

FAREHAM

Character Assessment


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FAREHAM

Character Assessment

I OVERVIEW

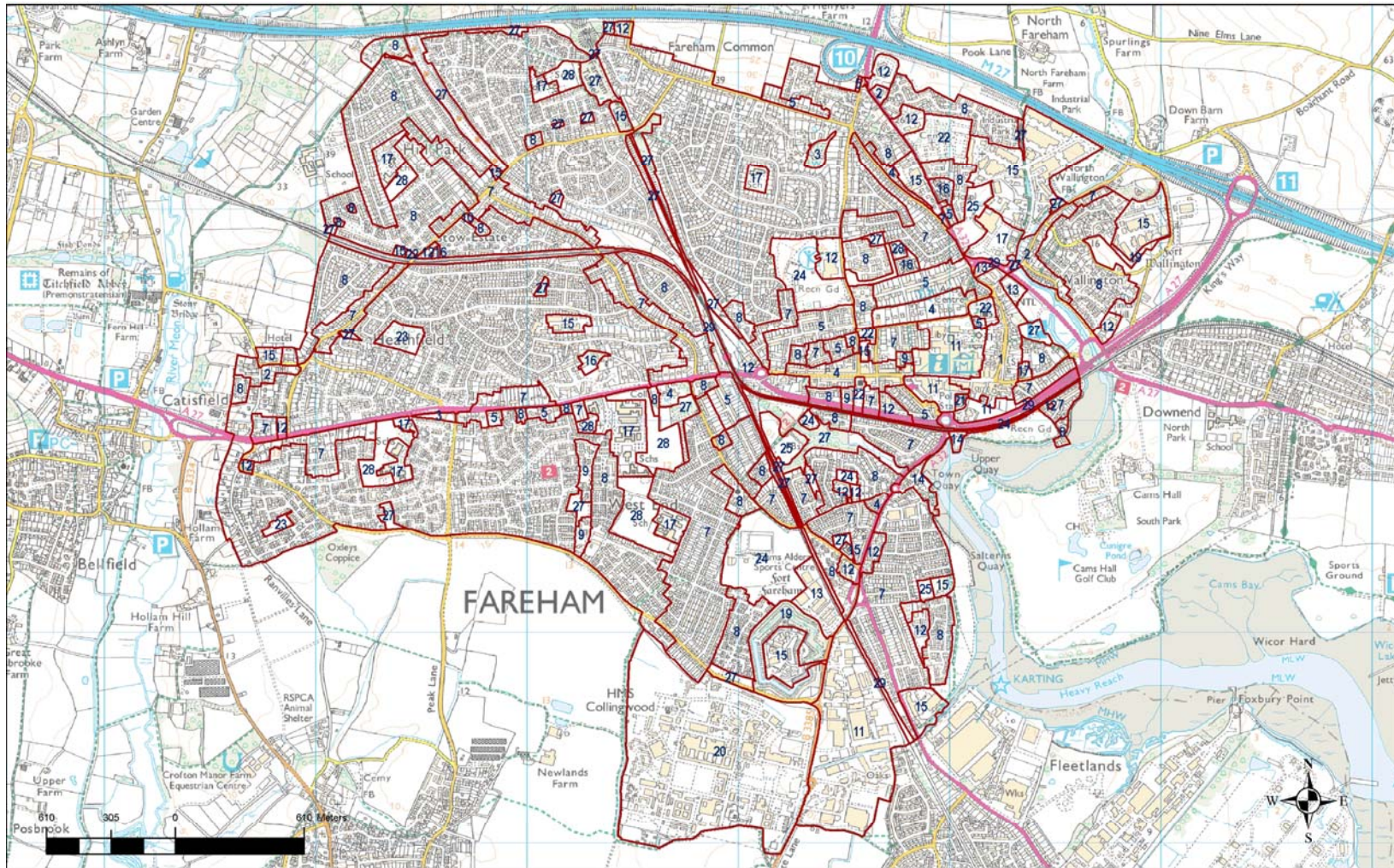
- I.1 Fareham is a market town which lies on the northern edge of the coastal plain of south Hampshire, and extends northwards into the clay lowlands. The historic core of the town lies on the west bank of the Wallington River which flows through a tidal creek into Portsmouth Harbour. The conurbation spreads westward from the historic core, with the land rising gradually westward to the edge of the Meon valley, which is protected by the strategic gap separating Fareham, Swanwick and Hillhead. The village of Catisfield has now been subsumed within the suburban area, from where the land falls quickly into the valley, and to the north-west where the conurbation reaches its highest point. Here the town is bounded by the M27 motorway. Much of the southern boundary looks across open coastal plain towards the northern edge of Stubbington except the southernmost point of the town where HMS Collingwood lies on the edge of the suburban area and housing and industrial areas line the road to Gosport and link up with the Gosport conurbation. The eastern edge of the Fareham conurbation was historically marked by the Wallington River, across which is the village of Wallington. The village is now part of the Fareham conurbation, the northern and south-eastern limits of which are defined by the M27 and the A27 dual carriageway.
- 
- I.2 Fareham also has a maritime influence, sitting at the mouth of the River Wallingford which drains into Portsmouth Harbour. The estuarine and marine habitats are internationally important for biodiversity and are designated as a Special Protection Area (SPA), Ramsar site and Site of Special Scientific Interest (SSSI).
- I.3 Fareham was recorded in the tenth century when it was granted to the Bishop of Winchester. The church of St Peter and St Paul contains some evidence of a pre-conquest church which may have been built when the estate came into the bishop's hands. By the early thirteenth century Fareham was regarded as a borough although there is no record of the grant of borough status. At this time the Bishop of Winchester had created a number of new towns in Hampshire including Overton, New Alresford and possibly Gosport. It is probable that the town took its present plan form at this time with the wide High Street (almost certainly on the line of an earlier street) forming the market place, lined by long, narrow burgage plots. High Street is set at right angles to the main route through the town, the line of the former A27. This plan type is seen in many of the medieval new towns of the county. Settlement also seems to have extended along West Street in the late medieval period. The port was a major contributor to the economy of the town, with quays

on the west bank of the Wallington River south of the historic core. Fareham was particularly well-known as a wine port in the fourteenth century although it received the lowest tax assessment of all urban areas in the county suggesting that it was not a wealthy town.

- I.4 Sixteenth- to seventeenth-century records suggest that the economy of Fareham was predominantly rural, the port being primarily used for the shipping of timber for ship-building in Portsmouth and Gosport. The town's prosperity increased from the eighteenth century onwards when it became a popular retirement place for naval officers and older buildings were typically re-fronted in local brick. In the mid-nineteenth century there was some development beyond the medieval core with the construction of some large houses and villas including the large detached houses along Osborn Road. Some large houses, set in park-like grounds, were created around the town including Uplands to the north, Blackbrook House to the west and Cams Hall to the south-east. Two artillery forts were also built near the town in the mid-nineteenth century to counter the threat of a French attack on Portsmouth Harbour; Fort Wallington above the village of Wallington, and Fort Fareham to the south-west of the town.
- I.5 Brick- and tile-making became a major element of the local economy. 'Fareham-reds' were used for the building of the Albert Hall, and Fareham chimney pots were also a distinctive product of the local brickworks which were scattered across the area of the conurbation between the landscaped parks.
- I.6 Two railway lines passed the town, one to the west and the second to the south of the town, and both were served by the station built to the west of the town centre. This encouraged some limited development between the historic core and the station but the main area of expansion was to the north with the laying out of Southampton Road.
- I.7 In the early twentieth century expansion of the town was concentrated along The Avenue, especially in the area of Heathfield which grew from a farmstead into a small settlement. Between the wars Heathfield expanded along the A27 towards Catisfield and the area of Hill Park developed along Highlands Road and Fareham Park Road, both historic lanes serving the fields around the town. The area of greatest expansion, however, was to the south of the town, firstly in the area between the railway and the river and later in the area north-west of Fort Fareham. The naval training establishment HMS Collingwood was commissioned in 1940.

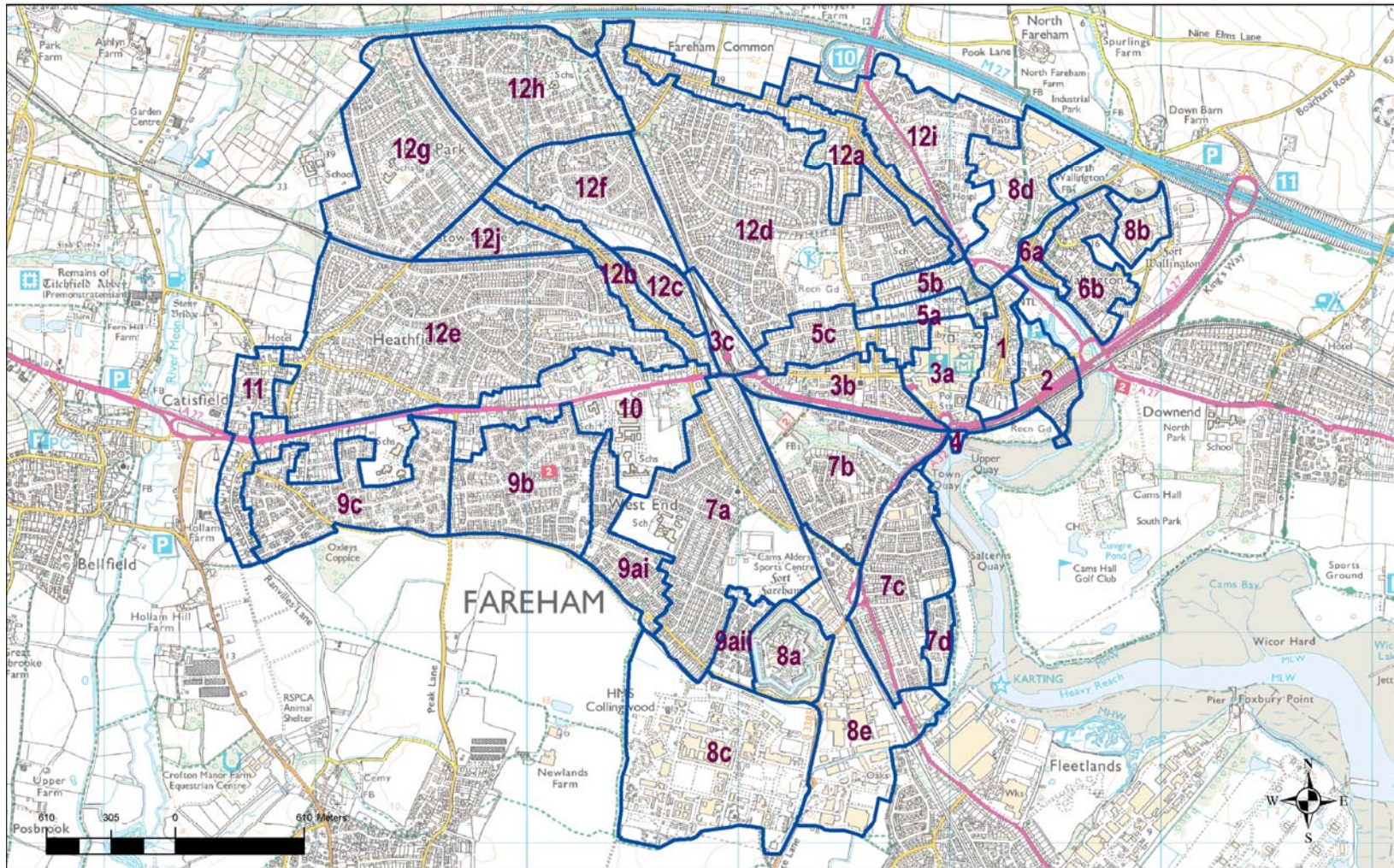
Hampshire Towns Character Assessment – Townscape Types

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



FAREHAM TOWNSCAPETYPES





**FAREHAM
CHARACTER AREAS**



2 CHARACTER AREA DESCRIPTIONS

2.1 FARE01 High Street – historic and commercial core

2.1.1 *Character Summary*

The historic core of Fareham has a very high number of historic buildings (most of which are statutory listed) set in medieval burgage plots, mostly to the back of pavement, defining high quality townscape. Local materials are used throughout and the houses share a consistency in terms of style (Georgian) and scale (two or three storey). A vibrant, but low-key mix of uses maintains activity and interest within the street and there is a real sense of place. The area reads as a single character area and is designated as a conservation area.

