

LOCKS HEATH, SARISBURY AND WARSASH

Character Assessment

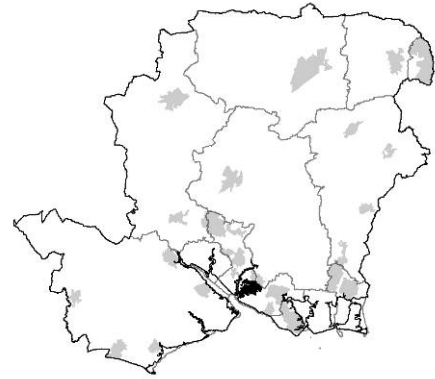
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LOCKS HEATH, SARISBURY AND WARSASH

Character Assessment

I OVERVIEW

I.1 The Sarisbury, Locks Heath and Warsash suburban area lies in the wider conurbation of south Hampshire on a relatively flat area of land off the coastal plain between the valleys of the River Hamble to the west and the River Meon to the east. Parts of Warsash front onto the River Hamble estuary as it flows into Southampton Water, and there is a maritime influence on this area of the settlement through sailing, marinas, and related institutions and light industries. The estuarine and maritime habitats are also of national and international importance for nature conservation. The railway and M27 motorway form the northern limit of the area, with Swanwick and Whiteley lying immediately to the north of the motorway. There remains a small gap between the settlements and the railway north of Sarisbury, but the settlements adjoin to the north-east. The A27 runs north-west to south-east through the northern part of the character area. There are pockets of enclosed coastal plain landscape to the west between the suburban area and the Hamble, and a more substantial countryside gap to the east. The landscape to the south-east and north-west of Warsash is particularly well-wooded. Pockets of the coastal plain are grades 1 and 2 agricultural land (of high quality and national importance), which support intensive arable farming and horticulture.



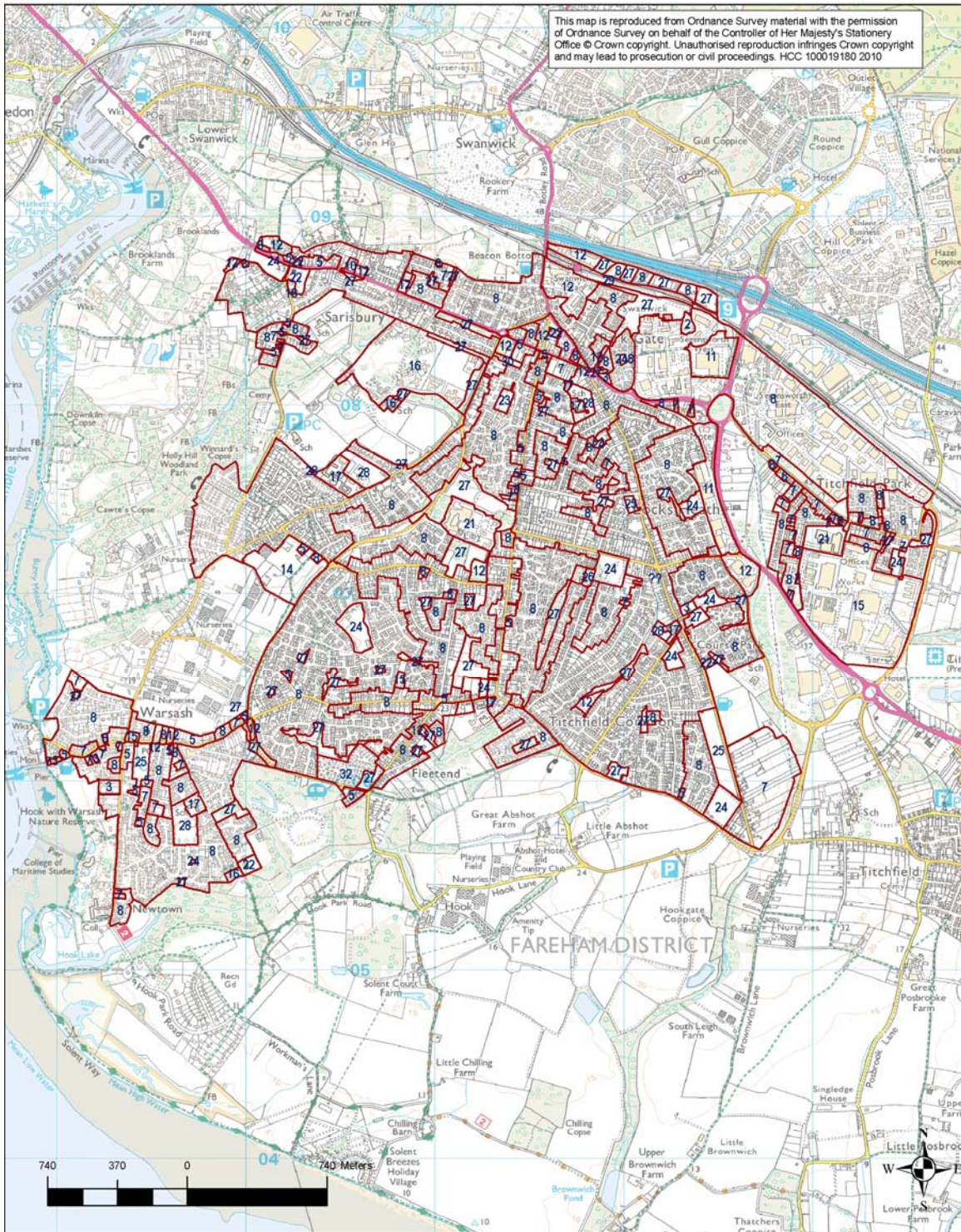
I.2 Historically, there was an area of small settlements at Sarisbury, partly set around a remnant of common and the small linear village at Warsash with unenclosed heathland and common, namely Locks Heath, and the area of Park Gate with Titchfield Common to the south-east. There were a number of dispersed farmsteads, some of which survive in the suburban area.

I.3 By the late--nineteenth century the areas of heathland and common had been enclosed, resulting in a landscape of regular field boundaries and straight roads with large, regular plots concentrated in the area of Locks Heath and the former Titchfield Common. This area developed as a centre for strawberry growing; Swanwick Station to the north allowing the produce to be sent quickly to London markets. A few surviving nurseries with glass houses north of Warsash serve as a reminder of this aspect of the area's past.

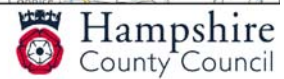
- I.4 In the first half of the twentieth century Park Gate, Locks Heath and Titchfield Common continued to grow, generally along the existing road network. Warsash expanded to the east between the wars and the area of Titchfield Park was first developed at this time. Development of this period generally conformed to the earlier pattern set across the area with relatively large, regular plots along straight roads. It was then in the later twentieth century that development intensified, linking up the areas of earlier settlement and infilling the rear of the majority of the earlier large, regular plots.

