecting gabled bays and small porches or door hoods. This type of inter-war and early-post-war housing is well constructed and has provided good, flexible accommodation and maintained its integrity and 'cottage' style. The housing to Nightingale Avenue environs (sub-area EAST04bi) is a good example of this.

Brick is the predominant walling material throughout. There are many different colours, textures and finishes, from red, orange and buff bricks in straight colour and multi-bricks to the deeper browns of the inter-war and immediate-post-war examples. Brick has been painted in places and is complemented by rendered or pebbledashed upper storeys to older housing. Later periods see some weatherboarding (mostly replaced by uPVC modern equivalents) and some tile hanging (which is particularly popular in the 1970s housing estates in sub-areas EAST04c and EAST04d, and is also seen in different colours from green and grey to red and orange).

Roofs are mostly clay tile (some traditional plain tiles but mostly machine cut) or concrete interlocking tiles. Low-pitched roofs of bungalows and houses, particularly of the 1970s, use a number of different plain clay and cement interlocking tiles of various designs and colours; browns, greens and greys.

2.4.9 *Predominant land use*

The area is almost entirely residential, with the majority of building stock being single-family private dwelling houses. There are some purpose-built flats interspersed with houses. Blocks of flats, apart from piecemeal infill and redevelopment seen to the parts of sub-area EAST04b west of Twyford Road (04bi) and north of Chestnut Avenue (04bii), are grouped and do not dominate or provide a sufficiently strongly defined area to be considered separately from the general housing development of the character area.

2.4.10 *Public realm*

The public realm is generally well maintained and adequate. Street lighting varies in quality and design but is generally provided by standard light columns. Wirescape varies within estates but is considered excessive and detrimental to the character of some of the estates, most notably in streets to the west of Twyford Road (sub-area EAST04bi), within this character area.

2.4.11 *Open space*

There is a good degree of public open space; informal recreation spaces, sports facilities, allotments and private gardens throughout this character area. Public space is often seen built into the housing estates, particularly the immediate-post-war examples. Schools generally have large recreation grounds associated with the school complex and there is usually some degree of public access to these areas.

2.4.12 *Biodiversity*

To the south, between sub-areas EAST04b and EAST04c, much of Northend Copse SINC remains, although now split in two by the M3.

Other than the designated nature conservation sites, there are green spaces distributed throughout the character area, including golf courses, allotments, cemeteries, urban parks, informal parks, and green links. Other habitats include green corridors along road and rail corridors, watercourses and extensively linked private gardens with hedge and tree boundaries. Street trees and grass verges also contribute to the green amenity of much of the character area.

2.4.13 *Access and connectivity*

There is generally good access and connectivity throughout the sub-areas due to an established informal grid network of streets. The M3 transport corridor is a significant barrier to the east of EAST04biii (north-east of Fryern Hill), EAST04c and EAST04d and to the west of EAST04bii (north of Chestnut Avenue). The mainline railway is a significant barrier east of sub-area EAST04bi (west of Twyford Road). The Salisbury branch-line is a significant barrier to connectivity to the north of EAST04a.

2.5 EAST05 Early Chandlers Ford environs

2.5.1 Character Summary

The earlier periods of wider suburban expansion of Eastleigh centred on Chandlers Ford station (formerly a mid-Victorian weatherboarded building, now replaced) has been much infilled with later development from all periods. Many of the larger houses and regular, medium-sized to large plots remain. Houses are of traditional red brick. There is good tree cover throughout. The station area is in transition, with much redevelopment carried out in a finer grain and to a different scale to the rest of early Chandlers Ford. Periods of expansion and the marked redevelopment of the station area is reflected in three sub-areas; EAST05a, EAST05b and EAST05c.

2.5.2 Key Characteristics

Sub-areas of EAST05

05a. Early core of Chandlers Ford: Chandlers Ford Station environs

- Mixed-use district core centred on the station (which is a modern building replacing an historic structure)
- The area is undulating and generally falls towards the station
- Some early development in small plots but generally large plots with large buildings
- The building line varies throughout this sub-area with some buildings set back from the road, usually with parking to the roadside and others, generally the older buildings of the area, with slight set back (usually given over to parking)
- A mix of traditional and modern brickwork in red and buff colours, and mostly clay tiles and modern interlocking tiles. Some natural slate survives
- A range of heights and massing to buildings from modest two-storey dwellings to large four-storey blocks of flats
- A mix of commercial uses including shops, services and some office uses, a large public house in a prominent position in the townscape, and residential units that are mostly flat developments catering for retired owner/occupiers
- There is very little open green space in this sub-area but a good number of mature trees, especially to the railway line and its associated infrastructure (station and car park)
- Wide roads with pavements, no grass verges and parking courts to the front of buildings gives a very urban feel to this part of Chandlers Ford
- Good access and connectivity because it is an important meeting point of major routeways

05b. Early residential expansion of Chandlers Ford: Hursley Road and Park Road environs

- Residential suburb comprising a mix of periods, mostly pre-war and inter-war housing with later infill
- The area falls towards the south and the station environs with a more pronounced level change in Park Road and environs
- Semi-detached and detached houses set in generous plots with gardens to the front, side access and rear gardens
- Consistent building lines in streets; houses set back
- Mostly traditional red brick with some survival of natural slate and clay tile. Some replacement with concrete interlocking tiles
- Two-storey houses, limited use of roofspace for additional accommodation. Many houses have been extended, some significantly
- Residential throughout; private dwelling houses
- Very limited amount of public open green space but very good survival of mature trees, both individual and in groups, throughout
- A hierarchy to the roads with the side roads being narrower than the principal through routes. Wide grass verges with trees to the west side of parts of Hursley Road
- Good access and connectivity within the sub-area through a network of roads radiating from the station northwards

05c. 1900–1930s expansion of Chandlers Ford: Bournemouth Road and Chalvington Road Environs

