

# LYMINGTON AND PENNINGTON


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# LYMINGTON AND PENNINGTON

## Character Assessment

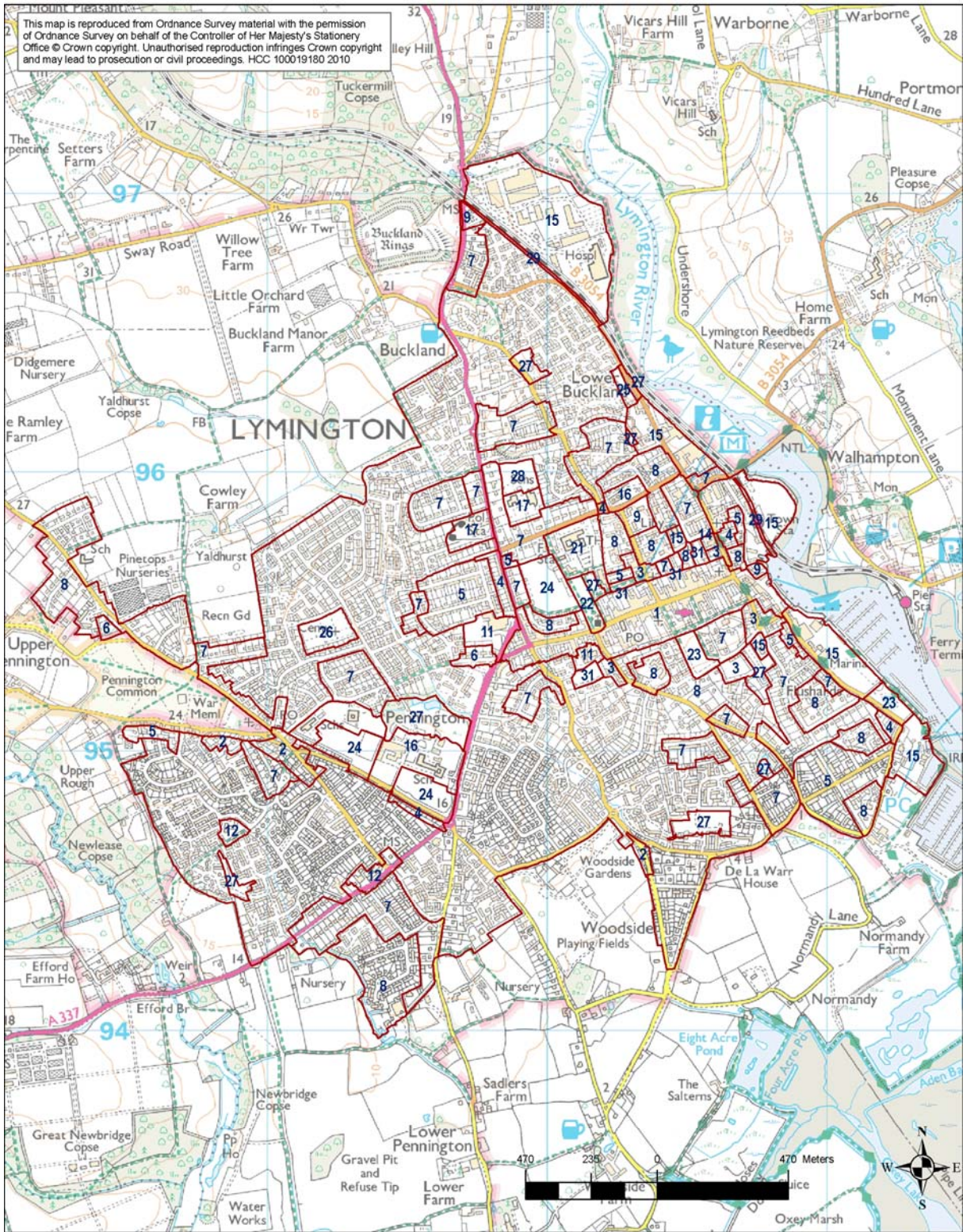
### I OVERVIEW

- I.1 Lymington is a small market and harbour town located on the south coast of the New Forest where the Lymington River flows into the Solent. The historic core of the town, High Street, lies along the southern edge of a ridge that rises quickly from the quayside, extending away from the river. To the south towards Waterford, the land falls away to the coastal plain. To the north and west the land also falls away but then rises again. The south-western part of the conurbation rises gently from the edge of the coastal plain in the south to the north with the shallow valley of the Avon Water to the west. The conurbation is bounded to the north, west and south by open countryside; the edge of the built-up area is especially uneven to the west and south with small areas of development extending out into the countryside. The railway line forms a hard boundary to development to the north-east part of the area.
- 
- I.2 In the mid-nineteenth century the area of the Lymington conurbation consisted of the town, principally set along High Street and around the quay, and a number of hamlets; Buckland to the north, Pennington to the west and Waterford and Westfield (now subsumed within Waterford) to the south.
- I.3 Lymington is a medieval new town, a borough created in the late-twelfth or early-thirteenth century; a time when several market towns were created in Hampshire. Whilst some new towns were created on previously undeveloped sites, Lymington was founded at the site of an earlier settlement which had been recorded in the Domesday Book. It appears that the town was successful as the borough was extended in the mid-thirteenth century. As is typical of most of the other medieval new towns, the plan of Lymington has the characteristic features of a wide high street, where the market was (and still is), lined by medieval burgage plots (long, narrow plots often retaining their regular width and length and bounded by a back lane which gave access to the rear of the properties). The possible earlier unplanned origins of Quay Hill and Quay Street may be reflected in their irregular layout.

- I.4 The prosperity of the town was partly built on the local industry, salt making, which was carried out on the salt marshes to the south, Lymington being one of the major salt-producing areas along the south coast. The harbour was also important to the economy of the town, with imports of wine and other foreign goods being brought into England via the town, and timber from the New Forest being shipped from Lymington. By the eighteenth century the salt industry was in decline, due to high taxes and cheap imported salt, but by this time Lymington had developed into a bathing resort with a bath house on the coast at Waterford. It was regarded as an attractive, genteel town and there was some limited development of large houses and villas on the fringes of the medieval core of the town, especially to the south side of High Street, and a terrace of early-nineteenth-century houses along Southampton Road. In contrast, the area to the north of the core contained the workhouse, gas works, brickworks and sand and gravel workings. Lymington also benefited from the rise in the popularity of sailing, from the nineteenth century, which has supported boat builders and the local tourism industry.
- I.5 The first area of major expansion to the town occurred in the late-nineteenth century with the development of Highfield, with a grid of street to the west of the terraced housing facing Southampton Road, and the expansion of Waterford with the development of Westfield Road and Stanley Road. However, it was not until after the First World War that the town began to expand at a faster rate. The area between the town and Waterford was in-filled with housing development, and some small housing estates and groups of houses were built to the north of the town linking up with the hamlet of Buckland. Avenue Road, which until 1911 had only two houses on its north side, was developed along its length and new streets were laid out towards the cemetery at Highfield although they were not built-up until after the Second World War. In the later twentieth century Lymington expanded rapidly with the development of large areas of bungalows and houses in Highfield and to the south of Pennington, encircling the hamlet but largely leaving its historic core intact, and to the west of Waterford. This period also saw development within the grounds of some of the large houses to the south of the town, but often retaining the historic boundary walls and gate piers. Smaller-plot, finer-grain housing has been built to the north of the town, east of Buckland, and new estates have built to the west of Southampton Road.
- I.6 The riverside, north and south of the quay, has industrial working areas; to the north there was a saw mill and millpond with a brickfield adjacent in 1872. The mill pond was in-filled and in the mid-twentieth century was the site of an engineering works. Further north, the site of the gasworks also serves as an industrial area while south of the quay there were boatyards and timber yards in the mid-nineteenth century – the boatyard function continues to this day.
- I.7 New Forest District Council has undertaken a local distinctiveness project of Lymington (with community participation) which characterises the town.