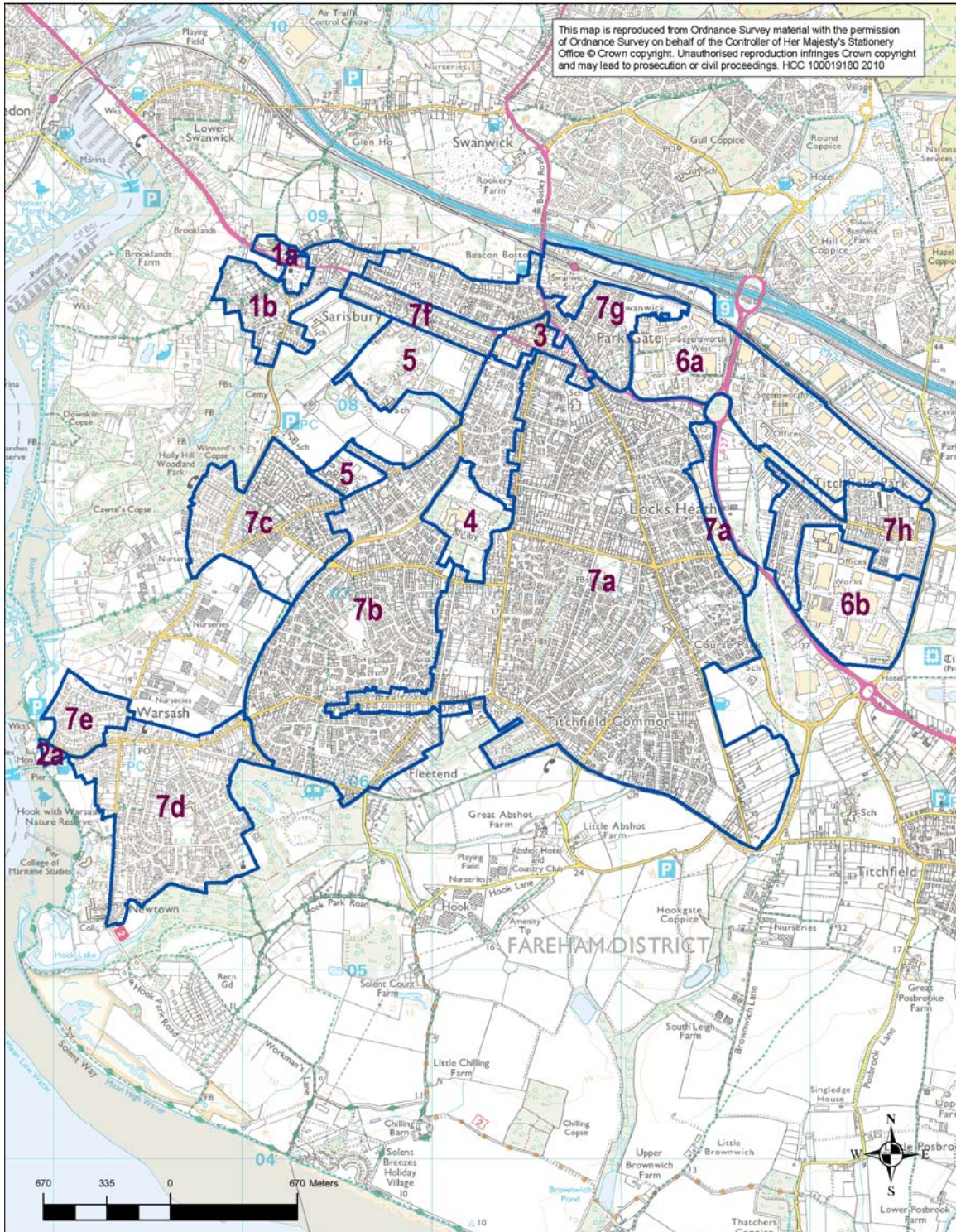
Hampshire Towns Character Assessment – Townscape Types

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



**LOCKS HEATH SARISBURY AND WARSASH
TOWNSCAPE TYPES**





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LOCKSHEATH SARISBURY AND WARSASH CHARACTER AREAS



2 CHARACTER AREA DESCRIPTIONS

2.1 LSW01 Sarisbury

2.1.1 Character Summary

This character area comprises the settlement of Sarisbury with its historic village green set on its western edge above the Hamble Valley. The green and its immediate environs are a designated conservation area and form a sub-area (LSW01a). Bridge Street forms the northern side of the green but is now screened by recent tree planting from the remaining open ground. There is an attractive survival and grouping of statutory listed and unlisted buildings around the green. To the south and north-east is fairly coarse-grain development of predominantly detached houses; remnants of historic Sarisbury with later infill of single and groups of houses in semi-rural wooded settings. Despite the lack of a strongly defined core, this area has a village scale and feel.

2.1.2 Key characteristics

Sub-areas of LSW01

01a. Sarisbury Green and environs

- An older surviving part of the Sarisbury settlement centred on an historic open space
- The area is elevated but almost flat
- Plots are large and irregular with generally large houses set within them
- Building lines vary with houses generally set back off the road, but there are open and semi-open boundaries particularly facing the green on the south side
- Red brick and painted brick, some render, clay tile and natural slate, some replacement with concrete interlocking tiles
- A traditional modest scale; two-storey houses throughout
- A mix of uses reflective of a small village settlement; shops, public house, church, community centre surrounding by private dwelling houses
- Good tree cover to the church environs and the east side of the green. Detrimental modern tree planting to the north side of the green
- Generally high-quality public realm, semi-rural in character to parts of the green environs (apart from Bridge Road)
- Good access and connectivity, particularly for the pedestrian, with footpath links to adjacent residential areas

01b. Sarisbury Green early suburbs

- Predominantly medium-coarse-grain residential suburbs lining former rural lanes
- The area is sloping away to the M27 transport corridor to the north and to the River Hamble to the south and west
- Large irregular plots, often tree lined and sharing historic boundaries with large detached houses within them
- Building lines vary but almost all buildings are set back off the roadside, often semi-obscured by mature landscaped boundaries
- Varied use of brick (red, orange and buff bricks), clay tile and concrete interlocking tiles, some weatherboarding
- Chalet-style houses (dormers to upper storeys), some bungalows but mostly large two-storey houses
- Residential throughout
- Mature trees to boundaries (particularly to the front of houses at roadside) and as a backdrop to open spaces and extended views
- High-quality public realm; almost no on-street parking, inconspicuous lighting (except for Bridge Road) and mature boundaries to pavements (where found)
- Good access and connectivity, particularly for the pedestrian, with footpath access to surrounding amenities (river and woodland park)

2.1.3 Boundaries and setting

This character area is on the western edge of the study area and has the River Hamble valley to the west and south, and a small wooded valley holding a tributary of this river to the south-east. To the north, the boundary is semi-rural but adjacent to the M27 transport corridor. To the east is sub-area LSW07g, part of the expansive post-war urban extensions around Park Gate.

Due to the wide, flat, elevated and open character of Sarisbury Green there are long views across the green and beyond towards the River Hamble. To the south, Holly Hill Woodland Park forms the setting. There is a wooded setting to the north too. However, wooded slopes quickly give way to the M27 transport corridor and railway line.

To the west, the setting is strongly defined by the top of the River Hamble valley, and there are views towards the character area from the elevated spur of historic Bursledon. However, these are largely confined to the tree-lined skyline which forms the eastern side of the River.

2.1.4 Designations

There are a few statutory listed buildings scattered to the south and east side of The Green, including the prominent Rose Cottage, an early-nineteenth-century building that was originally two cottages, and the church of St Paul (1836 by Jacob Owen), along with its lychgate and adjacent War Memorial, which form a good group. Sarisbury Green and the buildings which enclose it to the north and south are within the designated Sarisbury Green Conservation Area.

2.1.5 *Townscape types present*
TCT02, 07, 24 and 25.

