

# TOTTON AND ELING

## Character Assessment

- I OVERVIEW .....2
- 2 CHARACTER AREA DESCRIPTIONS .....7
  - 2.1 **TOT01 Town centre** .....7
  - 2.2 **TOT02 Rumbridge core** ..... 10
  - 2.3 **TOT03 Eling Wharf and Station environs** ..... 14
    - 03a. *Station environs* ..... 14
    - 03b. *Eling Wharf* ..... 15
  - 2.4 **TOT04 Down’s Park**..... 18
    - 04a. *Victorian expansion: Down’s Park*..... 18
    - 04b. *Inter-war expansion: Down’s Park*..... 19
  - 2.5 **TOT05 Inter-war and immediate-post-war expansion**..... 22
    - 05a. *Victorian/Edwardian expansion; Water Lane environs*.....22
    - 05b. *Inter-war and post-war mixed expansion; Hammond’s Green and Testwood environs*22
    - 05c. *Inter-war and post-war expansion; Rushington*.....23
  - 2.6 **TOT06 Post-war outer expansion and infill** ..... 26
    - 06a. *1970s Extensive estate suburbs; Calmore* .....26
    - 06b. *1970s estate suburbs, small-scale; 06bi Testbourne Avenue, 06bii West of Marchwood Avenue and 06biii East of Salisbury Road*.....27
    - 06c. *Post 1979 expansion and infill; 06ci north and south of Ringwood Road, 06cii Broadmeadow Close environs and 06ciii Ibbotson Way environs*.....27
  - 2.7 **TOT07 Remnant survivals of early development; Hounslow and Calmore** ..... 31
    - 07a. *Early village core; Hounslow*.....31
    - 07b. *Early semi-rural settlement; Calmore*.....31
  - 2.8 **TOT08 Business Parks; Hounslow and Rushington**..... 35
    - 08a. *Hounslow Business Park*.....35
    - 08b. *Rushington Business Park*.....36
  - 2.9 **TOT09 South Hampshire Industrial Park**..... 39

# TOTTON AND ELING

## Character Assessment

### I OVERVIEW

I.1 The modern suburban area of Totton is located on the north-eastern edge of the New Forest and on the west bank of the River Test as it flows into Southampton Water. A stream, Bartley Water, flows through the southern part of the suburban area from the heathland of the New Forest into the Test. Almost the whole of the modern extent of the town lies in the flat terrace bordering the river, the land only increasing noticeably in height towards Tatchbury Mount beyond the A326 bypass to the west. This road forms an impermeable boundary to much of the landward side of the area. Although the settlement lies on the bank of the river, the character of the river, running in several channels across a marshy flood plain to the north of Redbridge and with mud flats to the south, means that there is little visual or physical connection with the lower reaches of the Test between the town and the river, particularly as the shoreline south of the bridge has long been given over to industrial activity.



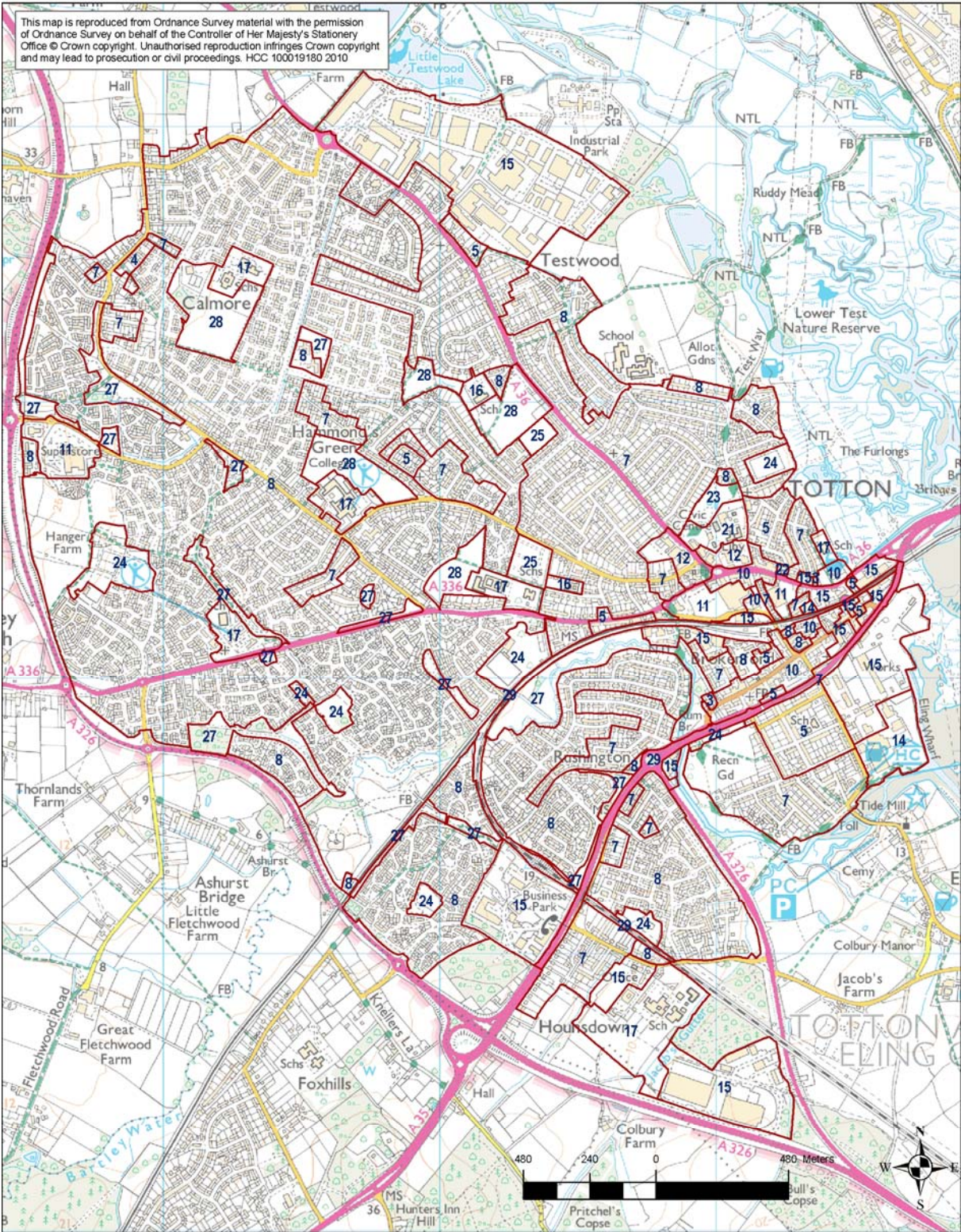
I.2 Redbridge, a medieval bridge to the east, provided the lowest crossing point of the Test for the road between Southampton and the west. Settlements grew up either side of the river, but on the west side the road immediately split into two; one heading west towards Ringwood and the second leading south-westwards to Lyndhurst, the site of a royal hunting lodge in the New Forest, and Lymington. Two small linear settlements grew up along these roads; Totton to the north and Rumbridge to the south. An estate called Totton was recorded in the Domesday Book. Other than the roads layout, there are no surviving plots or buildings. Beyond these small villages the landscape was one of small fields, irregular to the south of Rumbridge but regular enclosures to the north and west of Totton, associated with several dispersed farmsteads and hamlets at Calmore and Bear's Lane End. There were also two large houses set in parks, Rushington Park to the south-west and Testwood House to the north.

1.3 The arrival of the railway in the late-nineteenth century probably stimulated some development and reinforced the distinction between the road and railway. By the late-nineteenth century a new area of housing was laid out in a grid of streets to the south of Rumbidge and constructed over the next two decades. A small area of housing was developed north of Totton. In the early twentieth century small areas of development occurred in the landscape beyond the main settlements; an area called Testwood developed along the A36, and Brokenford, just west of Totton, began to expand. Ribbon development occurred along Calmore road, the A35 and the A36. The period between the wars saw a massive expansion of housing, with Totton and Testwood almost linking up with new estates built either side of the A36, Hammond's Green becoming a focus for development, Calmore expanding and Rushington House being demolished and its park given over to housing development.