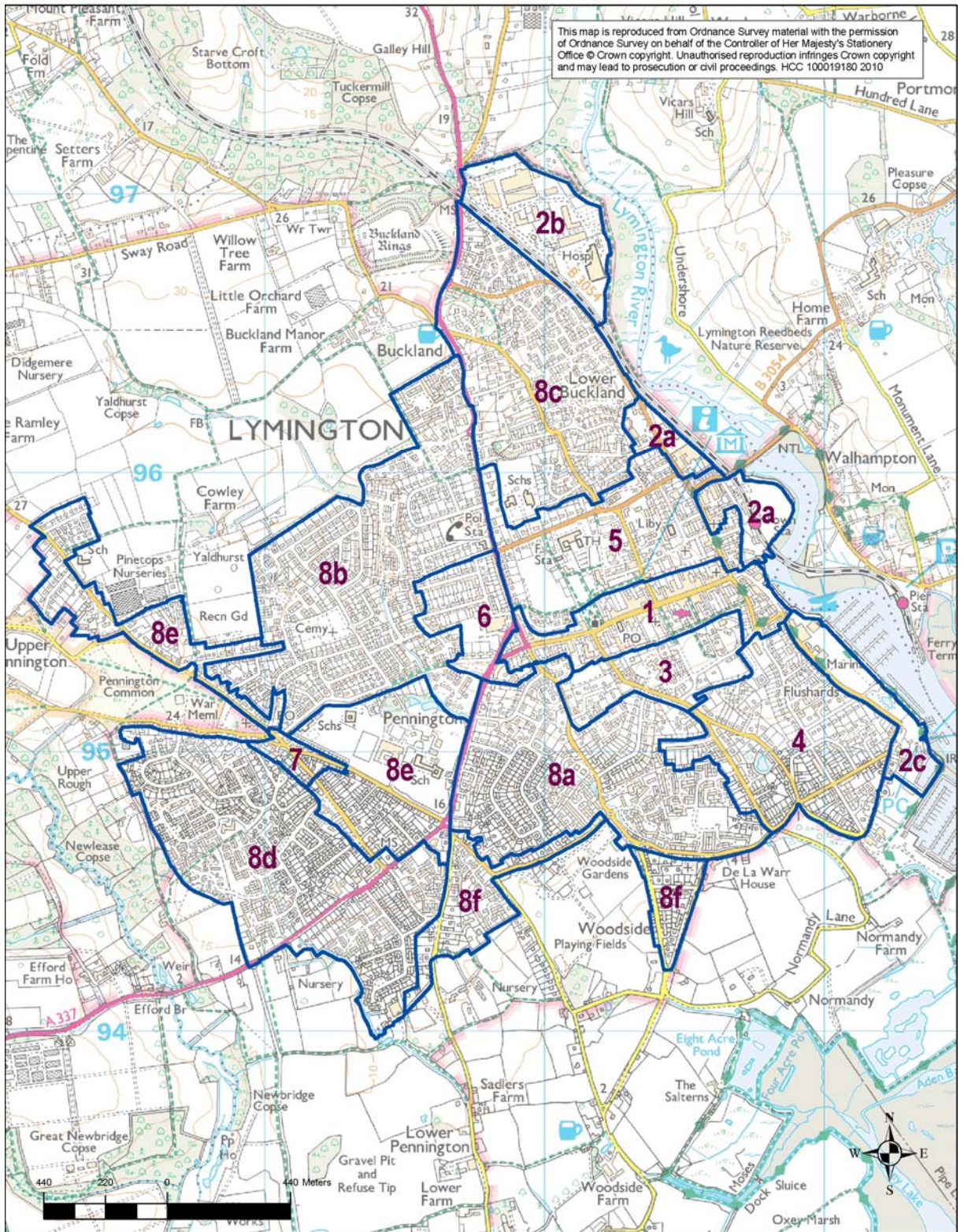
## Hampshire Towns Character Assessment – Townscape Types

<b>TCT</b>	<b>Description</b>
01	Medieval Planned Urban Settlement
02	Rural Settlement
03	Post Medieval Development 1600–1819
04	Residential 1820–1869
05	Residential 1870–1914 (Terraces, Semi-detached, Small Detached Houses)
06	Residential 1870–1914 (Villas)
07	Residential 1915–1945
08	Residential Post 1945–Present (Houses and Bungalows)
09	Residential Post 1945–Present (Flats, 4 storey and above)
10	Commercial 1870–1945
11	Large Retail 1950–Present
12	Office/Commercial 1945–Present
13	Business Park 1945–Present
14	Traditional/Older Industrial
15	Industrial 1945–Present
16	Hospital/Education – Older Core
17	Hospital/Education – Modern
18	Defence Pre 1830
19	Defence 1830–1914
20	Defence 1915–Present
21	Civic
22	Religious/Churchyard/Precinct
23	Open Space (Public Park)
24	Open Space (Sports/Recreation)
25	Open Space (Allotments)
26	Open Space (Cemetery)
27	Open Space (Green Corridor)
28	Open Space (School Playing Field)
29	Transport Corridor
30	Civil Infrastructure – e.g. Sewage Works
31	Car Park
32	Mobile Home Park



## LYMINGTON TOWNSCAPE TYPES





## LYMINGTON CHARACTER AREAS



## 2 CHARACTER AREA DESCRIPTIONS

### 2.1 LYM01 Historic Core

#### 2.1.1 Character Summary

***The historic core to Lymington is a remarkable survival of a medieval planned town. The wide main High Street is lined to both sides with historic buildings respecting the regular burgage plots laid out in the medieval period. There are a lot of statutory listed buildings to the character area, reflecting the quality and survival of buildings from the medieval period (though only remnant features) through the nineteenth century, with most buildings dating from the eighteenth and nineteenth centuries. An important characteristic of the historic core is the network of alleys, cross lanes and narrow side streets which link High Street to the rear of the plots (many now laid over to parking) and beyond to the residential suburbs and down to the medieval town quay where the narrower Quay Hill/Quay Street has a more intimate and ‘historic harbour’ character.***

#### 2.1.2 Key characteristics

- Medieval planned town laid out along either side of the straight, wide main street
- To the western section of High Street, the landform is relatively level, this then falls away dramatically to the east down to the quayside
- Highly intact pattern of burgage plots well-defined by surviving built form
- Strongly-defined building line with commercial premises and houses to the back of pavement, providing positive enclosure and dynamic historic townscape
- Well-preserved eighteenth- and early-nineteenth-century brick or stucco buildings with clay tile roofs, some with gables to the roadside and others with strong eaves lines or parapets, some canted bays, strong sense of historical intactness, reinforced by high standards of building maintenance, traditional shop fronts and retained paving materials and street furniture
- Mostly a mix of two- and three-storey buildings, many incorporating accommodation in roof spaces lit by dormer windows, smaller-scale cottages and houses on side streets
- Mainly independent retailers, giving strong sense of local identity, residential or office use above, with some chain stores
- A marked absence of trees from High Street but, to the rear, many small gardens with mature trees soften the rear elevations of the buildings
- A high-quality public realm throughout with notable section of raised pavement at the eastern end of the main street
- Excellent access and connectivity due to the highly permeable network of streets, lanes and alleys

### 2.1.3 *Boundaries and setting*

This character area includes the extent of the medieval planned town founded in the twelfth century and the street leading down to the area of the medieval quay. The character area also includes some areas of late medieval/post-medieval development on the edges of the medieval core. Its boundaries are generally defined by the limit of the burgage plots behind High Street and adjoining streets. LYM03 adjoins much of the southern edge of the area and LYM05 is to the north. At the western end LYM06 and LYM08 adjoin the character area.

The setting of the character area is very much defined by the surrounding residential suburbs and the town quay to the east, although the latter is not readily apparent from High Street. Given the relatively straight delineation of High Street there are good views into and along the street, particularly from the west where the level change accentuates the field of vision.