2.1.2 *Key Characteristics*

- Medieval core of historic Fareham
- Gently sloping south towards the river and quay
- Deep, regular, medieval plot boundaries survive
- Building line consistent throughout with most buildings located to back of pavement
- Red brick (many with flared headers), clay tile, some render (often over timber-framing)
- Two and three storey terraced and semi-detached houses and large three storey detached houses and villas. Mix of steeply pitched and more shallow-pitched traditional roofs throughout
- Mix of residential and commercial uses; mostly houses converted to offices, some hotel use, and small shops and restaurants
- Very limited tree cover or open green spaces, with gardens often laid over to parking courts
- Public realm is of a good quality with on-street parking and a small number of street trees
- Very good access and connectivity throughout

2.1.3 *Boundaries and setting*

The character area shares much of its boundary with the designated High Street Conservation Area. To the east are the open flood plains of Wallington River (FARE02), and to the west is the civic and commercial core of the town (FARE03), with the Victorian suburbs to the north-western corner (FARE05). A small portion of the northern boundary borders the Wallington area (FARE06). To the south the transport infrastructure very much defines the edge of the character area and separates High Street from the river – formerly an important connection now largely lost.

The setting of the character area is very much defined by a mix of man-made (transport infrastructure) and natural (river) barriers. These have in part contained and shaped the present historic core as well as severed former important connections to the riverside. The presence of the civic centre at nine storeys could be said to have a negative impact on the setting of historic buildings in this character area.

2.1.4 *Designations*

Most of the buildings in High Street are listed Grade II with some at the higher Grading of II*. All the buildings in High Street form a group of considerable architectural and historic interest and are of very high townscape value.

The entire character area is included within the designated High Street Conservation Area. The conservation area shares its boundary with the character area and extends into the area defined in FARE02, forming part of the setting to High Street in extended views.

2.1.5 *Townscape types present* TCT01 and 22.

2.1.6 *Topography*

High Street gently falls from north to south. The rear gardens to the east fall away, in some places sharply, down to the river flood plain.

2.1.7 *Layout and Pattern*

High Street is characterised by an almost continuous building line comprising frontage development, sometimes with small garden areas with boundary walls (and some surviving railings), with long deep narrow plots to the rear often with tall enclosing rat-trap bond walls. This pattern continues in East Street and West Street but not to the extent and degree of intactness seen in High Street.

The gentle but continuous curve of the street, combined with the steady rise in level from south to north, makes for very attractive and well-defined townscape with varied and developing views of the street in both directions.

Larger Georgian buildings often have carriage archways which maintain the continuity of the frontage at first floor and above. The narrow breaks between houses and the arches provide the opportunity for glimpses into rear garden spaces.

The wide carriageway is comfortably enclosed by often grand-scaled buildings of between two and three storeys. The use of parapets to most buildings gives a very strong horizontal emphasis to the roofscape with roofs sloping back behind, some with dormers.

Behind the almost continuous frontages are the long, narrow garden areas of surviving burgage plots. These spaces are often well defined by tall brick walls. The retention of the relationship between the frontage buildings and their garden spaces (some having been converted to parking areas) is an important part of the character of the High Street character area.

The church sits to the rear of High Street within the setting of its tree-lined churchyard.

2.1.8 *Buildings and materials*

The architectural style of High Street is overtly Georgian (with early through to late examples of the period), although later Victorian detailing and the additions of bays to earlier houses is also seen and adds great variety and interest to the street.

Houses have often been refronted with their former earlier timber-framed structures set behind brick facades. This occasionally gives an unusually asymmetrical feel to some subdivided and remodelled houses, but adds to the visual interest of the townscape.

There is a rich mix of local materials in a variety of colours and textures. Very high quality brickwork, often formerly tuck-pointed, can be seen throughout. Later houses use stucco and buff bricks (to imitate high quality stonework). Dressings, quoins and string courses are brought out in contrasting brickwork colours and plaster mouldings. Brick colours vary but there is a noticeable use of vitrified headers, sometimes making up entire facades. The local clay has also produced a red/orange peg tile, the predominant roofing material throughout the character area. Later Victorian buildings use natural slate for (mostly hidden) roofs

Many of the houses retain their original timber-framed vertical sliding sashes, which emphasizes the vertical proportions of the facades and timber-panelled doors. Some of the larger Georgian houses have very high quality ornate doorcases.

The roofscape is often enlivened by brick chimneys topped with local Fareham pots. These are clearly recognisable by their red clay finish and swirled buff coloured patterning to the tops. They are a very distinctive and locally produced historic building component and an important part of vernacular detailing of the historic buildings or Fareham.

There is an important legacy of outbuildings, such as stables and coach houses which, together with boundary walls contribute to the character of the rear garden spaces.

2.1.9 *Predominant land use*

Small independent retailers, offices converted from residential accommodation, a hotel, restaurants and residential properties makes for a good, vibrant mix of uses which retain active frontages for most of the day.

2.1.10 *Public realm*

There is a good survival of characteristic large granite kerbs and flat stone channels to most of High Street. There are also traditional cast iron lamp columns (separately Grade II Listed) and cast iron bollards. Despite on-street parking the wide section of the carriageway gives a sense of place and a grand setting to the buildings. The quality of the buildings is generally reflected in the quality of the street furniture and surface materials.

2.1.11 *Open space*

There is limited public open space within the character area, although there are several parks in adjacent areas. The churchyard forms an important setting to the church and there are some good specimen trees here. The private garden spaces formed from brick-walled burgage plots are important private amenity spaces though there are only a limited number of trees in these areas. To their detriment, a number of these areas have been partially or fully given over to parking. The setting of the character area to the east is an important part of its character, particularly as a conservation area, and there are some good groups of mature trees on this eastern boundary. There are a small number of street trees to the east side of High Street.

2.1.12 *Biodiversity*

The gardens and churchyard interlink with adjacent open spaces to the west and east of the High Street forming potential wildlife habitats. There are a good number of mature trees bordering the character area and some trees to rear gardens. Many of these gardens are landscaped and laid to lawn.

2.1.13 *Access and connectivity*

The historic core, by virtue of its network of streets, lanes and footpaths, is easily accessed from, and connected to, adjacent character areas. The road network to the east and south impedes some pedestrian movement in these directions.

2.2 FARE02 East Street environs

2.2.1 Character Summary

Despite its close proximity to the historic core of the town, this character area has very limited heritage assets other than being an important part of the historic plan form of the town. The area includes the Wallington valley to the east of High Street, forming an important part of the setting of High Street and the designated conservation area. The transport corridor has truncated this character area and severed this part of the town from its former strong links with the river. The area is a sometimes confused mix of open and developed land heavily influenced by severe man-made and natural constraints.

2.2.2 Key Characteristics

- Residential road adjacent to the historic core of the town, an important survival of the historic street plan (formerly Bridgefoot Hill)
- Land falls away to the east to the Wallington River and sharply to the south to the A27
- Large houses set back from the road in their own plots with deep gardens
- Consistent but informal building line
- Red brick, some painted, and some painted render. Mostly machine-made clay tile roofs, with a few slate examples
- Mostly two storey buildings with some limited use (conversions) of roof spaces
- Private dwelling houses and a single, large, block of flats
- Large private gardens to the front and rear of properties. Mature trees to front and back gardens which partially obscure houses in places
- Wide roads and pavements, some hedges and trees to the edge of pavements, and on-street parking to Deane's Park Road
- Generally reasonable access and connectivity but major transport infrastructure crosses through this area

2.2.3 Boundaries and setting

The character area takes in the eastern section of East Street and excludes the historic buildings towards the junction with High Street, which could be considered to form a group. To the north and east is the edge of the open space, associated with the meandering River Wallington, which forms the edge of the town. To the west are the rear property boundaries of the burgage plots of High Street (FARE01) and to the south is Fareham Creek.

2.2.4 Designations

Fareham House, a large eighteenth century house with nineteenth century remodelling, and now part of the school complex on the north side of East Street, is Grade II listed. The brick viaduct which passes through the character area is Grade II listed.

The open fields of the Wallington valley, in the northern section of the character area, are designated as a part of the High Street Conservation Area. They have the important role of protecting the setting of many historic buildings and associated structures and spaces such as boundary walls and open burgage plots.

2.2.5 *Townscape types present*
TCT07, 08, 17, 24, 27.

2.2.6 *Topography*
The land falls steadily from west to east into the Wallington valley and towards the riverside.

2.2.7 *Layout and Pattern*
Buildings to the north of the viaduct are set in large plots but with limited space between houses. Houses are large and set back from the road. There is a slightly irregular building line and some buildings are offset from the roadside. To the north, a secondary feeder road provides access to the houses set in their gardens.

To the south side of the viaduct, houses are a mix of short terraces (north side of the road) and detached houses (south side). The houses to the south side of the road have direct access to the waterfront. There are further developments of what could be considered as 'marina-type' developments with direct access to the waterfront via pontoons and jetties.

2.2.8 *Buildings and materials*
There are large detached and semi-detached houses to the north of the A27, and terraced housing to the south side of the A2, some backing onto the waterfront. Modern housing and recent development takes advantage of the waterside setting and maximises views and window coverage to the riverside.

Houses are mostly brick with clay tile roofs. There has been some painting and rendering of brickwork which has, particularly to the south side of the A27, disrupted the coherence of terraced streets. New build to the river front is rendered or weatherboarded, with grey interlocking tiles.

2.2.9 *Predominant land use*
The area is predominantly residential; single-family dwelling houses, with a school complex (converted buildings and modern buildings).

2.2.10 *Public realm*
There are wide roads and pavements, with some hedges and trees on the edge of pavements, and on-street parking to the narrow Deane's Park Road.

2.2.11 *Open space*
This character area borders the western slope of the Wallington valley. The river flows through FARE08 and FARE06. The character area overlooks the open spaces on the western bank which stretch from East Street to Wallington Hill. These include the semi-natural wetland habitats of Lysses Open Space and the Lysses car park which occupies the western slope of the valley up to the rear property boundaries of High Street. There are views of the rear of the historic buildings to High Street from the eastern side of the Wallington valley.

Mature trees and planting screen the three stepped levels of Lysses car park on the western valley side. Large trees and planting also screen the modern office buildings

to the north. Modern highway infrastructure has severed the historic links with Wallington Bridge, although this can still be appreciated visually.

This character area is distinctive for its extent of water frontage despite heavy man-made intervention through the construction of transport infrastructure over a long period of time. Bath Lane Recreation Ground immediately to the south-west of the character area is one of only two waterside parks within Fareham. It is listed on the Hampshire Historic Parks and Gardens Register, and is lined by trees and hedges along all boundaries.

2.2.12 *Biodiversity*

There are no designations within the character area, but it lies adjacent to the internationally designated habitats of Portsmouth Harbour. To the east of the character area, there is a wildlife corridor (some of which is tree-lined) of semi-natural wetland and riparian habitats along the course of the river into the harbour, but this corridor is heavily influenced by the A32, A27, Delme roundabout and the railway line.

2.2.13 *Access and connectivity*

Reasonable access is gained by road and there is also a series of footpaths which lead across and around the edges of the character area. However, the elevated A27 and mainline railway cut across part of this character area, effectively creating an island of houses and open space adjacent to the riverside to the south. The elevated nature of the transport infrastructure heightens the perception of isolation on the riverside.

2.3 FARE03 West Street and station environs

2.3.1 Character Summary

This character area includes the major shopping areas of the town, and its civic centre. Many of the modern shopping facilities are enclosed within an internal street. Despite this, West Street remains vibrant and busy. A series of important historic buildings survive along the street, which is partially pedestrianised. Further west, the shops are a higher percentage of independent retailers and the pedestrian has less of a priority. Traditional buildings are interspersed with twentieth century and recent redevelopment. A vibrancy remains in the street. The character area is divided into three sub-areas which are intended to define the type and scale of retail offered. The station is distinguished as a separate area, but one very much related to and contemporary with, West Street despite segregation by the developed road network.

