

# HAVANT

## Character Assessment

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# HAVANT

## Character Assessment

### I OVERVIEW

I.1 Havant is located in the south-eastern corner of Hampshire, close to the county boundary with West Sussex, midway between Portsmouth and Chichester on the A27. The town lies on the relatively flat coastal plain north of Langstone Harbour, the land rising to the northern edges of the town. Several springs rise in and around the town, including one spring, known as Homewell, which rises close to St. Faith's Church. These springs drain into a stream that flows to the south into Langstone Harbour. Bedhampton, now subsumed within the suburban development, was a small village to the west of the town. The landscape to the north was one of dispersed farmsteads set within small, irregular fields, and two large houses in landscape parks including Leigh Park Gardens.



I.2 The southern boundary of part of the suburban area is coastal plain overlooking Langstone Harbour but in part is the dual carriageway of the A27. To the west, the A3(M) is a major barrier although little residential development abuts the motorway, and to the north-west, the edge of the town moves away from the road with a partly wooded buffer between. Small areas of woodland are a feature of the landscape to the north and north-east of the town, with Staunton Country Park also to the north. The eastern boundary is partly marked by a railway line, beyond which is open countryside and coastal plain.

I.3 The crossroads at the centre of the historic core of the town lies on the line of two Roman roads and there is evidence that there was a small town around this junction in the Roman period. The first documentary record of Havant dates to AD 935 and in AD 980 the estate was granted to the monks of the Old Minster, Winchester (St Swithun's). In 1200, King John granted the prior of St Swithun's a market charter for Havant. This was a period when many new towns were created in Hampshire and it may be that the prior of St Swithun's was attempting to encourage urban development on his rural manor. However, there is no evidence that the town ever gained 'urban' status, in that it did not receive a borough charter, there are no references to burgage tenure or burgesses; the settlement appears to have functioned as an important local market.

I.4 Havant was famous for the production of parchment. It is claimed that the Magna Carta was written on Havant parchment, and the Treaty of Versailles, which brought World War I to an end, was written on parchment produced in the town. However, the parchment-making industry in the town can only be traced through documentary

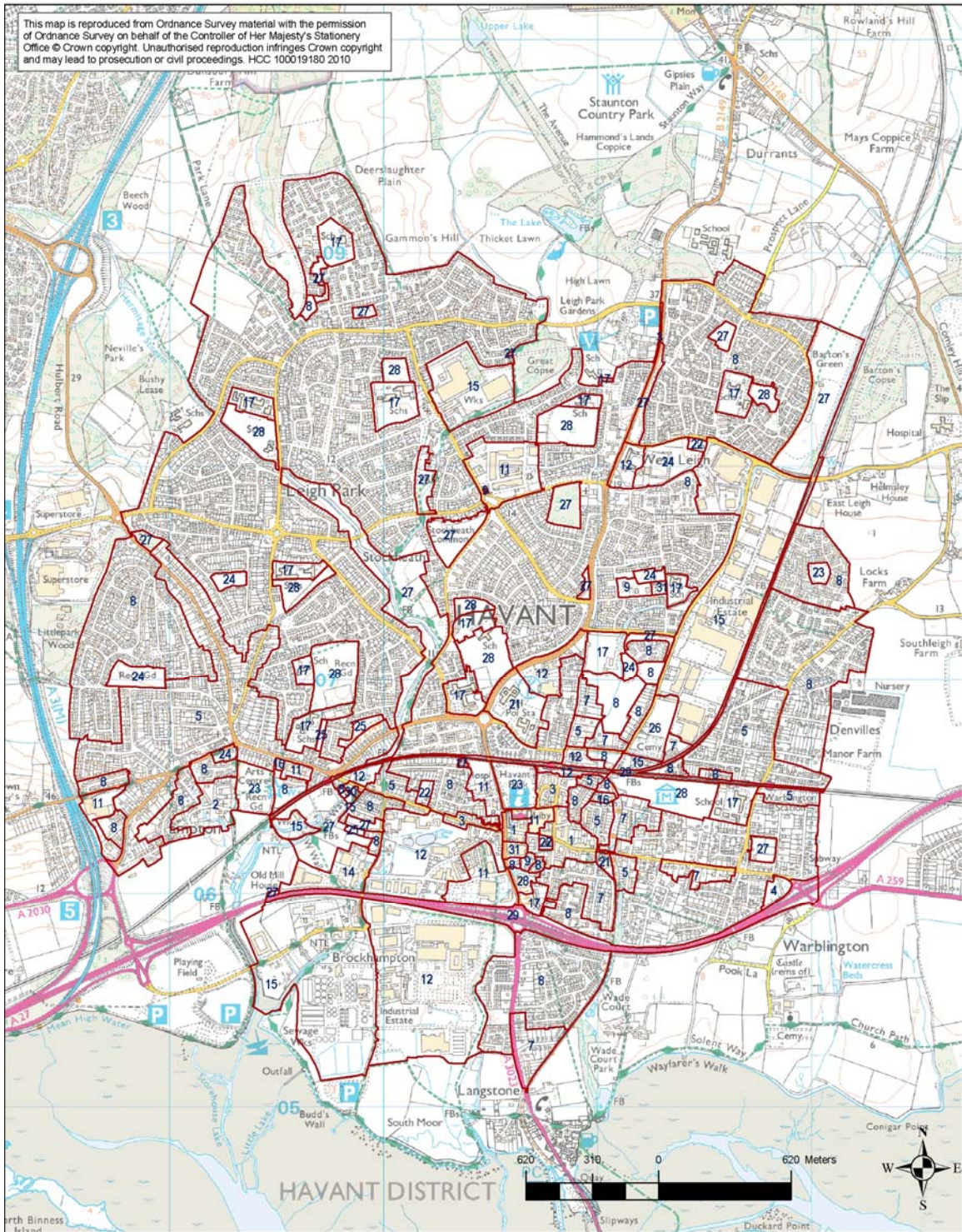
sources to the first half of the nineteenth century. There were also several tanneries in and around the town, especially to the area south of West Street. Malting and brewing were also important industries which utilised the spring water. Cloth working was undertaken in Havant from the sixteenth century at least, and West Street may have been the focus for the cloth trade in the town.

- I.5 The coming of the railway in 1847 encouraged the development of industrial and commercial uses including a cattle market to the north of the town centre. Small areas of residential development were planned, including a group of streets between the town centre and Bedhampton, but generally there was relatively little expansion outside of the core of the town. The early-twentieth century saw the beginning of suburban development with the laying out of a grid of streets forming an area called Denvilles to the north-east and Grove Street to the south-west of the town centre, and Bedhampton Hill Road was laid out to the west of Bedhampton although it was only partly developed by 1911. Between the wars, Havant began to push into the countryside around it, particularly to the north of Bedhampton in the grounds of a large house called Belmont, and along Hulbert Road. There was also expansion of the area immediately to the south-east of the historic core.
- I.6 Havant expanded rapidly northwards in the later-twentieth century with most of the large park of Leigh Park being turned over to housing development. Large industrial estates were developed to the east of the town adjacent to the railway line and to the south-west on both sides of the A27.