### 2.1.4 *Designations*

The majority of buildings along High Street, the north side of St Thomas Street and along Quay Hill are listed. Altogether there are approximately 255 listed buildings, including 14 Grade II\* buildings. The character area falls entirely within the Lymington Conservation Area. There are ten listed buildings, all at Grade II, to the quay area (and elsewhere) including a former sail loft, now converted to residential use, and a number of eighteenth-century houses. The historic quay area lies within the Lymington Conservation Area. The park towards the southern part of the character area is within the Lymington (Kings Saltern) Conservation Area.

### 2.1.5 *Townscape types present*

TCT01, 03, 08, 11, 22.

### 2.1.6 *Topography*

LYM01 is generally level over the western part of the character area, with the land falling towards the river at the east end of High Street/Quay Hill and along Nelson Place towards the waterfront. The land also falls gently to the south of the character area.

### 2.1.7 *Layout and Pattern*

This area comprises the medieval planned town laid out along either side of the wide main street, High Street and St Thomas Street, narrowing where St Thomas' Church fronts the street. Burgage plots along High Street and St Thomas Street represent some of the best-preserved burgage plots within any Hampshire town. The wide High Street served (and still serves) as the market place of the town.

Cross lanes perpendicular to the main street give access to areas to the north and south of the street, with small passages giving access to courtyards to the rear of frontages. The cross lanes also link to back lanes, narrow footpaths that gave access to the rear of the burgage plots. Paths survive along the western part of the northern plots and the eastern part of the southern burgage plots.



Captain's Row and Nelson Place in the south-eastern sector of the area are less regularly-shaped side streets of post-medieval development, with smaller plots but retaining the characteristic building frontage on the back edge of the pavement.

Quay Hill/Quay Street, leading from High Street to the Quay, is a narrow twisting route. Buildings are set within small, cramped plots. Queen Street and Priestlands comprise post-medieval development on the periphery of the medieval core. The triangular area bounded by Queen Street on the east and Stanford Road on the west is an area of apparently unplanned encroachment.

#### 2.1.8 *Buildings and Materials*

Buildings are predominantly of eighteenth- and early-nineteenth-century date, most of which are listed, almost entirely set to the back of the pavement. There are a few buildings known to incorporate earlier buildings of late-medieval or seventeenth-century date. Buildings are a mix of two and a half to three storeys, many with parapets and with canted bays above projecting shop fronts, with building materials of red brick, painted brick and stucco, with tile and slate roofs. The grander buildings tend to be located at the eastern end of High Street where the width of the street and the slope towards the river create a particularly fine townscape. The buildings of St Thomas Street tend to be of a slightly less grand scale, a pattern which is followed in Queen Street where the narrowness of the street gives a more intimate feel.

Despite the diversity in building style and materials there is a strong sense of a repeating pattern due to the degree of consistency in building frontage widths and in their location at the back of the pavement. These elements give High Street a formal, designed character, especially at the eastern end where High Street drops down the slope towards the river.

On Quay Hill and leading into Quay Street there is a change in character; moving from the larger-scale, formal, straight High Street to a more intimate, smaller-scale, street, although painted brick buildings of eighteenth- and nineteenth-century date remain the dominant features. Houses along the north side of Nelson Place have a strong rhythm derived from repeated use of door hoods and short flights of steps with railings to the front doors.

There is a good survival of traditional shop fronts along High Street/St Thomas Street, and sash windows are dominant across the character area.

#### 2.1.9 *Predominant land use*

There is a good mix of smaller independent retailers and larger chain stores, often with residential or office use above. Captain's Row and Nelson Place are residential streets, and several small passages give access to yards with workshops, shops and houses behind the main street buildings.

#### 2.1.10 *Public realm*

Pavements on the main street are broad; on the south side of High Street at its eastern end the pavement is raised above the level of the street. Crossing into Quay Street from High Street can present difficulties due to traffic. Traffic is a major factor in Queen Street which forms part of a one-way system where the quantity of traffic and noise of the traffic is intrusive.

There is little publicly accessible open space within this character area; the churchyard represents one of the few green spaces. The stone setts of Quay Hill/Quay Street reinforce the pedestrian character of the streets as opposed to the other streets of the character area which are dominated by vehicles.

#### 2.1.11 *Open space*

The churchyard of St Thomas' church provides the only amenity open space within the character area.

To the rear of many properties small gardens, often with mature trees, soften the appearance of the buildings and provide some enclosure and separation from the rest of the town. They contribute significantly to the quality of the area.

#### 2.1.12 *Biodiversity*

There are no major areas of green space within the character area although the rear gardens to properties, especially on the south side of High Street, provide a largely linked wildlife corridor. The rear parts of the plots on the north side of High Street have experienced a greater degree of development, many becoming car-parking areas, which has reduced their biodiversity potential.

#### 2.1.13 *Access and connectivity*

Well accessed and connected throughout and beyond to adjacent character areas with a highly permeable and well-used network of historic streets, lanes and alleyways. The alleyways are especially important for linking High Street to a good supply of car parking to the rear of High Street, some of which is contained within amalgamated plots.

## 2.2 LYM02 Waterfront Marinas and Industry

### 2.2.1 Character Summary

**The Waterfront is a long, narrow character area that lies along the shore of the Lymington River. It includes industrial areas, boat yards, a park and the marina at the southern end. The presence of the masts of yachts, whether moored on the river or within the boatyards, is a constant feature throughout most of the character area, absent only at the northern end of the area. There is a real sense of a working waterfront with a backdrop of older buildings to the historic quay; with characteristic building types including sail lofts and a public house, and modern uses such as chandlers.**

### 2.2.2 Key characteristics

Sub-areas of LYM02

#### 02a. Lymington Station Waterfront

- An active working waterfront undergoing regeneration – marine and yacht-based industries
- The area is flat and low lying, adjacent to the riverside
- Plots are generally medium to coarse grained
- Building lines often relate to the line of the railway and are generally irregular
- Predominantly modern metal cladding systems, with occasional brick to the functional buildings relating to the boatyard, generally with low-pitch roofs
- Mostly two- but some three-storey buildings
- Mostly uses relating to the boat industry; boatyards, for repair and storage, chandlers
- Very limited tree cover or open green space to the waterside with most open space for the storage or repair of boats. However tree and woodland cover on the riverside helps break up the building mass of the area
- The Boundary treatment along Waterloo Road, the main access, varies from walls to chainlink fencing to trees – with numerous entrances allowing views in – but the buildings block riverside views
- Poor access and connectivity to the waterfront as plots are private, limited connectivity along the waterfront

#### 02b. Welworthy Road and Ampress Park Waterfront

- A planned modern industrial estate with mixed uses as well as enterprise centre for start up businesses
- The area is flat and low lying, adjacent to the riverside
- Plots are generally found to be medium to coarse grained with a regular layout
- Building lines often relate to the line of the grid layout of the access roads
- Predominantly modern grey metal cladding systems, generally with low-pitch roofs
- Mostly large two-storey buildings – mix of flat blank elevations and units with greater fenestration where there is office use
- Light industrial office use – some marine-related industry use

- Wide grass and tree and shrub verges on main access roads and existing woodland surrounding make the development very well screened from the river
- The boundary treatments are predominantly unfenced, using car parking and soft landscape treatment to separate plots
- Access is unrestricted around the site but designed mainly around access roads and car parking areas

#### 02c. *Waterford Waterfront*

- An active open waterfront dominated by marine and yacht-based industries
- The area is flat and low lying, adjacent to the riverside
- Plots are generally medium to coarse grained
- Building lines often relate to the Bath Road in the north and the river bank in the south
- Low number of buildings, land use is a combination of car parking, winter berthing, dinghy parks, lido and grass open space. Feature buildings include the Royal National Lifeboat Institution (RNLI) station
- Two-storey buildings including large-footprint, modern, metal-clad shed development in the north
- Mostly uses relating to the boat industry; boatyards, for repair and storage, chandlers
- Very limited tree cover, open views and public access to the waterside in the south
- The Boundary treatment along Bath road varies, mainly hedged and treed – with numerous entrances allowing views in
- Poor access and connectivity to the waterfront in the north, very open and accessible in the south

#### 2.2.3 *Boundaries and setting*

To the east is Lymington River forming the strongly-defined edge of the town to its eastern extremity. The area is bounded to the west by LYM01, LYM04 LYM05 and LYM08c.