2.1.6 *Topography*

The area to Sarisbury Green is level and elevated. South and west of this the land falls away steadily into the Hamble valley. Extended views west to the river and its western shores can be had from The Green (LSW01a) and other parts of the character area. To the north, the land gently slopes towards the M27, beyond the boundary of the settlement the gradient falls more steeply to the transport corridor.

2.1.7 *Layout and Pattern*

Sarisbury Green (sub-area LSW01a) comprises a cluster of cottage-scale houses and other buildings distributed informally around former common land to the edge of the historic Sarisbury settlement. Irregular plots are distributed around the spacious green, running east–west. Houses generally face the green and have space around them. The building line varies but most houses (except on the north side) are set back in mature gardens with some hedges and/or trees forming the boundary in places. To the north of Bridge Road (A27), the buildings are set back from the main road but front an access road running parallel with a narrow verge between this and the main road.

The remaining sections of the character area (LSW01b) comprises a series of early roads and lanes with piecemeal development to the south (of Sarisbury Green) and mostly infill development to the north-east at a coarse grain in mostly irregular large and very large plots. The building line varies throughout but most buildings are set back off the roadside with mature boundaries almost throughout.

2.1.8 *Buildings and materials*

This character area is mostly private dwelling houses, a small number from the eighteenth and nineteenth centuries. They are vernacular and modest in scale with most dating from inter-war and post-war periods of expansion. These are generally large detached houses, often much extended, with separate garages and driveways. To Sarisbury Green (LSW01a) there is a church (St Paul's, 1836) and a vicarage, a school (1839), public house and parish rooms (1891).

The Sarisbury Green (LSW01a) buildings are mostly of a traditional scale and are predominantly constructed of local brick (some painted), some rendered, with some old plain clay tiles or concrete interlocking tiles (replacements of original roof covering) and some survival of natural slate.

North-east and south of Sarisbury Green sees a variation in materials; red, orange and buff bricks (with some multi-bricks also) and clay tile though there is much use of concrete interlocking tiles. A small cul-de-sac of 1970s detached houses (St Paul's Road) has well-designed individually designed houses with weatherboarded upper storeys. This is also seen elsewhere in the character area.

2.1.9 *Predominant land use*

In sub-area LSW01a, there is a small group of buildings in mixed use; shops, public house and office buildings, forming a focus for the Sarisbury settlement. In addition, there is a church, chapel and associated ancillary buildings and an attractive churchyard forming an appropriate setting. The remaining sections of the character area (LSW01b) are almost entirely residential with large to very large single-family dwelling houses.

2.1.10 *Public realm*

To sub-area LSW01a, to the south side of the green, there is a semi-rural character to the public realm; the access lane does not have pavements or kerb stones and is almost contiguous with the level of the adjacent grass. Low wooden posts, set into the verge, line this route and allow clear and important views of the dwellings and gardens to the south from the northern part of the green. To the north of the road through the green, there is a grass verge which provides some separation from the busy road. There is also a traditional red telephone kiosk (K6 type) forming a familiar and important local landmark.

Trees to historic boundaries (often overhanging and framing views along the roads), some verges and the east side of the green form an important part of the public realm generally. Boundaries to houses are generally mature hedges, some with mature trees. There is very little on-street parking as most houses have driveways, and street lights (other than to the A27, Bridge Road) are modest and unobtrusive. These factors contribute to the semi-rural character (this is especially the case to Holly Hill Lane) of much of the area.

2.1.11 *Open space*

There is one green open space within the character area and two immediately adjoining. Sarisbury Green, within LSW01a to the west of the church, is in a designated conservation area. To the east of the character area is a recreation ground with cricket pitch (east of Allotment Road) and associated grassed open spaces with a backdrop of woodland forming the boundary with Coldeast Hospital. Next to the recreation ground are allotments which are probably of early-twentieth-century origin and historically most closely associated with this character area. Sarisbury Green is registered as a Village Green under the Commons Registration Act of 1965.

Holly Hill Woodland Park also lies to the south-west of LSW01 and is a large informal semi-natural countryside site with important amenity value, with circular walks down to, and along, the estuary waterfront.

2.1.12 *Biodiversity*

There is a significant framework of large interlinked garden boundaries with trees and hedges which, together with a range of semi-natural habitats around the character area, provide important habitats for a variety of wildlife. Hook with Warsash Local Nature Reserve (LNR) and Site of Importance for Nature Conservation (SINC), Winnard's and Cawtes Copses SINC (known as Holly Hill Woodland Park), and Downkilyn Copse SINC together form a large area of ancient semi-natural woodland and acid grassland habitats to the south-west of the character area, linking to the internationally protected habitats of the Hamble estuary (See LSW02). Several other woodland patches (three of them SINCs) also lie adjacent to the character area boundaries. Much of the public open space and private garden spaces in the character area are linked either directly or indirectly to the river valley to the west, or to Holly Hill Woodland Park and the extensive, part-wooded grounds of Coldeast Hospital (LSW05) to the east, and to the fields, paddocks, large gardens and tree belts of the Glen Road environs to the northern boundary.

Trees within the grounds of Brooklands (to the west of Sarisbury Green) mark the western end of the green; this includes a particularly prominent Monterey Pine. Large trees surround the Community Centre and the churchyard. These, combined with those to the Vicarage, form a buffer to later development to the east. There are a lot of mature trees to the roadside boundaries and these contribute to the strongly defined semi-rural character of the lanes in this area.

2.1.13 *Access and connectivity*

There is good access and connectivity for the pedestrian, with footpath links to adjacent amenity areas Holly Hill Woodland Park and the River Hamble. The local road network is truncated north–south by natural (the river valley) and man-made (the M27 corridor) features but the A27 passes east–west through the upper section of the character area and is a major traffic route between Southampton and Portsmouth, feeding much of the hinterland of Fareham and Eastleigh between.

2.2 LSW02 Warsash Waterfront

2.2.1 Character Summary

This character area comprises the waterfront to the River Hamble and the lower reaches of Southampton Water. It includes the historic riverside settlement of Warsash, a former fishing, coal and timber port and historic landing place for the Warsash ferry, with excellent views across Southampton Water to Calshot and the Isle of Wight.

2.2.2 Key Characteristics

- Historic Warsash riverside
- Tight urban area with early origins and close relationship with the waterfront
- The area is flat and low lying
- Generally, irregular plots but some regularity to the southern section of Shore Road
- Building line varies, with older houses to back of pavement, otherwise set backs and boundary walls
- Brick (usually painted), some stone and some painted render. Walls are predominantly white. Old clay tiles or machine-cut clay tiles to roofs
- Predominantly two-storey buildings
- Mixed use; residential houses and flats, public house, sailing club, boat yards and builders
- The Strawberry Field is an accessible green space, to the south of the character area, which forms an important access resource. There is a notable absence of trees to the urban area.
- High-quality public realm with good material use and sense of shared surfaces, low traffic movement but narrow pavements
- Excellent access and connectivity for the pedestrian, more restrictive for the car user

2.2.3 Boundaries and setting

The character area is at the far south-western corner of the settlement and shares its eastern (land) boundary with the residential suburbs of the Warsash environs (sub-areas LSW07d and LSW07e). To the west, and from the waterfront generally, there are fine views of the river and Southampton Water across the Hamble spit. The Strawberry Field forms the southern boundary to the historic core of Warsash waterfront. The Solent Way footpath to the north and south follows the river, from which there are views of the historic riverside settlement.