2.3.2 Key characteristics

3a West Street - commercial core including civic centre

- Commercial shopping and retail core forming the town centre
- Slightly sloping south with some variation in level accommodated within developments
- Large footprint buildings and undercover retail premises almost throughout, with limited survival of historic West Street. Coarse and tight grain.
- Buildings lines consistent to West Street, varying roof forms, with many flat roofed areas, modern parapets and mansard-type roofs
- Wide variation in materials; stock bricks, various colours and textures, render, painted brick and modern uPVC and aluminium cladding systems. Natural slate and clay tile is seen on older buildings
- Two and three storey buildings, some use of roof spaces (dormers) for second storey, otherwise mostly hidden or false roofs
- Almost exclusively commercial uses; 'High Street' retailers, banks and restaurants, bars, clubs and cinema
- Almost no street trees or green public or private spaces
- A good quality public realm in places, with formal squares and wide pavements
- Very good access and connectivity throughout

3b West Street – secondary shopping core

- Secondary commercial and shopping core of town
- Flat topography
- A mix of small (usually retrofitted) and medium-scale retail units, some with wide amalgamated shopfronts, but fine grain becoming coarser further west

- Building line is more varied on travelling further west. Back of pavement to secondary commercial core and former gardens (some surviving) laid over to parking further west
- Much painted brick and render, uPVC windows and shopfronts. Mix of clay tile and slate with some modern flat roofs terminated to roadside with parapets
- Mix of two and three storey buildings and some use of roof spaces (dormers) for accommodation/storage
- Commercial mix of independent retailers and local services with residential units above
- Very limited tree cover, a small number of street trees and almost no public or private green space (with the exception of the churchyard)
- Wide street and pavements with some on-street parking
- Very good access and connectivity

3c *Station environs*

- The station and environs, including former sidings, now partially developed and partially used for parking
- The area gently rises to the north and the station is raised from the road level
- Irregular plots of development loosely based around the modern road system
- Varied and informal building line, largely responding to modern transport infrastructure
- Brick, render, steel-framed buildings with modern claddings
- Buildings are generally of between two and three storeys, with flat or low-pitched roofs
- Public transport hub and interchange, low-key industrial and service industries, fire station, some residential
- Very limited tree cover within the sub-area but a well treed boundary to the north-east
- Poor quality public realm around the station, favouring the car user
- Reasonable access and connectivity although transport infrastructure present significant barriers in places

2.3.3 *Boundaries and setting*

The buildings to the immediate southern section of High Street have been included in FARE01 because of their high group value with the historic buildings of that character area. The boundary with FARE01 is therefore highly transitional in character. The eastern boundary of the Civic Centre included within this character area runs along the rear property lines of High Street. To the south, the Grade II listed viaduct forms a strongly defined boundary combined with Western Way which runs alongside it. To the north are the residential Victorian suburbs and to the west are the residential suburbs of major inter-war and post-war expansion west and north of the town (FARE12).

2.3.4 *Designations*

There are a small number of statutory listed buildings along West Street within this character area (most are included for group value and townscape cohesion within FARE01). Most notably, the United Reformed Church and the Church of the Holy Trinity are both Grade II listed buildings as is the impressive stone War Memorial to the front of the Church of the Holy Trinity. Other than this the museum is a fine Grade II listed Georgian house which retains some of its historic setting and boundary treatments. There are further small groups of older buildings interspersed along the street.

There are no designated conservation areas within the character area, but parts of the eastern boundary and a small section of the northern boundary form part of the setting of conservation areas; High Street and Osborn Road respectively.

2.3.5 *Townscape types present*

TCT04, 05, 07, 08, 09, 11, 12, 15, 21, 22.

2.3.6 *Topography*

Very gently sloping from north to south, with the station raised on a low knoll.

2.3.7 *Layout and Pattern*

There are four connected but distinct areas of layout pattern within this character area. These have been influenced by recent large-scale development (Fareham Shopping Centre) which is coarse tight grain, and by the part survival of the historic grain of the regular plots to West Street (sub-area FARE03b). Related to this, the area to the south of West Street has become a mix of housing of various periods and scale (including some larger blocks of flats, vacant sites and large areas of parking to service the town centre and West Street environs). This street layout breaks down to the western edge of the character area between the station and the end of West Street. This area is more disparate and unplanned.

The sub-area FARE03b and the West Street section of sub-area FARE03a maintains a consistent building line almost throughout, and long views along West Street can be had in both directions. Some shopfronts have been built forward to the back of pavement with the older property line (and surviving façade) set back at upper levels.

2.3.8 *Buildings and materials*

There is a complex but interesting mix of traditional and modern buildings of between two and three storeys. Some historic buildings to High Street have been converted to complementary uses. There is a consistent scale to the street which is an important part of its character. There are a small number of older historic buildings, some of which are Grade II listed and form key landmarks in

the street scene (e.g. the church of the Holy Trinity and its fine War Memorial). Other than this, buildings are undistinguished but well-constructed and retain some traditional detailing and finishes. Some of the connected streets still retain well-maintained terraces of housing.

A variety of materials is seen throughout the character area, with the predominant material being red brick but there is much painted brick and render. Clay tile is seen as well as some survival of natural slate. There is also a widespread use of modern roof materials (particularly interlocking tiles). Most modern buildings have roofs hidden behind parapets (often flat).

2.3.9 *Predominant land use*

There is a mix of small, medium-sized and large retail outlets, including some independent retailers' premises, partially internalised in covered shopping areas. Restaurants, public houses, bars and a cinema also form part of the mix of the commercial core (sub-area FARE03a). There are residential and office uses above shops to western sections of West Street (sub-area 3b). To the rear of the shopping centre are the civic offices, library and other local services. The railway station is at the end of West Street (sub-area FARE03c).

2.3.10 *Public realm*

Streets within the character area are partially pedestrianised and there are internalised shopping streets in the commercial core. Public benches and outdoor seating associated with restaurants and bars provide opportunities for enjoying the pedestrianised areas.

2.3.11 *Open space*

There are large hard-surfaced areas which could be considered as civic space forming a sequence of informal squares along West Street. There is a small but well-used landscaped park to the rear of the Fareham Shopping Centre, and an open informal green space to the rear of the Church of the Holy Trinity.

2.3.12 *Biodiversity*

There is limited opportunity for natural habitats in this very built-up part of the town. There is limited tree cover and few natural boundaries of vegetation. This improves to the south side of West Street where some remnant residential streets have private gardens that are small but with good tree cover and these link to the green space behind the Church of the Holy Trinity and the tree belt acting as a screen to Western Way.

2.3.13 *Access and connectivity*

There is good access to this character area via an established network of major and minor roads. The railway line runs immediately to the south and west of the character area and in places creates a significant barrier to connectivity in these directions. In contrast, within the character area, a survival of the established

Victorian grid network of streets and lanes provides good connectivity throughout.

2.4 FARE04 Town Quay and Lower Quay

2.4.1 Character Summary

The historical former industrial areas of the town, strongly related to waterside activity, have survived in fragments. They have been severed from the town by transport infrastructure but have maintained their historic character due to the survival of a good number of architecturally and historically important buildings (many of which are statutory listed). Most of the character area is designated as the Town Quay Conservation Area. The character area includes part of the open green space of Eastern Parade and the quay's open water setting. The stretch of water immediately adjacent to this character area is a wetland habitat of international importance.

2.4.2 Key characteristics

- Former quay(s) to the town, severed from it by a railway viaduct and the road network
- Flat riverside setting
- Medium-sized to large plots juxtaposed with small residential and other buildings to the lanes, forming a tight core of historic development
- Buildings and their boundary walls are hard to pavement, providing consistency in groups and intimate courtyards and enclosed spaces to the riverside
- Red and painted brick, and clay tile, with some natural slate
- Two storey residential buildings. Commercial and former commercial three and four storey buildings. Steeply pitched traditional roofs throughout
- Mix of residential and commercial uses, the latter strongly relating to the waterside location
- Very limited tree cover or open green spaces. The waterside has high ecological and amenity value
- Good quality public realm, particularly to the waterfront, with some limited survival of historic street surface finishes
- Good access and connectivity despite the perceived severance from the town centre by the rail and road network

2.4.3 Boundaries and setting

The mean low water mark defines the boundary of the town quay character area, which forms the setting to the quay. To the south and west is the inter-war and post-war residential southern expansion of the town (FARE07). To the north is the brick railway viaduct and Western Way that effectively sever the important historic link between the quay and the town (FARE01 and 03) which shaped Fareham's development.

2.4.4 *Designations*

There are many eighteenth century statutory listed buildings along Lower Quay Road. The historic core of the Lower Quay and former Town Quay area to the north (also within the character area) are designated as the Town Quay Conservation Area.

2.4.5 *Townscape types present* TCT14

2.4.6 *Topography*

The topography is flat throughout the character area.

2.4.7 *Layout and Pattern*

The built form in this character area is grouped around the quay areas with access to the waterfront being the primary driver for their orientation and grouping. The buildings to Lower Quay form a compact and attractive historic waterside settlement. They are developed along plots running away from the waterfront with the warehouse to the water's edge enclosing the space and forming an informal public space which includes the slipway and access to the quay and waterfront.

The houses and functional buildings are to the back of pavement or set back with small gardens to the frontage. Roads are narrow and comprise shared surfaces throughout. Gardens, private areas or areas associated with the built form are often enclosed by high brick boundary walls contemporary with the developments.

The historic buildings at Lower Quay range in scale from small cottages to large former warehouse and mill buildings. The large nineteenth-century warehouse dominates the waterside at the slipway and is seen for some distance in views towards the quay.

The building line is informal but consistent in groups and this helps define the public spaces and enclosure to lanes and footpaths. Buildings on the waters edge allow glimpses through to the waterfront and the activities within these spaces. This greatly adds to the character of the area.

2.4.8 *Buildings and materials*

There is a high architectural and historic quality to the residential group typified by Prospect House, a well-proportioned symmetrical nineteenth century dwelling with gault (possibly Beaulieu) bricks to the facade. There is a change in scale and detailing between the houses and the functional buildings of the quayside resulting in an historic mix that is both important to the character of the area and the special character of the conservation area.

There is an important survival of brick boundary walls throughout this character area. They enclose rear gardens and also surround some of the frontages.

The historic buildings in the character area (most of which are statutory listed) are constructed in a variety of local materials with the predominant building material being local red brick. There are some fine examples of eighteenth century brickwork. The bricks were laid in a variety of traditional bonds (mainly Flemish bond) that add interest to the buildings.

Red clay tiles, with a characteristic double camber, are the predominant traditional roofing material.

2.4.9 *Predominant land use*

There is a mix of residential and commercial uses relating to the waterside, such as chandlers and yacht merchants and boat yard. There is also a public house and marina.

2.4.10 *Public realm*

The area is largely a shared space with careful attention to materials to create a pedestrian-friendly environment.

2.4.11 *Open space*

The enclosed pedestrianised open space at Lower Quay, and the riverside walk linking Town Quay to Lower Quay, is an important waterside amenity space. The boatyards are large areas of open space but are consistently in transition with large numbers of large boats stored in these spaces. This provides a very strongly defined waterside character. There are small private walled gardens and courtyards to houses and flats on the quayside. Part of the quay area is given over to surface level car parking. The character area links the two waterside recreation grounds, the Eastern Parade and Bath Park.

2.4.12 *Biodiversity*

The character area is adjacent to the area of Portsmouth Harbour known as Fareham Lake, a wetland habitat of international importance for biodiversity .

2.4.13 *Access and connectivity*

The town quay is well-accessed by road and footpath and connectivity to the north-west and south is well-established through a series of footpaths, many of which run alongside the River Wallington. The river is a barrier to connectivity to the east.

The elevated A27 and mainline railway are perceived as a major barrier to connectivity between the town's historic core and its town quay.

2.5 FARE05 Victorian suburbs

2.5.1 Character Summary

The Victorian expansion of Fareham is a very well-defined phase in the development of the town. It is in three phases, although these probably overlapped. The north side of Osborn Road is a set piece of town planning. It is unique to Fareham and of a very high quality in terms of both use of materials and the spatial qualities of the setting of the grand Victorian villas. Remaining roads are generously laid out with good-sized regular plots and houses of two, and two and a half storeys displaying traditional materials and good detailing throughout. There are three sub-areas defined (5a, 5b and 5c) within the character area, reflecting the key phases and scale of development within the Victorian period.

2.5.2 Key characteristics

FARE05: Sub-areas

5a North side of Osborn Road

- High quality residential suburb of large detached Victorian villas
- Flat topography
- Very large detached houses set in generous, landscaped grounds creating a course grain, with prominent high quality boundary walls to roadside.
- Consistent building line throughout-which is??
- Galletted flintwork with stone or buff bricks for window and door dressings and quoins, some red brick and natural slate roofs
- Two and two-and-a-half storey buildings (using roof spaces for accommodation)
- Mostly private dwelling houses, some converted to flats, and some office and other services such as dental surgeries
- Very large landscaped front and rear gardens with mature trees and hedges partially or completely obscuring houses from public view
- Good quality public realm, created by well-defined historic boundary walls to pavements
- Excellent access and connectivity throughout
- The overall quality of Osborne Road is undermined by the lesser quality housing, public buildings and car parks on the south side of the road.

5b Southampton Road

- Wide road of semi-detached and detached Victorian houses
- Flat topography
- Large semi-detached and detached houses, predominantly Victorian with some Edwardian housing and later infill. Medium to fine grain.