## Hampshire Towns Character Assessment – Townscape Types

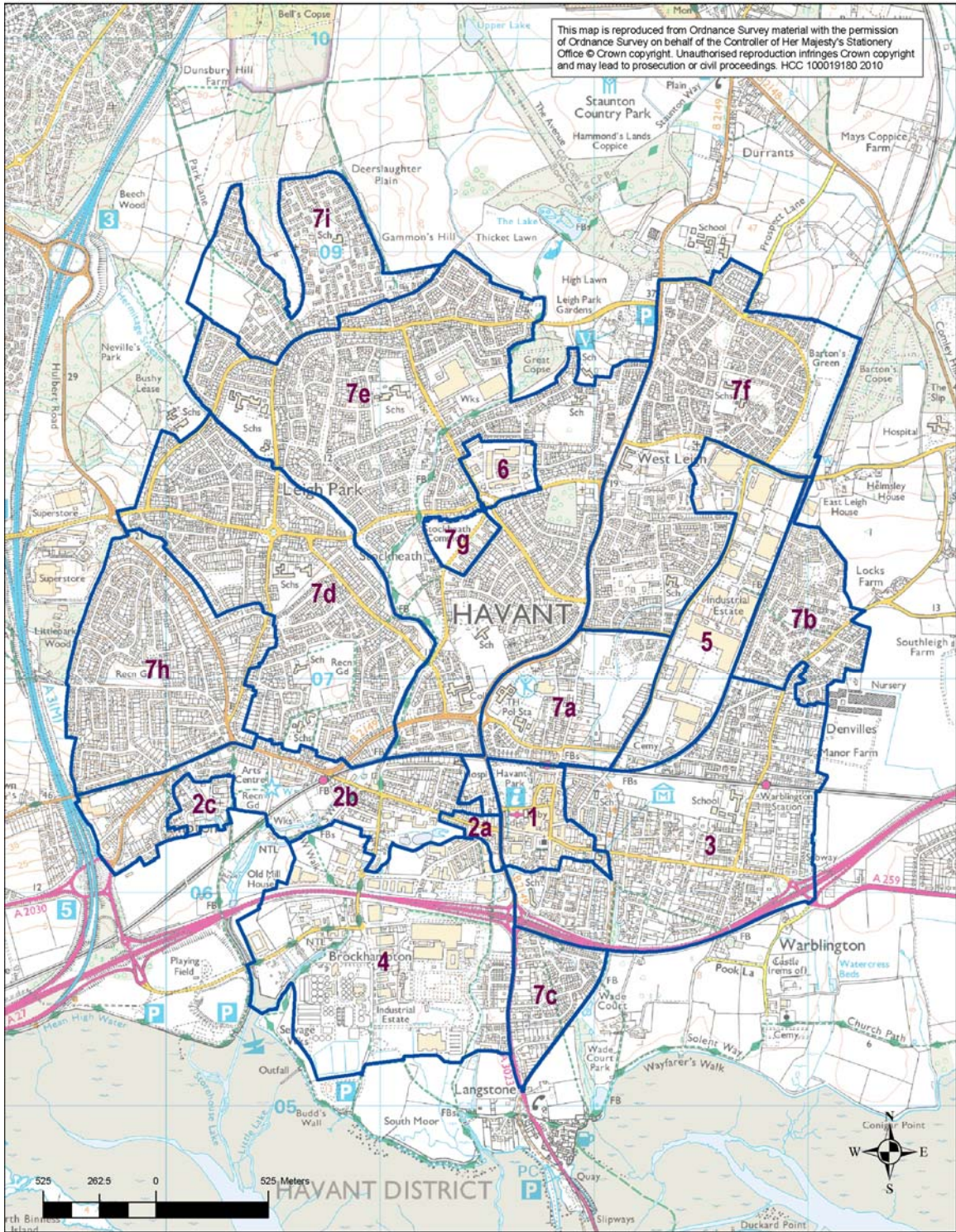
<b>TCT</b>	<b>Description</b>
01	Medieval Planned Urban Settlement
02	Rural Settlement
03	Post Medieval Development 1600–1819
04	Residential 1820–1869
05	Residential 1870–1914 (Terraces, Semi-detached, Small Detached Houses)
06	Residential 1870–1914 (Villas)
07	Residential 1915–1945
08	Residential Post 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

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## HAVANT TOWNSCAPE TYPES





# HAVANT CHARACTER AREAS



## 2 CHARACTER AREA DESCRIPTIONS

### 2.1 HAV01 Historic Core

#### 2.1.1 Character Summary

***This character area comprises the oldest section of Havant town centre and retains much of the surviving medieval street plan form of the historic settlement. The form of historic development running along the long narrow plots is a particular characteristic of East Street in this character area. St Faith's Church, at the south-western corner of the original crossroads with the east-west Roman road, dominates this part of the character area. This area also includes Homewell; a modest group of residential dwellings leading to the now converted Homewell Parchment Works. This is also the commercial heart of the town and its mixed use combined with its historic importance provides vitality, and dynamic and interesting townscape.***

***The character area includes a large number of statutory listed buildings and buildings of local architectural and historic interest and forms part of the larger designated St Faith's and Lymbourn Road Conservation Areas.***

#### 2.1.2 Key Characteristics

- Survival of the medieval street plan of Havant which includes the commercial core of the town which grew around the crossroads
- Topography is predominantly flat
- Regular planned narrow plots (medieval in origin) often running for some length, with historic brick boundary walls to sides and rear
- Building line is consistent throughout, to back of pavement, and strongly defines the townscape
- Broad mix of walling materials, predominantly red brick, with some stucco, terracotta, faience and decorative plaster. Clay tile roofs, some natural slate at shallow pitches
- Scale varies from single storey to three and a half storey, though breaking of the roof slope with dormer windows or rooflights is rare
- Mix of uses throughout including independent retailers, national chains, services, cafés, public houses and sandwich bars/takeaways but predominantly residential in South Street
- A lot of mature trees to the public spaces (Havant Park and St Faith's churchyard) and to rear gardens
- Public realm is of high quality in places such as Homewell and parts of West Street with natural stone paving and kerbs. Street trees are an attractive feature of Market Parade and modern sections of West Street.
- Good access and connectivity, particularly for the pedestrian, due to a series of footpaths, known locally as twittens, which link the principal streets with adjacent suburbs and on to more extensive historic footpath networks

### 2.1.3 *Boundaries and setting*

The western boundary is strongly defined by Park Road South which truncates West Street and gives a separate identity to the western section of West Street (HAV02a) beyond. To the north of the historic core is Havant Park, a Victorian park sitting between the town and the railway line which forms the northern boundary. This is an important amenity with the commercial town centre effectively stopping at the railway line with HAV07a beyond. The eastern and southern edges border onto the Victorian and Edwardian suburbs of HAV03. This area shares a boundary with Grove Road to the south; a fine Edwardian suburb (laid out circa 1900–1914) which is part of St Faith's Conservation Area and Lymbourn Road Conservation Area to the east (both contained in HAV03).

The setting of the historic core comprises mostly twentieth-century expansion to the north and Victorian and Edwardian expansion to the south. The east–west road is a well established historic route, though its present appearance (other than the group of statutory listed houses immediately to the west of Park Road South) dates largely from the twentieth century. There are important views into and out of adjacent areas (designated conservation areas) particularly along Emsworth Road (HAV03) and along South Street (HAV03) and West Street (HAV02a and the Black Dog Conservation Area).

### 2.1.4 *Designations*

There are a lot of statutory listed buildings (over forty individual list entries) in this character area as well as a high number of buildings that are of local architectural and/or historic interest. The church of St Faith's is notable for its Grade II\* listing. The St Faith's Conservation Area covers all of the character area and goes beyond its boundaries to the south, and the Black Dog Conservation Area is immediately adjacent to the boundary to the west with the Lymbourn Road Conservation Area to the immediate eastern boundary.

### 2.1.5 *Townscape types present*

TCT01, 03, 08, 11, 22 and 31.

### 2.1.6 *Topography*

The centre of Havant lies at approximately 10m AOD with a gentle slope, almost indiscernible, to the south and south-west.

