

HEDGE END AND BOTLEY


Character Assessment

- I OVERVIEW2**
- 2 CHARACTER AREA DESCRIPTIONS7**
 - 2.1 HEB01 Hedge End Central Core7
 - 2.2 HEB02 Hedge End early expansion..... 10
 - 2.3 HEB03 Botley Historic Core..... 13
 - 2.4 HEB04 Botleigh Grange Business Park..... 16
 - 2.5 HEB05 Industrial Estates (Hedge End) 19
 - 2.6 HEB06 Residential suburbs 22
 - 06a. North and south of St John’s Road (Hedge End)..... 22
 - 06b. St Helen’s Road expansion (Hedge End) 23
 - 06c. Inter-war/post-war houses: north of Lower Northam Road 23
 - 06d. Sherborne Way environs 23
 - 06e. King’s Copse area environs 24
 - 06f. Broadoak..... 24
 - 06g. Botley residential suburbs..... 25
 - 06h. Wildhern residential suburbs 25
 - 06i. Hedge End Station environs..... 26

HEDGE END AND BOTLEY

Character Assessment

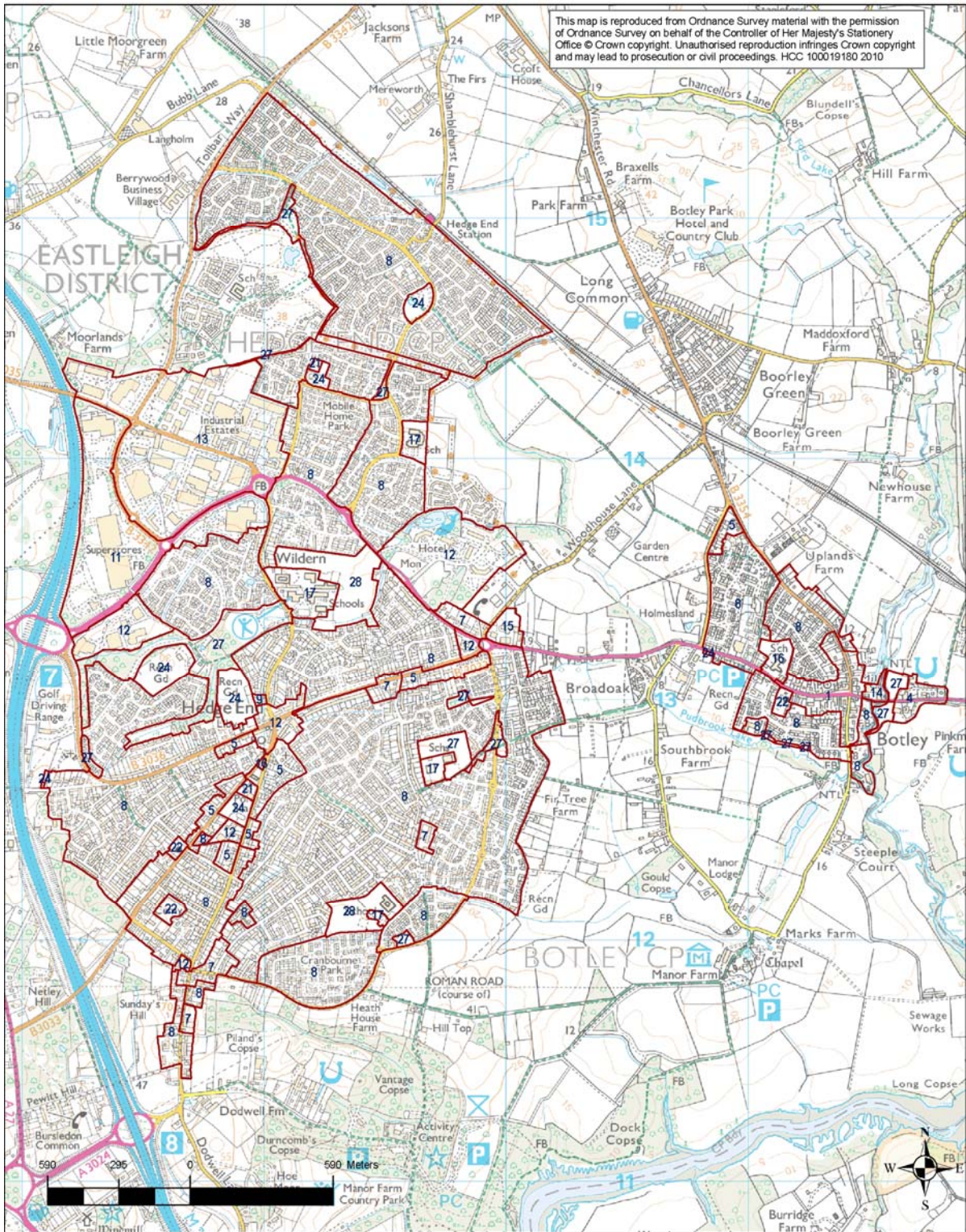
I OVERVIEW

- I.1 'Hedge End and Botley' is a large area of mainly modern suburban development east of Southampton, divided from the edge of Southampton by the M27 motorway. Botley, the eastern part of the suburban area (and slightly separated from Hedge End) lies on the edge of the west side of the valley of the River Hamble where it is crossed by the A334. The southern edge of the town is defined by a small stream, the Pudbrook Lake which rises in the west part of Hedge End, its valley creating a green corridor between the Hedge End and Wildern areas of the settlement which lie on gently undulating land. The Hamble Valley is a Biodiversity Opportunity Area. Important habitats in and around Botley include broadleaved woodlands and semi-natural grasslands. Just to the south of Botley, the river is internationally designated as a Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). Manor Farm Country Park, to the south-east of Hedge End, is a popular visitor attraction with picturesque views of the Hamble.
- 
- I.2 The M27 forms an impermeable boundary to the west but to the north, south and east the suburban area looks out into the wood pasture landscape of the south Hampshire clay lowlands.
- I.3 Botley is an historic village which gained a market charter in 1267. It is possible that the lord of the manor was attempting to create a borough or new town at the crossing point of the Hamble to the north of the manor and parish church, as the plan of the historic core with its planned property plots to either side of the wide market street bears similarities to the plans of other new town foundations of the thirteenth century in Hampshire. Botley did not become a borough or gain recognition as a town but remained a small village, with settlement along High Street, Church Street to the south and Winchester Street to the north, until the second half of the twentieth century when there was some limited expansion to the north/north-west and south of the historic core.
- I.4 Hedge End lies in an area that at the end of the eighteenth century was open common, with few or no settlements, surrounded by a landscape of ancient enclosure and dispersed farmsteads including Wildhern Farm which lay within an area of fields encroaching on the common. In the years around 1800 a large proportion of this common was enclosed and a small settlement grew up alongside three new roads laid out with the enclosures; Granada Road, St John's Road and Bursledon Road. Up to the middle of the twentieth century there was gradual infilling of the

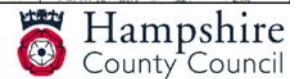
areas between these three roads, the surrounding areas being a mixture of conifer plantations, brickworks and gravels workings. The later-twentieth century saw large-scale expansion of the settlement across the former common land and extending into the bordering ancient enclosure landscape to the north where some of the historic farmsteads have been subsumed within the areas of housing estates. The M27 motorway was also constructed, creating a barrier between Hedge End and the suburban expansion of Southampton.