- Mostly inter-war housing, many examples of the 1930s semi
- Undulating topography (especially Chalvington Road)
- Semi-detached and detached houses set in medium-sized to large plots with gardens to the front, mostly side access and rear gardens
- Consistent building lines in streets; houses set back
- Mostly traditional red brick, render and pebbledash combinations with some survival of natural slate and clay tile. Some replacement with concrete interlocking tiles
- Two-storey houses, limited use of roofspace for additional accommodation
- Residential throughout; private dwelling houses
- Very limited amount of public open green space with some mature trees, both individual and in groups, but contained within rear gardens
- A hierarchy to the roads with the side roads being narrower than the principal through routes. Narrow grass verges to some roads
- Good access and connectivity due to a formal grid network of streets but, the railway line is a significant barrier to the north-east with no crossing points

2.5.3 *Boundaries and setting*

This character area stretches north and south from Chandlers Ford Station and is bounded on all sides by later urban development (character areas EAST04, EAST06, EAST07) and by the Fryern Hill commercial core (EAST11) and, in part, Chandlers Ford Industrial Estate (EAST09). It is divided by the railway line (Salisbury branch line) creating two distinct phases of development (sub-areas EAST05b and EAST05c). The station environs forms a third sub-area (EAST05a).

The setting of this character area, particularly to the north, is difficult to discern from other sections of developed Eastleigh and in most cases is formed by a subtle rather than dramatic change in grain, scale and layout of roads. The exception to this is the boundary shared with sub-area EAST09a where the difference between character areas is far more pronounced.

2.5.4 *Designations*

Hursley Road, Chandlers Ford has four statutory listed buildings (all Grade II): Fortune Cottage and Ford Cottage; part of Fortune Court and Hiltingbury Farmhouse and granary; and also Willow Thatch, a seventeenth-century, timber-framed cottage.

2.5.5 *Townscape types present*

TCT05, 06, 07, 08, 12, 16, 27.

2.5.6 *Topography*

The roads to the east of Hursley Road, that run east–west, climb up towards Hursley Road while houses to the west side of Park Road are, for most of its length, set high off the road to reflect this change in level between Park Road and Hursley Road. The land falls to the station environs which are set in a bowl. Bournemouth Road travels along the brow of a hill with the perpendicular roads leading off dropping away downhill; this becomes more pronounced on travelling south.

Of note is the fact that the sub-area EAST05c, Chalvington Road and the area to the east, slopes away dramatically along its length and is one of the only areas where the roofscape of lower areas of the immediate development dominate some views, and buildings step down the hillside and can be clearly seen in the context of their hillside settings in extended views, especially from the railway line and its immediate environs.

2.5.7 *Layout and Pattern*

This older area of pre-war (sub-areas EAST05a and EAST05b) and inter-war (EAST05c) Chandlers Ford has a higher degree of what could be considered traditional streets and roads. The main roads of Hursley Road and Bournemouth Road, forming the spine roads to this character area, have mostly through roads leading off perpendicular to them. There is little or no variation in direction along their length, essentially forming large informal grids with generous plots throughout. Houses tend to be semi-detached or detached at low to medium densities.

2.5.8 *Buildings and materials*

Development would be considered as traditional with brick/render, pitched roofs, and front and back gardens. Boundary treatments are generally low brick boundary walls with mature trees and hedges behind. Brick is the predominant walling material. Some of this is local brick but there is much variation to colour, textures and finishes, in red, oranges and browns. Brick has been painted in places and is complemented by rendered or pebbledashed upper storeys. Roofs are mostly clay tile, some traditional plain tiles but mostly machine cut, or replacement concrete interlocking tiles. There is some survival of natural slate and some older slate has been replaced with artificial slate.

There is no strong stylistic distinction within the character area, with much housing conforming to typical house types of their respective turn-of-the-century or 1930s period. The former (sub-area EAST05b) sees some larger and well-detailed houses loosely following a Domestic Revival idiom while the latter (sub-area EAST05c) is characterised by the 1930s semi.

2.5.9 *Predominant land use*

Sub-areas EAST05b and EAST05c are almost entirely residential with the majority of building stock being medium-sized to large single-family private dwelling houses. Sub-area EAST05c is of finer grain in places with blocks of flats or flats interspersed with houses and a small commercial core comprising a series of shops with residential units above and a mid-twentieth-century district shopping parade.

2.5.10 *Public realm*

Roads leading off of the relatively busy Hursley and Bournemouth Roads are generally quiet and well maintained with a low level of on-street parking due to most houses having private drives and parking areas. The width of carriageway varies as does the presence of grass verges. There are good numbers of mature street trees and trees to front gardens giving an attractive sometimes semi-rural feel to parts of the character area.

The degree of wirescape varies within this character area, with some of the older sections of Chandlers Ford suffering from significant overhead wirescape and high numbers of telegraph poles.

2.5.11 *Open space*

There is very limited public open space in this character area. Private gardens are generous to front and back in most cases.

2.5.12 *Biodiversity*

There are green corridors along roads and railway lines. Only one small area of these linear green spaces is designated as a SINC which lies in the southern section of EAST05a. Private gardens are extensively linked with hedge and tree boundaries, plus street trees and grass verges, all of which contribute to the biodiversity of much of the character area.

2.5.13 Access and connectivity

There is good access and connectivity throughout this character area, with an informal radial network of streets radiating north from the station, and footpaths linking the areas to adjacent sub-areas and west (across the railway line via a footbridge) to Monks Brook and Valley Park environs.

2.6 EAST06 Hiltingbury

2.6.1 Character Summary

Extensive residential suburbs comprise large- and very-large plots and houses. In some places the houses become secondary to their landscape setting (Lakewood Road). There are a lot of mature trees to front and back often complemented by mature planting to boundaries. The mature vegetation is a unifying characteristic and a reflection of the previous woodland of Hiltingbury Common which these estates were developed over. There is high-quality semi-rural open space and a generally good quality public realm with little or no on-street parking. This character area comprises three sub-areas. EAST06a demarks Lakewood Road for the exceptional landscape quality of the setting to houses, EAST06b and EAST06c denote significant periods of development and different grain.