### 2.1.7 *Layout and Pattern*

The buildings of the historic core are set on a medieval plan centred upon a well at the crossing point of two Roman roads, from Chichester to Bitterne and from Langstone to Rowlands Castle. The regular plot divisions survive in good numbers and define the rhythm and scale of the present townscape. There is a consistency throughout to the building line which is hard to the back of pavement and broken only by the churchyard of St Faith's. Here, the raised graveyard wall and trees help continue the important sense of enclosure in the central core of the town. In East Street the narrow, vertical emphasis of the facades is best represented by large tall Georgian and Victorian brick buildings set to the rear of the pavement line. This contrasts with the more spacious layout of the residential area to the east



(Emsworth Road, HAV03) beyond the former Hayling Billy railway line, which now creates a green corridor separating the two areas.

#### 2.1.8 *Buildings and materials*

A fire in the eighteenth century destroyed much of the medieval and later central core of Havant. The Old House at Home on South Street is one of the few surviving buildings. Despite this, the town has a high degree of architectural and historic quality and interest in its built form from the eighteenth, nineteenth and twentieth centuries. It has maintained a relatively modest and intimate scale commensurate with its historic role as a small market town.

There is a notable survival of many very fine brick Georgian houses (all statutory listed), and the prosperity of the nineteenth-century town is reflected in the architectural exuberance of the buildings of the period. The substantial survival (albeit converted to residential use) of an industrial complex (a former parchment works) and its natural spring source gives a physical presence to some of the important historic elements which featured so heavily in the town's development.

Buildings within the historic core range from single-storey shops to three-and-a-half-storey houses, and flats with shops at ground floor. There is also much variation to how buildings address the street; some with parapets, others with pitched roofs, and some projecting gables. It is this variation that provides interest and vibrancy to the character area. There is, however, only limited conversion of roofspace and use of dormers or rooflights, leaving most of the older roof slopes uninterrupted.

The predominant material is brick, red with grey headers or buff dressings, but there is also a mix of stucco, terracotta, faience and decorative plaster. Where seen, roofs are usually handmade clay tile, but there is some natural slate to shallower pitches and later buildings.

Flint or flint with brick banding and string courses are also seen, and red brick boundary walls are strongly defining features of the historic core. Boundary walls generally line the sides and rear of properties fronting the main streets and subsequently strongly characterise the narrow lanes (twittens) to the south of East Street, and delineate larger plots to the north. Of note is the use of locally distinctive rat-trap bond boundary walls throughout this part of Havant.

#### 2.1.9 *Predominant land use*

Within West Street, there is a mix of national chains and individual independent retailers. North Street has cafés (with tables outside), takeaways, restaurants, a supermarket and public houses. East Street has a service-based commercial character. There are some residential units above shops but this does not appear to be widespread. South Street has more service-orientated units including a garage and offices in converted buildings but most of the street is residential in character.

#### 2.1.10 *Public realm*

The public realm is varied, with pedestrianised sections of West Street adjacent to St. Faith's Church finished with high-quality materials and working as a shared surface space. Other sections of the core are less well considered. Modern lighting columns to some of the narrow streets are particularly incongruous.

### 2.1.11 *Open space*

There is a high degree of private green space within the character area. This largely comprises private gardens and school grounds. It should be noted that the open character of some of these garden spaces is an important part of the setting of many of the larger historic houses. The churchyard of St Faith's is an important semi-public open space at the heart of the town centre. These spaces are often complemented by large mature trees which can be seen from the public realm and often form the backdrop or frame historic buildings and townscape.

Havant Park is an important public green space with high amenity value for the shoppers and shop and office workers in the town. The tree-lined space acts as a buffer between the station and the town centre. Trees in the park are seen to form a backdrop to built form, such as Market Parade off North Street.

### 2.1.12 *Biodiversity*

Trees are prevalent throughout the character area and are often seen on a very grand scale and in large groups. Large mature gardens are connected and further linked by alleys, hedge boundaries and important green corridors such as the former Hayling Billy railway branch line, now a tree-lined footpath running north–south and forming a small section of the eastern boundary of the character area. The main railway line to the north also acts as a wildlife corridor.

Tree-lined Havant Park links with the railway wildlife corridor and provides a valuable habitat in this urban core.

### 2.1.13 *Access and connectivity*

Despite significant potential barriers to the pedestrian, such as the railway and the B2149 (Park Road South and North), the central historic core is well connected. To the south in particular, although not exclusively, the survival of an historic network of alleyways and lanes, known locally as 'twittens', define historic boundaries and form important routeways through the town.

## 2.2 HAV02 Small-scale early suburbs, including Bedhampton

### 2.2.1 Character Summary

***This character area comprises older urban extensions (Victorian and early-twentieth-century) and inter-war and post-war development along principal routes to and from the town. Older houses and groups of houses, which include the two villages of Bedhampton and Brockhampton have been subsumed into later development of residential estates. The character area has three sub-areas which include and define, in part, three conservation areas; Brockhampton, Black Dog (part of HAV02a) and Old Bedhampton Conservation Areas (HAV02c). HAV02b comprises a series of Victorian/Edwardian developments also partly contained within the Brockhampton Conservation Area.***

### 2.2.2 Key Characteristics

#### Sub-areas of HAV02

##### 02a. Brockhampton historic core

- Continuation of the historic core of Havant with a lot of historic buildings surviving
- Historic character of the Black Dog Conservation Area and listed buildings
- Predominantly flat topography
- Regular plot division, often narrow and long
- Consistent building lines to groups throughout, often to back of pavement or with slight set-back
- Red brick, some clay tile and some natural slate, but much replacement of both with modern concrete interlocking tiles
- Two-storey houses almost throughout
- Mixed-use area, small-scale independent shops, some service industries and public houses
- Limited tree cover, some small trees to gardens and lining the railway line, and some open spaces
- Narrow pavements, busy roads and limited shared spaces, no street trees
- Good access and connectivity due to a network of footpaths and lanes

##### 02b. Bedhampton and Brockhampton suburbs (Victorian and later)

- A mix of Victorian, inter-war and post-war housing set on informal grids of streets off West Street and Bedhampton Road which have ribbon development origins
- Historic character of Brockhampton Conservation Area and listed buildings
- Topography is predominantly flat
- Regular plots
- Consistent building line; slightly set back from road with small gardens and low boundary walls or hedges
- Mix of painted render and red bricks with clay tile or concrete interlocking tile roofs

- Two-storey houses throughout
- A combination of residential with single-family houses, buildings associated with the Water Works and a mixed-use area, with small-scale independent shops, garages, some service industries and a public house
- Limited trees; mostly to edges of green spaces
- On-street parking, no grass verges or street trees. Busy traffic routes in places
- Good access and connectivity due to a network of footpaths and lanes but the railway can be a barrier in places

#### *02c. Bedhampton historic core*

- A semi-rural village character survives to the historic core of Bedhampton despite some twentieth-century infill and redevelopment
- Historic character of Old Bedhampton Conservation Area and listed buildings
- Land is steadily rising towards the west and slightly undulating throughout but particularly towards the southern edge of the sub-area
- Large irregular plots with limited sub-division
- Inconsistent building line throughout
- Red brick, flint, painted plaster and stucco, natural slate and handmade clay tiles to roofs. Brick and flint combinations for boundary walls
- Two- and two-and-a-half-storey houses (using dormers in roofspaces), some in a grand classical style
- Entirely residential with single-family dwellings, with the exception of the church
- Good tree cover, mostly in the private gardens of large houses or in the churchyard but providing high public amenity value
- Good quality public realm; quiet roads lined with open streams or brick/flint boundary walls or mature hedges, few street lights
- Good access and connectivity due to a network of footpaths and lanes

#### *2.2.3 Boundaries and setting*

To the east, but truncated by the B2149 (Park Road South), is the historic core of Havant town centre (HAV01). To the south is the industrial area of Brockhampton and The Tanneries Industrial Estates (HAV04) including The Portsmouth Water Company which is also contained within the Brockhampton Conservation Area. To the west and south-west is the transport infrastructure of the interchange of the A3(M) junction 5 and the A27, which strongly defines this edge. To the north are entirely residential suburbs (HAV07) of various periods with the boundary formed by Bedhampton Road and the railway.