2.2.4 Designations

There is a small group of Grade II listed buildings to the Warsash waterfront, principally along Shore Road.

All of the character area is designated as the Warsash Conservation Area.

2.2.5 Townscape types present

TCT03, 05, 07 and 08.

2.2.6 *Topography*

The landform is slightly elevated from the waterfront but flat and low lying.

2.2.6 *Layout and Pattern*

There is a tight group of mixed-use buildings set facing out around a triangular piece of land adjacent to the riverfront. One of the sides of the triangle is parallel with and faces on to the waterfront. This area is of relatively fine grain with mostly regular plots. Buildings are one and two storey, on a traditional scale, and either set in rows (Shore Road) or larger plots (Passage Lane), with detached houses and bungalows. Building lines vary, with much development to the back of pavement, particularly to Shore Road, but some set back. Boundary walls are a prominent feature in the sub-area with some use of stone as well as brick.

2.2.7 *Buildings and materials*

The older houses are on a cottage scale and are of stone, painted brick or render. Red brick is seen but not dominant in this sub-area which is notable. Most walls are painted white. Roofs are clay tiles almost throughout with both old and modern (machine-cut) examples seen. Boundary walls are stone and red brick.

2.2.8 *Predominant land use*

There is a mixed-use character which includes predominantly residential buildings (private dwelling houses and flats) but also a public house and sailing club.

2.2.9 *Public realm*

There is a high-quality public realm to Warsash waterfront, with a number of alternative materials to tarmac, and granite sett cross-overs to encourage traffic calming. These areas act as shared surfaces, particularly to Shore Road, where the pavements are narrow. There is no on-street parking but large areas of tarmac-covered surface parking to the foreshore.

2.2.10 *Open space*

The former strawberry field to the south of Shore Road and this character area is a large public open green amenity space with a footpath to the riverside.

2.2.11 *Biodiversity*

The entire character area adjoins important marine habitats. The River Hamble system is internationally important for its river and estuarine habitats, designated as part of the Solent Maritime Special Area of Conservation (SAC). The area of intertidal shingle and mudflats along the foreshore are internationally important for wetland bird species, part of the Solent and Southampton Water Special Protection Area (SPA) and Ramsar site. The sites are also underlain by national Sites of Special Scientific Interest (SSSI) designations.

2.2.12 *Access and connectivity*

There is excellent access and connectivity for the pedestrian, with the Solent Way running along the riverside and linking to roads and lanes running perpendicular and parallel to the water. The car user is more restricted, with Warsash waterfront having a one-way traffic system set in a small loop. There is a passenger ferry across the River Hamble to Hamble-Le-Rice.

2.3 LSW03 Park Gate District Centre

2.3.1 Character Summary

This small character area is a mixed-use district centre for northern residential suburbs of Locks Heath and Sarisbury, with other uses that take advantage of their location on a principal traffic route from Southampton to Fareham and Portsmouth. Its name derives from its former function as an entrance to the Titchfield deer park (associated with Middle Road). The area has grown around the junction of Bridge Road and Botley Road; the latter being a main route north through Swanwick towards Eastleigh and its suburbs.

2.3.2 Key characteristics

- A mixed-use area (some on a large scale) at a junction of principal traffic routes
- The area is flat throughout, but falls away beyond the northern boundaries
- Regular plots
- Buildings are set to back of wide pavements or with small forecourts (usually given over in part or fully to car parking)
- Red brick, painted brick and render clay tile, some natural slate but many flat roofs
- Mix of single-storey and two-storey buildings
- Small and large independent shops, church, petrol filling station, restaurant, offices, small-scale industrial premises
- Limited tree cover, but some street trees and trees to roadside boundaries, no public green space
- Wide pavements, street trees, varied use of materials, heavily trafficked principal routes, on-street parking to bays and forecourts
- Good access and connectivity, particularly for the car user

2.3.3 Boundaries and setting

This character area is completely enclosed by the residential suburbs of LSW07 (07a, 07b, 07f and 07g). In terms of setting, it is most closely aligned with the A27 (Bridge Road) with extended views from and to the west along Bridge Road into and out of the character area.

2.3.4 Designations

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

2.3.5 Townscape types present

TCT11 and 12.

2.3.6 Topography

The area is predominantly flat but elevated. The land drops away beyond the northern boundary towards the M27 transport corridor and falls almost imperceptibly to the south.

2.3.7 *Layout and Pattern*

Buildings are set to the roadside at the back of pavement, or slightly back in forecourts usually used for parking.

2.3.8 *Buildings and materials*

Buildings are mostly purpose-built mid- to late-twentieth-century structures, single and two storey with low-pitch roofs. The modern church to Middle Road is distinctive with its concrete fins to the nave, and spike fleche.

There are red and other coloured brickwork and painted brick, modern clay tile, concrete interlocking tiles and flat roofs. There is some eclectic use of materials such as faux timber-framing and coloured and glazed roof tiles to individual buildings adding to the variety and interest within the character area.

2.3.9 *Predominant land use*

There is a diverse but complementary mix of uses to the character area, with a parade of independent shops, separate shops, a church, a large and prominent restaurant, a petrol filling station and small-scale industrial units. There are also offices and residential buildings; low-rise modern blocks of flats.

2.3.10 *Public realm*

Wide pavements and forecourts combine to give good pedestrian areas. There are a few street trees which help soften the strongly urban feel to much of the character area. There are mature trees to roadside boundaries. On-street parking is usually to allocated bays or forecourts. The area is, however, highly trafficked, with Bridge Road (A27) in particular being a difficult road to negotiate as a pedestrian.

2.3.11 *Open space*

There is no open public green space within this character area. There are some private garden spaces but much of the space around commercial premises and blocks of flats is dedicated to parking, with only limited landscaping.

2.3.12 *Biodiversity*

Some good private green spaces with mature trees provide limited wildlife habitats in this character area. A busy enclosing road network impedes connectivity with other larger potential habitats.

2.3.13 *Access and connectivity*

There is good access and connectivity for the pedestrian and car user and, being only a short distance from Swanwick station, there is easy access to the wider region using public transport.

2.4 LSW04 Locks Heath District Centre

2.4.1 Character Summary

This is a small character area comprising a large, late-twentieth-century (1980s) purpose-built district shopping and community centre. The centre is arranged in a U shape around a pedestrian space and set within a continuous large hard-surfaced area of parking.

2.4.2 Key characteristics

- 1980s purpose-built district shopping centre
- The area is flat
- Regular plots throughout
- Buildings are inward-facing and open directly to a part-enclosed pedestrian space
- Red brick and clay tile
- Two-storey buildings throughout
- Shops, supermarket, library, post office and GP surgery
- There are some young street trees and good tree belts to surrounding open spaces and to the edges of the car parks
- Good pedestrian spaces which have been carefully designed. However, building generally does not relate well to the public realm (due to its predominantly inward-facing plan)
- Good access for pedestrians and car users

2.4.3 Boundaries and setting

This small character area is completely enclosed by the residential suburbs of sub-area LSW07b. Its setting largely comprises open hard-surfaced car parking areas and service yards.

2.4.4 Designations

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

2.4.5 Townscape types present

TCTII.

2.4.6 Topography

There area is flat throughout with no discernible change in level

2.4.7 Layout and Pattern

The development is a single phase of building and is arranged around a pedestrianised square with one side (the east side) open to surface-level car parking. There is a series of independent shops on regular plots, a supermarket and a public library. They are unified by the use of a canopied loggia which runs the around the public side of the complex and breaks down the scale of the building with the use of regularly spaced columns.