2.6.2 Key characteristics

Sub-areas of EAST06

06a. Late-nineteenth-/early-twentieth-century urban expansion of Chandlers Ford: Lakewood Road

- A semi rural lane of large detached houses set in generous landscaped tree-lined plots
- The land falls progressively from north to south
- Buildings are set within very large plots, often with generous space to all elevations. This diminishes on travelling southwards along Lakewood Road
- Building lines vary as does the presentation of buildings to the street
- Wide palette of materials from red brick and brick of other colours to the widespread use of pebbledash-type renders, often painted, with clay tile being the predominant roof material but also a survival of natural slate
- Houses are two storey with only very limited use of roofspaces with dormers and rooflights. Designs of private houses are comfortable, well proportioned and simple
- Residential (entirely single-family dwelling houses) and a small school with playing fields
- Mature pines and other tree species line the road and there is extensive planting, including mature trees (very tall pines), within the grounds of residential properties

- Wide roads with grass verges, trees and hedges strongly define roadside boundaries, parking is contained within generous plots with little or no on-street parking, and there is a country lane character to parts of the road
- Good access, connectivity is more limited east–west

06b. Post-war expansion of Chandlers Ford: Hursley Road and Hiltingbury Road environs

- Post-war houses and bungalows (mostly 1970s) laid out in a coarse open character, with an area of finer grain east of Hocombe Mead
- Gently undulating topography
- Good-sized regular plots to streets and roads
- Building lines are consistent within streets and roads with buildings set back in their own grounds
- Brick and tile, some render and some tile hanging in places; consistency of materials to sub-estates of contemporary construction
- One- and two-storey houses throughout, mix of shallow- and steeply pitched roofs mostly with ridge parallel to the road
- Residential throughout, generally with medium-sized to large private dwelling houses
- A high number of mature trees to rear gardens forming significant groups, some street trees and trees to front gardens adding to the tranquil character of many of the roads
- Varied width to roads from wide with grass verges to relatively narrow, very limited on-street parking and minimal street lighting. High degree of wirescape to parts
- Good access and connectivity due to a relatively formal grid network of streets

06c. Inter-war and post-war expansion of Chandlers Ford: Hocombe Road environs and west of Winchester Road

- Mix of large inter-war and post-war houses, mostly detached
- Land gently falls to the south and south-west, more pronounced towards the border with EAST05 and EAST11
- Good-sized plots, some very large (fronting Winchester Road and Hocombe Road), with gardens to front and rear and sometimes sides
- Houses set well back from roadside but sharing a common building line within roads. This varies in places with some houses staggered to gentle curves and a more variable building line to the very large plots to the northern and eastern edges of the sub-area
- A mix of red brick, painted brick, and render/pebbledash, predominantly with clay tile roofs
- Two-storey houses, some with a chalet-style with the upper storey expressed as dormers
- Residential throughout, generally with medium-sized to large private dwelling houses
- A very high number of mature trees to rear gardens forming significant groups, some street trees and trees to front gardens adding to the tranquil character of most roads

- Wide roads, most with grass verges, very limited on-street parking and minimal street lighting. High degree of wirescape to parts
- Good access and connectivity due to a formal grid network of streets but the railway line to the north-east is a significant barrier

2.6.3 *Boundaries and setting*

This character area is on the northern edge of the urban area with open countryside to the north and west. To the east are the Wessex Nuffield Hospital and Thorndene and Lakeside Schools (EAST12). To the south are areas associated with Flexford Nature Reserve and Valley Park (EAST07) and earlier sections of Hursley Road and Park Road (EAST05). Fryern Hill commercial core (EAST11) part borders the southern boundary.

The setting of this character area could be considered to be the open countryside to the north although its boundary is heavily wooded and could not be described as open. To the south the break between character areas is less discernible (particularly to EAST05) which shares many common characteristics with this character area, particularly sub-areas EAST06b and EAST06c.

2.6.4 *Designations*

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

2.6.5 *Townscape types present*

TCT 07, 08, 16, 17, 24, 27, 28.

2.6.6 *Topography*

The area gently climbs from south to north with some roads having houses built higher than their opposite neighbours. There are no areas of pronounced level change and very limited views down onto built form. Undulation can be seen and is reflected in built form to a degree with stepping up and down of streetscape in some of the roads running north–south and east–west.

2.6.7 *Layout and Pattern*

The layout is that of medium-sized but mostly large detached houses, with some semi-detached, and some estates of very coarse-grain layout of two-storey dwellings and bungalows set on generous plots often with space all around the building, good-sized front and back gardens, with off-street parking, detached garages and varied but mostly robust mature boundary treatments.

Roads are laid out on informal grids, often with turns, long meandering bends and staggered junctions which all contribute to the semi-rural feel of some parts of the character area.

2.6.8 *Buildings and materials*

This older area of pre-war development (parts of all sub-areas) has a high degree of traditional built form. This generally comprises brick/render with pitched roofs, with a mix of gables and eaves lines facing the road. Boundary treatments are generally low brick boundary walls with mature trees and hedges behind. Brick is the predominant walling material. There is some survival of local brick but there is much variation to colour, textures and finishes, in red, oranges and browns. Brick has been painted in places. Render or pebbledash is also seen either with brick or as an alternative. Roofs are mostly clay tile, some traditional plain tiles but mostly machine cut, or replacement concrete interlocking tiles. There is a limited survival of natural slate and some older slate has been replaced with artificial slate.

There is no strong stylistic distinction within the character area, with much housing conforming to typical house types of their respective periods; inter-war and post-war, mostly 1970s. Sub-area EAST06a in particular has some larger well-detailed houses loosely following a Domestic Revival style. Other than this, the area has some well-built and attractive groups of houses with the use of good quality materials but few are architecturally distinctive.

2.6.9 *Predominant land use*

The area is almost entirely residential with the majority of building stock being single-family private dwelling houses. There are a number of small schools with their associated grounds interspersed within this residential suburb.

2.6.10 *Public realm*

There is very limited on-street parking due to the generous provision of parking within the grounds of most houses. Roads are wide and tree lined, with grass verges a common feature throughout. Mature trees and hedges to front gardens complement the public realm to this character area.

Sub-area EAST06a (Lakewood Road) is particularly notable for its public realm. It is understated and of a good quality and includes grass verges, street trees and only limited street lighting. There are no street markings for much of the length of Lakewood Road adding to the semi-rural character. Trees form an important part of the character of this area and provide the setting and background to development. In particular, survival of pockets of woodland (although much of it is in private ownership) adds to the arcadian qualities of the landscape setting.