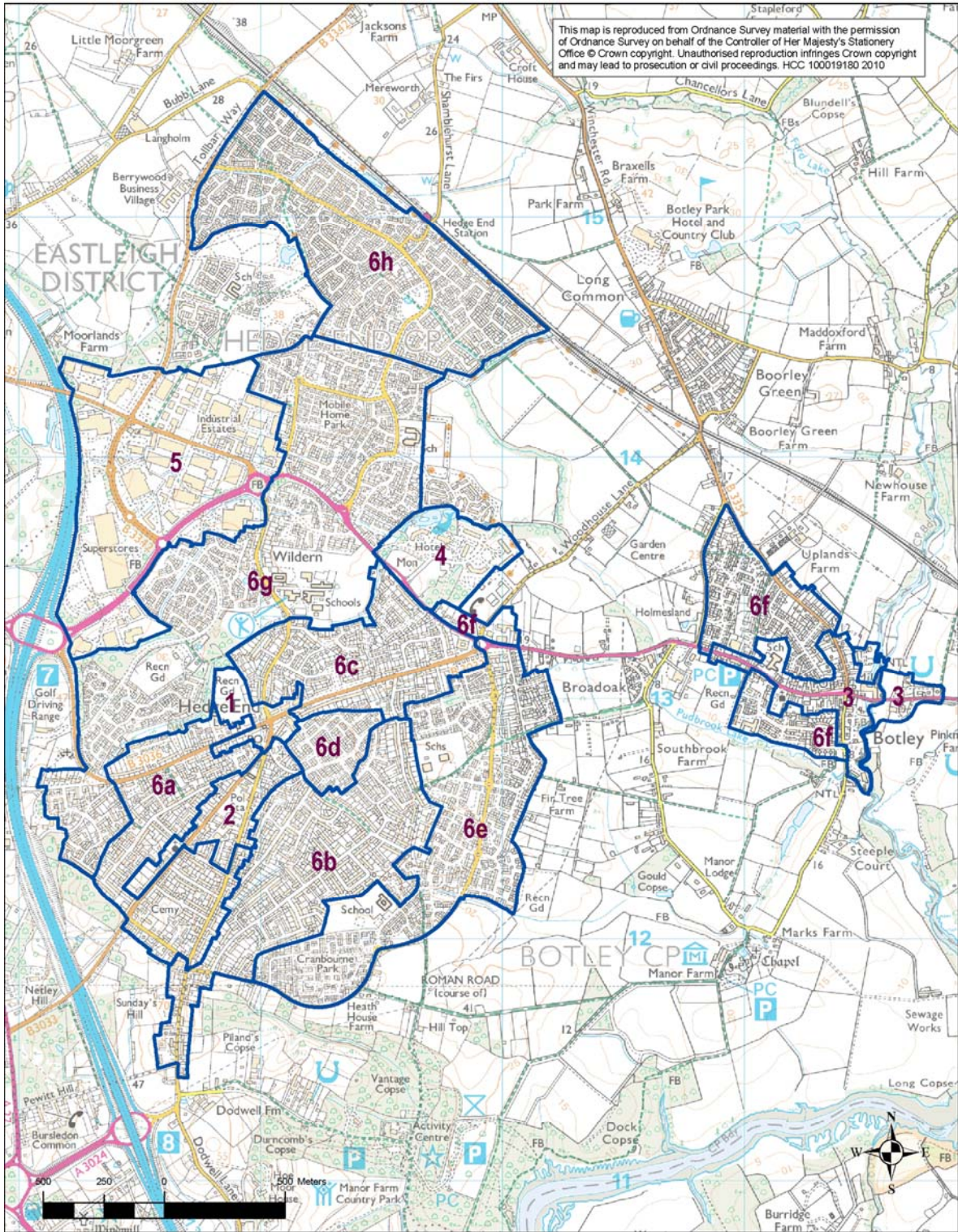
Hampshire Towns Character Assessment – Townscape Types

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

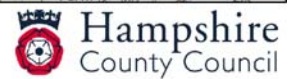


HEDGE END AND BOTLEY TOWNSCAPE TYPES





HEDGE END AND BOTLEY CHARACTER AREAS



2 CHARACTER AREA DESCRIPTIONS

2.1 HEB01 Hedge End Central Core

2.1.1 Character Summary

This small character area is a mixed-use district centre for the residential suburbs of Hedge End. The area has developed, predominantly in the twentieth century, in a linear pattern around the junction of Upper and Lower Northam Road and St John's Road.

2.1.2 Key Characteristics

- A mixed-use area on a small- to medium scale at a junction of principal traffic routes
- The area is predominantly flat
- Regular large plots
- Buildings are set to back of wide pavements or with small forecourts (usually given over in part or fully to car parking)
- Red and buff brick, painted brick and render, some modern tile hanging, clay tile but many flat roofs
- Mostly two-storey buildings
- Small, medium-sized and large independent shops, bank, restaurant and offices
- Limited tree cover, but some soft landscaping to pavement, occasional single tree or small group of trees
- Wide pavements, varied use of materials but busy, heavily trafficked principal routes; on-street parking to bays and forecourts
- Good access and connectivity, particularly for the car user

2.1.3 Boundaries and setting

To the south is the early expansion of the Hedge End area focused around the church of St John (HEB02). To the north, east and west are the residential suburbs associated with Hedge End (HEB06). The setting of the character area is residential suburbs with the principal routes through the character area continuing the linear pattern of development but changing to residential uses.

2.1.4 Designations

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

2.1.5 Townscape types present

TCT05 and 12.

2.1.6 Topography

The area is predominantly flat with only very slight variations in level.