2.4.8 *Buildings and materials*

The shopping centre was purpose-built in the 1980s and is arranged in an open U shape with an inward-facing plan, and parking and service yards to the south, west and north external facades.

There is red brick and clay tile, and some flat roofs.

2.4.9 *Predominant land use*

Locks Heath shopping centre is a mixed-use community facility and includes independent shops, a supermarket, library, post office and GP Surgery. There are no residential uses within the complex.

2.4.10 *Public realm*

The pedestrian spaces are well designed and finished with bespoke lighting and young street trees. The buildings sit within an extensive expanse of hard-surfaced car parking with some limited landscaping.

2.4.11 *Open space*

There is an open pedestrianised square to the centre of the development and large areas of parking and service yards surrounding the building. To the north, there are large open areas of green amenity space and there are good tree belts to all boundaries, particularly to the west and north-west which are wooded bordering Lockswood Road.

2.4.12 *Biodiversity*

There is very limited opportunity for wildlife habitats to establish themselves within the character area. However, the edges provide some semi-natural habitats, being tree lined and directly linked to open green spaces and small wooded areas beyond.

2.4.13 *Access and connectivity*

There is good access and connectivity for pedestrians and car users, slightly favouring the car user.

2.5 LSW05 Coldeast Hospital

2.5.1 Character Summary

This former hospital site was developed in the 1920s from Cold East House and its grounds. The main house still survives. Additional blocks for the hospital were added within the grounds, all having generous open spaces between them. The site has been turned into a residential development comprising conversions of the original hospital buildings and some new build. Older buildings on the site (for example, a stable block and dairy cottage) are listed as buildings of local importance. The woodland and areas of open green space to the south of the character area are an important part of the wide green corridor continuing Holly Hill Woodland Park north-east across the site.

2.5.2 Key characteristics

- Former country house estate, developed as a hospital and being redeveloped with residential (up to 25% affordable housing) and mixed uses
- The site is gently falling to the south
- Coarse open-grain layout of large informal open plots
- Buildings offset from the access roads, with former groups of older buildings loosely orientated north–south
- Some red brick but mostly white and buff bricks, and natural slate
- Up to three storeys (the mansion house) but mostly two storey
- Former hospital use with associated ancillary buildings (some converted) now having residential and other community uses
- Good tree cover throughout the site including large belts of woodland
- Access and connectivity is currently restricted due to the former nature of the site but there is pedestrian connectivity across the site

2.5.3 Boundaries and setting

The character area is bounded to the north, east and south by the residential suburbs of LSW07 (07b, 07c and 07f). To the west is the wooded valley of a tributary of the Hamble which becomes Holly Hill Woodland Park to the west of Barnes Lane.

The character area is well screened from its neighbours, with strong tree belts or woodland to all sides. Its setting is dominated by medium-grain residential development which abuts the area on two sides. To the north this comprises rear gardens backing on to the hospital boundary but to the east, houses to the east side of Brook Lane face the hospital boundary.

2.5.4 Designations

There are no statutory listed buildings or designated conservation areas within the character area. There are a number of buildings which are recorded as buildings of local importance by the local authority and these include the main house, stable block, dairy, cart shed and the pillars at the two main gateways to the site.

2.5.5 *Townscape types present*
TCT08 and I6.

2.5.6 *Topography*

The area gently falls to the south but this change in level is rarely detected within the character area.

2.5.7 *Layout and Pattern*

There are two layers to the layout and pattern of built form seen today which reflect the progressive use of the site; the former functional layout of the country estate with its house and landscaped gardens and associated outbuildings such as lodges, stabling and outbuildings. These survive in groups but have been added to, altered and extended to form buildings within the hospital complex. The later hospital phase comprises a series of two-storey blocks offset from the access roads; long ranges with wings and some with a cross plan form, or with wings offset from the main range to form a Y-plan. These, in turn, have been replaced by residential buildings on a more familiar contemporary housing layout.

2.5.8 *Buildings and materials*

The former country house and its outbuildings are well constructed, the house being well articulated with painted architraves to the windows, canted bays to the ground floor and full height projecting bays with gables and distinctive roof form in places. The remaining hospital buildings are austere and devoid of detailing but are relieved by wide canted bays to the ground floor with low-pitched hipped roofs and limited articulation.

Buildings are mostly two storey with only the former house being three storey but appearing larger in places due to its roof profile.

The predominant material is brick, some red brick but mostly white and buff brick, with natural slate for roofs.

2.5.9 *Predominant land use*

The central section of the character area was formerly medical facilities and services, including outpatient facilities and long-term residential accommodation. The area includes the Lord Wilson School and Scouts Hall. The remainder of the site comprises woodland, grazing land and open parkland. The areas of parkland to the south and south-east relate to the site's historic use as a country estate. The site is has been recently converted for residential use.

2.5.10 *Public realm*

There are landscaped areas of open green space between buildings, very little through traffic and densely tree-lined access roads to all parts of the hospital. Buildings suffer from often having a setting of hard landscaping (usually car parking areas).

2.5.11 *Open space*

There are still large areas of open space within this character area, including the former grounds of the hospital, mostly amenity grasslands often lined with trees, with

areas which are well wooded. The character area adjoins school playing fields and open spaces. Large areas of this open space have been included in the recent redevelopment and have links with Holly Hill Woodland Park to the west.

2.5.12 *Biodiversity*

There are several SINC's adjacent to the character area, a patch of acid grassland ringed by a woodland belt to the south, and Coldeast hospital pond to the west. The existing areas of woodland within the site are well linked to wildlife habitats beyond the character area, particularly to Holly Hill Woodland Park to the west. There are likely to be a number of protected species on the site, including bats.

2.5.13 *Access and connectivity*

Access throughout the character area is characterised by the amount of informal amenity green space. There are links to Holly Hill Woodland Park to the west. Park Gate district centre is within close walking distance of the northern part of this character area.

2.6 LSW06 Industrial Estates (Titchfield Park)

2.6.1 Character Summary

The large industrial estates to the east of Park Gate and Locks Heath are in an area known as Titchfield Park. There are two physically separate areas, necessitating the identification of two sub-areas; Segensworth East Industrial Estate (LSW06a) and Matrix Park (LSW06b). They share common characteristics: medium and large- to very-large-footprint buildings with low-pitched wide-span roofs; the use of profiled metal for wall cladding and roofs; and brick for plinths and gables. Very large areas of hardstanding form the setting to most buildings. The two sub-areas are physically separate with a residential suburb between them (focused around the eastern section of Segensworth Road). Matrix Park comprises generally larger-footprint buildings and some dedicated office spaces. Matrix Park borders on to the Titchfield Abbey Conservation Area (with the Grade I listed abbey buildings and tithe barn at its heart) but the abbey buildings and its setting are well screened by trees from the industrial estate.