The setting of this character area is one of dense urban development mixed with the infrastructure of road and railway. Of note is St. Thomas Church set within its mature tree-lined backdrop in views towards this building from the recreation ground to the south and east.

#### *2.2.4 Designations*

There are three designated conservation area within the character area; Black Dog (wholly within sub-area HAV02a), Brockhampton (part included in HAV02b) and Old Bedhampton (part included in HAV02c).

West Street (HAV02a and HAV02b) has a series of statutory-listed eighteenth- and early-nineteenth-century houses in the Black Dog and Brockhampton Conservation Areas. The Black Dog Conservation Area also includes the Grade II listed 'The Court House' (former Black Dog public house), West Street, which is one of Havant's few medieval timber-framed buildings. Other listed buildings in the Brockhampton Conservation Area include Old Manor House. Old Bedhampton (HAV02c) has eight statutory listed buildings including St. Thomas Church and a series of larger eighteenth- and nineteenth-century houses in the village.

#### 2.2.5 *Townscape types present*

TCT02, 03, 05, 08, 09, 11, 12, 14, 15, 16, 22, 23, 24, 27 and 30.

#### 2.2.6 *Topography*

The area is relatively flat in the east and gently undulating towards the west with an increasing gradient on climbing Bedhampton Hill to the west.

#### 2.2.7 *Layout and Pattern*

There are two distinct patterns of development within the character area. The first is the ribbon-like development of houses at a medium and sometimes relatively fine grain along the road, with the occasional parallel roads forming informal grids (this is mostly found in HAV02a and HAV02b). The building line in this case is usually strongly defined and consistent in groups, often to back of pavement or set slightly back. This makes for strongly defined traditional townscape.

The second pattern is that of the survival of an earlier dispersed village plan (Old Bedhampton) largely, but not wholly, subsumed by later inter-war and post-war development. The area where this is most distinctive and retained is centred on St. Thomas Church and is designated as the Bedhampton Conservation Area (HAV02c). This sub-area is characterised by coarse-grain development of large houses set in large landscaped gardens, informally laid out in their plots with no consistency of building line or relationship to the roadside; this is one of the key characteristics of Old Bedhampton (HAV02c).

#### 2.2.8 *Buildings and materials*

There is a good survival of eighteenth- and early-nineteenth-century houses of varying status throughout the character area and a number of good examples of Victorian and Edwardian terraces. The latter are invariably red brick with a mix of natural slate and later replacement with modern concrete interlocking tiles. Painted render is seen on the post-war housing to the north of West Street, with clay tile.

Older building materials within the character area (particularly seen in HAV02c) include knapped flint, local red bricks, painted plaster, stucco and some timber-framing. Most older roofs are clay tile, though some natural slate is also seen.

Brick and flint walls are distinctive boundary features in and around Old Bedhampton village.

### 2.2.9 *Predominant land use*

Sub-areas HAV02a and HAV02b are mixed-use suburbs with houses, small shops, public houses and other services (some light industrial uses replacing the heavy industry of former years). The character of sub-area HAV02c is predominantly residential, with single-family dwelling houses.

### 2.2.10 *Public realm*

The quality of the public realm is mixed, with some very attractive quiet semi-rural roads and lanes to parts of the character area (HAV02c) and other areas of relatively busy roads, narrow pavements and car dominance (HAV02a and HAV02b). Of particular note is the open stream (a tributary of the Hermitage Stream) along Brookside Road, and the mature garden trees, remnant red flint and brick walls, and mature hedgerows which provide a good sense of enclosure to the area within the Old Bedhampton Conservation Area (HAV02c).

### 2.2.11 *Open space*

Hermitage Stream, and its environs, has good public access with public footpaths criss-crossing this space between Brockhampton and Bedhampton. The stream is linked to the recreation ground to the east and south-east of Old Bedhampton.

To the south-west, adjoining but outside the settlement, a large patch of arable land is bordered by a strip of parkland and further patches of arable land and grassland. This area effectively buffers the residential areas from the A27 and A3(M) roads to the south and west respectively. These spaces provide good public amenity spaces for the residential areas adjacent.

In addition, there are large areas of private open spaces within the extensive gardens of the houses within the character area, particularly those of sub-area HAV02c. These areas often form important parts of the setting of historic buildings and the wider setting of the conservation area.

### 2.2.12 *Biodiversity*

The eastern section of the character area (sub-areas HAV02a and part of HAV02b) has limited tree groups and individual trees and/or large green spaces other than Hermitage Stream and its environs. There are a number of small trees and hedges in front gardens that make a positive contribution to biodiversity. The larger mature gardens of Bedhampton environs, particularly the older areas, have good numbers of mature trees, and buildings are often set within or defined by a backdrop of mature indigenous trees.

Mature gardens are linked and in turn link to open green recreation spaces and open fields to the south-west. They are also in close proximity to the rich wildlife habitats of the Hermitage Stream corridor, and the railway line which is lined for much of its route with hedges and trees.

Bedhampton Hill Road and roads leading off have some street trees and grass verges in places.

### 2.2.13 Access and connectivity

There is good connectivity within the character area with a network of footpaths linking east–west across the Hermitage Stream and recreation area. To the north, busy roads and the railway create barriers, to a degree, but there are multiple opportunities for pedestrians to cross these. The car-borne traveller is slightly more restricted by the road network and limited crossing points of the railway (which includes a busy level crossing).

## 2.3 HAV03 Warblington and Denvilles suburbs

### 2.3.1 Character Summary

***This character area comprises Victorian, Edwardian and later residential suburbs stretching to the east and north-east of the historic core. There are generally generous plots and a high degree of mature landscaping. There is a small conservation area to the far western edge, Lymbourn Road, which shares its boundary with the historic core (HAV03). There is a consistently high level of tree coverage including street trees, a characteristic that unites the character area. Within this area there are some very attractive houses in large plots.***

### 2.3.2 Key Characteristics

- High-quality Victorian, Edwardian and later housing of varied scale and grain
- Historic character of Lymbourn Road Conservation Area and listed buildings
- Topography is predominantly flat
- Medium-sized to very large plots of varying regularity set to an informal grid
- Building lines are usually consistent to roads, with some variation. Houses are well set back from the road
- Red brick, painted render and pebbledash, tile hanging, many decorative features and joinery
- Predominantly two-storey houses, sometimes on a grand scale, and some bungalows
- Almost entirely residential; single-family dwelling houses
- High level of mature tree cover throughout, in public and private spaces
- Good quality public realm; wide streets, tree-lined grass verges, limited on street parking
- Good access due to the grid of streets but some poor connectivity due to limited crossings over the railway

### 2.3.3 Boundaries and setting

The area forms part of the eastern and south-eastern corner of the settlement. To the west, continuing on from Emsworth Road, is East Street, forming part of the historic core (HAV01) and to the north and south is a mix of post-war residential suburbs (HAV07a, HAV07b and HAV07c) and industrial estates (HAV05).

The character area is connected to the open countryside to the east with expansive views from easternmost roads into the fields beyond. Of equal importance, in terms of setting, are the extended and contained views along Emsworth Road from and to HAV01 to the west.

#### 2.3.4 *Designations*

The Rectory to the corner of Emsworth Road and Lymbourn Road dates from the eighteenth century and is Grade II listed. This building and three further houses to Emsworth Road, and the houses and gardens of Lymbourn Road, are designated as part of the Lymbourn Road Conservation Area. St Faith's Conservation Area abuts this conservation area and extends into the western edge of this character area.