Development continued in the post-war period, infilling the areas between the earlier foci, with school playing fields providing the only significant gaps between estates except along the valley of Bartley Water which separates the area of Rushington from the rest of the suburban area. The A326 link road was developed and now forms a western boundary of the settlement. The second half of the twentieth century also saw major change within the commercial centre of Totton with the construction of parades of shops and several large modern retail units. The separate physical identity of Eling has remained in the face of expansion, with the river proving to be a significant influence on defining the spread of development southwards.

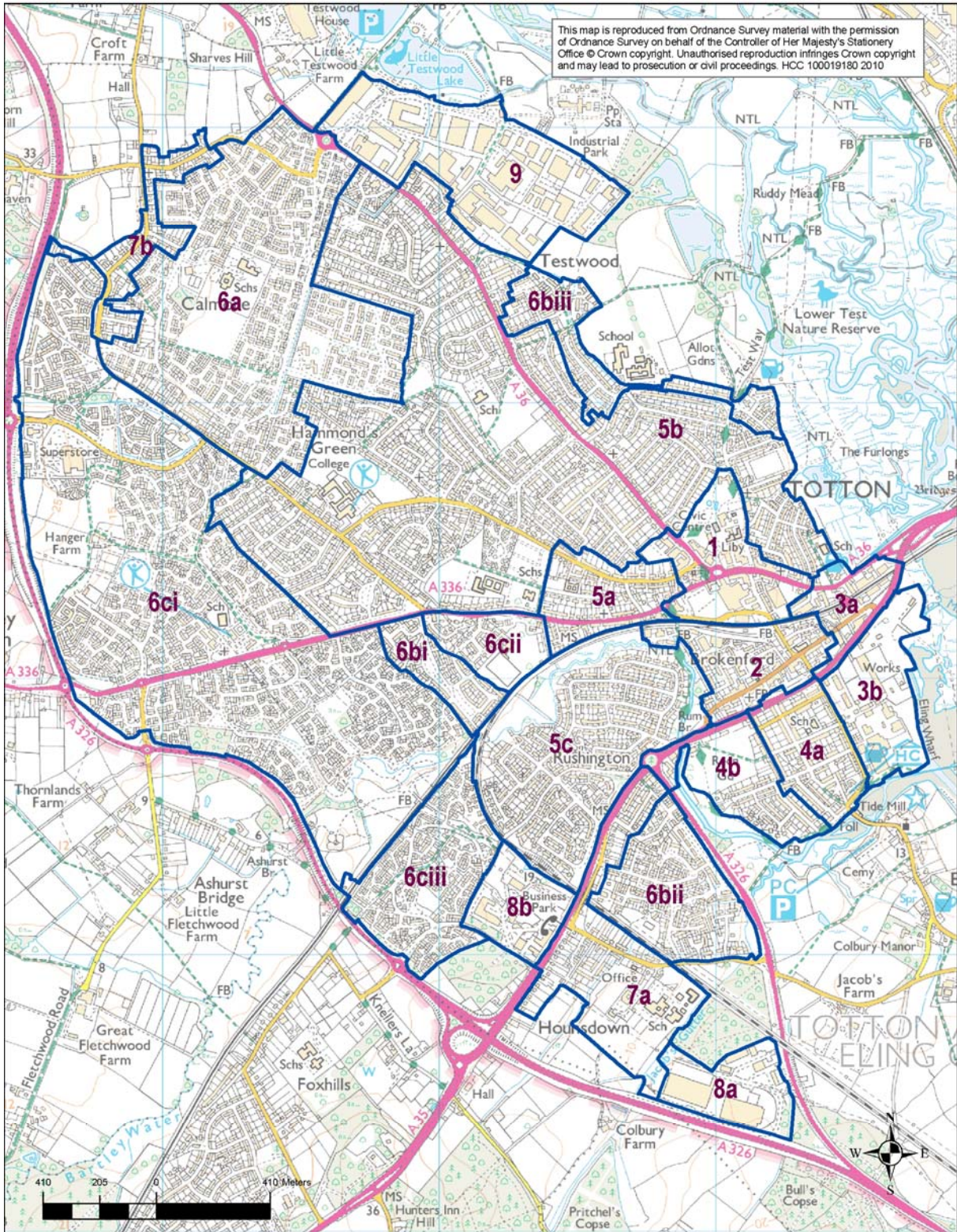
## Hampshire Towns Character Assessment – Townscape Types

<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



## TOTTON & ELING TOWNSCAPE TYPES





# TOTTON CHARACTER AREAS



## 2 CHARACTER AREA DESCRIPTIONS

### 2.1 TOT01 Town centre

#### 2.1.1 Character Summary

**The present commercial centre of Totton is a mix of older traditional buildings and modern inward-looking purpose-built shopping units. It is traffic dominated and large areas are given over to surface-level car parking, often breaking the building line of streets. Some independent retailers and small 'high street' banks survive and provide important local amenities. The civic centre to the rear of the main shopping area is an important draw for people to this area. The area is disparate in planning terms and disconnected, primarily because of the busy road network which passes through the centre of the area. Despite this the area still survives as a clearly discernible hub of commercial and civic activity. There are no sub-areas defined within this character area.**

#### 2.1.2 Key characteristics

- Commercial core of the town with mix of modern and traditional buildings
- The topography is flat
- Some survival of regular plots from early development but much amalgamation and development of large-footprint built form
- Inward-facing development which does not provide active frontage to the main shopping street, and building lines broken by open areas of parking to modern development
- Some red brick survives, but much render and painted brickwork, some slate roofs and modern flat roofs
- A mix of two- and three-storey buildings (usually shops with flats or offices above)
- A mix of small and large commercial users with some residential interspersed
- Civic amenities to the rear of High Street
- Limited trees and green space
- Highway and traffic-dominated spaces (pedestrians often segregated from the roadside by barriers), hard surfacing and landscaping throughout with large areas of surface-level car parking
- Good access and connectivity although the railway line is a significant barrier to the south

#### 2.1.3 Boundaries and setting

Bounded by the residential areas of TOT08 to the north, west and south and by the commercial/industrial station environs (TOT03) to the east, Totton town centre comprises the intersection of Salisbury Road, Ringwood Road and Commercial Road and the partially covered and pedestrianised 'Totton Shopping Centre' to the north of Commercial Road, and the Asda store and other commercial buildings to the south side. The southern boundary is strongly defined by the railway though this is not perceived from the shopping street, but in Junction Road it becomes very apparent as the road crosses the railway via a gated level crossing.

The setting of the area when perceived from the north is one of a commercial core set within a large residential hinterland and the transition is more gradual and subtle than to the south and east where the abrupt intervention of, and interface with, the commercial and industrial buildings and uses of the railway corridor to this part of the town is very apparent.

#### 2.1.4 *Designations*

The late-eighteenth-century Cross Keys public house, Commercial Road, is a Grade II listed building of three storeys with painted brick, and clay tile roof.

There are no designated conservation areas within the character area.

#### 2.1.5 *Townscape types present*

TCT07, 10, 11, 12, 15, 22.

#### 2.1.6 *Topography*

The area is flat throughout with a very slight rise to the west and north but this is almost imperceptible.

#### 2.1.7 *Layout and pattern*

Salisbury Road and Commercial Road are wide (over 20m wide in places) predominantly shopping streets for most of the character area. Junction Road is a narrower predominantly residential street forming the transition to TOT02. The property plots are irregular although buildings are modulated to provide, in places, a medium to fine grain (e.g. the buildings to the junction of Water Lane and Salisbury Road) despite buildings generally being on a large footprint. Built form is set at back of pavement to Commercial Road, although the inward-looking designs of the relatively modern development north and south of Commercial Road have generated dead frontages and service areas in a key part of the townscape (e.g. on the eastern side of the junction of Salisbury Road and Commercial Road). Shops to Salisbury Road are set back from the main road on a service road with on-street parking.