2.1.7 *Layout and Pattern*

Upper and Lower Northam Roads widen at the junction with St John's Road and a triangular green with trees sits centrally in the character area. Buildings are set to the roadside at the back of pavement, or slightly back in forecourts usually used for parking. These informally define the green space. Much of the area is given over to parking, particularly to the rear of the shop units and forming subsidiary squares, partly fronted by commercial buildings. There is no real sense of a clearly defined core but rather groups and individual shops interspersed with other uses such as offices and residential units set around a traffic intersection.

2.1.8 *Buildings and materials*

Buildings are mostly purpose-built mid- to late-twentieth-century structures, two storey with flat roofs. There are some earlier residential buildings which have been retrofitted with shopfronts.

Red and other coloured brickwork is seen, and painted brick and render, with modern clay tile or concrete interlocking tiles, but mostly flat roofs. Modern tile hanging is a particularly prominent material characteristic of the district core.

2.1.9 *Predominant land use*

There is a complementary mix of uses to the character area, with a parade of independent shops, individual shops, a restaurant, a bank and community facilities. There are also offices and residential uses above shops and in separate buildings (including blocks of flats).

2.1.10 *Public realm*

Wide pavements and forecourts combine to give good pedestrian areas in addition to the green treed space to the junction of Upper and Lower Northam Roads and St John's Road. There is some landscaping to paved areas which helps soften the urban feel to much of the character area. There are some mature trees to roadside boundaries but this is limited. On-street parking is usually to allocated bays or forecourts. The area is highly trafficked with Upper and Lower Northam Roads in particular being difficult to negotiate as a pedestrian.

2.1.11 *Open space*

There is only limited open public green space within this character area, although the large Greta Park recreation ground lies adjacent to the north-west and is accessible from the character area. There is a small green to the junction of Upper and Lower Northam Roads and St John's Road, and some private garden spaces, but much of the space around commercial premises and blocks of flats is dedicated to parking, with only limited landscaping.

2.1.12 *Biodiversity*

There are limited private green spaces with mature trees as most of these areas have been given over to parking areas. There are hedge boundaries in places, which provide limited wildlife habitats. A busy road network, and urban development including large areas of car parking, greatly restricts connectivity to other larger potential habitats.

2.1.13 *Access and connectivity*

There is good access and connectivity for the car user and the pedestrian, with good connections to the M27. The short distance to Hedge End station allows easy access to the wider region via public transport.

2.2 HEB02 Hedge End early expansion

2.2.1 Character Summary

The first major phase of residential expansion of Hedge End was in the late-Victorian period and focused around the Grade II listed Church of St John the Evangelist (J Colson, 1874). This area has seen much subsequent development and infill but still retains its early core, emphasised by the important landmark role of the spire of St John the Evangelist, set up on the higher ground to the south of the modern district centre of Hedge End (HEB01).

2.2.2 Key Characteristics

- Mix of medium-sized, late-Victorian, inter-war and post-war houses, detached but some semi-detached, at a mostly medium grain, linear ribbon-like layout
- Land rises steadily from south to north but is generally undulating
- Good-sized regular plots with gardens to front and rear
- Houses set back from the roadside but sharing a common building line to spine and cross roads
- Predominantly red/orange brick, some painted brick with mainly clay tile roofs, some concrete interlocking tiles
- Predominantly two-storey buildings
- Residential throughout; generally medium-sized dwelling houses, church and community uses
- Urban park (laid to grass) between St John's Road and Bursledon Road, mostly ornamental trees to front gardens, trees to ridgelines in distant views to the south
- Wide roads, some on-street parking, no grass verges or street trees but mature boundary treatments throughout; mostly low brick boundary walls and hedges
- Good access and connectivity throughout due to a robust network of streets

2.2.3 Boundaries and setting

To the north-east is the district centre of Hedge End (HEB01). The remaining boundaries are shared with the residential suburbs of HEB06. The setting of the character area is that of the post-war residential suburbs of Hedge End with the undulating topography providing glimpses and wider views across and over roofs, creating interesting townscape. St John the Evangelist's spire is a prominent local landmark which can be seen for some distance within and beyond the boundary of the character area.

2.2.4 Designations

The Church of St John the Evangelist (J Colson, 1874) is a Grade II listed building in an Early English style; coursed, rubble stone walling with ashlar dressings and red tile roof. The tower is in three stages; buttresses, eaves and octagonal broach spire with lunettes.

There is no designated conservation area in or adjacent to the character area.

2.2.5 *Townscape types present*
TCT05, 21, 22 and 27.

2.2.6 *Topography*

The landform is undulating and climbs steadily from the district centre (HEB01) northwards. In some places, roads are steep and there are emerging views of both the spire of the Church of St John the Evangelist and a tree-lined ridge to the south. The changes in level allow views across roofscape, and these form a dynamic part of the character of this part of Hedge End.

2.2.7 *Layout and Pattern*

The road layout is set out as a series of spine roads converging on the district centre (HEB01) to the north. A series of straight crossroads link these together and form an irregular grid. Houses are set back from the roadside in small gardens with a marked consistency to the boundary treatment; usually low brick walls or mature hedges, or a combination of these.

2.2.8 *Buildings and materials*

Much of the area has two-storey, detached houses of a traditional plan and style, a number of which are double fronted. The roof pitch generally appears to be too low to allow successful conversion of the roof space, so dormers and rooflights are not common. There are brick walls to boundaries.

The dominant material throughout is red brick. There is some variation to the red/orange content of the brick but it is usually combined with clay tile or concrete interlocking tiles, and to a much lesser extent natural slate (although much of this has been replaced). There is some tile hanging to 1970s infill. There is some painted brick and render, although this is isolated.

2.2.9 *Predominant land use*

This character area is almost entirely residential with some community facilities relating to the church, and further public amenity spaces such as the green park (Recreation Ground) between St John's Road and Bursledon Road.

2.2.10 *Public realm*

The public realm is diverse but generally the carriageways are reasonably wide with on-street parking, although most houses do have off-street parking areas.

There is a notable lack of street trees throughout the character area, although this is compensated for by the mature trees to the churchyard and ornamental trees to front boundaries and in front gardens. The garden areas are generally strongly defined with boundary walls or mature hedges, or often both.

Wirescape is a significant issue in places (e.g. Pretoria Road) and impacts upon local views to the church spire. It is seen in all roads to varying degrees.

2.2.11 *Open space*

There is a small park, Hedge End Recreation Ground, between St John's Road and Bursledon Road. The churchyard, to the north-east, is lined with trees to the roadside providing a green setting to the church. There is also a cemetery further to the north-west, off Albert road, which has a tree-lined perimeter. Medium-sized to large private gardens with mature landscaping (including trees) are found throughout the character area. These features combine to produce a leafy character.