- Consistent building line and some single and double height bays. Small front gardens, some given over to parking, but most still retaining original boundary walls and gate piers
- Red brick with buff brick dressings and string courses, some painted brick. Mostly clay tile roofs with some natural slate. Some with decorative barge-boards
- Mostly two storey but on a grand scale. Some two and a half storey houses with dormers or windows to gables. Varied roof form to roadside
- Almost entirely private dwelling houses, some converted to flats and some larger modern flat blocks, particularly at the junctions with other principal roads
- Long, deep, relatively narrow rear gardens with mature trees throughout, and small gardens to front, some of which are hard surfaced
- Good quality public realm with well-defined hedge and low boundary walls at pavement edges, on-street parking
- Excellent access and connectivity throughout

5c Gordon Road and environs

- Predominantly Victorian residential suburb to the north of West Street
- Flat topography
- Modest houses in short terraces – fine to very fine grain layout
- Consistent building line to roads throughout; houses to back of pavement or with very small front area (with boundary wall)
- Originally red brick with variation brickwork dressings to windows and doors, now with many individual houses painted. Some render. Clay tile and concrete interlocking tile roofs
- Two storey, with some roof space conversion shown by rooflights
- Private dwelling houses, with some later infill and replacement flat blocks (in amalgamated plots or replacing other buildings)
- Narrow, deep, private gardens with some modest trees. Larger trees to the northern edge shared with Fareham Leisure Centre (sub-area FARE09d)
- Good quality public realm with well-defined hedge and low boundary walls to pavement edges, on-street parking
- Excellent access and connectivity throughout

2.5.3 *Boundaries and setting*

The Victorian suburbs are set against the back of West Street, a largely Victorian and post-Victorian Street in character (FARE03b), forming the southern and western boundary. To the east, the character area links to the High Street (FARE01) and both share the setting of the Church of St Peter and St Paul within their character areas. To the north, the massive inter-war and post-war northern expansion of the town (FARE12) stretches from the well-defined edges of these Victorian streets.

2.5.4 *Designations*

Most of the villas on Osborn Road are Grade II listed buildings, as are their striking buff brick and flint boundary walls.

Osborn Road is designated as a conservation area.

2.5.5 *Townscape types present* TCT04, 05, 07, 08, 09

2.5.6 *Topography*

The land has some gentle variations in levels but this is not strongly defined or reflected in the townscape.

2.5.7 *Layout and Pattern*

Osborn Road comprises a series of Victorian villas at a coarse grain set in generous landscaped grounds (Sub-area FARE05a). The broad, spacious and deep plots front the north side of Osborn Road. Most of the original plots of the villas occupied the full depth from the Osborn Road frontage to the public footpath at the rear. This generous arrangement differs from the density and layout in Southampton Road, the residential area immediately to the north (sub-area FARE05b)

Sub-area FARE05b has the large Victorian semi-detached and detached houses at a fine to medium scale grain, set in regular plots with small front areas to the street (formerly gardens, now mostly used for front area parking). The mix of gables and eaves lines to the road makes for interesting townscape. There are large gardens to the rear of properties with side access.

Sub-area FARE05c comprises short terraces of modest Victorian houses giving rise to a fine to very fine grain. Small areas to the front are enclosed by boundary walls, with plots of varying depth, sometimes back to back.

2.5.8 *Buildings and materials*

There is a rich variety of materials across this character area, none more so than the distinctive (to Fareham) use of a buff/gault brick with flintwork, which has been galleted in places. This form of the material is highly specialised and localised, creating a textural finish reflecting the status and quality of these houses.

Many of the houses have decorative bracketed eaves, pierced and scalloped bargeboards, canted bay windows (sometimes with crenellations), tall chimneys, large side porches and, in places, polychromatic brickwork.

Southampton Road and Gordon Road environs are of a more traditional local red brick, with natural slate where it survives, although much has been replaced with concrete interlocking tiles. Southampton Road in particular has well-detailed, individually finished buildings with decorative plaster lintels, string courses and window and door dressings. There is generally a high quality finish to this sub area (FARE05b). Gordon Road environs has more painted and/or rendered buildings and many replaced roofs.

Of particular note are the boundary walls, especially those around Osborn Road. Some are long stretches of rat-trap bond brickwork, a distinctive use of the bond for such long expanses of walling and highly localized when dressed with buff brickwork to great effect.

The gate piers and walls on Osborn Road use a buff/gault brick which, like the villas, contrasts with the local red brick of Fareham. The walls are a very important part of the character and reinforce the high status of the houses beyond.

2.5.9 *Predominant land use*

Predominantly residential, although some of the villas on Osborn Road have been converted to flats and some have non-residential uses in part for example dentist's surgery.

2.5.10 *Public realm*

Generally wide roads with some on-street parking. High degree of natural vegetation to boundaries and survival of some traditional kerbing. Statutory listed boundary walls to villas in Osborn Road greatly contribute to the quality of the public realm in this part of the character area.

2.5.11 *Open space*

There is limited public open space within this character area, although it is adjacent to larger facilities in FARE12. There is extensive high quality private open space forming the setting to the villas in Osborn Road. Houses in the character area generally have large gardens with mature trees.

2.5.12 *Biodiversity*

Large private gardens with many mature trees either directly linked or accessed via footpaths through the character area make for good wildlife habitats and corridors.

2.5.13 *Access and connectivity*

The entire character area enjoys excellent access and connectivity due to the presence of an established grid network of streets, lanes and footpaths which effectively connect these suburbs to the town centre to the south, and later residential areas to the north and west.

2.6 FARE06 Wallington Village and environs

2.6.1 Character Summary

The historic core of Wallington (designated as a conservation area) sits adjacent to the river of the same name. Its relationship with the water (with its historic bridge and former fording point) and Fareham town on the opposite side of the valley is clear. To the north and east of the core an attractive residential suburb nestles in the tree-lined slopes. This area formerly served as the hillside setting for the Palmerston Fort beyond. The character area is divided into two sub-areas which define the historic area (sub-area FARE06a) and the hillside, largely post-war residential suburb beyond (sub-area FARE06b).

2.6.2 Key characteristics

FARE06 Sub-areas

6a Historic core (part conservation area) - North Wallington

- Survival of the earlier development of the settlement of Wallington
- Flat topography adjacent to Wallington River
- Modest houses in short and long terraces and some semi-detached and detached properties filling the narrow plot width creating a fine grain.
- Consistent building line throughout, mostly to back of pavement but some with small front gardens and boundary walls
- Red brick (some flared headers), some timber-framing and painted render. Clay tile and natural slate to traditional buildings, concrete interlocking tiles on later houses and replacing the traditional material
- Almost consistently two storey throughout with steeply pitched roofs and ridges parallel to the road
- Private dwelling houses throughout and a public house
- Small narrow private gardens to the rear of houses, with some mature trees.
- Mature tree belt setting to adjacent riverside offering significant amenity and screening to adjacent industrial and retail areas (sub-area 3d)
- High Quality public realm throughout, much greenery and intimacy of historic lanes
- Reasonable access and connectivity

6b Residential suburb (mostly post-war) – south and north of Drift Road

- Mix of inter-War and post-war housing forming the main residential area of Wallington
- Undulating land form, rising sharply in places, with houses often set above the road

- Semi-detached and detached houses, varying plot sizes and informal layout to streets and lanes creating a medium scale grain.
- Inconsistent building line, with houses often offset from the road
- Red brick, clay tile and concrete interlocking tiles to roofs
- Chalet bungalow and two storey houses, occasionally with additional accommodation in the roofspace
- Private dwelling houses throughout
- Some large gardens to the front and rear of properties, good tree cover throughout particularly to rear gardens and large areas of private green space
- A large area of open grass, which formed the setting to the former fort, provides an important amenity space
- Good quality public realm with wide roads and pavements, mostly off-street parking
- Access and connectivity is restricted due to a high proportion of cul de sac roads.

2.6.3 *Boundaries and setting*

The Wallington character area is loosely defined on the north and east boundary by its relationship with Fort Wallington east of sub-area 8b. To the south is the River Wallington, with the valley beyond leading up to the partially tree-screened rear of the High Street. The western boundary is well-defined by the river and its strong tree belt as it runs north, forming the boundary with the industrial and large retail buildings beyond (sub-area 8d).

The setting of the character area comprises the river valley to the south. It is an important part of the setting to both the Wallington and High Street designated conservation areas. The river is also important to the understanding of how both these areas developed. To the north and east the setting is very much defined by the open areas that remain around Fort Wallington stretching to the cuttings of the M27 and A27.

2.6.4 *Designations*

Wallington Bridge is a Grade II listed structure of considerable importance. It comprises five brick arches and was constructed in the late eighteenth/early nineteenth century.

There are small groups of Grade II listed houses along North Wallington, and much of this lane and part of Wallington Shore Road are within the Wallington Conservation Area.

2.6.5 *Townscape types present*

TCT02, 07, 08 and 27.

2.6.6 *Topography*

The area along the River Wallington is flat and low-lying. The gradient rises steadily (and in some places sharply) to the north up to Fort Wallington, and then drops away to the cuttings of the M27 and the A27 transport corridors to the east and north.

2.6.7 *Layout and Pattern*

Sub-area FARE06a is a mix of historic buildings and later infill running from adjacent to the old Wallington Bridge, and including small scale, mostly Victorian, terraces stretching along the east side of the river. The layout and form of these historic buildings contrasts with the surrounding much later development to the east and north of the historic core which forms the designated conservation area. There is a consistency to the built form; houses fronting the roadside with only slight set backs (often with low boundary walls) with long, narrow, rear gardens. These are often glimpsed between houses.

Sub-area FARE06b is a post-war development within the former semi-rural setting of Fort Wallington. Plot sizes are irregular, creating a fine to medium grain with great variety of scale across a small area. Meandering roads and the survival of older lanes with varying building lines reflects this informality. Most houses address the street but some are set well back in landscaped plots.

2.6.8 *Buildings and materials*

There is a modest, traditional, cottage-scale to houses throughout this part of the character area, designated as a conservation area (sub-area FARE06a).

A wealth of traditional vernacular detailing can be seen on houses in the historic core of the character area (sub-area FARE06a). Local red bricks (in various brick bonds) are seen in large numbers, often used in combination with vitrified blue/grey headers. The local clay was also employed to produce the red/orange roof tiles which is the predominant roofing material to the more traditional built form in the historic core. Some Welsh slate is also seen and local Fareham pots on brick chimneys are common.

The areas to the north and east of the historic core (sub-area FARE06b) are more varied in their material use. Red brick is still seen in large quantities but these are not locally produced. Clay tile is the predominant roof material but these tend to be machine-made or have been replaced with concrete interlocking tiles.

2.6.9 *Predominant land use*

The area is almost entirely residential; single family dwelling houses, with a number of public houses adding to the vitality and interest of this part of the character area. To the east, along Wallington Shore Road, there is a hotel and bar.

2.6.10 *Public realm*

There is a high quality public realm complemented by the intimacy of the historic core and the abundant greenery throughout, provided by the hedges, individual trees and tree belts along the river. There are narrow pavements and some on-street parking but the roads are quiet and pedestrian-friendly.

2.6.11 *Open space*

Open space adjoins to the south of the character area along the banks of the River Wallington, although public access to the river is limited. There are also privately owned semi-managed green areas which form the immediate setting of Fort Wallington (sub-area FARE08b).

The character area contains a large number of mature trees throughout, both street trees and within private gardens. There are important groups adjacent to Wallington bridge, in the garden of the Cob and Pen Public House and on the river bank opposite the White Horse Public House. Planting on the river bank has the dual role of stabilizing the river banks and acting as screening to the modern industrial development abutting much of the north-western bank of the River Wallington. The lanes and roads which link the residential areas and extend from the suburban development of the historic core are lined with trees and hedgerows.

Medium to large areas of private garden space throughout provide much amenity space and good backdrops for the historic core and the suburban development beyond.

2.6.12 *Biodiversity*

The riparian woodland and wetland habitats along the southern and eastern fringes of the character area form part of a wildlife corridor along the river and link to designated wetland habitats within Portsmouth Harbour.

The riparian habitats, tree cover and areas of private open green space interlink to form some urban wildlife habitats.

2.6.13 *Access and connectivity*

Wallington is separated from the historic core of Fareham by the River and the relatively recent A32 link road. The river is crossed by several roads and footbridges which provide reasonable access and connectivity to adjacent character areas to the north-west and south-west. To the north-east, Fort Wallington and the M27 and A27 transport corridors are major barriers to access to open countryside to the north of Fareham.

Within the character area, much of the development is set about cul-de-sac housing clusters with only limited footpath connectivity between groups.

2.7 FARE07 Southern suburbs inter-war and post-war

2.7.1 Character Summary

Large character area of inter-war and post-war traditionally built private housing laid out in irregular grids. This pattern is dictated by the presence of the railway line dividing the character area and by the River Wallington and one of its tributaries. Large, open, green areas (playing fields, recreation areas and allotments) with good tree belts provide good wildlife habitats. The character area has been divided into three sub-areas (FARE07a, 07b and 07c) which reflect the density and period of development within the character area.