#### 2.3.5 *Townscape types present*

TCT04, 05, 07, 08, 09, 12, 17, 21, 27 and 28.

#### 2.3.6 *Topography*

Predominantly flat throughout with very little discernible change in level.

#### 2.3.7 *Layout and Pattern*

The various phases of development have maintained former field boundaries and alignments in places and dictated slight variations between layouts but the predominant characteristic of roads is their informal grid pattern and regular-sized to large plots with mostly semi-detached or detached houses and bungalows. The houses and bungalows are generally separate, with roads having one or the other building type.

There are some notable variations in the way houses address the street and the building line is irregular in places; in some places staggered (Fourth Avenue) and in others regimented. Some houses are set well back from the road and often obscured by trees or mature hedgerow boundaries.

#### 2.3.8 *Buildings and materials*

The area is an attractive mix of semi-detached and detached houses. At the higher status end some of the Edwardian villas are on a very grand scale and sit in generous grounds often framed or slightly hidden by trees or mature hedges. There are very attractive smaller detached houses from the same period and later large houses and bungalows from the 1930s, often with large bays to the road.

There is a very high quality to some of the built form of this character area, with the use of mock timber-framing, decorative joinery to porches, canted bays, a high degree of retention of original windows and doors and original natural slate and clay tile roofs. There is also decorative tile hanging, and decorative barge boards to projecting gables, and decorative ridge tiles with distinctive finials to some house groups.

There is a diverse and sometimes eclectic use of materials within this character area. Red brick is predominant in places but much painted render and pebbledash is also seen. There is also the more limited use of flint (a rare example of galleting is also seen) and brick combinations and some ashlar stone work for dressings and quoins.



### 2.3.9 *Predominant land use*

The area is almost entirely residential comprising single-family dwelling houses but with Warblington School and playing fields to the north of Emsworth Road.

### 2.3.10 *Public realm*

There is generally a high-quality public realm with wide streets often with street trees set in grass verges. Hedgerows are a particular feature of the roads leading off Emsworth Road as are surviving sections of red brick boundary walls. Some roads to the south of Emsworth Road are private roads but work as pedestrian-friendly shared spaces as there are no pavements.

### 2.3.11 *Open space*

There are two large sports fields attached to Warblington School (without public rights of way across). Further to these there are a small number of green amenity spaces and pockets of woodland. There is much private open space contained within the generous gardens throughout the character area.

### 2.3.12 *Biodiversity*

Gardens throughout this character area are generous and linked (often back to back) and provide wide green corridors across the area. These gardens are subsequently linked to open countryside to the east and in part to the south (beyond the A27 via two pedestrian underpasses).

Many gardens contain mature trees and are hedge-lined. This is particularly the case for the main routes of Emsworth Road (and roads leading south) and Southleigh Road. There are a large number of street trees, set in grass verges, of high public amenity value for the visual quality this imparts on the streetscene and also of high biodiversity value.

### 2.3.13 *Access and connectivity*

This area is well connected through a highly efficient hierarchy of streets, often in a grid pattern. To the south of Emsworth Road a footpath links roads to the centre of Havant and out to Warblington and the harbour. The railway is a barrier to connectivity and is crossed by road at busy level crossings.

## 2.4 HAV04 Langstone (part); Endeavour Business Park and environs

### 2.4.1 Character Summary

**This comprises a large and diverse area of predominantly industrial buildings with some high-quality office space, large retail food stores and other retail outlets, and including a Sewage Works to the western edge. This character area straddles the A27 and includes the striking Xyratex building, of some architectural merit. This area also contains part of the designated Brockhampton Conservation Area.**

### 2.4.2 Key Characteristics

- Mix of small, medium and large industrial-type uses and premises
- Flat and low lying
- Small, medium-sized and large, mostly rectangular plots with buildings set in areas of parking
- Predominantly consistent and square to the road with some exceptions
- Steel-framed buildings with profile metal cladding (often for walls and roof)
- Large buildings, some up to the equivalent of two-storey domestic dwellings (height to eaves)
- Low-key industrial uses, some high-tech office space and utilities
- Very limited tree cover to the centre of area but good tree belts to the east and to a lesser extent to the north
- Poor public realm for the pedestrian but wide roads with grass verges
- The island nature of this character area makes connectivity an issue despite a network of footpaths

### 2.4.3 Boundaries and setting

This character area defines the southern boundary of the conurbation and the edge to Langstone Harbour. To the east is post-war residential development (HAV07c) and a small part of the boundary is shared with HAV03 which is formed by Park Road South (B2149). To the north are the Victorian and later suburbs stretching along West Street (HAV02b) which include part of the Brockhampton Conservation Area which extends south to include the buildings of the Portsmouth Water Company. The remaining boundary to the north-west is shared with HAV02 and comprises the relatively enclosed landscape along the Hermitage Stream which contrasts with the open views out to Langstone Harbour to the south.

### 2.4.4 Designations

The Brockhampton Conservation Area covers a small section of the character area to the northern boundary. The Old Bedhampton Conservation Area extends south (to include the mill and its setting) and shares a boundary with the character area at the north-western corner.

### 2.4.5 Townscape types present

TCT11, 12, 14, 15, 27 and 29.

### 2.4.6 Topography

Low-lying and predominantly flat land

#### 2.4.7 *Layout and Pattern*

To the south of the A27 the industrial buildings are of a medium to large and very large scale and are set around a grid of wide access roads. To the north of the A27 the layout is more informal and appears inherited and derived from established uses and piecemeal development of parcels of land.

Building lines are generally consistent but with some buildings staggered and at angles to their feeder roads.

There are significant areas of hardstanding throughout with only limited landscaping or relief.

#### 2.4.8 *Buildings and materials*

There is mostly profiled metal sheeting to steel-framed buildings. The same material is often used for cladding of walls and roofs. Elsewhere, usually asbestos-cement sheets are used at very low pitch. The notable exception to this is the Xyratex building complex just to the south of the A27 and a prominent landmark building from this road (though partially obscured by a tree belt) and from the A3023 to Hayling Island. This building has curtain walling of hammered concrete with strip glazing and neat divisions into manageable bays.

#### 2.4.9 *Predominant land use*

Industrial uses from the small- to large-scale form the predominant land use; high-tech offices and manufacturing spaces, and large retail outlets including food outlets. There are also utility buildings and structures including the waterworks and sewage plant.

#### 2.4.10 *Public realm*

The public realm favours the car user. However, roads are wide and often have grass verges. There are limited street trees or hedge boundaries.

#### 2.4.11 *Open space*

There are very large areas of open space in this character area but most are hardstanding for parking or storage or a combination of both. There are open fields to the north-western corner on the approach to Hermitage Stream. These form an important break between this area and the residential suburbs and older urban areas beyond.

#### 2.4.12 *Biodiversity*

The area is rich in potential wildlife habitats despite its predominant land use of large-scale buildings with large hardstandings for their setting. The green corridor formed by Hermitage Stream is an important amenity area and wildlife habitat. There are tree belts to the edge of this area which link to the gardens of residential areas adjacent (HAV02b).

There is also a strong tree belt, between the Langstone Technology Park and the residential roads to the east (HAV07c), which stretches down to the open areas of grassland bordering the harbour to the south.

Green areas within the built-up areas are restricted to low hedges and small trees forming some boundaries and demarking some areas of parking.

#### 2.4.13 *Access and connectivity*

A network of footpaths crosses through this character area. However, the 'island' nature of the area south of the A27 limits connectivity with adjacent areas. The car user is severely restricted because of the single entrance and exit points to sections of the character area. The A27 is a significant barrier to pedestrian and car user on travelling north–south.