2.6.2 Key characteristics

Sub-areas of LSW06

06a. Segensworth East Industrial Estate

- Large-scale industrial estate adjacent to the M27 and rail line
- Land is predominantly flat
- Medium- to large-footprint buildings often inward-looking linked by a loop road with a single main entry and exit point off the A27
- Formal layout with consistent building lines to access loop road
- Brick plinths and some elevations and grey/white profile metal cladding to walls and roof
- Up to the equivalent of two-storey domestic buildings (height to eaves)
- Manufacturing, services and storage with ancillary office uses
- Large semi-open and open areas for parking and storage of vehicles, street trees and grass verges and strong tree belts to northern and southern boundaries
- Reasonable quality public realm, with grass verges and street trees and well landscaped parking areas
- Access is good, connectivity is very poor due to the pattern and nature of use although a public footpath from east to west crosses the sub-area

06b. *Matrix Park*

- High-quality business premises on a very large scale
- Land is predominantly flat
- Very-large-footprint buildings generally in large open plots
- The building line is irregular and informal and off-set to access road in part
- Modern materials, some brick for plinths and gables but mostly metal cladding for walls and roofs
- Heights equivalent to single and two-storey domestic buildings (height to eaves)
- Mixed-use large-scale manufacturing, precision engineering, industrial and storage with associated office uses
- Limited tree presence and some landscaping in places and some relatively recently planted tree belts on eastern and south-eastern boundaries
- Single entry and exit point from the A27, limited but adequate provision for the pedestrian
- Poor access and connectivity

2.6.3 *Boundaries and setting*

The character area is to the north-eastern boundary of the settlement, and to the north, east and part south are either further (separately described) areas of industrial estate or the semi-open countryside between Titchfield Park and Titchfield, running down into the valley of the River Meon.

The setting of the character area largely comprises either residential development (LSW07h) or further industrial development on a similar scale. The open countryside leading down into the Meon valley is largely screened from the character area by a strong tree belt running almost the whole length of Cartwright Drive.

2.6.4 *Designations*

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

The Titchfield Abbey Conservation Area shares a boundary with the character area for a short section of Cartwright Drive.

2.6.5 *Townscape types present* TCT15.

2.6.6 *Topography*

The area is predominantly flat

2.6.7 *Layout and Pattern*

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

There is some consistency to the layout of built form. It is broadly set out on a very large coarse-grained grid pattern with rectangular plan buildings usually set to a feeder loop road (in the case of LSW06a) or to a shared access road (LSW06b), particularly with regard to LSW06a with their short elevations to the road. There is a consistent building line to the feeder loop road of LSW06a but buildings to LSW06b are offset from the access road.

2.6.8 *Buildings and materials*

Sub-area LSW06a has medium-sized to large single-span buildings seen next to some smaller units. This helps in terms of reducing the impact of the larger units on the general quality of the townscape. Built form is utilitarian and highly functional with limited variation in materials and often dead frontages to the main loop road.

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

The built form of sub-area LSW06b is on a very large footprint but is at a consistent height of no more than the equivalent of two-storey domestic buildings, with some buildings below this height. Roofs have very low pitches, with some buildings broken up by a sequence of low gables set to the roadside. Others have eaves (sometimes parapets) and ridges parallel to the road which makes for very monotonous townscape in places.

Materials are generally modern cladding systems to steel frames comprising profiled metal (some coloured) or cement sheeting. Similar materials are usually continued for the roof system. There is some limited brick to plinths and gables. Brick is also occasionally seen in panels to concrete-framed buildings.

2.6.9 *Predominant land use*

Sub-area LSW06a has manufacturing, services and storage with ancillary office uses.

Sub-area LSW06b has mixed-use, large-scale manufacturing, precision engineering, industrial and storage with associated office uses.

2.6.10 *Public realm*

The public realm is of a low quality but adequate for the purposes of the range of uses seen within the sub-areas. Grass verges are present to some pedestrian routes into the estate but there is generally limited provision for the pedestrian. There are some grass verges and mature trees in front of the industrial units, particularly those facing onto main roads. The street trees (to sub-area LSW06a) are a welcome addition to what are highly functional and sometimes stark areas of 'townscape'.

The public realm is generally of a higher quality and more consistent in LSW06a than in LSW06b.

2.6.11 *Open space*

To both sub-areas there is very limited public open space within the character area. There are large areas of hardstanding providing forecourts and parking courts. These are intermittently occupied by cars, vans or lorries associated with the various businesses within the industrial estate. To the south side of Segensworth Road (LSW06b) there are some larger areas of grass adjacent to the large, predominantly office buildings, facing Southampton Road. Whilst these spaces are not public, they are important open amenity areas with the potential to be used by employees on these industrial estates.

2.6.12 *Biodiversity*

The opportunity for wildlife to flourish within the character area is limited due to the lack of habitats. However, there are good tree belts to the boundaries of the area, particularly to the railway line to the north.

2.6.13 *Access and connectivity*

The estate of sub-area LSW06a was designed for access by car, although provision for pedestrians is generous, with wide pavements and grass verges.

Sub-area LSW06b is designed as an industrial estate and therefore access and connectivity is designed around the car and commercial vehicle, rather than the pedestrian. There is no through access to this sub-area meaning that connectivity to other parts of the settlement or beyond is very poor.

2.7 LSW07 Residential suburbs

2.7.1 Character Summary

Locks Heath/Titchfield Common is a large area of relatively recent (within the last century) sustained suburban growth which has subsumed older individual houses and groups of houses. Despite a diversity of layout and grain within this large character area, particularly the areas of coarser-grain older housing, they do not have sufficiently well-defined limits to warrant separate character areas. Sub-areas have, however, been defined where there is a more distinctive grain, pattern or more reliance on an older framework of historic boundaries. This has necessitated the identification of eight sub-areas.

The essential broad characteristics of the Locks Heath/Titchfield Common area are medium-grain, semi-detached and detached housing located on the principal radial roads leading from Park Gate (Hunts Pond Road, Locks Road and Brook Lane) with later higher-grain development forming pockets of infill behind and between these routes. The well-treed principal routes through this character area are a memorable feature, especially where long views to the waterfront are found.

2.7.2 Key characteristics

Sub-areas of LSW07

07a. Locks Heath and Titchfield Common older urban area

- Mix of medium-sized to large inter-war and post-war houses and bungalows, mostly detached but some semi-detached, at a mostly medium grain
- Land falls progressively from the north to the south
- Good-sized plots, some very large (fronting Locks Road), with gardens to front and rear
- Houses set well back from roadside but sharing common building line to spine and cross roads. Infill development is far more irregular. Small area of inter-war ribbon development in long plots survives in the south-east off Hunts Pond Road
- Predominantly red/orange brick, some render/pebbledash. Clay tile roofs
- Single- and two-storey buildings
- Residential throughout; generally medium-sized to large private dwelling houses
- Moderately high proportion of green spaces, including woodland, breaks up the urban structure
- A lot of mature trees to front gardens and forming front boundaries (remnants of historic boundaries), adding to the tranquil character of most roads. Some good groups of trees to rear gardens and between housing estates. Allotments and recreation ground in the south-east of the character area
- Wide roads, very limited on-street parking and minimal street lighting. No grass verges or street trees
- Good access and connectivity north–south, less east–west

07b. Locks Heath, west of Locks Road

- Post-war houses, laid out to a medium grain but with areas of finer grain
- Land falls progressively from the north to the south
- Good-sized regular plots to streets and roads
- Mostly irregular building lines, often staggered to roadsides, with buildings set back in small 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, mix of shallow and steeply pitched roofs mostly with ridge parallel to the road
- Residential throughout; generally medium-sized and some large private dwelling houses
- A moderate amount of green space breaks up the urban structure
- Mostly ornamental trees to rear gardens. Some survival of older tree groups but limited. No street trees but some trees to front boundaries
- Some grass verges but limited. Very limited on-street parking and minimal street lighting
- Good access and connectivity for the pedestrian, poor linkage for the car user