2.7.2 Key characteristics

FARE07 Sub-areas

7a Residential suburbs inter-war and post-war mix - West End

- Large area of inter-war and post-war expansion shaped, in part, by the railway
- Land rising very gently from south to north
- Short and medium terraces of houses, some semi-detached and some detached bungalows and houses, creating a medium to fine scale grain.
- Consistent building line to terraces and streets. Streets laid out in grids.
- Houses set back from the road with small front gardens often converted to parking with the front boundary wall removed
- Red brick and painted pebble-dash, concrete interlocking clay tiles and some decorative interlocking tiles to projecting bays
- Two storey, some flat blocks at three storey
- Almost entirely residential with small local parades of shops servicing large areas of private and local authority housing. Some isolated flat development
- Large tree belts on recreation grounds and the railway line running along the eastern boundary. Long, narrow private gardens, mostly laid to lawn with limited mature tree cover
- Wide roads, some with grass verges and street trees.
- Good access and connectivity due to established grid network of streets

7b Residential suburbs inter-war and post-war mix - West of Gosport Road

- Area of inter-war and post-war housing largely defined by the railway and a small tributary of the Wallington River
- Land falls north and south to river tributary (north is more dramatic and demonstrable in the townscape)
- Predominantly small to medium-sized semi-detached and detached house with some short terraces. Small group of flat blocks on Gosport Lane

- Consistent building line to streets but with an informal layout relating to historic routeways (Mill Lane) and the presence of the railway and tributary. Fine grain loosened by the open space associated with Fareham creek tributary and incidental open space.
- Wide variation in material use; red brick and painted render with concrete interlocking tiles or plain machine made clay tiles
- Two storeys throughout (with the exception of the grouped blocks of flats at three storeys)
- Mostly private dwelling houses and some purpose-built flats. Commercial premises fronting Gosport Road
- Some medium to large areas of open space and recreational green space in the form of planned, small greens, formal recreation grounds, the land forming the setting of the Wallington River tributary, and space around the railways. Some of this is well-wooded. There are well-used allotments to the north-west corner of the sub-area.
- Average quality of public realm, undermined by on-street parking which makes some streets feel crowded
- Good road access but limited connectivity due to major transport infrastructure

7c Residential suburbs post-war - East of Gosport Road

- Immediately post-war housing expansion
- Flat topography
- Modest-sized, private dwelling houses in short to medium terraces and some semi-detached housing
- Laid out on grid pattern of narrow streets
- Consistent building line throughout, houses set back from road with small front gardens and boundary walls (most removed to provide off-road parking), long narrow gardens to rear. Fine grain rectangular block layout.
- Red brick, pebbledash and painted render, mostly concrete interlocking tiles but some survival of natural slate and some plain machine made clay tile
- Two storey housing
- Private dwelling houses throughout
- Some good tree cover to rear gardens. A significant open green space at the water's edge running outside the study area but immediately adjacent to the sub-area and adjoining sub-area FARE04d
- Reasonable public realm, much on-street parking and loss of boundaries defining pavements
- Good access and connectivity due to established grid network of streets

7d Post-1979 infill development - Watersmeet environs

- Post 1979 infill development of private houses on former sewage works site

- Mix of small, medium and large houses semi-detached, detached and short terraces of housing creating a fine grain.
- Varied building line with houses set into groups along a cranked single entry and exit road
- Small gardens to front and rear of properties
- Red, modern, stock brick with interlocking clay and cement tiles
- Two storey throughout
- Private dwelling houses
- Pockets of small to medium-sized public recreation spaces mostly at the edges of the sub –area, some modest but developing tree cover with an important shelter belt of trees to the east on the waterside. Some survival of older trees on the site but this is limited
- Some variation in material detailing and shared spaces, with provision for on-street parking
- Good access and connectivity, particularly to waterside (River Wallington)

2.7.3 *Boundaries and setting*

The northern boundary of the character area is strongly defined in-part by the brick railway viaduct. The small character area containing the Town Quay (FARE04) forms part of the eastern boundary with the remaining section running to the edge of the water and including the open green space between development and the river edge. To the south are the industrial and retail parks of character area FARE08 and to the west is the more broken and transitional border with character areas FARE09 and FARE10. The former is only subtly detected at ground level with this character area forming a wedge between two developments of similar character (sub-area FARE09a).

2.7.4 *Designations*

There is a single statutory Grade II listed building (Brook House) at the corner of Mill Lane and Gosport Road. There are no designated conservation areas within the character area.

2.7.5 *Townscape types present*

TCT04, 07, 08, 12, 17, 24, 25, 27 and 28

2.7.6 *Topography*

The area is gently undulating throughout but more so to the east of the railway, which includes the valley of the tributary which feeds into the Town Quay to the north of Mill Lane.

2.7.7 *Layout and Pattern*

Housing is laid out predominantly in long, wide, straight roads in an irregular grid creating a medium to fine grain. This is less formal in sub-area FARE07b where the watercourse, older routeways and the viaduct have dictated a more informal road layout. The area has a pattern of regular plots almost throughout with

houses set back from the road in small gardens, usually with brick boundary walls. Many have utilised the front area for parking.

2.7.8 *Buildings and materials*

Houses are either semi-detached or in short terraces, with a small number of detached houses. They are well built and adaptable houses. The shallow double height bay (usually canted) is a particular feature throughout the character area. Brick (some painted) often with painted render to upper floors or completely rendered with clay tile, some survival of natural slate and much replacement in concrete interlocking tiles – the latter is the dominant roofing material.

2.7.9 *Predominant land use*

The area is predominantly residential with single family houses, although there are some groups of purpose-built low rise flat blocks. There are several short parades of local shops and public houses distributed throughout the character area. Large schools and their associated playing fields are a characteristic of this immediately adjacent character areas, as are large open recreation areas on the eastern border with the river and immediately north of Fort Fareham.

2.7.10 *Public realm*

The public realm varies in quality throughout. There is much on-street parking and a standardized quality of surface materials and street furniture. Roads to the east of the railway line tend to have narrow grass verges and some street trees. Those to the west do not generally have grass verges with the exception of Redlands Lane.

2.7.11 *Open space*

There is a high level of greenspace provision throughout the character area. Formal sites include the large Cams Alder Recreation Ground, a waterside park, as well as school playing fields and smaller recreation grounds. Informal semi-natural greenspaces include The Gillies, and a green corridor along the River Wallingford. There is also a large allotment site at The Gillies. There is a very good survival of woodland to the edges of the railway lines and around the allotments. Some mature trees are found in rear private gardens. The riverside park is a particularly important amenity space for the residents of FARE07c.

2.7.12 *Biodiversity*

Grasslands within the Cams Alder Recreation Ground are designated as a Site of Importance for Nature Conservation and are interlinked to semi-natural woodland habitats in the adjacent Fort Fareham. Parts of the Gillies are also locally designated, particularly for wetland habitats along the stream. Other green corridors include the railway line, and a complex of school playing fields extending from FARE07a into FARE10, allotments linked to The Gillies and linked mature gardens throughout.

2.7.13 *Access and connectivity*

This large character area is well-accessed by the road networks but has major transport routes (both road and rail) cutting through the area, effectively splitting it into distinctive sub-areas. In sub-areas FARE07a and 07c an established formal grid network of streets combined with a series of footpaths through and to the edges of these sub-areas ensures good connectivity throughout and to adjacent character areas.

Sub-area FARE07b is somewhat constrained by road and rail infrastructure and a tributary of the Wallington River. This has created a series of housing areas set around closed loops with only some, or no, footpath connections.

Sub-area FARE07d is located adjacent to the River Wallington and is well-connected to footpath links along the river to the town centre.

2.8 FARE08 Military establishments, former military defences and industrial areas

2.8.1 Character Summary

The industrial estates and military sites of Fareham, despite being geographically divorced from each other and having been developed at slightly different periods, share some common characteristics: large to very large footprint buildings with low pitched, wide span roofs, use of profiled metal for wall cladding and roofs, and brick for plinths and gables and large areas of hardstanding forming the setting to most buildings. There are four sub-areas (in part physically separated): Fort Fareham, a remarkably intact Palmerston Fort (sub-area 8a); Fareham Industrial Park, to the north of the town, and Collingwood Retail Park, to the south of the town, (sub-areas FARE08b); HMS Collingwood (sub-area FARE08c); and the retail parks of Wallington, to the north, and Speedfield, to the south (sub-areas FARE08d).

2.8.2 Key characteristics

FARE08 Sub-area

8a Post-war industrial estate within historic fort - Fort Fareham

- Almost complete (including access bridge) grade II listed fort built circa 1860. One of a series of forts built for the defence of Portsmouth Harbour during Lord Palmerston's 2nd Ministry now used as a late twentieth century industrial estate with some units now occupied by industrial premises
- Flat topography
- Irregular plan of massive embankments lined with red bricks both sides, internally lined with arched recesses (formerly magazine stores/quarters/offices and other ancillary uses)

- Modern units to central area of fort laid out in a radiating pattern along a central access route
- Informal building line and varied scale and form of building
- Red brick to fort revetments. Modern brick walls and profiled metal and asbestos cement sheeting for upper sections of walls and roofs
- Equivalent of two storeys (eaves height) to most buildings
- Low key industrial uses and service industry, some storage
- No public or private open green space. The outer (former) moated area is heavily-wooded and screens the fort from the main roads to the east and south and residential areas to the west (sub-area 6a)
- Public realm is adequate and reflective of the uses within the Fort
- Very poor access and connectivity due to the nature of the historic assets within which the industrial estate is located.

8b Post-war Industrial estate within historic fort - Fort Wallington and environs

- The estate lies in the setting of the surviving sections of the Grade II listed, sections of Fort Wallington, built circa 1860. One of a series of forts built for the defence of Portsmouth Harbour during Lord Palmerston's 2nd Ministry it now forms one edge to this late twentieth century industrial estate
- Land form slopes away from the fort to the south and west but is relatively flat within the industrial estate
- Large footprint buildings set informally but tightly spaced, within the former fort which comprises massive sections of red brick defences
- Red brick to sections of Fort Wallington, modern brick walls and plinths with profile metal (powder coated and coloured) upper sections and very low pitched roofs of profile metal and asbestos cement sheeting
- Low key industrial premises and service uses, some storage
- Important trees and open green space to the setting of the Fort (partly in private ownership as grazing land), little or no vegetation or green space within the industrial estate
- Public realm is adequate and reflective of the uses within and around the Fort
- Very poor access and connectivity due to the nature of the historic assets within which the industrial estate is located (Fort Wallington)

8c Royal Navy Training Establishment - HMS Collingwood

- Royal Navy Training Establishment developed from circa 1940, with restricted public access
- Flat topography
- Series of groups of buildings, mostly barracks and associated residential quarters and classrooms, sports facilities and training grounds
- A degree of conformity to the grid plan laid out as a series of irregular plots and grain with some buildings set at angles or set back from the roadside
- Red brick and modern clay tiles and concrete interlocking tiles, some profile metal asbestos cement sheeting used for roofs

- Residential buildings are predominantly three storey with low pitch roofs, other buildings vary but are usually the equivalent of two storey
- Large areas of green open space between buildings and planned as open recreation areas. Hedges and trees line some of these areas and there are good tree belts to boundaries
- Good quality public realm with large green spaces and shared surfaces favouring the pedestrian
- Restricted access due to the nature of the military use, however, good connectivity within the sub-area

8d Retail park and industrial estate – North Fareham

- Retail and industrial park
- Flat topography
- Large footprint buildings informally laid out round a loose grid road pattern dictated by Broadcut Lane and bounded to the north by the A27. Coarse grain.
- Some consistency to building lines, but buildings often set back in large hardstanding areas for parking
- Modern brick, various colours and textures, profile metal upper cladding also used for roofs as well as asbestos cement sheets
- Equivalent of two storeys to eaves with very low pitched roofs (often grouped to provide very large span spaces)
- Large food retailers and wholesale suppliers, service industries and some storage and distribution
- Very limited areas of green space within the commercial areas of the parks. Good tree belts and screening to the eastern and southern boundaries
- Poor public realm with ill defined pavements and layouts favouring the car-user
- Good access and generally poor connectivity

8e Retail park and industrial estate - Collingwood Retail Park and Newgate Lane Industrial Estate, Fareham Industrial Park environs

- Retail and industrial park
- Flat topography
- Large footprint buildings informally laid out round a loose grid road pattern dictated by Newgate Lane and the railway to the eastern boundary. Coarse grain.
- Some consistency to building lines, but buildings often set back in large hardstanding areas for parking
- Modern brick, various colours and textures, profile metal upper cladding also used for roofs as well as asbestos cement sheets

- Equivalent of two storeys to eaves with very low pitched roofs (often grouped to provide very large span spaces)
- Large food retailers and wholesale suppliers, service industries and some storage and distribution
- Very limited areas of green space within the commercial areas of the parks. Good tree belts and screening to the railway line (eastern) boundary and Speedfields Park to the south, and along the River Wallington to Fareham Industrial Park to the north
- Poor public realm with ill defined pavements and layouts favouring the car-user
- Good access and generally poor connectivity

2.8.3 *Boundaries and setting*

Southern areas: To the north of the southern part of FARE08 are the residential suburbs of FARE07 and FARE09. The eastern boundary is defined by the railway branch line to Gosport. To the south and west is open countryside, the remains of the strategic gap between Fareham and Gosport .