The setting is strongly defined by the river and stretches to the east side, with views from the eastern shoreline towards the town being particularly important to the setting of this character area.

#### 2.2.4 *Designations*

The Bath House of Town Sailing Club Head Quarters and Vienna cottage are the only listed buildings in the area. The Lymington Conservation area stretches northwards from the historic quay into this area.

#### 2.2.5 *Townscape types present*

TCT01, 08, 15, 23.

#### 2.2.6 *Topography*

LYM02 is a low-lying, flat area alongside the west bank of the Lymington River.

### 2.2.7 *Layout and Pattern*

There are few streets within this character area, the area being accessed from streets running parallel to the shoreline on the edge of the character area. The character area largely consists of open industrial areas with large-footprint industrial buildings and recreational quayside with small property plots. LYM02c contains fewer buildings and is dominated by space for boat and car parking. LYM02b is a modern industrial unit development together with a hospital.

### 2.2.8 *Buildings and Materials*

There are few historic buildings. Most are light industrial buildings clad in steel sheet or characteristic low brick buildings with repeated gables and asbestos-sheet roofs.

### 2.2.9 *Predominant land use*

The northern section of the area, LYM02b, has industrial uses, unlinked to the waterfront. There are also residential properties. LYM02a is also dominated by light industrial uses. To the south of the historic quay, at the eastern end of LYM01, is LYM02c, a working boatyard area. LYM02c is dominated by marine recreational uses with a car park for visitors to the marina at the southern end of the character area where there is an historic bath house, now the Sailing Club.

### 2.2.10 *Public realm*

The Waterfront character area divides between working boatyards and other industrial areas where there is little or no public access, LYM02a, and the more accessible waterfront of LYM02c. The latter has an open feel with superb views over the river towards the Isle of Wight. Although the open space is predominantly hard and occupied by parking and dinghy parks, LYM02b has soft landscape treatment to the access roads. A lack of fencing and wall boundary treatments make this area feel more open and accessible than the units in LYM02a.

### 2.2.11 *Open space*

This is a hard-landscaped area, largely dominated by car parking in LYM02c, but otherwise having no public open space. The park on the eastern edge of LYM 04 and Bath Road is the only green open space along Lymington's waterfront. There is a bandstand and tidal pond set amongst close mown grass.

### 2.2.12 *Biodiversity*

There are a few small trees within the park in the southern part of the character area LYM02c. Otherwise, there is little vegetation within the character area.

This character area lies adjacent to the Lymington River. The estuary and coastline adjoining the town are part of the Solent and Southampton Water Special Protection Area (SPA), designated because of the important bird assemblages that they support. There are large areas of mudflats, reed-beds and coastal grazing marshes.

### 2.2.13 *Access and connectivity*

This area is well accessed, particularly from the west, with publicly-accessible waterfront limited to the southern part of LYM02c. Connectivity along the waterfront is less successful, with coastal rights of way to the south along the waterfront in the southern half of LYM02c and the eastern boundary of LYM02b, but

no access north. The lanes and streets running west from the character area create good permeability to the adjacent residential suburbs.

## 2.3 LYM03 Grove House environs

### 2.3.1 *Character Summary*

***This is a quiet semi-rural part of the town with historic routeways running through the area. Historic brick boundary walls, including two important serpentine garden walls and large gate piers, strongly define lanes. There are some large detached houses of eighteenth- and nineteenth-century date, surviving behind mature boundaries. This is a high-quality residential area with good access to the town and the waterfront.***

### 2.3.2 *Key characteristics*

- A high-quality residential suburb of the town of large houses in large plots
- The landform falls steadily from north to south away from High Street
- Large and very large irregular plots with some infilling but a surprising survival of undeveloped space which creates an open coarse grain
- Irregular building lines throughout, with houses set to the front and rear of plots, adding to the unique character of this area, so close to the close grain of High Street
- Red brick, roughcast render and stucco with clay tile and slate for roofing, some tile hanging
- Two-storey houses, some on a grand traditional scale
- Residential throughout, mostly single-family dwelling houses, some flats
- Some good tree cover lining significant open spaces and to large private gardens
- A high-quality public realm, well-defined by brick boundary walls and with limited on-street parking to narrow carriageways, making for uncluttered streets and lanes
- Good access and connectivity

### 2.3.3 *Boundaries and setting*

This is an area that formerly had several large houses set in generous grounds. Although most of these houses have been replaced, many of their high brick boundary walls and gate piers survive. These, together with the informal lanes, give this area its distinct character despite the fact that there is a high level of twentieth-century development within the former grounds of some of the large houses. The area lies to the south of the Historic Core LYM01 and is bounded by LYM04 to the south-east and LYM08 to the south-west.

Its setting comprises the rear of High Street, in particular the very strongly-defined line demarking the rear of the burgage plots. To the south, in contrast, LYM04 provides a far more informal and suburban setting.

#### 2.3.4 *Designations*

There are 25 listed buildings within the area, all of which are Grade II except for the listed serpentine wall to Elm Grove House which is Grade II\*. Six of the entries are street lamps, and eight are for boundary walls or gates.

The character area falls entirely within the Lymington Conservation Area.

#### 2.3.5 *Townscape types present*

TCT04, 08, 09, 11 and 23.

#### 2.3.6 *Topography*

The land gently slopes from north to south.

#### 2.3.7 *Layout and Pattern*

The streets within this area have the character of semi-rural lanes. The irregular lines of Church Lane and Grove Road have the feel of historic routeways, which contrasts with the regular street pattern of the historic core and the areas of planned late nineteenth to twentieth development surrounding the character area. The rural feel of the area is enhanced by the mature trees and hedges.

Property plots are generally large, or at least give the impression of being so. Houses are predominantly two to two and a half storey detached, and are accompanied by some bungalows. The area of park is the former grounds to Grove House, a large house that stood to the west where the flats of Grove Place now stand. The plots within the western part of the area are smaller although they do contain detached houses.

#### 2.3.8 *Buildings and Materials*

The characteristic buildings of this area are its brick boundary walls including the excellent examples of serpentine walls along Church Lane. The boundary walls, with several examples of large gate piers, give the area the feeling of containing large houses although few such houses survive. The eighteenth-century East Grove is the finest house within the character area and there are some late-nineteenth- and early-twentieth-century detached houses on Grove Road. Detached houses of early- to mid-twentieth-century date overlook the park. There has been considerable twentieth-century development within this area, including the flats of Grove Place and the houses in the western part of the character area, which are also within the former grounds of a large house. Although most of the walls in this latter area are modern, they continue to be the dominant feature of the area, reflecting the character of the area to the east rather than the typical post-war housing estates of LYM08.

Red brick, roughcast render and stucco with clay tile and slate for roofing are the predominant building materials. Tile hanging is used occasionally. The flats at Grove Place are in a pale buff brick.

#### 2.3.9 *Predominant Land Uses*

This is predominantly a private residential area with single occupancy houses but there are flats at Grove Place.

#### 2.3.10 *Public realm*

There are narrow footpaths, or no footpath in parts, leading to the use of lanes as shared surfaces. Along the south edge of Grove Gardens the footpath is separated from the road by a row of trees and grass verge. The mature treed townscape, even in the more modern development, is a uniting aspect of the character area.

The listed street lamps are an important element of the public realm.

#### 2.3.11 *Open space*

Grove Gardens is an attractive recreation area which is buffered from the road by a wide grass strip and a line of trees.

#### 2.3.12 *Biodiversity*

There are no major areas of green space within the character area other than Grove Gardens. The former presence of extensive gardens to large detached houses continues to influence the character of the area through the survival of numbers of large trees as well as the survival of boundary walls. The trees and some hedges alongside the principal lanes through the area reinforce its semi-rural character.