#### 2.1.8 *Buildings and Materials*

Buildings fronting most of Commercial Road are two storey, and to Salisbury Road three storey. There is a mix of roof-form throughout with flat roofs, pitched roofs and gables fronting the road. Much of the built form is perceived as large-footprint blocks though there is a finer grain to sections of Commercial Road (particularly to the east) where individual shopfronts and articulation of the roof-form provide a rhythm to the facades.

Traditional buildings are red brick with slate roofs (some natural slate survives). Modern buildings are also brick, of modern stock finishes, with flat roofs or interlocking clay tiles. There is some tile hanging on modern buildings. Some facades have been rendered and painted in various colours though mostly white or cream.



#### 2.1.9 *Predominant land use*

There is a mix of commercial uses with some residential units above shops. High Street and independent retailers, restaurants and takeaways characterise the mix. There are large-scale retail outlets to the south side of Commercial Road but they do not dominate the streetscene.

To the north of Commercial Road is a cluster of civic buildings including a public library, church, fire station, police station, and doctors' surgery.

#### 2.1.10 *Public realm*

The public realm is car dominated and many of the footpaths are railed, separating pedestrians from the road. In places footpaths are wide but finished with tarmac and concrete kerbs. Recent additions of street trees in places will be welcome interventions in the streetscape once mature. There are some areas of brick paviours which break up the monotony of the tarmac finishes, and some grass verges also provide some relief.

Signage is excessive both in scale and number, in places, and street lighting is out of scale with the shopping street and more typical of a busier or higher road class type.

#### 2.1.11 *Open space*

The principal open space of the character area is a small amenity green space to the north of the library along Testwood Road which is a valuable green space amenity to this part of the town. There are other spaces, some associated with civic uses, comprising surface-level car parks, with limited or no landscaping, to the Asda store, Civic Centre and a small retail park to the eastern edge of the character area.

The area enclosed by the Totton Shopping Centre could be considered an informal civic space as it is a focus for the town centre and has places for stopping and sitting.

There are virtually no mature trees or hedgerows in the public realm. Trees to the Totton Shopping Centre are severely compromised by their setting and the condition of the ground around the base of the trunk. There are some mature trees to the south of the library, lining the street and adjacent to the library. The latter provide a visual link to the important open space to the north of the Civic Centre (outside the character area) which is demarked by a line of mature trees running along an historic field boundary. These trees form an important part of views north and of the setting of this part of the character area. The pavement at the junction at the eastern end of Water Lane has had recent environmental enhancement work which included tree planting and raised the quality of the street space.

#### 2.1.12 *Biodiversity*

The character area has a very urban feel with little green space and some poorly landscaped areas. The southern boundary of the character area, as it runs along the railway line, could be considered a green corridor with trees, shrubs and hedges forming a complementary boundary to the more robust chain link fences.

### 2.1.13 Access and connectivity

There is good access and connectivity throughout this character area, with a well developed hierarchy of roads linking this area to adjacent areas and sub-areas. The railway line to the south is a significant barrier to connectivity but in the relatively short stretch to the southern edge of character area there is a level crossing and footbridge (stepped access) and a further footbridge (stepped access) to Brokenford.

## 2.2 TOT02 Rumbridge core

### 2.2.1 Character Summary

***The historic area of Rumbridge developed as a commercial core earlier than Totton's commercial core and there is a very good survival of buildings and street layout of this centre. It has a distinct, intimate character compared with that of other commercial areas of the town. Some good quality early buildings survive including statutory listed buildings. The townscape is comfortably enclosed and there is a modest mix of local amenity retail shops and more specialist outlets. There is a strong sense of community to this area with residential buildings woven into the streetscape, and with flats and apartments above shops. The area reads as a single cohesive character area primarily because of its scale and form – a single principal route and main junction – although some areas of residential development have been included which form an important role in the function of this area.***

### 2.2.2 Key characteristics

- The historic core and hinterland to the area known as Rumbridge, comprising the principal route through the former village
- Good survival of earlier buildings (some statutory listed) from the eighteenth and nineteenth centuries with a fine-grain character of small plots laid out on rectangular blocks.
- The topography is flat
- Fine grain to the streetscape and survival of early regular plot divisions set along the principal route
- Active street frontages, with shops and houses set to back of pavement or with very small gardens (often with railings) to the front, forming good enclosure to the street. Some gardens are set back in places (and used for parking) where modern buildings have replaced traditional
- Some early brickwork survives, but mostly red brick is seen, and mix of roof materials; predominantly clay tile
- A consistent two-storey scale of traditional built form almost throughout
- A mix of independent retailers and service providers, with flats above. Also houses and blocks of flats
- Little or no tree cover, some mature trees to gardens, no public open spaces
- Narrow street section and footways and on-street parking, with buildings to back of pavement, some use of varied materials to junctions
- Good access for car users but pedestrians are constrained by the railway to the north and the busy bypass to the south

### 2.2.3 *Boundaries and setting*

This character area comprises the junction of Junction Road and High Street and Rumbridge Street. It is a linear character area which takes in only the buildings and their plots, where they survive, which made up the historic core of the area known as Rumbridge. Rumbridge was separate to the area known as Totton and has been developed at a different scale and grain to that which is now known as the town centre. It is bounded to the north and west by residential areas which make up the large, almost entirely post-war development of the character area TOT05. To the east are the small- to medium-scale industrial environs of the station and Eling Wharf (TOT03). To the south, the setting of the character area is dominated by the A35 (Totton bypass) although remnants of early development of character area Downs Park (TOT04) are present to the north of the bypass and form the edge of TOT02 to the south. The character area extends to the railway line along Station Road to reflect the scale and uses along this part of the road.

The setting of the character area is not readily apparent due to the fine-grain layout and enclosure along the street, apart from when views to the south along truncated streets such as Bartram Road reveal the impact of the bypass on the urban fabric of this part of the town.

### 2.2.4 *Designations*

Rumbridge House (Nos. 90-92) at the western end of Rumbridge Street is Grade II listed. The current building dates from the mid-eighteenth century but possibly replaced or encased an earlier building.

There are no designated conservation areas within the character area.

### 2.2.5 *Townscape types present*

TCT05, 08, 09, 10.

### 2.2.6 *Topography*

The area is flat throughout with almost no perceptible change in level.

### 2.2.7 *Layout and pattern*

The character area comprises the main street of former Rumbridge. The street is a single carriageway and narrow in places with a narrow pavement. Most buildings fill their plot and there is limited perception of gaps between buildings. There is a mix of buildings, some set to the back of pavement and those with very small front areas, sometimes enclosed by low boundary walls and/or railings. Buildings to Junction Road have lost their front areas, and the frontage has been given over to a wide pavement used for informal parking of cars.

The area is considered to be fine grained and there is some survival of early plots. These are long, relatively narrow and deep. However, most have been truncated by backland development and/or amalgamated into large areas of public and private parking.

Where plots survive, there is some retention of open space for gardens and, where individually developed, this has invariably been with buildings which run down along the plots rather than across the grain of the plot.

#### 2.2.8 *Buildings and Materials*

There is a consistency of scale throughout the character area. Most buildings are two storey. Some are two and a half storey and incorporate the roof space, with the use of dormers and rooflights.

The buildings are predominantly small-footprint and fine-grain with eaves and ridges running parallel with the street. There is, however, some articulation of roofs and facades to the street providing a pleasing variation to the townscape.

There is an interesting variation of styles and architectural detailing; from the survival of carved brackets to eaves, to the articulation of bays with pilasters, and the retention of traditional shopfront surrounds.