The setting of this character area is largely formed by the openness of the areas to the south. To the north, the sports fields south of Redlands Lane also form part of the open setting to these industrial and military areas, although they are well screened from the roadside and these sports facilities.

Northern areas:The northern section of FARE08 wraps around the residential areas and historic core of Wallington. Its northern boundary is formed by the M27 motorway cutting and the eastern boundary by the A27. The western boundary is more transitional with FARE12 (sub-area FARE12i) due to the diverse mix of land uses to this edge of the character area.

2.8.4 *Designations*

Fort Wallington and Fort Fareham, formed part of a series of forts constructed in the 1860s to defend Portsmouth harbour from attack. The inner courtyards of both of these forts are now used as industrial estates. In the case of Fort Fareham much historic fabric remains though it is in a poor condition. Fort Wallington only partially survives and much of the original structure has been demolished. Both forts are statutory Grade II listed.

There are no designated conservation areas within the character area, although the Wallington Conservation Area abuts the eastern boundary of sub-area 8d; Wallington Retail Park and Fareham Industrial Park.

2.8.5 *Townscape types present*

TCT11, 13, 15, 20, 27

2.8.6 *Topography*

The land has no significant topographic variation within the areas, although the ramparts and ditches at Fort Fareham are notable local topographic features.

2.8.7 *Layout and Pattern*

Streets within the character area are generally laid out on a loosely-defined grid at a medium to coarse grain. Buildings sit in plots of varying size depending upon the sub-area. Sub-areas FARE08a and 08b are constrained by their fort settings. Otherwise plots are large with buildings tight to their boundary with only limited room in some cases for parking. Their setting however is often defined by parking of cars and lorries.

There is some consistency to the building layout. In sub-areas FARE08a and 08b there is a relatively fine grain of small to medium sized industrial units. In sub-areas FARE08c and 08d buildings are broadly set out on a very large course grained grid pattern with rectangular plans set to feeder roads with their short elevations to the road. There is generally a consistent building line to the feeder roads, although this is more informal in sub-area FARE08a (Fort Fareham) where the shape of the fort has largely dictated the radiating layout of the industrial estate.

2.8.8 *Buildings and materials*

In sub-areas FARE08a and 08b the built form is generally on a small to medium scale equivalent to two storey residential buildings.

The built form within character areas FARE08c and 08d is on a medium to large scale, at least the equivalent of two storey residential buildings. Very large, single span buildings are seen. Built form is utilitarian and functional with limited variation in materials and often blank frontages to the main feeder roads.

In sub-areas FARE08a, 08b and 08d 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. Modern stock bricks of various colours and finishes are used mostly on plinths or gables and sections of walling.

In sub-area FARE08c most buildings are brick, between two and three storey and with low pitched or flat roofs.

2.8.9 *Predominant land use*

Sub-areas FARE08a and 08b are small to medium scale industrial estates with some manufacturing, storage and distribution and service industries in former forts. Sub-area FARE08c is an operational Royal Navy Training Establishment (HMS Collingwood) and sub-areas FARE08d and FARE08e are retail/industrial/business parks with a mix of public and non-public uses.

2.8.10 *Public realm*

The public realm is generally 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 estates but, other than in sub-area FARE08c there is generally limited provision for the pedestrian.

2.8.11 *Open space*

The extent of public and private open space varies. The outer defences of Fort Fareham (FARE08a) are now densely wooded and open to the public as an informal semi-natural greenspaces. The trees largely screen the fort structure and industrial estate within. Beyond Fort Wallington (FARE08b) there is farm land with groups of trees, although no public rights of way, but Wallington Mead, just outside the character area, is an accessible greenspace. HMS Collingwood (FARE08c) has large areas of non-publicly accessible green open space both between buildings forming large greens sports grounds and recreation areas. There are also rights of way on the edge of FARE08c, linking residential areas with open countryside beyond. Open space within the industrial parks (FARE08d) is mainly private hard surfaces, car parks etc

There is an area of open space between the river and Fareham Industrial Park (sub-area 8d).

2.8.12 *Biodiversity*

Wallington Mead is a Site of Importance for Nature Conservation with grassland and scrub habitats. Sub-areas 8a and 8b have good levels of tree cover on the edges of the forts which provide semi-natural wildlife habitats, and there is also a green corridor along the railway line.

2.8.13 *Access and connectivity*

Sub-areas FARE08a and 08b, due to their original uses as military defences, are not easily accessed or connected to surrounding areas. Sub-area FARE08c is an active Naval establishment and its access and connectivity is therefore greatly restricted to authorized personnel only. Within FARE-08c however there is excellent connectivity due to the grid network of roads and footpaths throughout the base.

Sub-areas FARE08d are both well accessed by road but have little or no connectivity with adjacent character areas. This is mainly due to their use and layout. Of note, however is the public footpath passing through North Wallington and the industrial parks and on to the open countryside to the north of the M27.

2.9 **FARE09 South-west 1970s urban extensions**

2.9.1 *Character Summary*

Urban extensions on the south-western edge of the town characterised by their low to medium density and generous open space provision. There are some areas of grouped flat blocks. There are three sub-areas (FARE09a, 09b and 09c) with slight changes in grain, setting and differing built form between housing estates.

2.9.2 Key characteristics

FARE09 Sub-areas

9a 1970s residential suburb - West End South.

9ai Bishopsfield Rd environs & 9aii Fort Fareham Rd environs.

- Two small to medium-sized housing estates lying either side of sub-area FARE07a) bounding the southern edge of the town's urban extent, incorporating a small pedestrianised district shopping parade (Broadlaw Walk)
- Flat topography
- Short terraces of houses grouped around pedestrian greens with small front and rear gardens enclosed by brick walls and usually backing onto garage parking courts, all set parallel to the feeder roads. Fine grain but blocks broken up by cul de sac roads.
- Consistent building lines to groups help to define the open spaces between
- Red/brown and buff bricks with decorative tile hanging and rendered panels to upper floors (some have been replaced with uPVC weatherboarding). Grey and brown concrete interlocking tiles to roofs
- Houses are two storey. Flat blocks of four storeys and more are grouped in the Bishopsfield Road area
- Mostly private dwelling houses with some flats and a district shopping centre
- A high degree of public open green space between houses and in the formal courts. Some front gardens have hedges and there are street trees and mature trees on green spaces throughout. 9ai fronts onto open fields to the south west, whilst 9aii is much more enclosed by surrounding woodland around the fort to the east and a belt of trees to the west, and by adjoining urban areas.
- Good quality public realm with much space given over to the pedestrian
- Good access and connectivity due to the network of road and linked footpaths and green spaces

9b 1970s residential suburb - West End, west

- Part of a series of small to medium-sized housing estates bounding the southern edge of the town
- Gently rising land to north
- Semi-detached and detached larger houses and bungalows with front and rear gardens laid out on wide roads with grass verges. Medium to fine grain.

- Consistent building line to houses set back from the roadside, some set at angles to main feeder road (Longmynd Drive) ensuring connecting roads are orientated east-west. This provides a uniformity and rigidity to this sub-area and contributes to its open character
- Modern red brick and tile hanging, brown and grey concrete interlocking tiles
- One and two storeys, low pitched roofs
- Private dwelling houses and bungalows with a small number of flats
- Some street trees and ornamental trees in rear gardens. Low boundary walls with hedges and some with only hedges in front gardens
- Sense of openness, with wide roads with grass verges and areas of greenery
- Good access and connectivity through a permeable informal network of streets

9c 1970s residential suburb - Greyshott Avenue and Rowan Way environs

- Part of a series of small to medium-sized housing estates bounding the southern edge of the town
- Steady rise of land from south to north up to The Avenue, more pronounced to the west
- Series of short terraces in the eastern section and semi-detached and detached houses to western section (west of Rowan Way). Front and rear gardens. Fine grain comprising small blocks broken up by cul de sac roads.
- Consistent building lines to roads with houses set back in small front gardens throughout, most have driveways and garages
- Red/brown and yellow stock bricks with weatherboard and rendered panels and tile hanging. Concrete interlocking tiles to low pitch roofs
- Predominantly two storeys, some bungalows and flat blocks
- Private dwelling houses and local shopping parade
- Series of informal green spaces often linking residential roads and larger recreational green spaces
- Some street trees, wide open verges to roadsides and small trees, shrubs and hedges to rear gardens. Generally open boundaries to gardens laid to lawn with driveways
- Good access and connectivity through a permeable informal network of streets

2.9.3 *Boundaries and setting*

This character area is located to the south-west of the town centre to the south of FARE10 (The Avenue). FARE11 (Ranvilles Lane) is to the west, and to the south is open countryside. To the east is part of FARE07 with a further small section of sub-area FARE09a beyond. This boundary is particularly transitional and not strongly defined when experienced on the ground.

The setting of this character area is most strongly defined on the southern boundary by the open fields to the south. The rise in ground level within the

character area makes it particularly prominent in some extended views north towards the town.

2.9.4 *Designations*

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

2.9.5 *Townscape types present*

TCT08, 09 and 27.

2.9.6 *Topography*

The land rises steadily from south to north.

2.9.7 *Layout and Pattern*

The 1970s housing estate in the eastern part (sub-area FARE09a) of the character area is built on a medium to fine grain in short terraces of houses with separate parking courts with 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 with open green space and wide grass verged footpaths.

To the west (through sub-areas FARE09b and 09c) the grain remains at fine to medium scale but there is more variation of building type with semi-detached and detached houses set on a more informal series of road layouts, often with cranked or gently curving principal roads through the estate with feeder roads and cul-de-sacs leading from these main roads.

2.9.8 *Buildings and materials*

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

Brick is the predominant walling material throughout. Roofs are mostly machine cut clay or concrete interlocking tiles of various styles and colours; grey, green and red/orange being seen. There is some use of hanging tiles and weatherboarding, usually replaced with uPVC.

There is a consistent two storey height across the character area with no evidence of roofscape conversion. The relatively modest domestic scale of development is notable across all the sub-areas with only very limited areas of large detached houses set in generous plots (mostly found in sub-areas FARE09c) and small closely grouped flat blocks, (found in sub-area FARE09a).

2.9.9 *Predominant land use*

The area is almost entirely residential, comprising single family private dwelling houses. There are some groups of flat development particularly in sub-area FARE09b.

2.9.10 *Public realm*

Much of the character area has wide roads, with limited on-street parking, some street trees and well maintained gardens.

2.9.11 *Open space*

All estates, particularly those in sub-area FARE09a, have good quality open green spaces, although local assessments indicate an overall deficit. Open spaces include large verges, green corridors between and within estates, amenity greenspaces, school sports facilities, and a range of smaller greens within the estates. Oxley's Coppice, adjacent to FARE09c, also acts as a semi-natural greenspace.

2.9.12 *Biodiversity*

Oxleys Coppice is an ancient semi-natural woodland remnant, designated as a Site of Importance for Nature Conservation, which interlinks with a further remnant woodland, now a park, in adjacent Greyshott Avenue. There is a high level of open green space with medium-sized front and rear gardens throughout. Rear gardens are often mature with a number of semi-mature trees and some survival of older trees. There is a good tree belt between sub-areas FARE09a and 9b, and within the setting of the character area. All of these contribute to a healthy biodiversity interest.

2.9.13 *Access and connectivity*

There is good access and connectivity throughout this character area, due to the informal network of streets, greenspaces and footpaths. This is particularly apparent in sub-area FARE09c with wide roads and grass verges and housing groups linked by greens.

2.10 **FARE10 The Avenue and environs**

2.10.1 *Character Summary*

A character area strongly defined by historic land use decisions which have shaped The Avenue's built environment into its present form. A key route into and out of the town and one of mixed phases of development in which land has been released speculatively or developed piecemeal over a long period of time. Remnant pockets of historic houses and their landscaped grounds survive between much later, largely indifferent, but low key development. The character area remains as a single area strongly defined by the linear form of The Avenue.