2.2.12 *Biodiversity*

Urban habitats include gardens and open spaces. There are some good-sized individual trees to public and semi-public spaces as well as to rear gardens sometimes forming considerable tree cover. Hedges and boundaries generally are mature and strongly define some parts of the character area, and form a series of green corridors. Most gardens within the character area are reasonably large and are interlinked. The mature landscaping, often with trees, provides potential wildlife habitats.

2.2.13 *Access and connectivity*

The network of spine roads (running out from Hedge End) and crossroads (the roads linking the spine roads east-west) give good access and connectivity across the character area. Travel north-south and east-west is made more legible by the presence of the spire of the Church of St John the Evangelist, which acts as a local landmark of some quality.

2.3 HEB03 Botley Historic Core

2.3.1 Character Summary

Botley historic core comprises a small nucleated market settlement. This developed adjacent to the river and on the crossroads of Winchester Street, Botley High Street, Church Lane and Mill Hill. The broad High Street, at its junction with Winchester Road (formerly an area occupied by the market), is almost continuously enclosed with buildings set to back of pavement on regular plots running back from High Street. This is also seen to Winchester Road and Church Lane. There is a mix of uses and an attractive variation to building types producing very strongly defined historic townscape. All of the character area falls within the Botley Conservation Area.

2.3.2 Key characteristics

- A nucleated settlement of historic importance set around a crossroads of busy traffic routes
- The area is flat, and elevated from the adjacent River Hamble
- Regular, narrow plots, running back perpendicular to the street (some have been truncated)
- Buildings are generally set to the back of pavement or with very small front garden areas
- Red/orange brick, timber-framing (some rendered and some exposed), painted render and pebbledash, use of vitrified headers (Flemish bond). Much refronting in brick and render of earlier timber-framed buildings, handmade clay tiles
- Buildings are between one and a half and three storey, but mostly a traditionally scaled two storey
- Mixed use; independent retailers and public houses, public buildings (former market hall) and church
- Good tree belt to the east along the river but limited tree cover to central core, and no street trees
- Good quality public realm; cast iron railings, bollards, granite setts and lined gutters, some stone and slate kerbs, narrow pavement in places
- Good access and connectivity throughout

2.3.3 Boundaries and setting

To the north-east and south-east are the edge of the settlement and the wooded valley of the River Hamble, respectively. The urban area extends to include the substantial Botley Mill (part Grade II listed), set on the riverside, and a small cluster of buildings beyond. To the south-west and north-west are the mostly post-war residential suburbs of Botley which wrap around this western side of the settlement's historic core.

The settlement owes much to its riverside setting, and the tree-lined wooded valley of the River Hamble forms an important part of the eastern setting to Botley. To the north, development continues the pattern seen to the core (other than a distinct change in the period of building) and the boundary is less defined in townscape terms. To the west, and forming the setting of the settlement from this direction, there is a green corridor which divides Botley from the urban fringes of Hedge End and helps retain Botley's distinctive settlement characteristics.

2.3.4 *Designations*

There are over fifty list entries on the List of Buildings of Special Architectural or Historic Interest. Most of the buildings to High Street are statutory listed, as are those to the section of Winchester Street within the Botley Conservation Area, and also a number of buildings on Church Lane (including the remains of the old Church of St Bartholomew). Parts of the Botley Mill complex are Grade II listed. Notable buildings include the prominent Market Hall (Grade II) with its tetra-style Tuscan portico forming a significant landmark in High Street.

All of the character area is included within the Botley Conservation Area. The conservation area extends some distance south taking in much of the river and its banks and landscape setting (see landscape character assessment).

2.3.5 *Townscape types present*

TCT01, 04, 08, 14, 16, 22 and 27.

2.3.6 *Topography*

The area is predominantly flat with only very gentle undulation but drops away to the east down to the river; this is particularly evident to Mill Hill.

2.3.7 *Layout and Pattern*

The character area comprises the historic core of Botley. This is a nucleated historic planned market village with a wide street for the market set around the staggered crossroads junction of Winchester Street, Botley High Street, Church Lane and Mill Hill with regular plots principally set adjacent to and enclosing the market area. Regular plots are also seen beyond the market area (e.g. the widened sections of High Street at the junction with Winchester Street) and also to Winchester Street and Church Lane. The use of the river, both as a source of power and as a navigable waterway, has also had an important influence on the layout of this settlement.

Buildings are generally set to the back of pavement or slightly back with small front gardens. There is a positive sense of enclosure from built form throughout the character area. This is often continued by boundary walls and railings in the absence of buildings.

2.3.8 *Buildings and materials*

There is much variation to building types to the historic core of Botley; public houses, hotels and the market hall, with early houses with exposed timber-framing (in some cases refronted with later brick or render facades) and some houses retrofitted with shopfronts. This variation, combined with the consistent building line, has produced very strongly defined and distinctive historic townscape.

There is a mix of red brick, with much use of vitrified (grey in colour) headers and coloured render. There is also some painted brickwork. Notably the church tower and a number of other larger buildings are in buff brick. Roofs are mostly red/orange handmade clay tiles to the older houses; characterised by their steeper pitches usually parallel to the street or low-pitched natural slate roofs of the nineteenth century.

2.3.9 *Predominant land use*

There is a mix of uses throughout the character area with a number of independent retailers, public houses, some offices above shops and public buildings, such as the Market Hall and All Saints Church (1836). Much of the core is in residential use, particularly Winchester Street and Church Lane, although the latter also has non-residential uses.

2.3.10 *Public realm*

There is a high-quality public realm to the historic core of Botley with a good use of traditional materials for paving, kerbing and the demarking of gulleys, gutters and cross-overs to parking, as well as parking spaces. There is a notable absence of street trees.

2.3.11 *Open space*

There is almost no public open space to the historic core other than the urban square formed by the paving of much of the widened section of High Street, and the churchyard to All Saints Church. There are some open areas to the riverside (mainly private gardens) but these are generally not publicly accessible.

2.3.12 *Biodiversity*

The river Hamble flows through the eastern edge of the character area, a wildlife corridor of woodland and semi-natural grassland habitats interlinked with mature private gardens backing onto the river. Other than this, habitats comprise a number of large mature gardens, some of which are linked (via tree and hedge-lined boundaries), but there is a general lack of trees other than to the eastern edge and to the churchyard. Exceptions to this are the notable trees to Winchester Street at the gateway to the conservation area which frame views into and out of the conservation area along the road.