2.6.11 *Open space*

Public open space within the character area would include the schools with their playing fields and recreation grounds, some of which are open to the public. Other than this, the valley containing the stream which links to Monks Brook to the south is an important rural open space. Houses have substantial private gardens with mature trees and planting. The area known as Hiltingbury Lakes, to the east of sections of Lakewood Road, is a very pleasant, well-landscaped informal recreation space set around a small lake and watercourse, and is on the Hampshire Parks and Gardens Register.

Mature hedges (laurel and beech) form important boundaries to houses, along the length of Lakewood Road in particular as well as other roads to a lesser degree. Trees and hedges also often form substantial boundaries between houses throughout the character area, but particularly to sub-area EAST06a.

2.6.12 *Biodiversity*

There are no nature conservation designations. Large gardens with hedges, mature trees and a range of other garden habitat features are interconnected with each other and with the tree-lined streets running the length of this character area. Together they create a green corridor which connects to the semi-natural woodland of Cranbury Park to the north and Hiltingbury Lakes SINC.

The quality, variety and structural role of the mature trees, including the characteristic pines of the former commons, are a fundamental part of the character of this area. The mature vegetation is a remnant, characteristic of Hiltingbury Common which was the predominant former land use of this character area. The consistent presence of green spaces with buildings set within them is a key element of the character of this part of Eastleigh.

2.6.13 *Access and connectivity*

This area has good access and connectivity, although much of the open space is private gardens. An informal grid of streets throughout maintains a good sense of permeability linked to a very attractive tree-lined watercourse to the centre of the character area (on the boundary between sub-areas EAST06a and EAST06c).

2.7 EAST07 Valley Park environs

2.7.1 Character Summary

Housing estates of the late-twentieth century interspersed with retained areas of ancient semi-natural woodland and areas of very high-quality wildlife habitats. Developed areas are compact and high density and mostly inward-looking. Some traditional and vernacular style houses of varying materials. This area has a consistent character throughout because of the retained ancient semi-natural assart woodland setting to the estate development.

2.7.2 Key characteristics

- Modern (1980s and 1990s) housing estates, of fine grain, set within retained blocks of mature woodland and important wildlife habitats
- The area steadily falls from north-east to south-west
- Small to medium-sized plots with generally small front and rear gardens
- A varied and irregular building line throughout with houses and groups often inward-looking
- Mix of brick colours and types and mostly modern clay tile roofs, some tile hanging and decorative joinery
- Two-storey houses throughout
- Residential throughout, generally with small to medium-sized dwelling houses, but there is also a small district centre with local amenities and a church
- Good survival of mature trees forming much of the setting to development, some survival within developments, good landscape planting throughout, some of which is beginning to mature
- Variations in materials to shared surfaces of cul-de-sacs and access drives to multiple properties, blank fences and side walls to main access routes into estates
- Good access and connectivity throughout, including access to extensive footpath networks, green space and woodland

2.7.3 Boundaries and setting

The entire western boundary and part of the northern and southern boundaries are open countryside though, due to the nature of development and topography, views out of the character area are rarely achieved. The eastern boundary comprises in part Hursley Road, which forms the western edge to EAST05, and the Chandlers Ford Industrial Estate (EAST09) and a very short section of EAST10, the Hampshire Corporate Park.

The setting of the character area is formed by the close relationship this area has with the open countryside to the west and north particularly. The extensive tree cover which forms an important part of the backdrop to much of the development is an essential part of the character of the area. To its eastern boundaries the setting is more urban despite the retention of significant tree belts and groups of trees to its entire length.

2.7.4 *Designations*

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

2.7.5 *Townscape types present*

TCT08, 12, 15, 17, 24, 27.

2.7.6 *Topography*

To the north-eastern corner and along the eastern boundary the land falls away from Hursley Road (EAST05) to the railway line, and continues to fall towards the stream running along the western edge of the industrial estate (EAST09a). Further west and south the topography is gently undulating but not sufficient to provide any long views out to open countryside. The area generally feels very enclosed as a result.

2.7.7 *Layout and Pattern*

The mostly 1980s and 1990s housing estates are built to a fine grain and often employ single main-access roads with a single entry point or a loop and many feeder roads serving cul-de-sacs and small loops. These areas are characterised by informality to the building line and with constant curving of the roadside and grouping of houses around a shared surface close or cul-de-sac. The developments are not very legible and tend to lack a sense of place because of their lack of variation and ubiquitous building styles and materials which lack reference to the vernacular. They are also characterised by long stretches of dead frontages or backs of gardens fronting main roads into or through the estates. Uniquely, the estates are broken up by similar-sized blocks of woodland which creates the sense of smaller neighbourhoods.

2.7.8 *Buildings and materials*

Stylistically there is some variation across the character area. All development would be generally considered as traditional, with brick/render, pitched roofs and front and back gardens. Front boundary treatments vary but are generally open or partially enclosed by hedges. There is no true style which dominates, with most adopting some aspects of the local vernacular (e.g. the use of flint) but much being taken from a general varied palette of materials such as the use of tile hanging and decorative barge boards.

Brick is the predominant walling material throughout. There are many different colours, textures and finishes, from red, orange and buff bricks in straight colour to multi-bricks. Roofs are mostly clay tile, machine-cut or concrete interlocking tiles of various styles.

2.7.9 *Predominant land use*

The area is almost entirely residential with the majority of building stock being single-family private dwelling houses.

2.7.10 *Public realm*

Housing estates tend to use a variation in materials for shared surfaces, parking courts, cul-de-sacs and driveways. Street lighting varies in quality and design but is generally standard light columns. There is some on-street parking despite a provision for parking for each house and some shared surface areas. Parking courts are found to some of the later developments.

2.7.11 *Open space*

There is a very high degree of open green space between housing estates, much of which comprises important wildlife habitats, but there is more limited provision within the developments, although there is some survival of mature trees to pockets of grassed areas. All houses have small to medium-sized private gardens and many have front areas of lawn.