Earlier buildings from the eighteenth century still retain features of interest such as good quality brickwork, some original windows, large chimney stacks and old clay tile roofs. Otherwise red brick and painted brick are common, with a mix of old and modern roof coverings.

There is a rare survival of high-quality joinery finishes to projecting porches, and of late-nineteenth-century cast iron railings to front boundary treatments.

#### 2.2.9 *Predominant land use*

This character area has a good vibrant mix of uses, commercial combined with residential. The commercial uses are all independent retailers with some specialist outlets and other general small-scale convenience stores.

#### 2.2.10 *Public realm*

The public realm has been poorly considered but some improvements to the western section of Rumbridge Street, within the setting of the listed buildings, have raised the quality of the gateway to this part of the town. There are considerable opportunities for improving the public realm, rationalising on-street parking and creating a space at the junction of High Street and Eling Lane.

#### 2.2.11 *Open space*

The buildings are angled to the junction of Eling Lane and High Street and address the space well, creating a perceptible modest civic space. There are no other public or private open spaces of significance other than large areas of backland, adjacent to the bypass, given over to car parking.

There is a very limited presence of trees to the principal route through the character area. Trees within the grounds of the flats to the junction of Junction Road and High Street make a welcome presence to High Street.

### 2.2.12 Biodiversity

There are very few green spaces other than private gardens within the character area. To the western end of Rumbridge Street as it meets the A35 there is a patch of land with a small number of trees on it. This area does not, however, appear to be managed in any productive way. It will, however, be of some value in terms of biodiversity. The woods to the rear of Nos. 90-92 Rumbridge Street (Statutory Grade II listed buildings), and the gardens, and trees within the gardens of these houses (which are also seen to the front of the houses) form an important part of the setting to these historic buildings and to the character area on its north-western edge.

### 2.2.13 Access and connectivity

The principal road running east–west through the centre of Rumbridge is bypassed by the A35 to the south. However, access to and from this road is relatively straightforward. Connectivity north–south is severely restricted by the transport infrastructure of the railway to the north and the bypass to the south. There are pedestrian crossing points but these are limited, and the busy nature of the bypass and elevated position of the road restricts the pedestrian to the road bridge over Eling Lane or to the footbridge over the A35.

## 2.3 TOT03 Eling Wharf and Station environs

### 2.3.1 Character Summary

***This area has remnants of its former importance as wharf, railway station and gateway to Totton from the causeway across the Test. Its industrial character is evident today with small- and medium-scale industrial units and areas of storage and warehousing. Offices, in converted (traditional) buildings, are also a feature of the area. The character area has two sub-areas defined which reflect different openness of grain, use and to an extent physical separation due to the presence of the A35 (Totton bypass).***

### 2.3.2 Key characteristics

Sub-areas of TOT03 -

#### 03a. Station environs

- Industrial area developed around an early core of buildings to include the Grade II listed station hotel. Complex network of land parcels as a result of relatively recent transport infrastructure interventions (for example the Railway – main and branch lines, bypass, A36)
- The topography is flat although built up to the bypass
- Medium to coarse grain, but closed in character, reflected in traditional plots being amalgamated. Built form interspersed with remnants of surviving key historic buildings
- An irregular and broken building line in places but in other parts groups of buildings to back of pavement
- Brick, render, cladding to steel frames. Varied roof materials – clay tiles and slate traditionally, and modern profile sheeting to industrial buildings
- Modern buildings equivalent to two-storey traditionally-built domestic buildings (height to eaves)
- Small and medium-sized industrial/commercial uses
- Some open space, mostly private brownfield sites and former rail infrastructure. Trees to garden areas and areas of open land (mostly small self-seeded examples)
- A complex network of major and minor transport routes, mostly travelling east–west, makes for a relatively poor public realm with limited pedestrian-friendly routes
- Access to the sub-area is good, access and connectivity within the character area is severely constrained by transport links

### 03b. Eling Wharf

- Former working wharf to the River Test, now a timber yard and container storage area
- The topography is flat
- Long low buildings running north–south across the site
- Regular building line to two groups of buildings running north–south but this breaks down towards the southern end of the site. Coarse open-grain layout
- Modern cladding; cement sheets and profile metal to steel-framed buildings, same materials used for roof
- Most buildings are equivalent to between one-and-a-half to two-storey domestic buildings (height to eaves)
- The western and northern boundaries to the sub-areas are tree lined. The remaining area is largely open but private and used in part for storage
- Fully enclosed private industrial site with no public realm
- Access to the sub-area is good but access and connectivity within the character area is severely constrained by the use and ownership of the wharf area

### 2.3.3 *Boundaries and setting*

This character area forms a small but significant section of the eastern boundary of the town. It is strongly defined to the east by the River Test at the point where it flows into Southampton Water. The south is similarly defined by Bartley Water leading to the historic tide mill on Eling Lane. To the west is the town centre (TOT01) and Rumbridge Street (TOT02) and the predominantly late-Victorian and Edwardian suburb of Down's Park (TOT04). There are also residential suburbs to the north which largely define the eastern edge of town as it presents itself to the river.

From the east, the character area's setting comprises the importance of the historic (though much altered) approach to Totton from the causeway and the area is seen from Redbridge across the water. From the west the area is seen as distinctive from its neighbours due to the predominant use patterns and complex combination of transport infrastructure which has truncated and segregated land parcels throughout the character area.

### 2.3.4 *Designations*

The former Station Hotel, circa 1900 on Station Road (and in Art Nouveau style) is Grade II listed. Elingfield House on High Street, of an eighteenth-century date and now used as offices, is also Grade II listed.

There are no designated conservation areas within the character area.

### 2.3.5 *Townscape types present*

TCT03, 05, 07, 10, 14, 15, 29.

### 2.3.6 *Topography*

The area is flat and low lying with no perceptible change in level throughout

### 2.3.7 *Layout and pattern*

The remnant street layout of High Street retains buildings and plots with their original fine- and medium to fine grain character. These are, however, interspersed with much-larger-footprint buildings and areas of open, sometimes derelict, land. Where plots survive they are narrow to the road and deep. Traditional buildings generally fill the plot with ridge lines and eaves parallel to the street. There is good enclosure to the western section of High Street but this is greatly reduced elsewhere with varying building lines and sporadic development within amalgamated plots. To the south of the A35 (Totton bypass) the area is far coarser grained with large-footprint buildings within large open spaces. These buildings are generally arranged on a north–south axis.

### 2.3.8 *Buildings and Materials*

The height of built form is almost entirely two storey throughout. Some industrial buildings are higher and some houses have rooms in roofspaces with dormers, but the height is generally consistent throughout. There is a mix of building massing with some fine-grain traditional buildings surviving along High Street but often with medium to large-footprint, low-pitched roof structures adjacent or behind these houses, and often compromising their setting.

Traditional buildings still retain some high-quality handmade red bricks and old clay tile roofs. The larger industrial buildings are predominantly profile metal clad with low-pitch asbestos-concrete or profile metal roofs. These materials are found in tones of white, cream and grey. Notable uses of high-quality materials can be seen in the Station Hotel, with Delabole slate hanging to the upper sections, and survivals of Georgian brickwork, most notably at Elingfield House, High Street.

A single survival of nineteenth-century warehousing survives adjacent to (north of) the railway line. This has recently been unsympathetically clad in a modern rainscreen or profile metal.

Windows and doors in residential buildings are mostly replacement uPVC but most traditional roofs of clay tile or slate have survived.

### 2.3.9 *Predominant land use*

There is an often an uncomfortable mix of residential, industrial and commercial uses throughout this character area, with residential buildings, adapted to offices and other uses, in juxtaposition with large-footprint highly functional buildings housing various low-key manufacturing or service industries such as tyre and exhaust suppliers. To the south of the A35 (Totton bypass) Eling Wharf comprises a number of low-level industrial uses.