2.3.13 Access and connectivity

There is good access to the character area by road because of its location on a prominent, busy traffic junction. For pedestrians connectivity is also good, with pedestrians able to access the open countryside and adjacent character areas relatively easily via a series of footpaths and lanes. The river corridor could be considered a barrier to the east as there is very little public access to the riverside from the character area.

2.4 HEB04 Botleigh Grange Business Park

2.4.1 Character Summary

The Botleigh Grange Business Park comprises a series of low-rise office and high-tech research and development facilities set in landscaped grounds of grassed areas with lakes and car parking. They are grouped around a former country house (Botleigh Grange, now a hotel) with a series of buildings sharing common materials and detailed design, all accessed from a single entry point from Grange Road. This character area retains a high degree of woodland to the northern and eastern boundaries and this, combined with further woodland to the east, gives most development a tree-lined backdrop.

2.4.2 Key characteristics

- A modern business park set around a Victorian country house (Botleigh Grange), heavily extended and converted to a hotel, with units set within extensive landscaping and tree-lined backdrops
- The area rises gently to the north
- Very large, regular plots with buildings set in car parking and/or landscaped grounds
- Irregular building lines throughout with some offset, some set forward and others back from the access roads
- The modern office suites are generally brick, some structural glazing with low-pitched roofs. The hotel is stucco, with a mix of slate roofs and flat roofs
- Scale varies from two to three storey within blocks (including the hotel)
- Predominantly office accommodation on a large 'headquarters' scale, some research and development facilities and hotel facilities
- Good survival of trees to the northern boundary. Well-landscaped grounds throughout with mature trees
- Public realm comprises wide roads with verges and most are tree lined. Extensive parking to the immediate setting of buildings, some resin-bonded gravel as opposed to tarmac
- Good access throughout for the car user and pedestrian. Connectivity is very poor as the character area is private property with no public access or right of way through to other areas

2.4.3 *Boundaries and setting*

To the north-east are open countryside and the semi-rural Woodhouse Lane. To the north-west and south-west are the residential suburbs of HEB06. There is much variation in terms of the character of housing development to the edges of the character area. To the south-east is the Local Gap between Hedge End and Botley. To the north-west is late-twentieth-century, fine-grain layout development, although this is well screened from the character area by mature landscaping to the grounds. The development of offices around the original Botleigh Grange has largely compromised its setting but some of the later additions are screened by mature trees in the grounds of the former house.

2.4.4 *Designations*

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

2.4.5 *Townscape types present*

TCT12.

2.4.6 *Topography*

The land is very gently rising to the north but this is not discernible in long views across the character area.

2.4.7 *Layout and Pattern*

The office blocks are laid out in low-rise buildings, mostly to the east of the hotel. There is an informality to their grouping; some following a rectangular plan and others cranked in their plan, with some emphasis on changes in scale to the massing. There is no consistency to building line other than the buildings immediately to the west of the hotel which share the building line, in part, before cranking round to form a large shared forecourt.

Each of the office units has a large area of parking either to the front or side of the building with associated landscaping to these hard-surface areas.

The hotel is generally the dominant building in most views of the group, because of its more traditional materials compared to the contemporary office buildings. However, in views looking east into the site from Grange Road, the collective grouping of the offices can be seen to dominate the hotel and its setting.

2.4.8 *Buildings and materials*

The hotel is formed from a heavily extended former country house. The original house has largely lost its historic architectural and historic features but it is still readable as an older building. This is, in part, due to the varied materials (stucco and slate roofs (and flat roofs)) which contrast to that of the office buildings surrounding the hotel.

The modern offices are purpose-built 'headquarters'-type buildings, constructed to a high specification and consistent in the use of materials; red/orange brick with large areas of glazing and low-pitched slate roofs.

Scale varies between two- and three-storey buildings with the massing articulated through changes in the orientation of the plan form.

2.4.9 *Predominant land use*

The character area features a hotel, originating from a heavily extended and altered country house, and high-quality office accommodation. Much of the area is given over to transport infrastructure and parking areas.

2.4.10 *Public realm*

Roads are wide throughout with grass verges in places and modest lighting. The extensive landscaped grounds add to a sense of quality and carefully maintained spaces. There has been some consideration given to parking areas with materials other than tarmac used in places. Parking is generally well-screened.

2.4.11 *Open space*

There is a high degree of open space around and adjacent to the built form within this character area. All of this is in private ownership but can be enjoyed by employees of the various occupying companies or residents of the hotel. Much space is given over to surface-level car parking but this is generally well landscaped. Structural landscaping takes advantage of a backdrop of trees for much of the area and there are water features; lakes and streams to the rear of the hotel and adjacent office building.

2.4.12 *Biodiversity*

Habitats include the landscaped open spaces, particularly the grounds of Botleigh Grange Hotel, remnants of a larger historic deer park which include the lakes, streams, woodlands, and grasslands. Part of this site to the east is designated as Bottom Copse and Bushy Copse Site of Importance for Nature Conservation (SINC). This is part of a wider wooded open-space corridor following the course of a tributary of the river Hamble flowing west to east through Hedge End.

2.4.13 *Access and connectivity*

There is good access for cars and pedestrians. There is very poor connectivity to other character areas (sub-areas of HEB06) to the north-west and south-east, largely due to the restricted access with no public right of way across the site.

2.5 HEB05 Industrial Estates (Hedge End)

2.5.1 Character Summary

This character area comprises a large industrial estate and retail park to the western edge of the Hedge End area bordering on to the M27 motorway to the west. Medium- to large-footprint buildings are set on a series of grids and skewed grids, unusually accessed from roundabouts on through-routes across the character area. Functional buildings offer large blank facades to roads. There is a mix of low-key manufacturing and storage facilities and out of town retail and foodstore. Buildings are set in large expanses of hardstanding, much of it used for parking.

2.5.2 Key Characteristics

- Post-war industrial estate and retail park of medium- to large-footprint buildings
- Land generally falls from south to north, away from the motorway intersection
- Very-large-footprint buildings often inward-looking, linked by a grid of roads with feeder roads off roundabouts with a series of through-routes
- Buildings predominantly set to consistent building lines to both sides of the road, some variation to curving through-routes leaving 'left over' pieces of soft landscaping to the setting of buildings
- Units are steel-framed and clad in profile metal with this material unit also forming the roof covering. Some brick plinths, some structural glazing to retail units
- Buildings equivalent to two-storey domestic buildings (height to eaves)
- Manufacturing and storage with ancillary office uses, and out of town retail (including a large food store)
- Large semi-open and open areas for parking and storage of vehicles. Some trees to boundaries between units (occasionally large groups) and hedges to parking areas fronting roadsides
- Predominantly dead frontages to wide access roads throughout with adequate provision for pedestrian movement
- Good access and connectivity with access roads also acting as through-routes

2.5.3 Boundaries and setting

To the west, the boundary is strongly defined by the M27 transport corridor. To the north are open countryside and the wooded areas of Moorlands Farm (outside the settlement), and to the east and south, the industrial areas border onto residential suburbs (HEB06). There are significant areas of green space sharing borders with sections of the character area, particularly to the north and south-east.