07c. South of Sarisbury (urban expansion)

- Post-war houses and bungalows laid out to a medium grain
- Land falls gently to the south-west
- Good-sized regular plots to streets and roads
- Consistent building lines to roadside with buildings set back in gardens; varied boundary treatment but often open
- Brick, some render and some tile hanging in places, concrete interlocking tiles and plain clay tiles
- Mix of single-storey and two-storey houses throughout, mix of shallow and steeply pitched roofs, mostly with ridge parallel to the road
- Predominantly residential; generally medium-sized and some large private dwelling houses. Area of glasshouses and market gardening to the south-east
- Small proportion of green spaces
- Mostly ornamental trees to rear gardens, some survival of older tree groups but limited, no street trees
- Some small narrow grass verges, very limited on-street parking and minimal street lighting
- Good access and connectivity for the pedestrian, poor linkage for the car user

07d. Warsash residential suburbs

- Mix of large, nineteenth-century, inter-war and post-war houses, mostly detached and at a medium grain but some pockets of very low-grain development
- Land is gently undulating from west to east
- Good-sized plots, some very large (fronting Newtown Road) with gardens to front and rear
- Houses set back from roadside but most share a common building line to spine and cross roads. Infill development is more irregular
- Predominantly red/orange brick, some buff brick, and some painted render/pebbledash, predominantly with clay tile roofs
- Mostly two-storey development
- Predominantly residential with generally medium-sized to large private dwelling houses but includes Warsash village with its vibrant mix of commercial uses and low-rise blocks of flats immediately to the south
- Moderately high proportion of green open space breaks up urban structure
- A lot of mature trees to rear gardens and rear boundaries (remnants of historic boundaries). Some good groups of trees to houses in Newtown Road
- Relatively wide roads, some on-street parking and street lighting generally a mix of residential and busier-road standards; no grass verges or street trees
- Good access and connectivity north–south and east–west

07e. Crofton Way environs

- Mostly post-war houses, detached throughout, at a coarse grain
- Land gently falls to the west
- Good-sized plots, some very large with gardens to front and rear and sometimes sides
- Houses set well back from roadside, and some staggering of the building line within roads, adding to the sense of informality
- Mostly red and buff brickwork, some render/pebbledash, predominantly with clay tile roofs
- Two-storey throughout
- Residential throughout; generally large private dwelling houses
- A lot of mature trees to rear gardens forming significant groups, trees to front gardens partially obscuring houses and adding to the tranquil character of most roads
- High-quality public realm, with wide roads with grass verges, no on-street parking and street lighting softened by mature garden trees overhanging the footway
- Little green space outside private plots
- Good access and connectivity, especially to the waterside

07f. Pine Walk and Woodland Close

- Post-war detached houses, and chalet bungalows (mostly 1970s), laid out in a low to medium grain
- Flat topography
- Good-sized regular plots to streets and roads
- Building lines are consistent within streets and roads, with buildings set back in own grounds
- Brick and tile, some tile hanging, clay tile or concrete interlocking tiles for roofs
- One- and two-storey houses throughout, much use of the chalet bungalow with dormers to large sweeping roofs
- Residential throughout with generally medium-sized to large private dwelling houses
- A lot of mature trees to rear gardens forming significant groups, some ornamental trees to front gardens adding to the tranquil character of the roads
- Wide roads with grass verges and street trees, very limited on-street parking, street lighting softened by prevalence of street trees
- Good access but very limited connectivity (due to the cul-de-sac layout of houses)

07g. Beacon Bottom

- Housing development mostly of the 1970s at a medium to high grain
- Topography is predominantly flat but begins to fall sharply to the north at the edge of the sub-area
- Small to medium-sized plots, laid out mostly in short terraces or semi-detached houses to a loosely defined grid
- Building lines are consistent (although slightly staggered in places), mostly small, open front gardens (some have been laid over to parking)
- Red brick, tile hanging, clay tile and concrete interlocking tiles
- Two-storey, low-pitched roofs with ridges varying; some parallel to road and others noticeably gable on to the road providing variation
- Residential throughout; private dwelling houses
- Small areas of open space between groups of houses, some mature trees to rear gardens. Most green space is located in the north-east of the area.
- Wide roads and open boundaries give the impression of space, notable absence of grass verges or street trees, some on-street parking throughout
- Good access and connectivity north–south, less successful east–west

07h. *Titchfield Park environs*

- Housing development from various periods (mostly post-war); detached and semi-detached houses, bungalows and chalet bungalows at a medium to fine grain
- Topography is predominantly flat but begins to fall gently to the east
- Varied plot sizes, from small to very large (long and narrow), usually consistent to roads
- Building lines are consistent, although slightly staggered to later development
- Red brick, hanging tile, clay tile and concrete interlocking tiles
- One- and two-storey, some use of the chalet bungalow with dormers to large sweeping roofs
- Residential throughout; private dwelling houses
- Very limited open space, mostly concentrated to the east, only limited mature trees to rear gardens, good tree belt to the western boundary
- Variable widths to roads and some open boundaries give the impression of space, notable absence of grass verges or street trees, mostly off-street parking
- Good access but poor connectivity because of the close proximity of the inward-facing industrial areas adjacent

2.7.3 *Boundaries and setting*

The southern boundary to the character area forms the edge of the conurbation with the semi-rural low-lying settlements of Hook and Chilling beyond. Here, the residential development comes to an abrupt end to the north side of Warsash Road and Dibles Road further west, with the further development of Warsash village south along Newtown Road and Church Road. These developments also come to an abrupt end at the wooded valley of the tributary feeding Hook Lake. To the south-west, the residential sub-area LSW07d abuts the waterfront character area LSW02, a distinctive part of the conurbation strongly defined by its relationship with the water. To the west, the boundary almost encloses fields of market gardening and scattered development, and the remaining areas of undeveloped Locks Heath, reflecting the pattern of early development (now lost) across the area in the last century. Further north-west is the former Coldeast Hospital site (LSW05) with houses to the east side of Brook Lane facing the boundary and houses to the south and north (sub-areas LSW07c and LSW07f) with their backs to the boundary. To the far north, the sub-areas LSW07f and LSW07g are almost truncated from the remaining large sections of the character area to the south, and border Sarisbury to the west (LSW01) and the Park Gate commercial core to the east (LSW03). To the north-east, the character area abuts the industrial areas of LSW06a and LSW06b. One sub-area (LSW07h) has been subsumed within the recent development and expansion of these industrial areas, and the boundary between residential and industrial units is in some places uncomfortable and uncompromising.

The setting of this character area is difficult to define and is constrained by proximity to important natural features (the River Hamble and its tributaries), established land uses and designations, and the desire to retain the important gap between this area and the village of Titchfield to the east and Lower Swanwick to the north-west. On travelling west along the principal route (A27) into the character area the setting is defined by its industrial edge and there is limited appreciation of the substantial

residential suburbs until well into the character area. From the west, there is a slow development of the urban character of the conurbation, and Sarisbury Green (LSW01) suburbanises the edge to this character area. The setting to the north could be said to comprise the M27 transport corridor but, due to topography and the deep cutting of the motorway at this point, one is rarely aware of the intensity of development to the immediate south. From the south, principally along the route of the Solent Way, strong tree belts and wooded valleys almost completely obscure development from any long views north. There are, however, glimpsed views from the character area, particularly on travelling south along Locks Road and Abshot Road, across wooded valleys and Solent Water to the rolling hills of the Isle of Wight.