### 2.3.10 *Public realm*

There is a standard quality of surface finish to roads and pavements; almost entirely tarmac with much patching and repair in places. No areas appear to have been singled out for special treatment.



### 2.3.11 *Open space*

There are no public open spaces which fit easily into classification within this character area. Eling Wharf has large areas of private open space which appear to be temporarily filled with containers and other large items for storage so perceptions of openness are transitional. Other areas of open space are often given over to car parking or car display. These often form a forecourt to the host buildings.

There is limited tree cover or hedgerows to this character area. The A35 (Totton bypass) is well screened in places and there are some mature trees adjacent to highways. These are mostly self-sown specimens.

### 2.3.12 *Biodiversity*

The A35 (Totton bypass) and the mainline railway both form important green corridors running east–west across the character area. They are characterised by trees, shrubs and hedgerows which form an almost continuous string of natural vegetation. The former branch line to Eling Wharf, which crosses High Street, is heavily overgrown and acts as a green corridor of some significance as it is largely untouched natural vegetation.

### 2.3.13 *Access and connectivity*

Sub-area TOT03a is well accessed by major transport links; the A35 (Totton bypass), A36 and the mainline railway. These run east–west, north–south, and through the sub-area, respectively. As a result, north–south connectivity is severely constrained by the combined effect of the transport infrastructure on roads, lanes and footpaths. Sub-area TOT03b is well accessed by transport routes but because it is a working space and wharf, road or pedestrian connections through this site are not possible.

## 2.4 TOT04 Down's Park

### 2.4.1 Character Summary

***The residential suburb of Down's Park to the south of the town is in two phases of built form but its layout pattern and scale is almost consistent throughout. A grid of Victorian Streets forms the framework for development and the area includes a late-Victorian school and its play ground. Houses are traditionally brick built, mostly in pairs or as short terraces. Gardens are narrow and deep but mature, often with trees and mature hedges to the roadsides. There is a strong sense of community and no through traffic which adds to the tranquil qualities of this suburb. The character area has two sub-areas (TOT04a and TOT04b) which define the key phases of development within Down's Park which are different stylistically, in their use of materials and their form (bungalows instead of houses).***

### 2.4.2 Key characteristics

#### Sub Areas of TOT04

##### 04a. Victorian expansion: Down's Park

- A formal planned grid of streets lined by paired and terraced houses. Repetition of building style and plan within streets providing consistent townscape within blocks
- The topography is flat
- Regular plots, narrow but deep with some side access, back to back gardens, no rear lane
- Predominantly terraced housing with small front gardens (with boundary walls, some with original railings surviving)
- Red brick and natural slate, some replacement with modern concrete interlocking tiles
- Consistent traditional two-storey scale throughout
- Residential throughout; private dwelling houses
- A high degree of greenery, mature trees to front and rear gardens and vegetation including mature hedges to good-sized private gardens to the rear of properties. Generally tranquil, peaceful and quiet
- Unusually wide pavements to some streets and on-street parking throughout, very little through traffic
- Good access and connectivity within the sub-area due to the established grid network of streets, the bypass is a physical constraint to the north

04b. *Inter-war expansion: Down's Park*

- A formal planned grid of streets lined by terraced houses and detached bungalows. Repetition of building style and plan within streets providing consistent townscape within blocks
- The topography is flat
- Regular plots, with some side access (to bungalows), gardens have rear lane access
- Consistent building line, houses and bungalows set in small gardens with boundary walls to pavement edge
- Brick and render to upper storeys, rendered brick to bungalows, mix of natural slate, clay tile and concrete interlocking tiles to roofs
- Mix of single-storey and two-storey buildings
- Residential throughout; private dwelling houses
- A limited number of trees to rear gardens but good groups of trees to the south on the banks of Bartley Water
- Some on-street parking to roads with narrow grass verges
- Good access and connectivity within the sub-area due to the established grid network of streets, and further footpath access to Bartley Water and Eling (outside the urban area)

2.4.3 *Boundaries and setting*

The southern boundary of the character area is strongly defined by Bartley Water and the creek adjacent to the tide mill and warehouse on Eling Lane. Eling Lane forms the eastern boundary, with Eling Wharf (TOT03b) largely obscured from view by trees and hedging to the east side of the lane. To the north, the A35 Totton bypass runs through the character area and is an artificially created twentieth-century boundary as the development associated with Down's Park continues to Rumbridge Street. Of particular note is Oddfellows Hall (1903) at the transition between the main street of former Rumbridge and the suburbs of Down's Park. To the west (outside the conurbation) is an informal recreation space, formerly gravel pits, to the east banks of Bartley Water as it travels north–south to enclose and define the western boundary of TOT04.

Bartley Water and the older settlement of Eling could be considered to form an important part of the setting of this character area, particularly the Grade II\* listed tide mill to Eling Lane. To the north-west, the setting comprises the A35 which then proceeds through the Victorian suburb. The setting of the character area to the east is largely contained within the character of the well-enclosed and semi-rural Eling Lane.

2.4.4 *Designations*

There are no statutory listed buildings or designated conservation areas within the character area. However, the southern boundary roughly corresponds with the northern boundary of the Eling Conservation Area and the development contributes to the setting of the conservation area and of the Grade II\* listed Eling Tide Mill.

2.4.5 *Townscape types present*

TCT05 and 07.

#### 2.4.6 *Topography*

The area is flat with no perceptible change in level.

#### 2.4.7 *Layout and pattern*

The streets are laid out in grids with regular plots and good-sized back to back gardens. There is a hierarchy to the character area with plots getting smaller and narrower as one moves south and west. The northern streets are slightly wider and have semi-detached houses rather than the terraces seen further south. Eling Lane has some detached houses of quality. Most houses completely or almost completely fill their plots.

Most houses have ridges and eaves parallel to the road. Some of the later inter-war developments to the south have projecting bays gabled to the street. In all streets there is a pleasing rhythm to the repetition of articulated facades or windows set within bays and roof forms. Houses and bungalows are all set slightly back from the pavement with small front gardens. There is a good survival of front boundary walls and some original cast iron railings can be seen in places. The streets are comfortably enclosed by traditional-scale two-storey built form.

#### 2.4.8 *Buildings and Materials*

The predominant building type throughout is the terrace or semi-detached house. These are two storey. There is very little use of the roofspace with almost no dormers breaking rooflines but there are some rooflights to front slopes. The majority of houses retain their original plan form with outshuts to the rear at two storeys but set back from the building line.

There is an artisan scale to the built form. These houses are well planned but relatively modest in size and finish. There is some hierarchy of materials and detailing with houses to the north having burnt headers shown off in Flemish bond. Even the most modest of terraces have some detailing such as mouldings to the lintels.

Red brick dominates most of the Victorian sections of the character area with much remaining unpainted. Roofs have in many cases been changed from the traditional natural Welsh slate to concrete tiles though there is some notable survival (e.g. Eling Infant and Primary School, School Road). The inter-war housing is red brick to the ground floor and painted and unpainted pebbledash to the upper storey.

There is a good survival of original boundary walls and cast iron railings.

#### 2.4.9 *Predominant land use*

The character area is almost entirely residential; mostly private dwelling houses but with some bungalows and blocks of flats to Rose Road. The local Infant and Primary schools are located to the centre of the suburb and are an important local amenity.

#### 2.4.10 *Public realm*

The public realm is adequate but footpaths are looking worn and there has been some loss of grass verges (south side of School Road) to the detriment of the street scene. Wirescape and telegraph poles are in abundance in some streets.

#### 2.4.11 *Open space*

There is almost no meaningful public open space within this character area, with the exception of a small piece of informal recreational space to the south side of Down's Park Avenue. There is a high degree of private amenity green space in the long back to back gardens to houses throughout.