#### 2.3.13 *Access and connectivity*

There is an established and historic network of footpaths leading through this character area from and to High Street, giving a high degree of permeability for the pedestrian. The vehicle is constrained by narrow road width and some development set on cul-de-sac access lanes. However, there is generally good connectivity via roads and footpaths to adjacent character areas to the east, south and west.



## 2.4 LYM04 Waterford

### 2.4.1 Character Summary

***This area primarily consists of residential development; two small earlier foci of development along the north part of Bath Road in the north and along Saltern Road to the south. Housing development, mainly of early- and mid-twentieth-century date, has infilled the area, with Saltern Road being a relatively busy road but other streets having a quiet suburban character. Good access to High Street and waterfront make this a very sought-after residential area.***

### 2.4.2 Key characteristics

- A coarse- to medium-grain residential suburb with good access to High Street and the waterfront
- The area is very gently undulating in places but mostly flat and low lying
- Regular plots set out on an informal grid of streets
- Mostly consistent building lines, with houses set back in good-sized gardens
- Red brick and roughcast with some painted brick, tile and slate roofs
- Two-storey detached and semi-detached houses
- Almost entirely residential throughout – single-family dwelling houses
- Good tree cover, both individual and grouped, to mature front and rear gardens
- Some grass verges, no street trees, some on-street parking
- Good access and connectivity

### 2.4.3 Boundaries and setting

This is a large area of mid-twentieth-century residential development that infilled the area between LYM03, where there were large houses set in grounds on the fringe of the historic urban area, and an area of late-eighteenth- and nineteenth-century development at Waterford, probably due to the presence of a public bath near the present-day marina. LYM02, the waterfront area, bounds this area to the east, and LYM08 lies to the west. South of the area is open countryside stretching down to the coast and defining the setting from this direction. To the south is Lymington (Kings Saltern) Conservation Area which in part defines the setting of the character area and conversely provides an important setting for the conservation area.

### 2.4.4 Designations

There are 12 Grade II listed buildings in the area, mostly at the north of the area along the north part of Bath Road, but with four listed buildings at the southern part of the character area.

The Lymington Conservation Area extends into the northern part of the character area along Quay Road and takes in the open area south of Grove Road. The earlier core along Saltern Road lies within the Lymington (Kings Saltern) Conservation Area.

### 2.4.5 Townscape types present

TCT04, 05, 07, 08, 15.

#### 2.4.6 *Topography*

This is a generally flat area with a slight slope from north to south to the coastal plain.

#### 2.4.7 *Layout and Pattern*

Some of the roads through the area such as Waterford Lane and Bath Road are historic routeways leading from the town to the former salterns (commercial saltworks) and bath house that were located on the coast. Within this framework of earlier roads there is a planned, slightly irregular grid of streets of more than one phase of development; some of the irregularity probably being the result of the earlier routes. This area of streets and houses imparts a late nineteenth/early twentieth-century character to the area.

Property plots tend to be regular within small groups representing phases of development. Houses are generally set back from the street with front gardens bounded by low walls or hedges. There are some small areas of late twentieth-century development, often within cul-de-sacs, which are of a finer grain than the late-nineteenth/early-twentieth-century development.

#### 2.4.8 *Buildings and Materials*

The buildings of the area are predominantly detached and semi-detached houses of two storeys. There is a short terrace of earlier buildings on the northern side of Stanley Road.

Red brick and roughcast are the predominant walling materials with some painted brick. Tile and slate is used for roofs.

#### 2.4.9 *Predominant land use*

This is almost entirely a private residential area; there is a public house forming part of the earlier core of houses near the former bath house at the southern end of the character area.

#### 2.4.10 *Public realm*

There are pavements to most streets, occasionally separated from the street by a narrow grass verge. At the east end of Stanley Road there is no pavement to the street where the road is lined to one side by historic buildings. The twisting road, historic buildings and lack of pavement all contribute to the feeling of entering an area of earlier development when approaching from the east.

#### 2.4.11 *Open space*

There are no major public open spaces within the character area. The majority of houses within the area have rear gardens.

#### 2.4.12 *Biodiversity*

There are two areas of green space, both associated with ponds, located in backland areas surrounded by development.

Whilst there are not a lot of street trees within the character area, there are sufficient numbers of trees, combined with shrubs and hedges, within gardens to make trees and greenery a feature in most views within the area. The principal group of trees lines the southern part of Queen Katherine Road. Gardens form potential wildlife corridors into the urban area from the adjacent countryside.

#### 2.4.13 Access and connectivity

An informal grid network of streets, with direct access to footpaths along the waterfront to the south, and linkage to further road networks to the north and west create good connectivity throughout.

## 2.5 LYM05 Little Buckland

### 2.5.1 Character Summary

***This is an area of diverse character derived from the range of building types and dates found across the area. Development is generally at a coarse to medium grain. Buildings relating to the historic urban core are located at the southern end of the area including the Town Council offices, museum and historic workhouse, which latterly served as a hospital. There is residential development across most of the northern two-thirds of the character area. Some plots have been amalgamated and redeveloped with flats, which is progressively changing the scale and character of some parts of the area.***

### 2.5.2 Key characteristics

- Coarse- to medium-grain mixed residential development laid out on regular and irregular grid patterns
- Most of the area is gently undulating but generally falling east to the river
- Large plots with large houses, some plots have been subdivided or amalgamated and redeveloped
- Consistent building lines to streets, except for houses in the Lower Buckland Road environs. Houses are generally set back from the road in medium-sized gardens
- Red brick, painted brick and render, and clay tile roofs
- Two storeys to older houses with some use of roofspace to provide additional accommodation. Some later blocks of flats are three to four storeys
- Mix of residential; mostly private dwelling houses, some houses converted to flats, an increasing number of blocks of flats and retirement homes, civic amenity uses and a few commercial/retail units. Modern trend of land being given over to accommodate car park areas
- Some good tree groups lining open green spaces and to private gardens, some demarking historic field boundaries
- Generally good quality public realm with wide roads, limited grass verges, very few street trees
- Good access and connectivity due to established network of streets throughout

### 2.5.3 *Boundaries and setting*

This area is one of the least consistent areas in Lymington as it includes diverse building dates and types but in small areas insufficient in themselves to warrant individual character areas. At the northern end of the character area are the remnants of the scattered hamlet of Buckland, part of which fringed a small area of common. The area is bounded to the south by the line of the rear boundary of the burgage plots on the north side of High Street/Thomas Street, although it extends into the area of the burgage plots at the south-west corner where there has been an area of modern in-fill development. The west boundary is marked by the line of Southampton Road, beyond which is LYM07. To the east, LYM02 divides the southern part of the character area from the river.

The setting of this character area is extensive and extends to High Street to the south and includes the Buckland Conservation Area to the north (with the area forming part of its setting conversely). To the east the riverside defines, in part, the setting of the area although this relationship is marred by the presence of the railway line, effectively segregating the character area from its riverside setting.

### 2.5.4 *Designations*

There are 21 Grade II listed buildings within the character area. These are found in two principal groups; along New Street at the south of the area and around the Old Manor House on the east side of Southampton Road, with a few other buildings to the north. The former infirmary, originally built as a workhouse, is also listed.

The southern edge of the character area extends into the Lymington Conservation Area. The Old Toll House on the west side of Southampton Road lies within the Buckland Conservation Area, and the north-west boundary of the character area borders the Buckland Conservation Area. The setting of both Conservation Areas is therefore an important consideration in the management of the areas that border them.

### 2.5.5 *Townscape types present*

TCT04, 07, 08, 16, 17, 21, 24, 25, 27, 28.

### 2.5.6 *Topography*

The land along Southampton Road remains relatively level until the northern edge of the character area, from where it falls away to the north and east. The fall to the east occurs further to the east, along Avenue Road. Within the area the land is gently undulating; particularly noticeable along Lower Buckland Road.

### 2.5.7 *Layout and Pattern*

Southampton Road and Avenue Road are the two principal roads through this area. Within the heart of the character area there is a variety of roads; Buckland Road has the character of an historic route, becoming more a semi-rural lane towards its northern end where it approaches the scattered hamlet of Buckland. Elsewhere, most of the streets are related to the various phases of residential development within the area, ranging from the late-nineteenth century to the present. There are easily defined rectangular medium-sized blocks. There is a rectangular grid pattern of streets based on a former rural lane layout. Post-1945 redevelopment is characterised by cul-de-sacs.