2.7.12 *Biodiversity*

Many woodland blocks west of Hursley Road and Bournemouth Road have survived intact, such as Knightwood, Clothiers Copse, and Zionhill Copse (known collectively as the Valley Park Woodlands Local Nature Reserve). Together with other open spaces in this area, the woodlands are a distinctive part of the townscape, although they remain clearly separate from the 1980s and 1990s housing estates which tend to have hard boundary lines, small fenced gardens, and garden vegetation which is not yet mature.

Further notable sites for biodiversity include Flexford Nature Reserve.

Other habitats include green corridors along road and rail corridors, watercourses and extensively linked private gardens with hedge and tree boundaries.

2.7.13 *Access and connectivity*

There is good access and connectivity throughout, with a series of pedestrian spaces linked to footpath networks leading to and crossing through open green spaces and woodland.

2.8 EAST08 Boyatt Wood environs

2.8.1 Character Summary

This comprises late-twentieth-century residential development of Eastleigh at a variable grain from medium to fine and retaining much open space and some ancient semi-natural woodland which was built over. There is a maturing landscape to much of the area, providing attractive private spaces and some high-quality public green spaces. There is good connectivity within the eastern side of the character area (further defined as sub-area EAST08a) and an important survival of ancient semi-natural woodland to the western side of the character area (sub-area EAST08b) although this area is less permeable and more inward-looking.

2.8.2 Key Characteristics

Sub-areas of EAST08

08a. Fine- to medium-grain urban expansion (1970s) east of Woodside Avenue

- Housing estate at a predominantly fine grain with very generous linked open space provision
- Rising landform from south to north
- Small to medium-sized plots with front and rear gardens
- Houses laid out in short terraces, some semi-detached and some detached with building lines consistent to groups throughout, small open front gardens
- Red brick and concrete interlocking tiles, some tile hanging (green and brown coloured tiles)
- Two-storey, low-pitched roofs with ridge parallel to road
- Residential throughout; mostly private dwelling houses
- Generous provision of open space between groups of houses, including very wide grass verges and footpaths
- A good survival of mature street trees throughout sub-area – some of ancient semi-natural origin
- Good public realm primarily because of the generous open space provision, wide roads and access to properties via footpaths and open green spaces
- Good access and connectivity throughout

08b. Medium- to fine-grain density urban expansion (1980s) west of Woodside Avenue

- Modern (1980s) housing estates set within retained linear blocks of mature woodland on land cut out from the original ancient semi-natural woodland
- The area steadily falls from north to south
- Medium-sized plots with generally small front gardens and larger rear gardens
- A varied and irregular building line throughout
- Generally red or buff brickwork and mostly modern clay tile roofs or concrete interlocking tiles
- Two-storey houses throughout
- Residential throughout – generally small to medium-sized dwelling houses
- Very good survival of mature trees forming much of the setting to development, some survival within the estate, good mature landscape planting throughout
- Some variations in materials to shared surfaces of cul-de-sacs and access drives to multiple properties
- Good access and connectivity throughout

2.8.3 *Boundaries and setting*

The western edge of this character area is strongly defined by the M3 motorway corridor. To the south is the Boyatt Wood Industrial Estate (EAST09b) and to the east is earlier inter-war housing (EAST04b). To the north is open countryside but much of this immediate area is characterised by motorway infrastructure.

The setting of this character area is very much defined by the hard edges of both the motorway to the north and west and the industrial estate to the south. The eastern edge shows more of a subtle transition with the key distinction being the period of development and the survival of mature woodland.

2.8.4 *Designations*

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

2.8.5 *Townscape types present*

TCT08, 16, 17, 28.

2.8.6 *Topography*

The land steadily rises from south to north to a plateau on the northern edge, and falls away to the east towards the flood plains of the River Itchen.

2.8.7 *Layout and Pattern*

The 1970s housing estate to the eastern side of the character area (sub-area EAST08a) is built on a fine to medium grain in short terraces of houses with some semi-detached and detached houses, with separate parking courts, garages and large areas of open green space between groups of houses. The house groups are set with some formality to each other, often perpendicular, giving some rigidity to the layout. They are often set around a close but there is good permeability, with pedestrian routes linking these cul-de-sacs and with open green space and wide grass-verged footpaths. The green spaces, within and between the estates, give a sense of openness.

The 1980s housing estate (sub-area EAST08b) is built to a medium, with some fine-grain layout and has single main access roads with a single entry point or a loop and many feeder roads serving cul-de-sacs and small loops. This area is characterised by informality to the building line and by constant curving of the roadside and grouping of houses around a shared surface close or cul-de-sac. These areas are not very legible and tend to lack a sense of place.

2.8.8 *Buildings and materials*

There is some variation to style across the character area. All development would be generally considered as traditional, with brick/render, pitched roofs and front and back gardens. Front boundary treatments vary but are generally open or partially enclosed by hedges or mature trees.

Brick is the predominant walling material throughout. Roofs are mostly clay tile, machine-cut or concrete interlocking tiles of various styles.

2.8.9 *Predominant land use*

The area is entirely residential with single-family private dwelling houses.

2.8.10 *Public realm*

There is some variation in materials for shared surfaces, cul-de-sacs and driveways. A high degree of survival of mature trees and a developing maturity to the landscaping of the estate has created a high-quality public realm in some places.

2.8.11 *Open space*

Open spaces comprise school playing fields around Crestwood College and Shakespeare Junior School; a 1.6ha recreation ground at Lawn Road; Eastleigh Cemetery on Brookwood Avenue and the adjacent allotment sites; and the 13ha Boyatt Wood.

2.8.12 *Biodiversity*

Two of the large woodland blocks recorded in 1810 (Boyatt and Broom's Woods) have been partly or wholly developed for housing. The Boyatt Wood housing estate, west of Woodside Avenue, was woven into Boyatt Wood. Woodland is still visible in the townscape of this area through mature garden trees blended into woodland fragments which remain within green links and open spaces within the estate, creating a well-wooded setting. Much less remains of Broom's Wood, between Ruskin Road and Twyford Road, except large mature street and garden trees.