The public realm is largely devoid of trees. However, the private gardens have a good number of trees, hedges and shrubs, and in some cases these form a boundary to roads (e.g. to parts of Down's Park Avenue). The north bank of Bartley Water is well treed and this continues around to the west where the boundaries to the river, and recreation ground beyond, are mature, providing an attractive backdrop to development

#### 2.4.12 *Biodiversity*

There are important natural habitats to the south and west of the character area and the houses are well served by linked gardens which form generous wildlife corridors throughout. The western boundaries of private domestic gardens to Bartley Water and the recreation ground to the north-west are particularly rich in hedgerows, shrubs and small and large trees.

#### 2.4.13 *Access and connectivity*

The established grid network of streets throughout this character area provides excellent access and connectivity within the area. The bypass (A35) is a significant constraint to connectivity to the north with only one safe crossing point for pedestrians, and there is no access or connection eastwards to the working wharf area of TOT03b. To the south and west there is good access to footpaths across open green space and footpaths along Bartley Water, linking to Eling to the south and eventually, via Brokenford, to the town centre to the north, although the A35 bypass and the railway line have to be negotiated.

## 2.5 TOT05 Inter-war and immediate-post-war expansion

### 2.5.1 Character Summary

**A combination of houses and bungalows usually in separate developments but sometimes mixed (usually one side being houses and bungalows to the other). There is consistency to materials – red brick with clay tile roof. Mostly long straight road sections with some cul-de-sacs. The area enjoys a high degree of private space with good-sized front and back gardens, often with off-street parking. There are three sub-areas defined (TOT05a, TOT05b and TOT05c) which are largely intended to reflect significant phases of development and variation in grain.**

### 2.5.2 Key characteristics

#### Sub Areas of TOT05

#### 05a. *Victorian/Edwardian expansion; Water Lane environs*

- Early expansion of semi-detached and detached houses, radiating from the town centre along principal routes to the west, at a medium grain
- Landform is gently rising from east to west
- Regular plots with side access and small front and larger rear gardens
- Consistent building line, with houses set back but boundary walls maintaining pavement line
- Red brick and natural slate, some clay tile and some replacement with concrete interlocking tiles
- Two-storey houses
- Residential, with a large turn-of-the-nineteenth-century brick school to centre
- Trees are limited to rear gardens. Gardens are a good size and in some cases back to back giving a high degree of private green space
- Some provision for parking on private properties (usually at the expense of a front boundary wall) but on-street parking in peak periods. Narrow footpaths to busy traffic (Ringwood Road and Water Lane)
- Good access and connectivity, particularly for the pedestrian via an established network of streets

#### 05b. *Inter-war and post-war mixed expansion; Hammond's Green and Testwood environs*

- Mix of houses and bungalows set in estates of straight roads, at a medium to coarse grain, forming rectangular blocks becoming more broken by cul-de-sacs further away from the town centre
- No discernible change in level throughout the sub-area
- Regular plots with generally good-sized and well-maintained private green amenity spaces (front and rear gardens)
- Consistent building line within streets throughout; houses set back from roadside
- Brick, some render, usually consistently used within roads. Clay tile, much replacement with later concrete interlocking tiles
- A consistent scale within roads throughout; a mix of single and two storey

- Residential; largely private dwelling houses, with large schools with attached playing fields and informal recreation spaces
- Good survival of early historic boundaries; hedgerows and tree belts and mature trees to street and lining open spaces
- A hierarchy of roads, streets and lanes, often with a single entry and exit point to separate estates and a network of footpaths linking to older lanes and former field boundaries providing pedestrian links between separate housing estates
- Reasonable access, with some footpaths crossing east–west and linking green spaces

05c. *Inter-war and post-war expansion; Rushington*

- A mix of inter-war and immediately post-war larger houses (some detached) at a medium grain with medium-sized to small blocks
- Undulating topography with views down onto houses along some roads
- Large regular plots with good-sized and well-maintained private green amenity spaces to the front and rear
- Consistent building line but a more pronounced curve to the streets providing more variation than in other sub-areas
- Brick, painted brick and render and combinations of these materials, tile hung bays are distinctive, clay tile roofs with a limited number of natural slate roofs
- Two-storey houses almost throughout (a small number of bungalows), very little use of the roofspace for additional accommodation
- Mature trees to some rear gardens and a good group to Spicer’s Hill and to Rushington Lane
- Attractive quiet environment with wide grass verges in places and small greens (Spicers Way), wide junctions and limited on-street parking
- Good access and reasonable connectivity although constrained by the looping railway line forming the northern and western boundary

2.5.3 *Boundaries and setting*

This character area takes in around half of the total urban area known as Totton. Its eastern boundary is divided between the South Hampshire Industrial Park (TOT07) to the north-east, the boundary of TOT06b to the east, the town centre core of Totton (TOT01) and the older core of Rumbidge (TOT02) to the south and south-east.

Given the scale of this character area its setting is considerable and far reaching but it is entirely enclosed by later development (post-war). There are limited views out of or into this character area and in some cases the change from one character area to another is subtle; this is particularly true of the transition to the north-west and east.

2.5.4 *Designations*

There are a number of statutory listed buildings within the character area, all of which are Grade II. The largest and most prominent is the Church of St Winifred (in the style of an Italian Basilica) fronting Salisbury Road. Constructed in 1937 to the designs of N Cachmaile-Day, it is a landmark building in brick with low-pitch pantile roofs.

There are no designated conservation areas within the character area.

2.5.5 *Townscape types present*  
TCT05, 07, 08, 22, 24, 25, 28.

2.5.6 *Topography*

The area to the north of the main railway line is remarkably consistent in terms of level change, and there are no distinct vistas or viewpoints where other areas are viewed from height.

There is a noticeable climb west from the town centre along Water Lane, accentuated by the long curve in the road at this point.

To the south of the railway line, the Rushington sub-area (TOT05c) crosses a low spur giving more extended views 'over' townscape in some cases. The land then falls away to the south-west and up to the A35 which sits higher than adjacent development in Hounslow.

2.5.7 *Layout and pattern*

There is some variation in the pattern and layout of streets. This follows the fashion and recommendations for minimum space standards of the periods. Hence we see a relatively generous layout for inter-war and immediately post-war developments, often interspersed with crescents of open space (as seen at Shelley Road and Shakespeare Road, Calmore). Development is generally at a medium grain.

There are regular good-sized plots, often with side access, with front and back gardens. Boundary treatment varies but where found is low brick boundary walls with hedges and some trees behind.

There is often a hierarchy to the street sections, with the main access road being the widest with generous pavements, moving down to narrower streets with correspondingly reduced-width pavements, down to some lanes and access roads (generally to the rear of properties) which are shared spaces (for pedestrian and vehicles).

Some estates have adapted to the lack of off-street parking by converting front gardens to parking areas and there is still the need in much of the area for on-street parking especially at peak times of evenings, overnight and weekends.

2.5.8 *Buildings and Materials*

There is a consistent two-storey height across the character area. There is a surprisingly limited use and conversion of roofspace in two-storey houses but some large dormer extensions and roof remodelling to bungalows. The relatively modest domestic scale of development is notable across the character area, with no areas of very large detached houses set in generous grounds and very few areas of detached housing. A notable exception is development leading from Ibbotson Way, Rushington (found in sub-area TOT05c).



There is much variation in roof form and articulation and variation in the style and detailing of facades. Detailing in particular, especially the use of materials, is generally common to an estate or section of an estate. Materials are predominantly brick but with much variation in type, colour and texture. Roof material is predominantly clay tile but this varies within areas.

There are no areas which stand out architecturally although some developments feel better maintained and tend to work more efficiently and effectively than others. Many of the estates within this character area have seen much alteration, with extensions to houses, replacement of windows and doors, and the use of front gardens for parking.

#### 2.5.9 *Predominant land use*

The area is almost entirely residential with a number of small-scale parades of local shops usually with flats above. The other significant land use within the character area is schools, with their usually generous playing fields and recreation grounds. There are a number of churches of varying sizes, most of which are located on the principal routes through the character area; Salisbury Road and Ringwood Road.