2.10.2 Key characteristics

- Major route to and from the town lined with piecemeal development, in part defined by the subdivision of the grounds of grand houses along the road, some of which still survive, for example Blackbrook House.
- The Avenue rises from the Meon valley in the west and levels out before dropping gently towards the east.
- Detached houses, some very large and set in their own plots, some isolated flat developments
- A varied building line throughout with some consistency in places but often informal patterns of infill dictated by the original constraints of the development parcel
- A wide variation in materials to include, gault and red local bricks, stone dressings, but mostly red brick, pebbledash and painted renders and plain clay tiles or modern interlocking tiles. Some natural slate is still seen
- Predominantly two storey, with a number of individual larger houses often incorporating accommodation in the roofspace (use of dormers)
- Private dwelling houses, some institutional establishments and individual flat blocks, often designed to appear as large houses
- Limited public open space but large areas of semi-public or private green space around schools and the grounds of the larger houses and flat blocks
- Good survival of older trees and historic boundaries, often used for rear or side boundaries in later development. Much of The Avenue is tree lined with many houses having long front gardens to the main road
- A broad avenue character prevails along much of the length of The Avenue, with grass verges and street trees to sections
- Good access by road but not well connected north or south into adjacent character areas

2.10.3 *Boundaries and setting*

To the north are the largely post-war suburbs of FARE12, and to the south, the suburbs of a more focussed period (1970s housing estates). To the east is further inter-war and post-war housing, although on this eastern boundary there is an almost continuous buffer of open space between the two character areas. The western edge shares its short section of boundary with FARE11 (Catisfield and Ranvilles Lane). Here, the boundary is not well defined and sections of the adjacent FARE11 character area share many of the characteristics of sections of FARE10.

The setting of the character area is very much that of urban extensions of various twentieth century periods although this is not immediately evident when travelling along The Avenue which retains a broad avenue quality throughout.

2.10.4 *Designations*

There is a small number of statutory listed buildings. Blackbrook House is notable as a fine early nineteenth century house, now surrounded by later

development though it retains some of its former setting. It was most recently in use as a maternity hospital. There are no designated conservation areas within the character area.

2.10.5 *Townscape types present*
TCT03, 04, 05, 07, 08, 09, 17, 27 and 28

2.10.6 *Topography*
The land falls gently away south from The Avenue though this is not particularly evident on travelling along The Avenue, which gently climbs out of the town.

2.10.7 *Layout and Pattern*
Mostly large houses, generally set back from the roadside on large, regular plots (with the exception of those in the Blackbrook House Drive environs, which are irregularly distributed around the former grounds of the historic house) creating a coarse grain

2.10.8 *Buildings and materials*
There is some variation to materials in this character area, with an equal number of rendered and painted houses to those in brick. Some mock timber-framing and hanging tiles have been widely used in late twentieth century developments. Clay tile is the predominant roof material.

Houses are in most cases seen within landscaped grounds and often partially obscured by mature front boundary planting.

2.10.9 *Predominant land use*
A mix of uses, predominantly large private dwelling houses and schools and higher education buildings set in large areas of open space. A small number of public houses are also to be found along The Avenue.

2.10.10 *Public realm*
Almost no on-street parking, narrow drives and private roads off of The Avenue. An attractive pedestrian environment on The Avenue with many mature boundaries including trees to footpaths.

2.10.11 *Open space*
There are large areas of semi-private school playing fields around the two schools within the character area. These are often tree lined. Large and very large private gardens to houses throughout. Good landscaping and survival of important trees and groups of trees providing a valuable setting to The Avenue throughout.

2.10.12 *Biodiversity*
The generous garden provision and mature trees within the character area provide some interlinked urban wildlife habitats. Woodlands and smaller groups

of trees form parts of the school/higher education open space boundaries and landscaping. Former landscaped grounds to historic houses (Blackbrook House in particular) still retain mature trees which are now in the front and back gardens of later development.

2.10.13 Access and connectivity

Due to the way in which development has taken place along The Avenue, connectivity can be very poor in places. Parcels of land (formerly very large houses set in extensive grounds) have been developed with a single entry and exit point and these are seldom connected to adjacent residential areas. There are also no public footpaths linking north to south through this character area.

2.11 FAREHAM Catisfield and Ranvilles Lane environs

2.11.1 Character Summary

The character area is located on the western edge of Fareham and has an almost separate village feel which contributes significantly to its character. It comprises narrow tree and hedge-lined lanes with large detached houses set in generous gardens at a low density and a core of high quality historic buildings, many of which are statutory listed buildings. The area is divided by the A27 but maintains its integrity to the north and south of this road with common characteristics shared throughout.

2.11.2 Key characteristics

- The historic settlement of Catisfield (focused on the junction of Catisfield Lane and Fishers Hill which is also a designated Conservation Area) stretches south along Catisfield Lane. The character area is split by the A27 and continues as Ranvilles Lane to the south of this road which has similar characteristics
- The character area is perched on the eastern edge of the valley of the River Meon and is divided on an east west axis by the shallow cutting of the A27.
- Generally large detached houses set in generous plots
- Houses generally follow a consistent building line set back from the lane and screened by large hedges and tree-lined boundaries (with the exception of the historic development in Catisfield Conservation Area)
- A variety of materials but mostly red brick unpainted (with some good examples of historic brickwork) and painted, and a mix of clay tile and slate for roofs. Other materials are seen, particularly modern interlocking tiles, but they do not dominate
- Modern houses are two storey, some of the older historic buildings are two and a half storeys
- Private dwelling houses throughout
- There is very limited public open space directly relating to the character area (although there are large areas adjacent to the boundary) but generous areas of private open space in the form of large front and rear gardens to houses

- There is good tree cover throughout with some excellent survivals of older trees to the historic core which greatly add to the character of this section of the character area. Elsewhere there are mature trees to boundaries front and back and in the large gardens to houses
- Good quality public realm with limited through traffic allow lanes to be shared pedestrian spaces almost throughout
- Good access and connectivity favouring the pedestrian

2.11.3 *Boundaries and setting*

To the east, the boundary is mixed between the residential suburbs of FARE09 and FARE12 and the small section of FARE10 picking up on the broad avenue character of The Avenue, which becomes much more rural as it crosses through the character area. To the north, west and south is the open countryside comprising the valley of the River Meon with historic Titchfield and Titchfield Abbey beyond.

The setting is very much defined by the valley and the sharp change in level through the character area (on the A27) into open countryside. This transition is not easily perceived as the immediate setting of the character area to the west comprises a major road junction and intersection which reads as a large roundabout. To the north there is a very different perception as Catisfield Lane turns into Fishers Hill. This becomes a rural lane very quickly on exiting the character area (and conservation area) to the north-west.

2.11.4 *Designations*

There is an important and cohesive group of Grade II listed houses to the junction of Catisfield Lane and Fishers Hill. These houses also form the core of the Catisfield Conservation Area which takes in their garden settings.

2.11.5 *Townscape types present* TCT02, 08, 12 and 15

2.11.6 *Topography*

The area falls steadily away from north to south with a pronounced drop into the cutting for the A27. To the west (outside the town study boundary) the land falls away steadily and, in some cases, sharply to the Meon valley.

2.11.7 *Layout and Pattern*

There are three distinct areas of development within the character area. In the northern section, at the point where Fishers Lane meets Catisfield Lane, there is a group of historic buildings of considerable quality. This area is designated as a conservation area and the development pattern reflects that of a small village with a varied range of property types from small houses on a cottage-scale, some of which are in short terraces, to large detached houses set in generous plots. Houses and, in some cases, historic boundary walls are set to the back of pavement. This creates a very strong sense of enclosure with traditional built

form. The lack of pavements in much of the character area increases the sense of a traditional village character. Some of the larger houses in this part of the character area retain substantial tree-lined gardens often enclosed to the road with brick boundary walls.

The second area of development constitutes the majority of the character area; there is some variation in building type (with small sections of Victorian semi-detached houses) but it mostly comprises medium to large twentieth century houses set in large plots. Houses are set back from the lane, often with mature boundary treatments partially or fully obscuring the houses. Some of these plots have been subdivided relatively recently to provide an additional dwelling, reached by long drives which sever these houses from the lane.

Thirdly, there is some modern cul-de-sac development towards the southern section of Catisfield Lane. This remains a coarse grained layout, but with more formality to the road layout and open front boundaries and smaller plots.

The building line varies throughout the character area, ranging from the historic core which is strongly defined by houses set to the roadside through to an informal layout of houses set back at varying distances from the lane, with some offset buildings. Houses generally front the lane throughout.

2.11.8 *Buildings and materials*

Historic buildings within the designated conservation area are constructed of local materials; red brick to both houses and boundary walls, some in Flemish bond with blue/grey headers alternated with red stretchers to create a chequered effect. There is also painted render. Roofs are clay tile (mostly handmade within the conservation area). These have, in places, replaced earlier traditional thatch. There is some use of natural slate either as the original covering or a later replacement material.

Throughout the character area there is a predominant use of red brick, with some variation in colour and texture, and red/brown clay tiles for roofs.

2.11.9 *Predominant land use*

Almost entirely residential; mostly private dwelling houses, some flats in converted houses and some sheltered housing and retirement flats.

2.11.10 *Public realm*

An informal public realm with limited road markings, pavements or street lighting creating a rural quality throughout. The lanes are quiet, with little through traffic providing relatively safe areas for pedestrians. Boundaries are mature hedgerows and trees.

2.11.11 *Open space*

There is no public open space in this character area but large private gardens throughout.

2.11.12 Biodiversity

Large landscaped gardens, often with tree lined boundaries and mature hedges to the roadside form interlinked wildlife habitats, particularly to the west side of the lanes where gardens back onto semi-natural grasslands, woodlands and hedgerows within the Meon Valley. The former watermeadows of the Meon Valley are designated as a Site of Importance for Nature Conservation.

The village core (designated as the Catisfield Conservation Area) has a number of large and prominent trees that make a very positive contribution towards the character of this part of the study area. There are large trees in grounds and front gardens, and some mature street trees at the eastern entrance to the character area, all of which add to the biodiversity potential of the area.

2.11.13 Access and connectivity

This historic area is well accessed by road and pedestrian links along the lane to the A27 are pleasantly devoid of busy traffic. There is also easy access to the River Meon valley and Titchfield Abbey beyond.

2.12 FARE12 Northern suburbs inter-war and post-war

2.12.1 Character Summary

This character area comprises large scale inter-war and post-war expansion to the north of the town. The older roads of Old Turnpike, Park Lane, Kiln Road, Gudge Heath Lane and Highlands Road have provided a framework for mass development of mostly private houses with front and rear gardens and good access to open spaces. Local amenities in the form of a series of local parades of shops often grouped with a public house, are distributed throughout this character area. The area has ten sub-areas which each differ sufficiently for closer definition particularly in terms of plots per hectare and grain, building period or house type. Each of these factors gives a distinct character within the larger defined area.

2.12.2 Key characteristics

FARE12 Sub-areas

12a Early expansion of the town along key routes - Old Turnpike and Kiln Road

- Historic route to the town centre from the north with pockets of early development surviving
- Old Turnpike climbs steeply to the north and levels out at the junction with Kiln Road which then travels east-west along the ridge parallel to the M27

cutting (outside the town's study area). The east side of Old Turnpike drops sharply away and houses are set lower than on the west side

- Generally medium to large houses set in their own plots with large front and rear gardens. There is a notable group of nineteenth century houses to the east side of Old Turnpike which appear to have originated as squatters' cottages, most of them being much altered and extended
- Consistent building lines throughout, with houses set back from road
- A variety of materials; brick, cladding, tile hanging and renders and pebbledash. Roofs are clay tile and modern interlocking tiles, some natural slate survives
- Two storey almost throughout
- Private dwelling houses
- Very limited public open space, but generous private gardens with a good survival of trees on historic boundaries and lanes (particularly Park Lane). Good street trees to Old Turnpike
- Good quality public realm with street trees and grass verges and limited on-street parking
- Good access and connectivity

12b Inter-war expansion - Gudge Heath Lane

- Gudge Heath Lane is an historic route developed contiguously from the 1920s to the 1940s and forms a cohesive principle route through the post-war urban extensions
- Climbs steadily moving north
- Medium to large detached and semi-detached houses
- Consistent building line throughout, with houses set back from the roadside
- Mostly brick and machine cut clay tile, with more painted brick and render to the north of the railway line
- Two storey throughout
- Private dwelling houses
- Limited public open space, but good sized private gardens throughout
- Grass verges and some street trees, off-street parking throughout
- Good access and connectivity

12c Inter-war expansion - Nicholas Crescent

- Crescent of bungalows circa late 1940s
- Land form gently rising to the north
- Semi-detached and detached bungalows in small to medium sized plots
- Consistent building line throughout, with dwellings set back from the road in small front gardens with private drives
- Brick and clay tile

- Single storey throughout
- Private dwelling houses
- Limited public open space, but good sized private gardens throughout
- Some street trees to wide grass verges
- Reasonable access and connectivity

12d Large scale post-war urban expansion - Miller Drive environs

- 1970s large urban extension constrained by a former railway line to the western boundary
- Land rises gently from south to north
- Medium to large detached houses forming a medium to coarse grain.
- Consistent building lines throughout; houses set back from road in private gardens, usually with open front boundaries and private drives
- Brick, tile hanging, painted render, and interlocking tiles to roof
- Two storey
- Private dwelling houses
- Large public open recreation space on southern boundary (Fareham Leisure Centre) and good-sized private gardens with mature trees throughout
- Some street trees in grass verges, limited on-street parking
- Good access and connectivity