Other habitats include green corridors along the M3 motorway corridor, watercourses and extensively linked private gardens with mature hedge and tree boundaries plus street trees and grass verges, all of which contribute to the green amenity of much of the character area.

2.8.13 Access and connectivity

Housing estates within this character area have been designed to be highly permeable and allow maximum access to, and integration with, green spaces, woodland and footpath networks. There are often alternative routes open to the pedestrian which do not include the road network.

2.9 EAST09 Industrial Estates: Boyatt Wood and Chandlers Ford

2.9.1 Character Summary

The industrial estates of Eastleigh, despite being geographically divorced from each other and having been developed in slightly different periods share some common characteristics. Buildings have large to very large footprints, with low-pitched wide-span roofs. Profiled metal is used for wall cladding and roofs and brick for plinths and gables. Large areas of hardstanding form the setting to most buildings. There are two sub-areas; Chandlers Ford Industrial Estate (sub-area EAST09a), slightly earlier in date and with more modest building massing, and Boyatt Wood Industrial Estate (sub-area EAST09b) with larger-footprint buildings and relatively recent development including some retail units.

2.9.2 Key Characteristics

Sub-areas of EAST09

09a. Chandlers Ford Industrial Estate

- Post-war industrial estate built on former brickfields within residential Chandlers Ford
- Land slopes steadily down to the south and drops away to the north-west
- Medium-, large- and very-large-footprint buildings often inward-looking linked by a grid of roads with a single entry and exit point
- Coarse grain with a closely spaced layout
- Formal layout with consistent building lines within groups
- Brick plinths and some elevations and grey/white profile metal cladding to walls and roof
- Up to the equivalent of two-storey residential buildings (height to eaves)
- Manufacturing, services and storage with ancillary office uses
- Large semi-open and open areas for parking and storage of vehicles, some street trees and strong tree belt to western edge
- Low-quality public realm (improved by presence of street trees) not designed for pedestrian access
- Poor access and connectivity due to nature of uses

09b. *Boyatt Wood Industrial Estate*

- Post-war industrial estate with some large out-of-town-style retail units
- Land gently rising to the north
- Industrial buildings (with large and very large footprints) which are highly functional in character
- Building lines are consistent to feeder road groups
- Some brick mainly for plinths and some gables but mostly profile metal cladding to steel frames followed over to the roof, some silver effect but mostly grey, beige and white in colour
- Buildings up to the equivalent of two-storey residential buildings (height to eaves)
- Business, industrial with ancillary offices, warehouse and storage and some out-of-town type retail units
- Large areas of open space between buildings occupied by vehicles and storage containers and relieved by the presence of some street trees
- Wide roads and over-engineered junctions with limited provision for the pedestrian
- Poor access and connectivity, but some pedestrian rights of way through the estate

2.9.3 *Boundaries and setting*

Sub-area EAST09a is fully enclosed by residential development; EAST05 to the east and north, EAST04 to the south and EAST07 to the west, with a tree belt known as Titlark Copse between the estate and the residential units beyond. The setting of the sub-area is the often well-screened (by tree belts) residential suburbs and station environs of Chandlers Ford.

Sub-area EAST09b is bounded to the north and east by Boyatt Wood environs (EAST08) and to the south by the Salisbury branch line with the Civic Centre environs (EAST03) beyond. To the west, the immediate boundary is formed by the M3 corridor with sub-areas of EAST04 beyond.

The setting of this sub-area largely comprises transport corridors, and built form is clearly seen from the elevated M3 motorway. To the east, the industrial area is relatively well-screened from residential areas.

2.9.4 *Designations*

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

2.9.5 *Townscape types present*

TCT15.

2.9.6 *Topography*

Sub-area EAST09a; the land slopes steadily down to the south and drops away to the north-west into a well-wooded watercourse and footpath.

Sub-area EAST09b; the area is very gently rising to the north but this is hardly discernible within the sub-area.

2.9.7 *Layout and Pattern*

Streets are laid out on a loosely defined grid at a medium to coarse grain. Buildings sit in relatively large plots but they are usually tight to their boundary with only limited room for parking, in some cases. Their setting, however, is often defined by parking of either cars or larger vehicles; articulated lorries and their containers.

There is some consistency to the layout of built form. It is broadly set out on a very large coarse-grained grid pattern with rectangular buildings set to feeder roads with their short elevations to the road. There is generally a consistent building line to the feeder roads.

2.9.8 *Buildings and materials*

Sub-area EAST09a; the built form within this character area is on a medium- to large scale. Very large single-span buildings are seen next to smaller units and this mix is seen throughout the industrial estate. This helps in terms of reducing the impact of the larger units on the general quality of the townscape. Built form is utilitarian and highly functional with limited variation in materials and often dead frontages to the main feeder roads.

Materials vary but most units are clad in profiled sheet metal (usually of subdued neutral colours) with this material unit also forming the roof covering. Brick, mostly to plinths or gables or sections of walling, is seen and these are modern stock bricks of various colours and finishes.

Sub-area EAST09b; the built form is on a very large footprint but is at a consistent height of no more than the equivalent of two-storey domestic buildings (height to eaves) with many of the buildings below this height. Roofs are very low pitched with some buildings broken up by a sequence of low gables set to the roadside. Others have eaves and ridges parallel to the road and this makes for very monotonous townscape.

Materials are generally modern cladding systems to steel frames, comprising profiled metal (some coloured) or cement sheeting. Similar materials are usually continued up and over for the roof system. There is some brick to plinths and gables.

2.9.9 *Predominant land use*

Sub-area EAST09a; predominant uses are manufacturing, services and storage with ancillary office uses.

Sub-area EAST09b; predominant uses are business, industrial with ancillary offices, warehouse and storage. There is also some large-scale (out-of-town type) retail.

2.9.10 *Public realm*

The public realm is of a low quality but adequate for the purposes of the range of uses seen within the character area's sub-areas. Grass verges are present to some pedestrian routes into the estate but there is generally limited provision for the pedestrian.

2.9.11 *Open space*

Sub-area EAST09a; there is no public open space within the character area. There are large areas of hardstanding providing forecourts and parking courts, these being intermittently occupied by cars, vans or lorries associated with the various businesses within the industrial estate.