#### 2.5.10 *Public realm*

The public realm is generally well maintained. Some roads have grass verges and they can add to the sense of place and quality of the environment. There is limited street furniture throughout the character area, and street lighting and bollards tend to be standard items of limited design quality but utilitarian and sufficient for their purpose. Wirescape in some parts of the character area is excessive and detrimental to the appearance of the streetscene.

#### 2.5.11 *Open space*

There is a good survival of historic field boundaries, routeways, drainage ditches and streams crossing the character area. These are characterised by hedgerows and mature trees. There has also been a conscious effort throughout the character area to maintain significant trees and ancient woodland and incorporate these into the pattern of development. Trees are often found to the sides of roads and in small incidental amenity green spaces as well as to rear gardens.

#### 2.5.12 *Biodiversity*

There is a series of large amenity green spaces for informal and formal recreation throughout the character area. These are in most cases part of a school complex which includes playing field or other sports facilities such as cricket-pitches, football-pitches or fenced tennis courts. There are allotments to the south side of Water Lane, and a football ground on the eastern boundary between Testwood Place and Arundel Road. Forming the boundary, with TOT01 on its northern side, there is an urban park which forms the setting to the nursing home at its north-eastern corner but also links to the open green amenity spaces next to the public library in the adjacent TOT01.

Almost without exception, houses have back gardens and most have front gardens. These vary widely in size and condition but form a significant part of the open private space within the character area.

There is a good degree of green space and valuable survivals of historic routeways, field boundaries and ditches throughout the character area. These features along with domestic gardens provide important wildlife corridors and habitats.

### 2.5.13 Access and connectivity

To sub-areas TOT05a and TOT05b, there are established and in some cases historic (following former field boundaries) public rights of way across the developed areas, complementing and linking green open spaces and playing fields and, to TOT05a in particular, adding to an already fairly permeable street grid pattern. To sub-area TOT05c, there is the significant constraint of the railway line which, along with Bartley Water to the north, acts as a major barrier to connectivity to the north and west. To the east, Bartley Water flows south forming the sub-area boundary. This almost (but for the single pedestrian crossing point) cuts Rushington off from the central areas; the commercial core of Totton (TOT01) and Rumbridge (TOT02).

## 2.6 TOT06 Post-war outer expansion and infill

### 2.6.1 Character Summary

***This area comprises the post-war large-scale expansion of Totton with very large estates of houses at a fine grain. Generally they retain historic field boundaries and tree groups and integrate them into the layout of the development. The character area is divided into three sub-areas (TOT06a, TOT06b and TOT06c). These are fragmented around the edge of the earlier development of the town. This is to reflect the nature of this type of development, often being infilled and having to adapt to existing constraints on a site. Some are more successful than others.***

### 2.6.2 Key characteristics

#### Sub-areas of TOT06

#### 06a. 1970s Extensive estate suburbs; Calmore

- Housing estate at a fine grain, regular layout of plots with very generous linked open space provision
- Rising landform from south to north
- Small to medium-sized plots with front and rear gardens
- Houses are laid out in short terraces, some semi-detached and some detached, with building lines consistent to groups throughout, small open front gardens. Rows of houses are set around communal greens with parking some distance from houses and in garage courts
- Numerous cul-de-sacs
- Red brick, and concrete interlocking tiles, some tile hanging (green and brown coloured tiles)
- Two-storey, low-pitched roofs with ridge parallel to road
- Residential throughout; mostly private dwelling houses
- Generous provision of open space between groups of houses, including very wide grass verges and footpaths, and large schools with attached playing field and informal recreation spaces

- A good survival of mature street trees and early historic boundaries; hedgerows and tree belts and good-sized and well-maintained private green amenity spaces (front and rear gardens) throughout sub-area
- Good public realm, primarily because of the generous open space provision, wide roads and access to properties via footpaths and open green spaces
- Excellent access and connectivity via the linkage of roads, green spaces, footpaths within and between estates throughout, a very permeable sub-area

06b. *1970s estate suburbs, small-scale; 06bi Testbourne Avenue, 06bii West of Marchwood Avenue and 06biii East of Salisbury Road.*

- Suburban 1970s medium- to fine-grain housing estates
- The topography is generally flat
- Medium-sized plots with semi-detached and detached houses
- Buildings set back from the roadside in their own front gardens; open front boundaries
- Red, beige and buff bricks with tile hanging and concrete interlocking tiles
- Two-storey houses throughout
- Residential throughout; private dwelling houses
- Some limited survival of older mature trees to rear gardens and some trees lining some of the open green spaces
- Good public realm; wide roads, limited on-street parking and small grass verges to most roadsides
- Constrained by the River Test to the east, there is limited connectivity east-west. However, a series of footpaths do cross the sub-area.

Area TOT06bi contains a high proportion of open space, forming a linear chain of broad verges and open areas, giving the area a sense of spaciousness. TOT06bii also has a high proportion of open spaces, although these are generally smaller than in TOT06bi and are more scattered throughout the area. TOT06biii shares building and layout characteristics, but open space is limited to road verges and the area does not have the same characteristics of spaciousness.

06c. *Post 1979 expansion and infill; 06ci north and south of Ringwood Road, 06cii Broadmeadow Close environs and 06ciii Ibbotson Way environs.*

- Modern (1980s and 1990s) fine-grain housing estates, irregular and staggered building layout with a good retention of medium-sized to large groups of mature trees, and important wildlife habitats
- The area generally rises to the west
- Small to medium-sized plots with generally small front and rear gardens
- A varied and irregular building line throughout, with houses and groups often inward-looking
- Mix of brick colours and types and mostly modern clay tile roofs, some tile hanging and decorative joinery
- Two-storey houses throughout
- Residential throughout; generally small to medium-sized dwelling houses

- Good survival of mature trees, in parts, forming the setting to development, some survival within developments. Good landscape planting throughout, some of which is beginning to mature
- Variations in materials to shared surfaces of cul-de-sacs and access drives to multiple properties, and some blank fences and side walls to main access routes into estates
- Good access for vehicle-borne traffic, some highly illegible areas with multiple cul-de-sac development severely constrain connectivity

Area TOT06ci contains a number of linear belts of mature trees, presumably the remains of hedgerows, as well as some areas of woodland and open space that link with the rural edge, particularly in the south. Area TOT06cii is a small pocket of similar development which is visually separated, by mature trees, from a large sports field to the south and contains very little open space. Area TOT06ciii shares many similarities with TOT06ci, having extensive areas of open space and mature trees that connect to the rural fringe.

### 2.6.3 *Boundaries and setting*

To the west, the A326 forms a strong boundary to the New Forest. However, the screening and setting down of the road in a cutting means that the urban extent of Totton is not readily apparent from the road despite its close proximity in places. This is also true of the approach from the A36 which travels through a semi-rural, gently undulating landscape enclosed by trees which does not lend itself to extended views of urban Totton until one reaches the roundabout junction with Calmore Drive and Brunel Road where the rural character of Salisbury Road is lost and development both sides of the road is readily apparent.

The eastern boundary to the largest section of TOT06 is shared with TOT05 and is very transitional in places. Smaller fragmented sub-areas of the character area have varied boundaries but most have at least some edge onto open countryside or watercourses, for example the River Test water meadows. The latter form an important part of the setting of this part of the character area and the wider setting to Totton. Views of these areas can be had from across the river's tributaries, and lakes.

Some of the fragmented sections of the character area also share boundaries with the business parks of TOT08 but these are generally very well screened from these residential areas.

### 2.6.4 *Designations*

Great Testwood Lodge, former gateway lodge to the now demolished house, believed to be to the designs of Capability Brown, is a Grade II listed building.

There are no designated conservation areas within the character area.

### 2.6.5 *Townscape types present*

TCT08, 09, 24, 27 and 28.