The setting of the character area is dominated by the M27 transport corridor to the west, and to the east by the residential suburbs of HEB06. However, the latter (HEB06h) is well-screened from the industrial and retail areas. The industrial estates and retail park are largely a self-contained land use having only a limited impact on adjacent character areas due to the land topography which keeps areas visually separate.

2.5.4 *Designations*

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

2.5.5 *Townscape types present*

TCT11, 12, 13, 15 and 29.

2.5.6 *Topography*

The area is slowly falling northwards and eastwards away from the motorway. There is a noticeable change in level on travelling from the west through the character area. The motorway intersection is raised which accentuates the sense of changes in level across the character area.

2.5.7 *Layout and Pattern*

Streets are generally laid out on a grid to the north and more informally around a curved through-route to the south. Buildings sit in large plots but their setting is often defined by parking, either cars or larger vehicles; often articulated lorries and their containers.

To the northern section of the industrial estate there is more consistency to building lines and a generally denser and finer grain of development, despite the large scale of these units.

2.5.8 *Buildings and materials*

The built form within this character area is on a large scale. The massing of the units is broken up in places by the use of low-pitched roofs expressed at the gables to the roadside. Single span steel-framed buildings comprise terraced units, although this subtlety is often lost and the buildings are perceived as large and repetitive.

There is architectural integrity to some of the units, with some structural glazing used in the retail units and with some attention paid to the sense of arrival and entrance, but most are utilitarian and highly functional with limited variation in materials and often dead frontages to the main routeways through the estate.

Materials vary but most units are clad in profile metal with this material unit also forming the roof covering. Brick plinths are seen and these are modern stock bricks of various colours and finishes.

2.5.9 *Predominant land use*

Use is low-key manufacturing, services and storage with ancillary office uses, with a retail park of high street retailers and a large food store.

2.5.10 *Public realm*

The quality of the public realm is adequate for the uses in the character area; vehicles dominate but there is mostly good provision for the pedestrian with wide pavements, often with grass verges. This diminishes to the feeder roads to units. Main routes through the character area are, in places, boulevard-type (Tollbar Way) with large trees both sides of the carriageway.

2.5.11 *Open space*

There is no public open space within the character area. There are large areas of hardstanding, providing forecourts and parking courts, which are intermittently occupied by cars and/or container lorries or detached containers.

There is a good degree of tree and hedge cover to the boundaries of this character area and most units have some soft landscaping, including street trees, which help soften the impact of these functional buildings. Some buildings have a small area of grass to their immediate setting. These are the areas invariably left after staggered buildings are taken up to the skewed road alignment (leaving small triangular parcels of land). These also help to alleviate some of the relentless monotony of this type of development.

2.5.12 *Biodiversity*

Habitats in this character area are limited to the small areas of green space, street trees lining parts of the main routes, and the strongly defined tree- and hedge-lined green corridors along the M27 and between units. Moorgreen Meadows SSSI is adjacent to the north.

2.5.13 *Access and connectivity*

There is good access and connectivity throughout the character area with separate units largely accessed from a through-route (with feeder routes from roundabouts) rather than via the single access and egress model so often adopted with industrial areas. To the northern section of the industrial estate there is a series of footpaths, which take the pedestrian to the adjacent wooded areas surrounding Dowd's Farm and to the residential area beyond: ultimately linking to Hedge End train station.

2.6 HEB06 Residential suburbs

2.6.1 Character Summary

Hedge End and Botley share a large suburban hinterland of relatively recent (within the last century) growth which has largely subsumed previously undeveloped open areas of countryside. Despite some diversity of layout and variety in grain within this large character area, particularly the fine-grain areas of 1980s expansion, these areas do not have sufficiently well-defined limits to warrant separate character areas. Sub-areas have, however, been defined where there is a distinct grain and pattern or reference to an older framework of historic boundaries (such as those to sub-areas HEB06a and HEB06b); eight sub-areas have been identified. The area has been expanded in three key periods; immediate-post-war, 1970s and late-1980s to 1990s.

2.6.2 Key characteristics

Sub-areas of HEB06

06a. North and south of St John's Road (Hedge End)

- Mostly post-war houses laid out to a medium grain, fairly rectilinear in layout, influenced by the linear development along the B3033 and B3036
- Land is undulating but generally falls progressively from the south to the north (towards Hedge End central core HEB01)
- Good-sized regular plots to streets and roads
- Mostly consistent building line, with houses set back in small gardens. Strongly defined boundary treatments; low brick boundary walls and mature hedges
- Brick and tile, some render and some tile hanging in places (1970s infill)
- Two-storey houses throughout, mix of shallow and steeply-pitched roofs mostly with ridges parallel to the road
- Residential throughout; generally medium-sized and some large private dwelling houses
- Some good mature tree groups to rear gardens, mostly ornamental trees to front gardens
- Some grass verges, very limited on-street parking and minimal street lighting
- Good access and connectivity for the pedestrian, poor linkage for the car user

06b. St Helen's Road expansion (Hedge End)

- Mostly post-war bungalows (some houses) laid out to a medium coarse grain with incomplete blocks broken by cul-de-sacs
- Land is gently undulating throughout
- Good-sized regular plots to streets and roads
- Almost consistent building line throughout, with houses set back in small gardens
- Brick and tile, and concrete interlocking tiles
- Mostly single-storey houses, shallow-pitched, hipped roofs to road
- Residential throughout; generally medium-sized private dwelling houses
- Some good mature tree groups to rear gardens, often demarking earlier field boundaries. Mostly ornamental trees to front gardens
- Some grass verges, very limited on-street parking (mostly contained within property curtilages) and no street trees
- Good access and connectivity for the pedestrian and car user

06c. Inter-war/post-war houses: north of Lower Northam Road

- Post-war detached, semi-detached and short terraces of houses in a medium-grain layout; incomplete blocks with cul-de-sacs
- Predominantly flat topography
- Good-sized regular plots to streets and roads
- Buildings lines are mostly consistent within streets and roads, with buildings set back in gardens
- Brick and tile, some tile hanging, clay tile or concrete interlocking tiles for roofs
- Mostly two-storey houses with a small number of bungalows
- Residential throughout; generally medium-sized private dwelling houses
- Some mature trees to rear gardens, mostly ornamental trees to front and rear gardens
- Wide roads with some grass verges, very limited on-street parking, and open boundaries give the impression of spaciousness
- Good access and reasonable connectivity