## 2.5 **HAV05 Havant Industrial Estates, including Downley Point, Oakwood Centre, Hayward Business Centre and Kenwood Business Centre**

### 2.5.1 *Character Summary*

***This is a tight coarse-grain mix of large and very large industrial units and offices. There are some imposing three- to four-storey buildings in places. Buildings are surrounded by large areas of hardstanding used for parking and/or storage. This area is by virtue of the nature of the use very poorly connected. The gas tower on the western edge of the character area is a notable local landmark.***

### 2.5.2 *Key Characteristics*

- Enclosed industrial estate on a large scale
- Predominantly flat
- Large regular grid of plots of varying sizes
- Consistent building lines throughout
- Profile metal cladding and asbestos-cement sheeting to steel frames, some concrete-framed offices
- Office buildings of up to four storeys and industrial shed-like structures equivalent to three-storey domestic buildings (height to eaves)
- Industrial manufacturing and associated ancillary uses
- Very little tree cover to character area but good tree screening to boundary and adjacent residential areas
- Poor public realm favouring the car user
- Poor access and connectivity due to the nature and pattern of use

### 2.5.3 *Boundaries and setting*

The area is almost completely enclosed by post-war residential suburbs (HAV07a, HAV07b and HAV07f) and also the older development of HAV03. The railway line forms a strongly defined boundary to the east, and to the west the wide carriageway of New Lane forms the division between industrial units and residential streets (other than at the northernmost boundary where the industrial estate straddles the road).

The character area is low lying but sits to the south of steadily and markedly changing levels. This means that views from the north take in the full extent of the low roofscape of the character area and in particular focus on the gas tower just to the

north of Stanbridge Road. In terms of the immediate setting there is often juxtaposition between the scale of the industrial units and the residential areas adjacent. This is helped considerably in places by robust tree belts, particularly to the western side of New Lane.

#### 2.5.4 *Designations*

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

#### 2.5.5 *Townscape types present*

TCT15 and 26.

#### 2.5.6 *Topography*

Predominantly flat, rising slightly to the north and sloping down to the west where a water course runs parallel with the northern section of New Lane.

#### 2.5.7 *Layout and Pattern*

Varying and random sizes of building (almost entirely rectangular in plan) laid out on a simple grid parallel and perpendicular to New Lane and the railway line at a tight coarse grain. Building lines are consistent to the grid or New Lane or both. This gives a very uniform and rigid structure to the character area.

#### 2.5.8 *Buildings and materials*

There is a group of office buildings to the northern section of the character area on both sides of the road. These are reinforced-concrete framed, with infill panels expressed with coloured laminated sheets.

The remaining area comprises large and very large industrial units of clear-span steel-framed sheds with various modern cladding materials, mostly profiled metal. Often, materials used for the walls are replicated on the roof; otherwise asbestos-cement sheeting is used. Low pitches and flat roofs throughout, some northern roof lights giving a varied roofscape profile.

#### 2.5.9 *Predominant land use*

Small-, medium- and large-scale industrial manufacturing with storage and office facilities incorporated where appropriate.

#### 2.5.10 *Public realm*

The public realm is very poor for the pedestrian although all units are accessible on foot via pavements.

#### 2.5.11 *Open space*

There are large areas of open space but these are given over to parking areas or storage or both.

#### 2.5.12 *Biodiversity*

There is very limited landscaping within this character area. However, the boundaries both sides of New Lane (but particularly the west) have a lot of mature trees and some hedges and shrubs (many of which are non-indigenous) forming robust tree belts. These screen most of the residential areas from the industrial

estate and provide good wildlife habitats and a strong green corridor linking to further green spaces and pockets of woodland.

#### 2.5.13 *Access and connectivity*

The nature of the uses within this character area, and the significant barrier of the railway line to the east and the high steel perimeter fence to the west (bounding New Lane) mean that this area is not well connected to its surroundings. However, there is a footbridge link to the adjacent housing estate to the east (HAV07b) and a footpath (following a former ownership boundary) crosses through the estate.

## 2.6 HAV06 Leigh Park Civic Centre

### 2.6.1 *Character Summary*

***Purpose built mid to late 1960s district shopping centre built as a series of inward-facing interlocking pedestrianised streets. Parking is distributed around the edges and servicing is to a central courtyard. Three-storey, flat-fronted ranges of buildings; flats above shops.***

### 2.6.2 *Key Characteristics*

- A self-contained inward-looking large district shopping centre of the mid-twentieth century
- Flat topography
- Regular plots set in a U-shaped grid
- Consistent building lines to pedestrian streets, providing strong enclosure. However, enclosure of shared vehicle and pedestrian routes is often poor where buildings are exposed at the rear
- Red brick and buff brick, combination of flat roofs and hipped clay tile roofs
- Predominantly two and three-storey buildings
- Mixed use; retail with residential above
- Street trees to pedestrian precinct
- Poorly maintained public realm but some consideration for material specification, good use of street trees
- Good access but the road network poses a significant barrier to pedestrian connectivity

### 2.6.3 *Boundaries and setting*

This area is completely enclosed by HAV07; residential suburbs. Roads to the south, east and west strongly define this small district centre. To the north is housing.

The setting comprises a large area of car parking, busy roads and residential development some distance removed from the centre and disconnected because of the space and road network between.

### 2.6.4 *Designations*

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

2.6.5 *Townscape types present*  
TCTII.

2.6.6 *Topography*  
The area is flat.

2.6.7 *Layout and Pattern*  
The area comprises three pedestrianised streets forming a U pattern. There is strong enclosure to the streets and they are open at both ends and to the south-western corner allowing good permeability. To the north-western corner there is a square.

2.6.8 *Buildings and materials*  
The buildings are two and three storey with shops at ground floor (sometimes with a colonnade) and flats above. These are accessed from the rear or from a first floor walkway which crosses the street and forms the colonnade to part of the development.

Red and buff brick with flat roofs or clay tiles, also a mansard roof of cement tiles.

2.6.9 *Predominant land use*  
Use is small-scale independent retailers with residential units above.

2.6.10 *Public realm*  
The pedestrianised streets and spaces have been carefully considered and some care has been taken to specify materials. The presence of street trees softens what is otherwise a harsh urban environment with little in the way of soft landscaping.

2.6.11 *Open space*  
There is a series of open spaces within the complex (a small public square to the north-western corner) and surrounding the centre. The latter are largely given over to surface car parking. There is almost no open green space within the character area.

2.6.12 *Biodiversity*  
There is very little opportunity for wildlife habitats within what is a very harsh urban environment. There are almost no trees and very little green space.

2.6.13 *Access and connectivity*  
The design of the district centre provides good permeability for the pedestrian. However, the road network surrounding is a considerable barrier to the pedestrian.

## 2.7 HAV07 Havant residential estate suburbs

### 2.7.1 Character Summary

***A series of medium- to fine-grain, loose in parts due to incidental and larger open spaces, residential suburbs with estates of houses and bungalows dating from the 1930s to the late 1990s, formally and informally laid out, generally with generous allocations of green public space and mature trees throughout. Houses are well constructed with earlier (immediate-post-war) estates reflecting much of the stylistic and layout characteristics of the Garden City movement. Differences in layout, presence and character of open space, degree of former character of the landscape being retained (mostly trees) and period of development has defined nine sub-areas within the character area.***

### 2.7.2 Key Characteristics

#### Sub-areas of HAV07

##### 07a. Leigh Road environs

- An older (late-nineteenth-century and 1930s) piecemeal suburb of Havant, pre-Leigh Park development
- Generally flat topography, rising slightly to the north
- Mixed plot size with pockets of later mixed-use development of varied grain and a loose layout. Generally larger detached and semi-detached houses
- Building lines are generally inconsistent throughout the sub-area but some distinct uniformity in roads (such as Leigh Road and Eastern Road)
- Red brick (brick and flint to some older boundary walls), render, pebbledash, some tile hanging and clay tile roofs.
- Two-storey houses, civic buildings on a large scale (three storey)
- Predominantly residential but also local government and public services offices and sports centre
- Good survival of older trees and tree groups, particularly to older roads such as Leigh Road, including trees to mature gardens
- Wide roads, some tree lined, less through traffic, relatively limited on-street parking
- Good access and connectivity