Sub-area EAST09b; there are some large areas of green space which could be used as informal recreation spaces but these are private and for the use of employees only.

Open spaces within the character area mostly comprise hard surfaces such as employee and customer car-parking areas and goods/loading yards. There are some grass verges and mature trees in front of the industrial units, particularly those facing onto main roads. The street trees are a welcome addition to what is a highly functional and sometimes stark area of townscape.

2.9.12 *Biodiversity*

Sub-area EAST09a; there are no designations within the character area, although Titlark Copse SINC lies adjacent, to the south-west. Interconnected woodland greenways make up most of the southern and western boundaries of this character area. The boundary on all sides is well treed. There is a limited presence of street trees and trees and hedges to property boundaries within the estate.

Sub-area EAST09b; there are no designations within the character area, although the Boyatt Wood SINC (a remnant of ancient semi-natural woodland) lies adjacent to the area. Undesignated parts of the woodland line the northern boundary of the character area and interconnect with green corridors along the M3 corridor and railway line, and occasional further green corridors which remain along earlier field boundaries and pedestrian greenways.

2.9.13 *Access and connectivity*

Sub-area EAST09a; the estate was designed for access by car and so provision for pedestrians is limited.

Sub-area EAST09b; the area is an industrial estate with some 'out-of town' commercial units, and therefore access and connectivity is designed around the car rather than pedestrians. There are, however, two pedestrian routes through the estate. The first is a route running adjacent to Woodside Avenue, with an off-road pathway, mature trees and landscaping in the northern section. The second is part of an off-road greenway which runs all the way through the Boyatt Road estate from the B335 at Allbrook and emerges at the Woodside Avenue roundabout.

2.10 EAST10 Retail Park and Hampshire Corporate Park

2.10.1 Character Summary

There is a wide mix of commercial uses; from very large supermarkets to high specification office suites and car dealerships and workshops. There is, generally, a higher degree of architectural quality and use of materials such as structural glazing. There are large-scale buildings taller than most in the urban area giving some a landmark status. There are no sub-areas defined but there is a general lack of consistency throughout which is part of this area's character.

2.10.2 Key characteristics

- A mix of retail, office and commercial services buildings of the late-twentieth century
- The land falls from north to south
- Medium- to large-footprint buildings in large open plots
- Coarse open-grain layout
- Informal irregular building line throughout
- Good quality materials and detailing to some buildings; brick, metal cladding and structural glazing
- Buildings are in some cases three storeys in height and, in places, accentuated by their raised positions
- Mix of retail, office, showroom and food retail
- Large areas of surface level parking forming the setting to buildings, some good landscaping in places, good survival of treed setting to Hampshire Corporate Park
- Dominant road network with wide junctions
- Poor access and connectivity but a public right of way across the estate in the open countryside

2.10.3 Boundaries and setting

The character area sits on the southern boundary of the extent of the town's urban settlement. To the north are housing estates in EAST04 and EAST07 and, to the east, the M3 motorway corridor with further housing estates (EAST04) beyond.

The setting is open countryside to the south. The built form to this character area is clearly seen from the M3 motorway and this could be considered an important element of its contribution to the character of Eastleigh.

2.10.4 Designations

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

2.10.5 Townscape types present

TCT09, 11, 12, 13 and 27.

2.10.6 *Topography*

The area rises to the south with buildings set higher and thus more prominently off the road. The Hampshire Corporate Park uses a change in level within the building group, setting the buildings into the slope and providing good landscaping to accommodate these level changes.

2.10.7 *Layout and Pattern*

There is an informal layout to the street pattern with no fixed building line, and buildings offset to the roadside. Buildings are medium to coarse grain. Roofs are predominantly flat.

Buildings are set back, often in large areas of car parking. These areas to the front of the building are often landscaped; some are more successful than others.

2.10.8 *Buildings and materials*

Most buildings within the character area are the equivalent of two and a half to three storeys in height. They are of medium- to large footprint but some have central courtyards (e.g. offices at the Hampshire Corporate Park).

Some of the smaller buildings, particularly to the south side of Chestnut Avenue, have been designed with attention to material detail and architectural quality and are, in this respect, superior to other buildings within the character area. The Hampshire Corporate Park is a well considered group of buildings which sit comfortably in their landscaped surroundings.

There is a mix of brick, profile metal cladding to steel frames and higher specification materials such as structural glazing in places which has generally raised the quality of the built form in this character area. Roofs where seen are clay tile and metal profile sheeting.

2.10.9 *Predominant land use*

A mix of large-scale retail, hi-tech offices, showrooms and food retail

2.10.10 *Public realm*

Standard finishes to pavement and road surfaces. Some alternatives to tarmac to some units are seen and there is good public realm to the circulation routes around the Hampshire Corporate Park. Some attention has been given to individual and collective landscaping of road networks and individual plots adding to the general quality of the character area.

Chestnut Avenue is tree lined for part of the character area and there are other street trees and incidental trees within separate developments.

2.10.11 *Open space*

There is very limited public open space within the character area. There are large areas of hardstanding given over to car parking and loading yards. The Hampshire Corporate Park has a well landscaped area of open space around the individual office buildings but these are private spaces for the enjoyment of employees.

2.10.12 *Biodiversity*

There are no designations within the area, although two woodland SINC's lie adjacent to the south, both part of the larger Hut Wood which extends from the character area to the M3. There are some tree belts and retention of existing trees in developments which connect with the woodlands in some places. Hedge boundaries and the landscaped slopes of the M3 provide further green corridors.

2.10.13 *Access and connectivity*

The estate lies on the outskirts of the character area and is designed for access and connectivity for car users rather than connectivity for pedestrians. There are, however, a right of way and a cycle path to the estate from EAST11, and rights of way leading from the estate into the countryside to the south-west.

2.11 EAST11 Fryern Hill commercial core

2.11.1 *Character Summary*

The commercial core of Fryern Hill has developed from a small parade of local shops to a district centre of some importance. Its scale, both as a character area and the built form within it, and its predominant uses distinguish the area from the surrounding residential suburbs. Despite its modest size, it has a diverse mix of retail, café, restaurant and local services.