06d. Sherborne Way environs

- Housing development mostly of the 1970s and early-1980s at a medium to high density
- Topography is very gently undulating
- Small to medium-sized plots laid out mostly in short terraces or semi-detached houses to a loosely defined grid with parking courts and garages to central courtyards
- Building lines are consistent (although staggered in places) with mostly small open front gardens (some having been laid over to parking)
- Red and buff brick, hanging tile, clay tile and concrete interlocking tiles
- Two-storey buildings, low-pitched roofs
- Residential throughout; private dwelling houses

- Small areas of open space between groups of houses. Very limited numbers of mature trees to rear gardens, mostly ornamental trees to front and rear gardens
- Wide roads and mostly open boundaries give an impression of space. Notable absence of grass verges or street trees. On-street parking throughout
- Good access and connectivity throughout, particularly for the pedestrian

06e. King's Copse area environs

- Housing development mostly of the 1970s at a medium to high density
- Topography is gently undulating throughout
- Small to medium-sized plots laid out mostly in short terraces or semi-detached houses to a loosely defined grid
- Building lines are consistent in small groups with mostly open front gardens (some having been laid over to parking)
- Red brick, hanging tile, clay tile and concrete interlocking tiles
- Two-storey buildings, low-pitched roofs with ridges varying; some parallel to road and others gable on to the road, providing some variation
- Residential throughout; private dwelling houses
- Areas of open space between groups of houses. Some mature trees to rear gardens (usually grouped) and to the roadside and lining open spaces
- Wide roads and open boundaries give an impression of space, with grass verges enhancing the sense of openness. On-street parking throughout despite much parking to front gardens
- Good access and connectivity throughout, particularly for the pedestrian

06f. Broadoak

- A large open area (between the urban expansion of Hedge End and Botley centres) characterised by a very low density of residential development with open green spaces and plots beyond (part of the open countryside)
- The area very gently slopes to the north-east
- Large and very large residential plots where found, otherwise open areas of green space and pockets of woodland
- Building lines are generally consistent to roadsides for residential groups, with houses mostly set back in generous long deep plots
- Red brick, some render and pebbledash, hanging tile to bays, clay tiles to roofs
- Single- and two-storey houses
- Residential and small-scale industrial uses
- There are strong tree belts to the edges of open areas
- Good enclosure to roadside with mature hedges and trees, pavements and street lighting. No on-street parking, no street trees and very limited grass verges
- Reasonable access and connectivity although much of the character area is private land. East-west footpaths skirt the southern boundary of the sub-area

06g. Botley residential suburbs

- Mostly post-war houses laid out to a medium density
- Land is predominantly flat
- Regular plots to streets and roads
- Mostly consistent building lines to roads with houses set back in gardens. Varied boundary treatment but often open
- Brick and tile, some render and some tile hanging in places; consistency of materials to sub-estates of contemporary construction
- Two-storey houses throughout, mostly shallow-pitched roofs with ridges parallel to the road
- Residential throughout; generally medium-sized, and some large, private dwelling houses
- Mostly ornamental trees to front and rear gardens, some survival of older tree groups but limited. Some trees to front boundaries
- Very limited on-street parking, no grass verges or street trees
- Good access and connectivity for the pedestrian, poor linkage for the car user

06h. Wildhern residential suburbs

- Late-twentieth-century (mix of 1970s and 1980s) series of housing estates (including static caravan site) at medium to high density
- The topography is predominantly flat
- Medium-sized, some large, semi-detached and detached houses set in regular plots mostly to loop roads or cul-de-sacs
- Often irregular building line following roadside of cranked roads and cul-de-sacs
- Red and buff brick, some tile hanging, some faux timber-framing and some painted render, clay tiles and grey concrete interlocking tiles
- Two-storey houses throughout
- Entirely residential; single-family dwelling houses
- Good retention of tree cover to edges, historic boundaries and open spaces; a backdrop of trees to development almost throughout
- Wide roads, open-fronted gardens, limited traffic and unobtrusive lighting. Some shared surfaces to cul-de-sacs with varied surface finishes and cross-overs, some grass verges
- Good access and connectivity, especially to open green space and surrounding woodland. Connectivity favours the pedestrian

06i. Hedge End Station environs

- Late-twentieth-century housing at a medium density
- The topography is predominantly flat throughout
- Medium-sized semi-detached and detached houses set in groups or around small cul-de-sacs
- Inconsistent building lines due to the overly complicated road and plot layouts
- Red brick, mock timber-framing, hanging tiles and modern clay tile and other modern interlocking tiles
- Two-storey houses
- Entirely residential; single-family dwelling houses
- Areas of open space with large wooded area to west. Trees often forming the backdrop to development
- Shared pedestrian spaces. Roads with grass verges, spoiled in places by dead frontage to the main feeder roads
- Reasonable access and connectivity, good links to train network

2.6.3 Boundaries and setting

Much of this character area (HEB06) defines the edges of the urban extent of Hedge End and Botley. There are two character areas within this urban area; Hedge End central core (HEB01) and the early expansion of Hedge End (HEB02). The remaining character areas are to the edges, with the industrial estates (HEB05) to the west, Botley historic core (HEB03) to the east and Botleigh Grange Business Park (HEB04) to the north-east. The setting of the HEB06 character area is formed by abrupt changes from urban development to open countryside or extensive areas of woodland (particularly to the south). The railway strongly defines the northern edge of the character area.

It should be noted that sub-area HEB06f reads as a green gap between Hedge End and Botley and forms an important part of the setting to both urban areas. It also enables these areas to retain a sense of place.

2.6.4 Designations

There is one statutory Grade II listed building, falling within sub-area HEB06b. This is No.16 Freegrounds Road, an early-nineteenth-century two-storey cottage of painted brickwork with thatched roof.

There are no designated conservation areas within the character area. Botley Conservation Area is adjacent to the boundary and the character area could be considered, in part, to form the setting of this conservation area.

2.6.5 Townscape types present

TCT02, 05, 07, 08, 09, 12, 15, 16, 24, 27 and 28.

2.6.6 *Topography*

Areas to the north of Lower and Upper Northam Roads (HEB06c, HEB06h and HEB06i) are generally very gently undulating and predominantly flat. To the south of these roads (in sub-areas HEB06a, HEB06b, HEB06d and HEB06e) the landform is more undulating and climbs steeply in places towards the southern boundaries. This is the only section of the character area where any meaningful longer views can be had; these are generally across roofscape to tree-lined ridges.