### 2.5.8 *Buildings and Materials*

This area is predominantly residential with houses ranging from medium-sized mid-twentieth-century detached houses, particularly along the east side of Southampton Road and the north side of Avenue Road, to small late-twentieth-century short rows of houses and bungalows, in a fine-grain layout in the north-eastern part of the character area. Blocks of flats (up to four-storey) have been built to the south of Avenue Road and there has been replacement of detached houses on the north side of this street with modern blocks of flats, altering the character of one of the main streets within the area. The historic workhouse (former infirmary) is currently being converted to flats. Other buildings of note within the area are the Borough Arms public house, the Town Council Offices and the Library and Museum.

Red brick, painted brick and render are the predominant building materials with clay tile roofs, although there has been some replacement with concrete interlocking tiles.

### 2.5.9 *Predominant land use*

LYM05 is a mix of residential areas, although there are civic and public uses (Town Council Offices, Library and Town Museum) within the southern part of the area as well as a recreation ground. There has been a modern trend for surface car parking areas, developed on land behind the burgage plots of High Street, which in places dominates the townscape of the southern part of the character area.

### 2.5.10 *Public realm*

For most of the area pavements are adequate. The northern part of Buckland Road does not have a pavement, which suits its semi-rural character.

The recreation ground in the southern part of the character area is an important public facility for the town as a whole.

### 2.5.11 *Open space*

There are two main areas of open space within the character area; a recreation ground in the south-west corner of the area and an open area to the east of Lower Buckland Road.

The majority of houses within the area have rear gardens, although in the area of finer-grain housing in the north-eastern part of the area most of the space between buildings is given over to parking areas and the houses have very small garden areas.

### 2.5.12 *Biodiversity*

There are two areas where trees make a particularly important contribution to the character of the area; along the east part of Avenue Road, and at the northern part of Buckland Road where trees and hedges impart a semi-rural character. Across the remainder of the area there are individual mature trees and shrubs that contribute to the suburban character of the area.

### 2.5.13 Access and connectivity

There is good access to and within the character area due to a complex network of streets and lanes set on informal grids. There is some connectivity for the pedestrian through footpath networks, particularly through to High Street in places. Connectivity to the river (to the east) is greatly restricted by the presence of the mainline railway running between the character area (forming its eastern boundary) and Lymington River.

## 2.6 LYM06 Highfield (east)

### 2.6.1 Character Summary

***The Highfield (East) area is a small area on the west side of Southampton Road which developed in the late-nineteenth/early-twentieth century with terraced housing, with some larger detached and semi-detached villas on the southern edge of the area. The character of this area contrasts with the mid- to late-twentieth-century development to the west and north within LYM08. There are some grander villa-type residences along the southern edge of the area (fronting the road known as Highfield).***

### 2.6.2 Key characteristics

- Predominantly Victorian/Edwardian residential suburb to the west of the town centre
- Flat topography
- Mostly fairly modest houses in short terraces, but some grander villa-type houses to the southern boundary (prominent in views on travelling towards the town from the east)
- Strongly defined and consistent building line to roads throughout; houses set slightly back from the road in small front gardens (with boundary wall)
- Red brick and painted brick with slate roofs, some replacement with modern concrete interlocking tiles
- Two-storey housing throughout, with only limited conversion of roof spaces
- Private dwelling houses, with some very limited later infill and replacement blocks of flats (in amalgamated plots or replacing other buildings)
- Narrow deep private gardens with some modest trees, no open public space.
- Good quality public realm with well-defined hedge and low boundary walls to pavement edges, on-street parking
- Excellent access and connectivity throughout, due to established grid network of streets

### 2.6.3 Boundaries and setting

Southampton Road forms the east boundary, beyond which is LYM05, and at the south-east corner the character area abuts the west end of the Historic Core LYM01.

The setting of the character area is distinctly urban. It also sits on the major route into the town from the west and there are good views, particularly towards the villas of Highfield, on approach to the town.

#### 2.6.4 *Designations*

There are 35 Grade II listed buildings in the character area, concentrated along two streets; the west side of Southampton Road, where there are early-nineteenth-century terraced houses and along the north side of Highfield, where there are a number of fine early-nineteenth-century villas.

The buildings fronting the west side of Southampton Road and the villas on Highfield lie within the Lymington Conservation Area.

#### 2.6.5 *Townscape types present*

TCT04, 05, 06, 11.

#### 2.6.6 *Topography*

Generally flat, slight fall to west.

#### 2.6.7 *Layout and Pattern*

In general terms, the area largely comprises mainly late-nineteenth- and early-twentieth-century expansion of the town, with housing laid out in a fine-grain layout on a regular arrangement of streets in the area to the west of Southampton Road. Southampton Road, the eastern boundary of the area, is a major thoroughfare along which there is a continuous terrace of houses. To the west of this terrace is a parallel street with two further streets at right angles; a characteristic late-nineteenth-century street pattern. The plots to the houses along Southampton Road and Eastern Road are very small but regular. The plots of the terraces along Western Road and Middle Street are slightly larger than those to the Southampton Road properties but still relatively small and regular. The larger houses on the southern edge of the area are the largest within the character area, reflecting the higher status of the properties.

Buildings are almost entirely set behind small front gardens defined by walls; front areas are larger in the area behind Southampton Road than along the main road. Although the supermarket is in total contrast to the fine-grained residential areas surrounding it, it stands on the site of an engineering works that had a large-footprint building.

#### 2.6.8 *Buildings and Materials*

The terraced houses along Southampton Road are of two storeys but many have had loft conversions with dormer windows inserted into the front roof slope. There are fewer loft conversions evident in the area behind Southampton Road.

A large brick warehouse suggests an industrial/employment link between the warehouse and the surrounding terraced workers' housing.

There are brick front boundary walls to most properties. Relatively few walls have been removed to provide off-street parking; this is a positive element in the character of the area. The walls and gate piers to the villas on the southern edge of the character area are higher and more finely detailed. Painted brick is the predominant walling material along Southampton Road whilst red brick is predominant in areas to the west, with some painted brick. A buff coloured brick is used on some houses for corners and window surrounds. Slate is the predominant

roofing material but tile is also seen and some slate has been replaced by concrete tile.

#### 2.6.9 *Predominant land use*

This is a predominantly private residential area but there has been an element of industrial/employment use within the area since the late-nineteenth century. The supermarket, replacing one of the industrial sites, continues the employment use and the large brick warehouse building represents the other employment site.

#### 2.6.10 *Public realm*

All streets have pavements of good width. Boundary treatments are well-defined. The area relies heavily on on-street parking, and there are no grass verges or street trees. The area is relatively quiet and does not appear to suffer from heavy traffic.

#### 2.6.11 *Open space*

There is no open space within this character area. Most properties within the character area benefit from having rear gardens.

#### 2.6.12 *Biodiversity*

There are very few trees or other shrubs, bushes or hedges to soften the built form and streetscape within the character area. Trees within LYM07 to the west are notable in views along the east–west streets. There are some mature trees to long rear gardens and these green spaces are linked, providing modest but well-protected wildlife habitats in this relatively urban setting.

#### 2.6.13 *Access and connectivity*

The well-established tight-grain grid network of streets creates high levels of permeability throughout the character area, allowing access to and through the character area, connecting to adjacent residential areas and to the commercial core of the town.