2.11.2 *Key characteristics*

- A compact core of mixed-use buildings with a combination of small independent retailers and large national retailers
- Topography is flat
- Mix of small-, medium- and large-footprint buildings on regular plots (although some have been amalgamated)
- Building line is consistent with most shopfronts set to the back of wide pavements
- Brick; various colours and textures, clay tile and some survival of natural slate
- Two- and two-and-a-half-storey buildings with dormers to roofs
- Majority comprises modern purpose-built buildings
- Commercial, retail, residential (flats above shops) and offices
- Series of parking courts, forecourts and small squares, occasional street trees and trees to courtyard development
- Some areas of good quality paving materials and shared surfaces, large areas behind main streets given over to surface-level parking
- Generally good access and connectivity

2.11.3 *Boundaries and setting*

This character area is entirely enclosed by the residential suburbs of Eastleigh. To the west are the early Chandlers Ford development (EAST05) and Hiltingbury (EAST06), and to the east, EAST04 (sub-areas EAST04b and EAST04d).

Its setting comprises the residential suburbs of developed Fryern Hill. It is notable how quick and abrupt the transition from residential area to commercial core is on the main roads into the core. This is a compact and contained commercial area.

2.11.4 *Designations*

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

2.11.5 *Townscape types present*

TCT12, 22.

2.11.6 *Topography*

The area is predominantly flat, but falls away quickly to the south-east.

2.11.7 *Layout and Pattern*

There is regularity to the plots laid out around the junction of Winchester Road and Oakmount Road. Some have been amalgamated but there is a predominant fine- to medium-grain layout to the area despite the presence of very-large-footprint buildings which are redevelopments of former finer grain, commercial use townscape built around the cross road.

The building line is consistent, with most shopfronts set to the back of wide pavements.

2.11.8 *Buildings and materials*

The height of buildings varies between two and two and a half storeys with some use of roofspaces and the presence of dormers. These help to articulate roofscape in places.

There is a short terrace of early houses (late-nineteenth century) forming part of the core. Remaining buildings are purpose-built shops with offices and residential units above. There is some architectural and historic merit to some of the modern additions which have produced interesting built form and some pleasant spaces.

Principal building materials are brick (various colours) and a mix of clay tile and some slate.

2.11.9 *Predominant land use*

A good mix of commercial, large-scale retail, residential (flats above shops) and office uses.

2.11.10 *Public realm*

There have been improvements to the public realm with built-out pavements in brick paviours. Street lighting is out of scale around the central roundabout and there are wide junctions with excessive road markings which conflict with the largely domestic scale of this district shopping area.

2.11.11 *Open space*

Within the character area there is a series of small civic spaces and parking courts which contribute to the qualities of the commercial core. There are no public green spaces within the character area.

2.11.12 *Biodiversity*

There are no nature conservation designations. There are some tree belts to boundaries north and south of the commercial core, and grassed areas to the front of the church.

2.11.13 *Access and connectivity*

Within a five minute walk, pedestrians can access a range of services within this compact centre including shops, a library, church and post office, and also open and green space facilities within EAST11 such as Hiltingbury Lakes and a recreation ground. The railway station is just under 1km away, however, so does not connect with this centre to provide a central transport hub.

2.12 EAST12 School and hospital complex and grounds

2.12.1 Character Summary

This character area comprises modern school and hospital complexes adjacent to the M3 Transport corridor. Buildings are set in extensive grounds of open space providing a buffer to the motorway. It is, however, dominated by transport infrastructure and there is very limited integration with other character areas.

2.12.2 Key characteristics

- Modern school and hospital complex to the edge of the urban settlement
- Topography is flat
- Large open plots with buildings of multiple phases developed loosely around enclosed private circulation spaces
- Building line is irregular but generally is perceived as following the line of the street
- Brick (various colours), mix of flat and very low-pitched roofs
- Scale varies between two and three storeys
- Medium- and large-scale school and small hospital complexes
- Large areas of open green space and good survival of mature trees to both eastern and western boundaries
- Large areas of parking to the front of buildings, much of the circulation space is internalised to buildings
- Good access by vehicle, very poor connectivity for the pedestrian

2.12.3 Boundaries and setting

This small character area is strongly defined by the M3 motorway corridor to the east, and the residential suburbs of EAST04 to the south and EAST06 to the west.

The setting comprises predominantly the public views from Winchester Road on the western edge, with the M3 motorway to the east being well-screened by a wide tree belt for much of the length of the eastern boundary.

2.12.4 Designations

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

2.12.5 Townscape types present

TCT17, 28.

2.12.6 Topography

The area is generally perceived as flat but gently rises towards the east and the motorway cutting.

2.12.7 *Layout and Pattern*

Buildings are generally laid out in a courtyard plan with much of the main activity taking place internally. The building line varies, with much of the development parallel with the street and set well back within landscaped parking areas, with the exception of the hospital buildings which are set at an angle to the roadside.

2.12.8 *Buildings and materials*

Buildings are a mix of brick; various colours browns, buffs and red/orange brick denoting various periods of additions to the main building cores. There are also some rendered additions. Buildings are a mix of flat roofs or very-low-pitched roofs.

2.12.9 *Predominant land use*

There is a large secondary and upper school, and a small hospital

2.12.10 *Public realm*

There are well-landscaped parking areas to Winchester Road. Much of the circulation space is internalised to the buildings, in line with their uses. There are large areas of hardstanding all around the buildings, utilised for parking.

2.12.11 *Open space*

Large areas of recreational green open space to the rear of the school buildings include playing fields, tennis courts, football pitches, artificial football pitches and a grassed running track all associated with the school.

2.12.12 *Biodiversity*

There is a high-quality natural environment to the eastern edge of the character area with the part survival of ancient semi-natural woodland which forms an important tree belt screen to the M3 motorway transport corridor.

2.12.13 *Access and connectivity*

The character area shares its boundary on two sides with busy roads (M3 to the east and Winchester Road to the west) and so access by vehicle is very good. Connectivity, particularly for the pedestrian, is very poor.