2.6.7 *Layout and Pattern*

There is some variation in layout and pattern across the character area although large areas share common characteristics. For example, HEB06a is a mix of Victorian and Edwardian houses and immediate-post-war housing, whereas there are medium to high-density late-1970s to early-1980s estates in HEB06e, HEB06h and HEB06i. Most variation is due to the period of development and stylistic preferences rather than to topographical or site constraints. The main layout principles are summarised below.

Late-Victorian and Edwardian houses with significant post-war infill form the basic structure of sub-area HEB06a. The layout is of mostly large, detached or semi-detached houses, with some bungalows, set on generous plots often with space all around the building, good-sized front and back gardens with off-street parking and mostly robust mature boundary treatments; boundary walls and/or well established hedges and some trees. Development has followed earlier lanes and roads with later piecemeal additions of crescents and cul-de-sac road layouts interspersed with larger surviving plots.

There are a series of post-war estates which are consistent within their period of construction; whilst they may be topographically split they share common characteristics regarding layout, particularly density and pattern. These are generally at a medium density and have underlying strongly defined character due to the predominance of a single building type (be it single storey or two storey) and a continuity in building line. There is also a strong uniformity in plot widths. There is a mix of semi-detached and detached houses and these are generally 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. Sub-areas HEB06b, HEB06c and Heb06g are good examples of these.

Sub-area HEB06f (Broadoak) is of markedly lower density and comprises large, detached houses and other uses (such as a hotel and industrial buildings) set in sometimes very large plots. This sub-area forms part of the green-landscape-dominated gap (described in detail in the landscape character sections of this assessment) between Hedge End and Botley.

The 1970s housing layouts within the character area are distinctive and share common characteristics despite topographical disaggregation. Sub-areas HEB06d (in part), HEB06E and HEB06h form a substantial part of the character area and are built on a medium density, sometimes in short terraces of houses with separate parking courts with garages, but mostly semi-detached houses with medium-sized to large areas of open green space between groups of houses around which they are set. The house groups are positioned with some formality, always fronting the roadside of open green spaces. There is some variation to the ridge line with some parallel to the road and others gable-on. This brings variation and interest to the townscape. They are sometimes set around a close or a green but there is good permeability, with pedestrian routes linking cul-de-sacs with open green space, and wide, grass-versed footpaths throughout.

The late-twentieth-century developments within the character area (most notably sub-area HEB06i) are at a medium density of semi-detached and often detached houses set in groups or around small cul-de-sacs, often with shared surfaces. Trees frequently form the backdrop to development. This period of residential development is characterised by a single entry road, providing access to the feeder roads and cul-de-sacs. A distinct part of this pattern is that most, if not all housing, faces onto secondary roads or cul-de-sacs. This often results in the main roads into the estates having dead frontage (rear fences/hedges/high boundary walls) for part or most of their length.

2.6.8 *Buildings and materials*

There is a consistency to this large character area in terms of the height of buildings. Through all periods of development, there are rarely any houses above two storey and relatively little use of roofspaces to accommodate additional living space. Bungalows are seen grouped (such as large areas of HEB06b) but are mostly interspersed with houses. Stylistically there is wide variation across the character area. However, almost all development would be generally considered as traditional; predominantly brick, with some painted brick and some render, with pitched roofs, and front and back gardens. There is no dominant style, although much of the character area is given over to 1970s and early-1980s housing. Of note is the variation to roof profile, which can change within estates from a hipped roof to a series of houses with gable to the roadside. This helps add variation and interest to the townscape.

Brick is the predominant walling material throughout. There are many different colours, textures and finishes, with red (predominant), orange and buff bricks in straight colour and multi-bricks, and the deeper browns of the inter-war and immediate-post-war examples. Brick has been painted in places. The 1970s developments (HEB06e and part of HEB06h) are characterised in part by tile hanging, also seen in different colours; green and grey.

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

2.6.9 *Predominant land use*

The area almost entirely comprises single, family dwelling houses. There is some flat development but this is isolated and grouped (usually between one- and three-storey low-rise blocks). There are a limited number of well-used small parades of shops and single 'corner' shops within estates and on the main roads through sub-areas. Churches, chapels, community facilities, schools and colleges are key land uses and dispersed within the character areas. The schools and colleges are mostly between and to the north of Lower and Upper Northam Roads (HEB06c and HEB06h) and are associated with playing fields and large open recreation areas.

2.6.10 *Public realm*

The quality of the public realm is generally good. There are some distinct characteristics of sub-area HEB06e, such as large open areas of green space and open boundaries to front gardens, giving a strong sense of openness to the townscape.

There is generally on-street parking throughout the character area but the wide roads and the off-road parking provision for, in many cases, more than one car means this is rarely a significant issue and does not detract from the general qualities of the townscape.

In some parts of the character area wirescape is a significant issue and can dominate the skyline in extended views along streets and roads. This is particularly prevalent in sub-area HEB06a.

2.6.11 *Open space*

There are a number of different facilities, including children's play areas, recreation grounds, sports fields connected to large school complexes, and semi-natural green spaces, but few allotment sites within either town. Smaller amenity housing green spaces, which are generally tree lined, are found in the 1970s estates (particularly HEB06e and parts of HEB06h).

There is a large green corridor between HEB06h and HEB06c, centred along the stream described in HEB04, comprising recreation grounds interlinked with semi-natural grassland and woodland green spaces.

Larger semi-natural green spaces at Manor Farm Country Park are easily accessible from sub-areas HEB06b and HEB06e in the south of Hedge End. There are some rights of way into the countryside from the north of Hedge End (HEB06i) and from Botley, but the M27 constrains access to the west.

Gardens are medium-sized to large with, on average, relatively limited mature tree cover giving houses good private open spaces throughout. Trees often form the

subject of distant views (where these are possible) particularly to the south-western corner of the character area (HEB06a and HEB06b).

2.6.12 *Biodiversity*

Urban habitats include a range of private gardens, open spaces, wooded landscaping corridors, occasional riparian corridors, and agricultural habitats and woodlands in the remaining gap between the two towns. Wildern Nature Park and Hogsty Corner are designated as SINC. These sites are part of the green corridor along a stream between HEB06h and HEB06c which links to habitats in HEB04 and Woodhouse Gully Wood SINC in HEB06f.

2.6.13 *Access and connectivity*

There is generally good access and connectivity in all but a few of the sub-areas within the character area, especially for the pedestrian. This is particularly in relation to access to wooded areas, recreational grounds, green spaces and the open countryside.