12e Large scale post-war urban expansion - Heathfield

- Large post-war urban extension built over a twenty year period
- Landform rises from south to north
- Semi-detached and detached, medium to large bungalows and houses set on wide roads with grass verges medium grain with irregular size blocks.
- Consistent building lines to individual roads. Dwellings set back from the road in small to medium-sized gardens, the majority with private drives
- Predominantly brick and clay tile
- Consistent development of single storey houses in some sections and two storey in others, usually in large groups
- Private dwelling houses with small district shopping parades with a public house
- Very limited public access to green spaces given the size of the sub-area but good sized private gardens throughout
- Some street trees in grass verges and mature trees in front and rear gardens
- Good access and connectivity with areas linked by attractive public greenspace

12f Medium scale post-war expansion - South of Highlands Road

- Area of mixed post-war development most notable for its larger areas of open space and surviving historic tree and hedge-lined boundaries
- Land rises, sometimes steeply, northwards up to Highlands Road
- Semi-detached and detached, small to medium-sized housing and medium grain larger plots on the character area edges.
- Consistent building lines to individual roads with houses set back in small gardens. Some staggered building lines at corners and curves in roads
- Red brick, render, tile hanging and render panels with concrete interlocking tiles
- Predominantly two storey houses
- Private dwelling houses
- Good access to green tree-lined open spaces with some woodland and a strong tree belt to the eastern boundary (former railway) and good survival of historic trees
- Wide roads with street trees to grass verges throughout, mostly off-street parking
- Reasonable access, but connectivity constrained by the convergence of railway lines around the sub-area

12g Inter-war and post-war mix of residential development - Hill Park, west

- Inter-war and post-war development set in a relatively rigid framework of intersecting roads
- Consistently rising land form to the north up to the ridge overlooking the M27 cutting
- Short terraces and semi-detached houses in both rectangular blocks and blocks by cul de sac roads
- Consistent building lines to individual roads with houses set back in small gardens
- Red brick and clay tile
- Two storey houses
- Private dwelling houses, possibly some housing association
- Houses in southern section laid out in short terraces around greens, linked by footpaths and roads with wide grass verges. To the north, less public open space. Large open spaces, often tree-lined, associated with the schools in the sub-area. Strong tree belt along the railway line on the north-east boundary. Some survival of historic tree-lined field boundaries and some mature trees to rear gardens
- Wide roads, but absence of street trees throughout, some grass verges
- Good access and connectivity due to an established formal grid network of streets

12h Post-war residential development - Hill Park, east

- Post-war urban extension
- A low ridge landform with shallow undulations lying to the north of the town centre
- Short terraces and semi-detached houses of fairly fine grain which is loose in layout because of incidental open space
- Consistent building lines to individual roads with houses set back in small gardens
- Red brick and clay tile
- Two storey houses
- Private dwelling houses, possibly some housing association
- Generous open spaces between and within developments; incidental greens with trees and green footpath corridors weave through. Some houses are grouped around small greens. Limited tree cover but strong tree belt to eastern boundary (above Fareham rail tunnel)
- Some grass verges, no street trees, some on-street parking
- Good access and connectivity, railway line is a barrier to the eastern boundary

12i Post 1979 infill development - Wickham Road environs

- Piecemeal series of post 1979 small urban extensions with limited permeability defined by the Victorian cemetery, hospital, M27 corridor and industrial areas to the east (sub area 3d)
- Undulating land form, occasionally steeply rising, providing views across M27 corridor and back towards the town centre
- Semi-detached and detached small to medium-sized houses. Varied grain but in a loose layout.
- Inconsistent building lines to cranked feeder roads with houses set in small groups usually defined by linked garages
- Red brick and interlocking tiles of various colours, profiles and textures
- Two storey houses
- Private dwelling houses
- Very limited public recreational open space and small rear gardens to houses. Tree-lined boundaries to cemetery but otherwise limited tree cover
- Some shared surface treatments but lack of grass verges and street trees, undeveloped front and side garden landscaping
- Reasonable access but very poor connectivity

12j Post-war high density estate - Stow Estate

- Small to medium-sized housing estate
- Relatively flat topography

- Short terraces of houses grouped around pedestrian greens with small front and rear gardens backed onto open areas of parking and garaging. Quite fine grain with cul de sacs.
- Consistent building lines to groups help to define the open spaces between
- Pink and buff bricks with brown concrete interlocking tiles to roofs
- Two storey houses
- Local authority housing
- A high degree of public open green space between houses and in the courts. Some front gardens have hedges
- Grass verges throughout, some street trees, parking in courts
- Reasonable access and connectivity, however the railway line to the south is a significant barrier to connectivity

2.12.3 *Boundaries and setting*

The northern boundary is almost entirely defined by the M27 motorway corridor. To the west is the open countryside of the lower reaches of the Meon Valley and to the east is the industrial and retail park of the Wallington area (FARE08; sub-area 08d). To the south is a more complex mix of older Victorian residential suburbs (FARE03 and FARE05) and The Avenue (FARE10) and the Catisfield Conservation Area, part of FARE11 which abuts a small section of the south-west corner.

The setting of this character area is strongly defined by the openness of areas to the north and west despite the imposition of the motorway. To the south and, to a lesser extent, the east, the boundary and setting are less well defined and the character area is very much in transition particularly around the confluence of character areas FARE03 and FARE10 (station area and The Avenue environs). Often the boundary with other character areas is softened by the presence of large areas of open space or other open functional areas such as allotments and the cemetery to the eastern edge.

2.12.4 *Designations*

There are a small number of statutory listed buildings within the character area. These are large houses, having now been subsumed into the suburban extensions of the town, and their associated outbuildings and structures. Of note is Uplands off Park Lane, a fine late eighteenth century house with nineteenth century remodelling (with gate piers and lodge also Grade II listed buildings), now an elderly persons home. Also of note is Northwood House, an early nineteenth century house, now offices, associated uses and accommodation within a sheltered housing development. The cemetery chapels at the centre of the town cemetery off Wickham Road are Grade II listed buildings.

2.12.5 *Townscape types present*

TCT04, 07, 08, 09, 10, 12, 15, 16, 17, 24, 27, 28 and 29

2.12.6 *Topography*

Land is generally rising from south to north across the character area. Land also drops away to the east into the valley containing the River Wallington. This is perhaps most pronounced on the main roads; Gudge Heath Lane, Old Turnpike and Park Lane. The townscape steps up these roads though this is less defined in Park Lane as the houses are set well back from the roadside. Old Turnpike is notable for its street section having a pronounced stagger with houses (mostly older development) set down from the roadside.

2.12.7 *Layout and Pattern*

There is some variation in layout and pattern across the character area reflecting site constraints, density of housing and period of development. There are distinct phases of development which are reflected in the sub-areas identified within this character area. The following is a broad overview of the key layout patterns seen within FARE12.

The older development within the character area is at coarser grain; large, detached, two storey houses set back from the road with mature boundaries. The best examples of this are to Kiln Road and Park Lane (FARE12a). Gudge Heath Lane (FARE12b) and Old Turnpike (FARE12a) are at a fine to medium grain, still with detached houses with good-sized gardens.

Much of the character area comprises a layout characterised by coarse to medium grain with more variation to building type, with mostly detached and semi-detached two storey houses and bungalows throughout the character area with some areas strongly defined by building type, for example areas of FARE12d. Buildings are set on a more informal series of road layouts, often with cranked roads or gently curving principal roads through the estate with feeder roads and cul-de-sacs leading from these main roads. Typical examples of this layout can be seen in sub-areas FARE12c, 12d, 12e and 12f. Within the estates there is some variation in grain, with those at a finer grain generally reflected by smaller plots rather than building size.

There is a later, less regular layout found particularly in sub-area FARE12h and to a lesser extent in FARE12g and 12j comprising estates laid out following the principles of the 'Radburn estate'. This generally sees houses set in short terraces of between four and six houses arranged around open cul-de-sacs which allow access to shared public green spaces. These are linked to larger areas of public open space and occasionally woodland.

The late twentieth century development within the character area (sub-area FARE12i) is characterised by short terraces or semi-detached and sometimes detached houses set in groups or around small cul-de-sacs, often with shared surfaces, creating a fine grain. The period of residential development is characterised by a single 'spine' road providing connection with the areas beyond, but with most housing facing onto secondary roads and a series of short, curved cul-de-sacs linked to them. This often results in the main roads through

the estates having dead frontage throughout as they are invariably flanked by the side or rear garden fences of the housing. This is particularly evident in sub-area FARE12i

2.12.8 *Buildings and materials*

The character area contains predominantly two storey houses in various forms. The period of housing is almost entirely post-war with distinct areas of older houses to FARE12a and FARE12b. There is a notable group of older cottages to the roadside of Old Turnpike. Despite much alteration and extension to some they have retained their modest scale.

Bungalows are present and in some cases make up entire roads (for example Nicholas Crescent, sub-area FARE12c) However, they are outweighed in number by two storey houses which lends cohesiveness to areas generally.

The predominant traditional building materials are red brick with plain clay tile and natural slate or modern concrete interlocking roof tiles. Brick is often complemented by rendered upper storeys, tile hanging and some weatherboarding. The use of variation to the upper storeys is common throughout and in some areas dominant (for example, Gudge Heath Lane – sub-area FARE12b) where most houses are either rendered or half-rendered.

There has been much replacement of traditional roof materials with modern replacements throughout this character area. Of note is the very limited additional use and conversion of the roof spaces even to bungalows throughout the character area which has retained the integrity and quality of groups of houses especially when seen in long stretches.

Housing estates dating from the 1970s are often characterised by the use of non-local, non-traditional textured and coloured brickwork with tile hanging (in greens and browns) or weatherboarding (often replaced with uPVC boards). Roofs are low pitched, of interlocking tiles, often coloured.

In the late twentieth century developments (for example, FARE12i), 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. Roofs are mostly machine cut clay tile, or concrete interlocking tiles of various styles. Houses will often adopt traditional features such as decorative barge boards, timber porches, mock timber framing to upper storeys, mock sash windows and the use of decorative tiling for hanging tiles and roofs.

2.12.9 *Predominant land use*

The area is mostly residential housing estates with local parades of shops, often grouped with a public house. There are some small pockets of flat development, generally grouped with cohesive areas of similar development. A notable pattern

of land use throughout the character area is the presence of a number of medium to large school complexes with their associated recreational playing fields and sports fields. These are often substantial areas of open space at the centre of residential estates.

2.12.10 *Public realm*

The roads are generally wide throughout this character area. Some have grass verges with street trees (for example Old Turnpike), others just grass verges. Boundaries and enclosure varies with some estates having open boundaries to front gardens which accentuates a feeling of space to these estates. There are no areas dominated by on-street parking with most houses having private driveways or in some cases private parking courts and garages.

Some of the very late twentieth century developments have varied surface materials to parking areas or shared surfaces and access roads to cul-de-sacs and small courts, this includes cross-overs or raised 'tables' of granite setts.

2.12.11 *Open space*

A range of facilities are present across the area, although provision is not even leaving some areas with poorer access to open space facilities. Formal spaces include a cemetery, amenity greenspaces, ornamental parks, greenspaces within the housing estates, and sports facilities. Informal spaces include woodlands, green corridors and allotments..

Houses tend to have reasonably-sized private garden spaces. Some estates have small to medium sized greens and grassed areas distributed throughout the planned estate. Some wide verges also act as informal open spaces and add to the amenity of the area.

2.12.12 *Biodiversity*

There are no designated sites within the character area, although Hookhouse Coppice ancient semi-natural woodland is a SINC and interlinks with a wooded green corridor and right of way along a former railway line between FARE12h and FARE12g. There are other green corridors along the two railway lines, linked to habitats beyond the urban area; these are tree-lined and with areas of associated woodland with public access.

There is a good survival of trees throughout the character area, individually and in groups. These are mostly ornamental in the later housing estates and are a component of the mature grounds to some of the larger garden areas in older developments. The cemetery and allotments are tree-lined and provide urban wildlife habitats.

2.12.13 *Access and connectivity*

Access through the character area is constrained by the two railway lines. The M3 bounds much of the character area to the north creating a relatively

impermeable barrier to the character area for both cars and pedestrians. There are two rights of way crossing under the motorway, and rights of way out to the Meon Valley within FARE12g and FARE12h.

Within the character area many of the sub-areas have good, established, formal and informal networks of streets which generally provide good connectivity throughout. Of note is sub-area FARE12e which links a road network with some attractive green spaces, often with trees, which in turn link to footpaths between housing developments creating a very permeable environment.