##### 07b. East Leigh

- Late-twentieth-century development
- Land gently rising to the north
- A mix of mid- to late-twentieth-century residential layout including Radburn, where there is an onus on communal space; short terraces set around parking courts with generous areas of green space
- Varied offset building line throughout
- Materials are brick, some of which have white 'weatherboard' cladding, and the houses have pitched roofs with concrete tile coverings. Later developments are using red brick, with some flint panelling and more attention to architectural detail



- Small two-storey, terraced and semi-detached houses, and some detached houses
- Entirely residential; single-family dwelling houses
- Limited mature tree survival though there is an emerging maturity to recent landscaping on Southleigh Road in particular
- Shared public realm with much open green space linking residential areas
- Good access and connectivity

*07c. Southbrook Road environs*

- Various phases of residential development, predominantly post-war houses on medium-sized to large plots creating a coarse- to medium-grain pattern of development
- Low-lying and predominantly flat
- Medium-sized to large, mostly detached houses set in generous regular-sized plots laid out on winding roads and cul-de-sacs
- Buildings lines are consistent within streets and roads, with buildings set back in generous gardens
- Brick, tile hanging and concrete interlocking tiles.
- Predominately two-storey houses with some three-storey apartments
- Residential throughout – generally medium-sized to large private dwelling houses
- Mature street trees line the A3023. Other mature trees complement the existing built environment. The eastern boundary (former Hayling Billy railway line) is notable for its dense vegetation, hedgerows and trees
- High-quality public realm defined by wide roads with open boundaries and very limited on-street parking and minimal street lights
- Survival of an historic footpath between Havant and Langstone Mill that cuts across the layout of the housing estate in a narrow slot
- Good access and connectivity

#### 07d. Leigh Park West

- Pre- and post-war residential development including part of the extensive Leigh Park Estate (west of Hermitage Stream)
- The landform is undulating and falls from the west
- Long sweeping roads of terraced and semi-detached housing in small to medium-sized regular plots at a fairly fine grain, moderately loose layout due to frequent green spaces
- Consistent building lines to streets and to groups, which help formally define open spaces within and to the edges of estates
- Painted render (often in bright colours) with concrete interlocking tiles
- Two-storey houses almost throughout
- Residential throughout with small parades of local shops and amenities
- A high degree of small to medium-sized public open green space, with mature trees between houses and to the edges of estates, as well as in informal green courts. Some front gardens have hedges. Mature trees to rear gardens are also prominent in the public realm. The southern section of Hermitage Stream is often tree lined and includes shrubs and adjacent areas of grassland
- Housing areas, for example, around Hazelholt Drive are characterised by wide roads with grass verges and larger 'break out' open grass areas
- Good access and connectivity

#### 07e. Leigh Park

- Part of the extensive Leigh Park Estate (east of Hermitage Stream)
- The landform is gently undulating (more pronounced to the north) and falls to the west and south
- Long sweeping roads of terraced and semi-detached housing in small to medium-sized regular plots at a moderately fine-grain pattern of development
- Consistent building lines to streets which helps formally define open spaces within and to the edges of estates
- Brick (various colours and finishes), some painted render, predominantly with concrete interlocking tiles
- Two-storey houses almost throughout, some three-storey blocks of flats
- Residential throughout, with small parades of local shops and amenities
- A high degree of small to medium-sized public open green space, with mature trees between houses and to the edges of estates, as well as in informal green courts. Some front gardens have hedges. Mature oak trees exist in wide roadside grass verges as seen along Botley Drive, Highclere Avenue, Bramdean Drive and Riders Lane, and may be hedgerow trees from the original field boundaries
- Some very wide grass verges and green spaces adjacent to roadsides, often tree lined. On-street parking and some parking to wide pavements
- Good access and connectivity

07f. *West Leigh*

- Predominantly mid- to late-twentieth-century development. 1960s housing at a predominantly fine grain, with coarser grain around multi-storey flats. Nineteenth-century Leigh Cottages on Petersfield Road are amongst the few buildings to pre-date the Leigh Park estate and are medium grain
- The landform is relatively flat to the south but then slowly and then steeply rises further to the north
- Short terraces of houses grouped around pedestrian greens with small front and rear gardens and usually backed onto garage parking courts, all set parallel to the feeder roads
- Consistent building lines to groups help formally define open spaces between
- Red/brown and buff bricks with decorative tile hanging and weatherboarding to upper floors (much has been replaced with uPVC boarding). Grey and brown concrete interlocking tiles to roofs
- Two-storey terraced and semi-detached houses and some occasional multi-storey flats
- Predominantly residential, with a mixed-use cluster including Havant and Bedhampton Football Club buildings and playing fields, garages and offices
- The roadside vegetation adjacent to the stream and to New Lane softens the visual impact of the main industrial site when viewed from the adjacent area of housing. A number of communal areas of grassland exist between housing with very limited tree cover
- Wide open grass verges adjacent the B2149, with some tree planting. Some shared spaces to cul-de-sacs
- Very good access and connectivity

07g. *Stockheath Lane environs*

- Distinct grouping of three-storey blocks of flats parallel to the street. Good open green areas between blocks, limited tree cover
- Large group of blocks of flats set around Stockheath Common
- Flat topography
- Coarse grain, large, regular plots set perpendicular to open space and with communal spaces between
- Consistent building line throughout helps strongly define open spaces
- Red and buff brick and clay tile
- Three-storey blocks of flats
- Residential throughout; flats
- Large areas of open space often tree lined
- Good quality public realm, wide roads with grass verges immediately adjacent to open green spaces. A good sense of openness throughout
- Good access and connectivity to immediate environs but hindered by busy road network adjacent

#### 07h. *Scratchface Lane environs*

- Predominantly early-post-war expansion, developed in a uniform medium scale and grain; some limited post-World-War-I development
- The topography is undulating, steadily rising to the north-west
- Detached and semi-detached houses and bungalows set in good-sized plots, often with long deep gardens set on meandering roads on an informal grid
- Consistent building lines throughout help strongly define the townscape
- Varied and wider mix of materials; predominantly painted render and pebbledash, some weatherboarding to gables, mostly concrete interlocking tiles (replacing clay tile and slate)
- Single- and two-storey houses
- Predominantly residential; single-family dwelling houses, but also a cluster of mixed uses at Purbrook local centre
- Very limited tree cover within sub-area, tree-lined recreational green space to centre of area, woodland backdrop to the north strongly defines views across townscape
- Relatively narrow roads, some on-street parking and small grass verges, no street trees (other than to occasional corners)
- Good access and connectivity

#### 07i. *Warren Park*

- Fine-grain pattern of residential development with generous open space provision
- Rising and undulating landform from south to north
- Small plots arranged around large open areas along the Radburn principles, garage courts to rear
- Houses laid out in short terraces, with building lines consistent throughout, small front gardens
- Buildings are predominantly two storey, with one-, three- and four-storey buildings scattered throughout
- Brick built, render or cladding panels, generally flat-fronted, mostly shallow-pitched and flat roofed, with very simple detailing
- Predominantly residential throughout; a mix of public and private dwelling, but also a mixed-use cluster at the neighbourhood centre
- Generous provision of open space between groups of houses, including very wide occasionally tree-lined grass verges
- Good access and connectivity

### 2.7.3 *Boundaries and setting*

This character area is, in part, fragmented which has led to a series of multiple and complex boundaries with other character areas and the edge of the conurbation. To the north and west, other than the planned eighteenth-century parkland of Staunton Country Park which is considerable, the character area borders onto open countryside and woodland. To the south the strongly defined east–west route (formerly a Roman Road) travelling through the heart of the historic core of Havant and delineating the early expansion of the town forms the boundary of this character area. Beyond are HAV01, HAV02 and HAV03. To the east are the industrial estates of HAV05 which separates HAV07b from the remaining inter-war and post-war

suburbs. The same is true of HAV01 and HAV03 to the south which lie between the majority of the character area and sub-area HAV07c, Southbrook Road environs.