## 2.7 LYM07 Pennington

### 2.7.1 Character Summary

**Pennington is an historic hamlet that has been subsumed within the urban area of Lymington. It is now surrounded by twentieth-century development; the range of building types and materials, including thatch, makes this small historic area markedly different from the housing estates within LYM08 to the north and south. There is a greater time depth to the area, reinforced by the presence of the Victorian church and school, early-twentieth-century public houses and thatched cottages.**

### 2.7.2 Key characteristics

- Historic settlement of Pennington with a village scale set on the edge of common ground associated with the New Forest
- The landform is very gently undulating and rising to the north-west
- Small houses in regular plots set to the roadsides
- Houses follow a consistent building line, either immediately onto the roadside or slightly set back from the lane, some are gable on to the roadside
- Red and painted brick, some tile hanging and mock framing to upper storeys, roofs are either clay tile or natural slate
- Houses are mostly traditional modest two storey, some with attic storeys to first floor
- Private dwelling houses and church
- The common is an important public open space to the west of the historic village core. There is good tree cover around the church
- On-street parking tends to clutter the narrow carriageways, no street trees or grass verges, some soft landscaping to boundaries
- Access and connectivity is good, particularly to the New Forest to the north-west

### 2.7.3 Boundaries and setting

This small area is almost completely enclosed by LYM08, except to its north-western edge where it shares its boundary with the open countryside of the edges of the New Forest.

Its setting comprises the contrast of medium-grain urban development to the east, south, west and part of the north and the openness of the common to the north-west. Views from this open space towards the church and other groups of older buildings are important to the setting of this character area.

### 2.7.4 Designations

There are five Grade II listed buildings; the church, war memorial, former school, and the two thatched cottages. There are no designated conservation areas within or near to the character area.

### 2.7.5 Townscape types present

TCT02, 22

### 2.7.6 *Topography*

There is a very slight rise from south-east to north-west but this is barely perceptible on the ground.

### 2.7.7 *Layout and Pattern*

Pennington lies at the junction of a number of historic routeways; the sharply angled junctions are clearly historic and contrast with the carefully planned junctions, designed for cars, seen in the neighbouring estates.

Property plots are generally small and highly irregular, with the exception of the churchyard.

### 2.7.8 *Buildings and Materials*

The character of the Pennington character area is defined by the wide diversity of building types including the nineteenth-century church and school, early-twentieth-century Arts and Crafts style public houses, circa 1900 houses, thatched cottages and modern shops.

Painted brick and red brick are the dominant building materials although stone is used for detailing on the school building and in the windows of the church. Tile hanging and mock framing are seen on the Arts and Crafts style public houses. Slate is the predominant roofing material with some clay tile roofs. There are two thatched cottages which help to reinforce the individual identity of this small area as thatch is a rare material within Lymington.

### 2.7.9 *Predominant land use*

In strong contrast with the surrounding areas, the Pennington character area has a wide variety of uses including private residential, public houses, commercial premises, a former school and a church.

### 2.7.10 *Public realm*

Parked cars can be a major and slightly negative element of the area; the presence of the shops and public houses results in the need for parking. This is mainly met through a mixture of on-street parking (sometimes encroaching on the pavements), a car park to the Old School and parking areas in front of the two blocks of modern shops which are set back from the road. This, combined with the creation of off-street parking to some residential properties, makes car parking a particular issue in relation to the character of the area.

### 2.7.11 *Open space*

The churchyard, being well-screened from the road to the north is an attractive, partly secluded area that represents one of the few publicly accessible open areas within this area and the character area to the north and south (LYM08).

### 2.7.12 *Biodiversity*

The churchyard contains an important group of trees that largely obscure the church from the road. There are a few other trees that contribute to the streetscape, particularly at the eastern end of the area near the thatched cottages.

### 2.7.13 Access and connectivity

The narrow carriageways to and through this small character area accommodate a considerable amount of on-street parking which can make access and connectivity challenging. There is excellent pedestrian access via public footpaths to the New Forest and open green space. The road network adequately links to adjacent character areas and to local shopping facilities to the southern end of South Street.

## 2.8 LYM08 Lymington modern suburbs

### 2.8.1 Character Summary

***This large character area encompasses much of the later-twentieth-century suburban housing development to the west and south-west of the historic urban area. Within the area there are clear phases of development; 1950s local authority housing, 1960s to 1970s bungalows and late-twentieth-century housing estates with the occasional survival of older buildings, predominantly nineteenth-century cottages. Development is generally at a medium grain and, despite changes in period of development, there is little to distinguish or highlight particular sub-areas within this residential character area.***

### 2.8.2 Key characteristics

#### Sub Areas of LYM08

##### 08a. South Lymington modern suburbs – Belmore and All Saints Lane

- Post-war medium-grain regular layout to the west of Belmore Lane, and finer grain to the north of All Saints Lane in the east of the character area. Frequent cul-de-sacs
- Gently undulating, but falling south towards the coast
- Generally, medium size to large houses and bungalows in medium to large plots
- Houses set back from roadside with a consistent parallel building line in the west. Some houses are staggered to gentle curves. Irregular building line to the street in the east
- Buff, pale orange and reddish brown brick and roughcast render, some timber boarding is seen, concrete tiles and clay tiles to roofs
- Mix of single- and two-storey houses, very few flat developments, eastern cul-de-sac area mostly two-storey
- Residential throughout; generally medium-sized private dwelling houses
- A good number of mature trees to rear gardens forming groups, open spaces are generally tree lined
- Wide roads, some with grass verges, some on-street parking and street trees, some of which are of former field boundary origin
- Generally good access and connectivity throughout but tempered by the number of cul-de-sacs

*08b. North West Lymington modern suburbs – Yaldhurst and Highfield West*

- Post-1945 to mid- to late-twentieth-century, medium-grain development. Predominantly detached, with car width spacing between, with pockets of short terrace/semi-detached finer-grain fairly-regular-layout development on the peripheral northern parts of the area, and east of the former course of a small stream which ran north to south passing through Highfields to Priestlands
- Land falls towards former shallow stream valley (Leigh Park)
- Generally medium-sized houses and bungalows set in medium to large plots with smaller plots in later developments
- Houses set back from roadside with, in most, a consistency to the building line. Some houses are staggered to gentle curves and there is more irregularity to the Ridgeway Lane environs
- Buff, pale orange and reddish brown brick and roughcast render, some timber boarding is seen, concrete tiles and clay tiles to roofs
- Mix of single- and two-storey houses, very few flat developments
- Residential throughout; generally medium-sized private dwelling houses
- A good number of mature trees to rear gardens forming groups, open spaces are generally tree lined
- Wide roads, some with grass verges, some on-street parking and street trees. Mature trees and shrubs along Leigh Park mark the former stream course
- Generally good access and connectivity throughout

*08c. North Lymington modern planned and speculative suburbs – Lower Buckland and Southampton Road*

- Predominantly mid- to late-twentieth-century development east of Lower Buckland Road (former rural lane parallel to Southampton Road). Fine grain, with both regular and irregular layout of small developments. Coarse-grain speculative housing to the west of Buckland Road from the early-twentieth century and occasional older. Forest cottages and some associated with former manor house
- Land falls towards gently eastwards to the Lymington river
- Generally medium- to large-sized houses in large plots west of Lower Buckland Road. More modest-sized two-storey, semi-detached houses, short terraces and bungalows set in smaller plots to the east
- Houses set back from roadside with a consistent building line to the southern part of Lower Buckland and Southampton Road, becoming increasingly inconsistent further north and irregular in the estate developments behind these main routes
- Buff, pale orange and reddish brown brick and roughcast render, some timber boarding is seen, concrete tiles and clay tiles to roofs
- Residential throughout; generally medium-sized private dwelling houses
- A good number of mature trees to rear gardens particularly in the north and north-west. Trees on Buckland Hill to the north-west form an important backdrop to the townscape
- Numerous cul-de-sacs in the more modern development areas, with few street trees. Lower Buckland Road retains some rural-lane character with mature trees and hedgerow. Trees and hedgerow lining Marsh Lane are of twentieth-century origin

- Limited access and connectivity for car users due to the amount of cul-de-sacs, but there is a maze of footpaths for the pedestrian. In the west the large private plots, with little/no public space between, restrict connectivity