2.7.4 *Designations*

There are a small number of statutory listed buildings (all Grade II) within the character area, dating predominantly from the early-nineteenth century. Of note is the Jolly Farmer Public House, Fleet End Road (a good survival of the building type) and Hamble House (No. 40 Newtown Road), a fine Regency Villa somewhat lost in its suburban setting but still retaining its views and connection to the waterfront at Warsash. The boundary of the Warsash Conservation Area is shared with sub-area LSW07d to the western end of Shore Road.

2.7.5 *Townscape types present*

TCT05, 07, 07, 24, 25, 27 and 28.

2.7.6 *Topography*

The area generally slopes down from north to south. This is only really perceived on the long, straight, spine roads of Locks Road, Abshot Road and to a lesser extent Brook Lane. To the north of the A27, the land begins to fall away towards the M27 transport corridor but does not drop sharply until beyond the boundary of the character area (and conurbation) to the north.

2.7.7 *Layout and Pattern*

The underlying pattern of development through most of the character area (sub-areas LSW07a, LSW07b, LSW07c and LSW07d) is that of principal early spine roads (used for access to small land holdings which lined these roads), developed at a very coarse grain in the late nineteenth and early twentieth centuries. They were subsequently infilled along their length throughout the twentieth century, and further infilled behind (amalgamating gardens) from the mid-twentieth century onwards. The spine roads and crossing roads (such as Church Road and Heath Road) are characterised by regular, large plots with houses set back from the roadside in good-sized gardens with various boundary treatments to include low brick walls and/or mature hedges.

There is a noticeable and important difference between sub-areas LSW07a and LSW07b. The former has far more retention of historic boundaries to roadsides, leading to a more leafy appearance when travelling along main spine roads and the crossing roads. Good examples of this are the north-western section of Hunts Pond Road, and central sections to Locks Heath Park Road and Abshot Road.

Between the spine roads, the former land use of separate, small, horticultural holdings has created a distinct pattern of small- to medium-scale developments, each with a slightly different character. These are all post-war in date and usually comprise a series of cul-de-sacs, or sometimes crescents, leading off the spine roads. These are generally curvilinear contrasting with the straight spine roads. This pattern is seen throughout sub-areas LSW07a, LSW07b, LSW07c and LSW07d (and to a lesser extent in LSW07g and LSW07h) and is generally one of the strongly defining characteristics of the character area. Within this pattern there is a consistent building line to the spine roads throughout. The building line of the infill developments follows the curvature of the access roads giving an often varied and staggered effect which strongly contrasts with the spine roads. Throughout, these areas are planned out at a coarse to medium grain with most houses enjoying a good-sized garden, often to the front and rear. (The exception to this is some of the very-late-twentieth-century development to the Course Park area; the east side of Hunts Pond Road, sub-area LSW07a, has a finer grain with smaller units and a much tighter urban grain.)

The sub-areas LSW07f and LSW07g to the immediate north and south of Bridge Road (the A27) are also part of the same pattern of development; that of small parcels of land developed at different periods with slight variations in the use of materials and articulation of the building. Sub-areas LSW07f and LSW07g are typical of this piecemeal pattern of development although grain and building type are more consistent to these two sub-areas. Sub-area LSW07g is notable for its higher grain and loosely defined grid, a pattern not often seen to infill development in this character area. Sub-area LSW07h is also made up of a number of layout types in small to medium-sized parcels tightly enclosed by the industrial development to the north and south.

Sub-area LSW07e is notable, and exceptional in the character area, in that it has a consistency to the form and layout pattern. It is of a coarse medium grain, set out round a road loop with a cul-de-sac and a second access point from the historic waterfront area to Warsash. Houses are large and detached, and set back from the roadside. There is a varied building line to parts of the road giving a very informal character to groups of houses, especially when combined with varied boundary treatments and trees partially obscuring some houses from view.

2.7.8 *Buildings and materials*

Much of the area consists of two-storey houses of what is considered to be a traditional plan and style. 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 bungalows, usually in groups and interspersed with houses on the main spine roads, providing a random mix of house types.

The dominant material throughout is red brick. There is much variation to the red/orange content of the brick but it is usually combined with clay tile or concrete interlocking tiles or, to a lesser extent, natural slate (although much of this has been replaced). There is some tile hanging and weatherboarding but these remain as isolated features to small developments, with a variation to colour or use of

decorative tiles elsewhere. There is some painted brick, render, roughcast and pebbledash, and often these are later additions to the original brick buildings.

2.7.9 *Predominant land use*

This character area is almost entirely residential with the significant exception of Warsash village centre located around the junction of Shore Road, Newtown Road, Warsash Road and Brook Lane. This distinctive village core was considered to be too small to be a character area but the striking roughcast clock tower to this junction, the faux timber-framing above small shop units, and the general bustle generated by the junction, singles this area out in terms of its varied uses.

There are a number of other small rows of shops, as well as churches, allotments, a number of schools (with associated playing fields) and public houses, which all contribute to the vitality of parts of the character area.

2.7.10 *Public realm*

In such a large character area the public realm is diverse but generally the carriageways are reasonably wide and on-street parking is either non-existent or is not such a significant problem as to be detrimental to the character of the public realm. There is a surprising lack of street trees throughout the character area, but this is made up for in trees to front boundaries and in front gardens which, in some parts (LSW07a in particular), strongly define the public realm. Grass verges are seen in limited numbers, with notable exceptions in sub-areas LSW07g and LSW07h; the latter also has street trees, greatly contributing to the quality of the public realm.

2.7.11 *Open space*

There are significant open green spaces associated with schools in the character area; recreational fields and sports fields. There are also occasional green spaces integrated into developments. There are surviving pockets of woodland, most notably in Lock's Heath to the west of St John's Road, where a footpath follows a wooded boundary between housing developments. Most gardens are medium-sized or large; some gardens are very large and have high amenity value for private owners in such an urban environment.

2.7.12 *Biodiversity*

There are two SINC's in LSW07h; Sylvan Glade woodlands and a small balancing pond. A small fragment of Winnards and Cawtes SINC (underlying Holly Hill Woodland Park) lies with LSW07c, and Locks Heath Area SINC crosses LSW07a. There are also numerous SINC's around the boundaries of the character area, mostly woodland sites. LSW07d lies adjacent to the southern section of the Hook with Warsash LNR; a woodland site with patches of marshy grassland, which is an SSSI, SAC and Ramsar Site.

Tree-lined boundaries to the front and rear of properties, and between small housing estates demarking former historic boundaries, form a network of green corridors throughout this character area, and are particularly important where they back onto woodland sites or other semi-natural habitats. There are also significant tree belts and sections of woodland immediately adjacent to the character area boundary. Most gardens within the character area are reasonably large, linked and have mature landscaping, often with trees, adding to the potential for thriving wildlife habitats. Open green spaces are often lined with trees and back-on to large gardens.

2.7.13 *Access and connectivity*

The network of spine roads, running out from Park Gate, and cross roads (the roads linking these spine roads east–west) give good access and connectivity across the character area. Travel north–south is marginally easier than east–west and more legible. However, the hugely intricate and complex series of infill developments to the rear of the older spine roads are not as well-linked as they could be and this reduces connectivity in places. It should be noted that the pedestrian can access and connect between housing developments far more seamlessly than those using a car.