The setting of this large character area is most sensitive on its northern boundary where the planned and unplanned landscapes filter into the developed areas of Havant. This transition is an important part of the character of the setting to HAV07.

#### 2.7.4 *Designations*

Elmleigh House is a Grade II listed building. Staunton Country Park is, in part, designated as a conservation area and its southern boundary shares that of the character area. A section of the park is within the conurbation (HAV08)

#### 2.7.5 *Townscape types present*

TCT05, 07, 08, 09, 12, 15, 17, 22, 24, 25, 27 and 28.

#### 2.7.6 *Topography*

The area is relatively flat towards the southern boundaries but steadily rises to the north, in some places markedly (e.g. sub-area HAV07h; Scratchface Lane environs) as it rises up onto Portsdown Hill.

#### 2.7.7 *Layout and Pattern*

There is some variation in layout and pattern across the character area reflecting, in part, site constraints/opportunities such as the watercourses which pass through the heart of suburban Havant. There is mostly a fine-grain pattern reflecting the similar style and period of development. There are some notable 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 HAV07.

The inter-war and immediate-post-war estates which make up HAV07h: Scratchface Lane environs are characterised by a layout providing an uncrowded, medium- to coarse-grain pattern of development, with generous single- and two-storey, detached and semi-detached dwellings set in medium-sized to large front and rear gardens. Boundaries vary but are often low brick walls and/or hedges. There has been only limited loss of boundaries because most houses have driveways.

The finer-grain early-post-war housing areas have been laid out with direct reference to Garden City principles. Houses are often grouped around small greens and there are wide principal routes with narrower feeder roads. Therefore, the grain although fine is also quite loose. This is well illustrated in the sub-areas Stockheath environs (HAV07d) and Leigh Park (HAV07e). These areas are also characterised by a good survival of tree belts from earlier landscapes (belts of mature trees within the residential areas of HAV07d are remnants of Little Park Wood and Hook's Row).

With the exception of Southbrook Road environs (HAV07c) which is at a medium grain with large houses in generous plots, much of the 1970s and early 1980s housing stock within this character area has been laid out following the principles of the 'Radburn estate'; houses set in short terraces (of between four and six houses) arranged around open cul-de-sacs (HAV07b) which allow access to shared public green spaces and are linked to larger areas of public open space or small pockets of woodland and, in the case of Warren Park (HAV07i), a small stream. Housing in sub-areas HAV07i and HAV07f strongly reflect this layout pattern. These areas are also often complemented by the survival of mature trees to the green public spaces.

Of note is the relatively coarse-grain development of the blocks of flats around the Stockheath Lane area (HAV07g). These are set in three-storey blocks perpendicular to the road with private courts between and generous areas of open green space adjacent. This is a distinctive and highly urban form of development but appears successful and well maintained.

### 2.7.8 *Buildings and materials*

There is a distinct use of painted render, pebbledash and concrete pre-cast panels in places, over and above red brick. Brick, when used, tends to be yellow/buff rather than red/orange though this is also seen. There is consistency within estates. The 1970s estates have upper storeys of weatherboarding or tile hanging. The predominant roof material throughout is clay tile, though there has been much replacement with concrete interlocking tiles.

Older areas such as HAV07h have far more variation to materials, and more brick (in various colours) is used. There are also tile hung bays, weatherboarded gables and varied roof profiles; simple gables through to hipped examples with side catslides and further complex profiles with hips and hipped gables. The topography to this area provides good views across roofscape.

Of note is the survival of red brick and flint boundary walls. These are found in some numbers and strongly define Leigh Road and Eastern Road (HAV07a).

### 2.7.9 *Predominant land use*

The area predominantly consists of residential housing estates of single-family dwelling houses with small local parades of shops (usually between three and five units). These are usually combined with flats above and are sometimes of three storeys. There are some small pockets of flat development, generally grouped to cohesive areas of similar development. The dedicated area of flat development is around the Stockheath Lane, Stockheath Road triangle (HAV07g). This is a well laid out group in close proximity to the Leigh Park shopping centre. In addition to local shops, there are groups of church, community centres and nurseries and small schools. A notable pattern of land use throughout the character area is the presence of a number of medium-sized to large school complexes with their associated recreational playing fields and sports fields. These are often substantial areas of open space at the centre or to the edges of residential areas.

### 2.7.10 *Public realm*

The roads are generally wide throughout this character area. Many have grass verges, some with street trees, though it is more common to see bleak areas of green space with mature trees (survival of early landscape features) scattered across them (this is particularly evident in sub-area HAV07h). Boundaries and enclosure varies, with some estates having open boundaries to front gardens which accentuates a feeling of space to these estates. Some of the wider through roads have dedicated retrofitted parking to the outer edge of very wide pavements. Other areas have parking bays. Most housing estates have widespread on-street parking and many front gardens have been converted to parking spaces. In some areas this has created a disparate townscape when combined with on-street parking.

There are some distinct areas of green space which also act as public footpaths, most notably beside the Hermitage Stream and its tributaries which meander through the character area (mostly having a positive impact on HAV07e and forming the boundary between this sub-area and HAV07d). Both areas significantly benefit from this attractive pedestrian link.

Some of the very-late-twentieth-century infill 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 in setts.

### 2.7.11 *Open space*

There are a large number of recreation grounds and sports fields connected to large school complexes. Many of these are directly adjacent to the Hermitage Stream and its tributaries. There is also a series of break-out areas of amenity green space, often containing mature trees, along the stream's path. A notable example of this is Riders Lane (HAV07e) which then links to Stockheath Common and further open spaces to the south adjacent to the stream. This string of open and partially wooded spaces is a very strong characteristic of parts of the character area (particularly HAV07e).

There are two notable survivals of former field boundaries and fields; the western example now forms the recreation ground on Scratchface Lane (HAV07h), and the second forms the recreation ground and sports field on Hook's Lane (HAV07d).

### 2.7.12 *Biodiversity*

Streams and their rich wildlife habitats form an important and linking role throughout the character area and are closely linked to the series of large recreational green spaces and sports grounds throughout or adjoining the character area. Most of the areas adjacent to the streams are tree lined (a good example being Riders Lane (HAV07e)).

There are also a lot of small to medium-sized informal 'break-out' areas of grassland with trees scattered across. These are found to the edges of the main roads through the character area but also within the housing layouts. These are linked to small but sometimes mature gardens and provide important green corridors through the character area. This is not as pronounced as in other character areas (such as HAV03) as there is not the scale of garden space or the degree of maturity to gardens.

Other areas include small pockets of woodland, notably to the south of Stockheath Lane, and in some cases good tree belts (e.g. those to the eastern edge of sub-area HAV07f along New Lane) providing some degree of screening of the adjacent industrial estate (HAV05). To the northern boundaries, many of the open spaces and surviving woodland will be indirectly or directly linked to the Staunton Country Park. The park has been truncated by Middle Park Way but is inextricably linked to it and has retained its essential park character despite its very close proximity to the estate housing.

#### 2.7.13 *Access and connectivity*

Good connectivity almost throughout, with a hierarchy of roads and a pedestrian-friendly network of footpaths which use the green, often tree-lined stream corridors to provide access from and to the adjacent areas of housing down into Havant centre and out to open countryside.