*08d. South Pennington modern suburbs*

- Post-1945 to mid- to late-twentieth-century varied-grain development. From detached villas (coarse grain on Milford Road and Westway) to regular, curvilinear, medium-grain development (such as Corbin Road) to finer-grain regular and irregular small-plot cul-de-sac estates (such as Efford Way and Grafton Gardens estates), which are the predominant layout forms
- Land falls towards the north-east and Avon Water valley
- Large villas to small, short straight and staggered terraces of houses and bungalows, set in medium to large plots, with smaller plots in later developments
- Houses set well back from the roadside along Milford Road. Some houses are staggered to gentle curves such as Corbin Road. The finer-grain estates have housing arranged around green courtyard and car parking areas
- Buff, pale orange and reddish brown brick and roughcast render, some timber and render gable end (Tudor influence) on Milford Road and clay tiles to roofs
- Mix of single- and two-storey houses, very few flat developments
- Residential throughout; generally medium-sized but quite a high proportion of small dwellings
- A good number of mature trees to rear gardens forming groups, open spaces are generally tree lined. Some remnant field boundary trees within the townscape in the north and a small remaining patch of Haglane copse, now at the rear of gardens
- Some wide roads, such as Milford Road, with grass verges, some on-street parking but mostly off street in drives or designed small parking areas. Few mature street trees. Mown small open green spaces characteristic of estates such as Efford Close and Mead Road
- Access and connectivity for the car user and pedestrian is limited because of numerous cul-de-sacs throughout and few linear open spaces, a notable exception being the rear of Dean Side Gardens

*08e. Pennington early suburbs*

- Predominantly pre-1945 suburbs built around the 'oblique cross road layout' of Ramley Road to the north-west and North and South Streets to the south-east. North-western part built over former common land, the south-eastern section built over former fields. Some street locations and shared plot boundaries echo previous field boundaries, including those in Priestlands school grounds
- Non estate layout; detached and semi-detached, ribbon-like development of mainly two-storey dwellings, often generous, set back from the main roads. Gaps between buildings vary in size
- North Street has retained its original cottages whereas South Street has more speculative redevelopment
- Varied architectural styles. Traditional dwellings are red brick, sash windows some with slate roofs
- Predominantly residential apart from southern end of Ramley Road/South Street to the north-west of LYM07

- Much of the sub-area has a rural edge; in particular Penning Common adjoins Ramley road, just outside the character area, and there are the formal recreational open spaces associated with the leisure centre

*08f. South Lymington – Woodside Edge*

- Ribbons of mixed-age detached dwellings around the Woodside Manor grounds and Lower Pennington Lane, Ridgeway Lane, Woodside Lane, Rookes Lane, Viney Road and All Saints Road. Then infilled behind these road side plots
- Nineteenth-century cottages and large houses around Woodside triangle and to the south of Pennington Cross. Mixed architectural styles and periods, predominantly twentieth-century houses, set well back from the lanes in large plots
- Small areas of estate infill between lane side housing, such as between Ridgeway Lane and Lower Pennington Lane
- Very green lane frontages, with a mixture of native hedgerow species and mature trees and ornamental specimens, reduce the built-up feel and, where there are clusters of older cottages, give a rural feel
- The public open space adjoining the character area, laid out over the Woodside Manor site, includes formal recreation space, informal access areas and important doorstep green space for local residents
- Very rural edge with views over parkland, farmland and to the Isle of Wight

**2.8.3** *Boundaries and setting*

This character area coincides with predominantly westward and northward suburb expansion of Lymington. The river has contained spread eastwards. The boundaries with the other character areas equate broadly to where expansion and road layout had reached in the early part of the twentieth century. The character area includes the coalescence of Pennington LYM07.

Open coastal plain farmland lies to the north-west, west and south and forms an important part of the setting to this large character area. There is a significant amount of woodland and open common to the west of Pennington. In contrast, to the east, the setting comprises the fine-grain, highly planned historic development of the historic core.

**2.8.4** *Designations*

There are over twenty five Grade II listed buildings within the character area, including the former large house of Priestlands (LYM08e), now forming part of the large school complex at the centre of the sub-area. The majority of the remainder are spread across the southern part of town, in particular in LYM08f, and include three listed garden walls where the historic house has been lost.

A small section of the western end of the Lymington Conservation Area extends into the character area. Buckland conservation area abuts the northern boundary of LYM08b and LYM08c.

**2.8.5** *Townscape types present*

TCT02, 07, 08, 12, 16, 24, 26, 27.

### 2.8.6 *Topography*

There are some shallow stream valleys which run from the north-west across LYM08b which creates localised variation in topography. To the east of Lower Buckland Road (LYM08c) the land falls away into the Lymington river valley. To the south the land slopes gently to the coastal plain.

### 2.8.7 *Layout and Pattern*

The streets of this area are almost wholly quiet suburban residential streets with numerous cul-de-sacs and closes. Many of the streets have grass verges and some have tree planting which reinforces the quiet residential character of the area. Some of the mature trees reflect previous field boundaries and land use; particularly in LYM08c (west and north parts), LYM08e and LYM08f. As an area predominantly consisting of planned housing estates there is a high level of regularity in the size and shape of property plots within the distinct phases of development. There is considerable variation in the grain, including areas of coarse grain (detached bungalows set in moderately-sized plots) and some areas of finer grain (rows where houses have small plots, typically on the peripheries of the town).

A number of historic roads and lanes cross and border the character area including Milford Road, Southampton Road, Lower Pennington Lane, South Street and Fox Pond Lane. The origins of some of these lanes are evident from their irregular line and the presence of the few older buildings that survive in the area.

### 2.8.8 *Buildings and Materials*

Except for a small number of listed buildings scattered across the area, the character area almost entirely consists of mid- to late-twentieth-century two-storey houses and bungalows. Bungalows are typically detached whilst many of the houses are semi-detached or set in short rows, often with staggered frontages so that there is no consistent building line. There are a few historic brick boundary walls on the southern edge of the area which, combined with the mature trees, gives a parkland feel to the landscape beyond.

There is a small group of purpose-built commercial premises along Milford Road, including shops and offices and garages.

Buff, pale orange and reddish brown brick is the predominant walling material although roughcast render and timber boarding are also used. Concrete tiles and clay tiles are typical across the area.

### 2.8.9 *Predominant land use*

Private residential is the predominant use, with an educational use in the centre of the character area.

### 2.8.10 *Public Realm*

Footpaths are adequate across the character area; in some parts they are wide with grass verges. Street trees are a positive feature of parts of the area.

### 2.8.11 *Open space*

This character area has few areas of large open publicly accessible spaces; the cemetery at Highfield and an area of open ground at Old Orchards in the south-east of the area. There are playing fields associated with Priestlands School at the centre of the character area.

There were several large manors/estates which have been subsumed or surrounded by development but now provide important treed settings and adjoining open space, such as Priestlands, Buckland and Woodside.

### 2.8.12 *Biodiversity*

There are a few areas of green space of particular note for biodiversity; an area to the north of Priestlands School, a narrow strip of remnant woodland between developments in LYM08d, called Deneside and Haglane copses, woodland opposite Buckland manor in LYM08c and the open area at Old Orchards.

Over most of this area there are relatively few mature trees. There are some street trees along some of the former rural lanes, now developed, within the area. Possibly the most important group of trees is at the eastern end of Milford Road where large trees and hedges fringing the Priestlands School belie the predominant twentieth-century residential character of the area. In the areas where bungalows are predominant hedges and small bushes in front gardens can obscure much of the buildings leaving only roofs and chimneys visible. Trees beyond the character area boundary and within the grounds of the school form a backdrop to views along some of the streets, thus also contributing to the setting of the area.

### 2.8.13 *Access and connectivity*

There is generally good pedestrian access across the character area, with an established, mostly informal, network of streets complemented by some footpaths, linking public open green spaces that include playing fields and some woodland (to the north of Priestlands School). The frequency of cul-de-sacs used in estate street layout lessens access for car users across these residential areas. There is excellent access to coastal fringe and Keyhaven Marshes to the south via a network of footpaths and lanes. To the north, the edges of the Forest are accessed via linked footpaths passing to the west of LYM07 and skirting the western edge of the character area on the urban fringe.