### 2.6.6 *Topography*

The area is very gently rising to the north and west but this is not discernible on the ground until the very far western side of sub-area TOT06c: Ringwood Road and Broadmeadow Close environs, particularly to the south of the supermarket on the western edge.

### 2.6.7 *Layout and pattern*

The 1970s housing estate to the north of the character area (Calmore sub-area, TOT06a) is built in a fine grain, regular pattern in short terraces of houses with some semi-detached and detached houses, with separate parking courts with garages and large areas of open green space between groups of houses. The house groups are set with some formality to each other, often perpendicular, giving some rigidity to the layout. They are often set around a fully pedestrianised green or close but there is good permeability, with pedestrian routes linking these spaces and cul-de-sacs with open green space and footpaths with wide grass verges throughout

The 1970s infill estates of TOT06b are at a fine to medium grain with some detached houses as well as semi-detached and short terraces. Wide roads with verges, and large areas of open green space, are generally found in this sub-area. Buildings lines are consistent and set back from the main road with open boundaries and parking, either on private drives or in parking courts.

The housing estates of the post 1979 period (TOT06c) are built to a fine grain and generally have single main access roads with a single entry point, or a loop and many feeder roads, serving cul-de-sacs and small loops. This sub-area is characterised by informality of building line, with constant curving of the roadside and grouping of houses around a shared surface close or cul-de-sac. These estates are not very legible and tend to lack a sense of place.

### 2.6.8 *Buildings and Materials*

There is a consistent two-storey height across the character area. There is no conversion of roofspace in two-storey houses. The relatively modest domestic scale of development is notable across all the character areas sub-areas with only very limited areas of large detached houses set in generous plots (mostly found in sub-area TOT06b).

There is much variation in roof form and articulation, and variation in the style and detailing of facades. Detailing in particular, especially the use of materials, is generally common to an estate or section of an estate. Materials are predominantly brick, but with much variation in type, colour and texture. Roof material is predominantly clay tile but this varies within areas, with late-twentieth-century estates using concrete interlocking tiles of various types, colour and finish. There is some use of hanging tiles and weatherboarding (usually replaced with uPVC), particularly in the estates of the Calmore area (circa 1970s).

There are no areas which stand out architecturally although some developments feel better maintained and tend to work more efficiently and effectively than others.

#### 2.6.9 *Predominant land use*

The area is almost entirely residential, consisting of single-family dwelling houses. There are some large schools within the character area (though not as many as in TOT05) and they are generally associated with generous playing fields and recreation grounds. There is a large supermarket to the western edge of the character area, adjacent to the A326.

#### 2.6.10 *Public realm*

There is some variation in materials for shared surfaces, cul-de-sacs and driveways to the sub-areas of TOT06c. To the 1970s estates (TOT06a) there is very good quality open green space and a very high degree of survival of mature trees. There is a developing maturity to the landscaping of the 1980s estates, which has created in some places the potential for future high-quality public realm.

#### 2.6.11 *Open space*

There is a good survival of historic field boundaries, routeways, drainage ditches and streams crossing the character area. These are characterised by hedgerows and mature trees. There has also been a conscious effort throughout the character area to maintain significant trees and ancient woodland and incorporate these into the pattern of development. Trees are often found to the sides of roads and in small incidental amenity green spaces. Often, historic field boundaries and trees in particular have been woven into the layout of these residential areas very successfully. There is also a fine legacy of emerging trees and soft landscaping taking shape in some of the younger estates, which will in time make a very positive contribution towards the amenity of these areas.

#### 2.6.12 *Biodiversity*

Almost without exception, houses have back gardens and most have front gardens. These vary widely in size and condition but form a significant part of the open private space within the character area.

There are pockets of mixed woodland throughout the character area and watercourses with open and running water. In many cases these features are found together or adjacent to each other. There is a good degree of green space and valuable survivals of historic routeways, field boundaries and ditches throughout the character area. Domestic gardens provide important wildlife corridors and habitats.

Woodland, open spaces and a network of footpaths provide a good framework for informal and formal recreation and connectivity, and significant opportunities for biodiversity to flourish.

#### 2.6.13 *Access and connectivity*

Sub-area TOT06a is highly permeable, with positive linkage between roads, green spaces, pedestrianised courtyards of houses, and footpaths, and between watercourses and footpaths. Sub-area TOT06b is severely constrained by the River Test to the east although a network of footpaths links this area directly into the Lower Test Nature Reserve and the Test Way.

Sub-area TOT06c has some shared green spaces which are linked, but it mostly comprises illegible and highly impermeable cul-de-sac development leading to very poor connectivity within the sub-area. The A326 is a significant barrier to pedestrians from this sub-area gaining access to the open countryside to the west of Totton (upon which the sub-area borders via the A326).

## 2.7 TOT07 Remnant survivals of early development; Hounslow and Calmore

### 2.7.1 Character Summary

***This character area has two distinct and separate sub-areas; Hounslow (TOT07a) and the older core of Calmore (TOT07b). These sub-areas share common characteristics; they have both been subsumed into the later urban expansion of Totton but have retained some of their spatial qualities and building qualities which strongly differ from their wider contexts and in places retain an important historic integrity to some of the buildings (warranting statutory listing). Their physical separation and topographical location necessitate some separate analysis within the character area framework.***

### 2.7.2 Key characteristics

Sub areas of TOT07

#### 07a. Early village core; Hounslow

- The Victorian core of the village of Hounslow, extended with Edwardian housing, now dominated by the much upgraded Main Road (A35). Medium coarse grain which is open in character, with generous spaces between buildings
- The land slopes steadily down southwards from the A35
- Large and very large regular deep plots
- Consistent building lines throughout giving cohesion to the historic area
- Red brick and decorative clay tile and plain clay tile and some natural slate
- Two-storey houses almost throughout (a small number of later bungalows)
- Residential throughout; private dwelling houses
- Good survival of mature trees and hedgerows to boundaries
- Wide grass verges and footpaths to Main Road, some on-street parking
- Good access for car users, severely constrained by transport infrastructure for pedestrians

#### 07b. Early semi-rural settlement; Calmore

- Groups of late-Victorian and turn-of-the-twentieth-century houses interspersed with later development at a medium coarse grain
- The land gently undulates throughout
- Large irregular plots with some sub-division to form new plots for one or more houses
- Irregular building line though some consistency to groups
- Red brick and clay tile, some natural slate and surviving thatch roofs and other vernacular materials
- Two-storey houses, some older houses of a more modest scale

- Residential throughout; private dwelling houses
- Boundaries comprising mature hedgerow and trees, groups of trees to rear gardens
- A semi-rural character to parts of the public realm due to mature boundaries hard on to the back of narrow pavements, wide verges contrast with this in places
- Good access and connectivity via road and footpath network

### 2.7.3 *Boundaries and setting*

Sub-area TOT07a, Hounslow, is strongly defined to its northern boundary by the A35 Main Road, while the eastern boundary is defined by the Fawley and Hythe branch railway line. To the south is Hounslow School which is considered to form part of sub-area TOT06b, Marchwood Avenue environs. The setting of the houses to Main Road has been somewhat compromised by the widening and general upgrading of the A35 into the major transport route seen today.

Sub-area TOT07b, Calmore, is on the northern edge of the developed town expansion of Totton, with open countryside to the north of the rear gardens of the houses to Cooks Lane and Calmore Road. To the east and south are the large post-war estates of TOT06 (sub-areas TOT06a and TOT06c) which are built right up to the rear gardens of the houses to the older lanes. The setting of the sub-area could be considered in part as the open fields to the north although the A326 has a significant impact on the openness of the countryside at this point. Otherwise, the 1970s and 1980s estates to the south and east enclose and encapsulate this small section of older houses set along what was once a country lane.

### 2.7.4 *Designations*

There is a fine group of Grade II listed, late-nineteenth-century estate cottages (pre 1897) in a 'Tudor' style, in three blocks of three, on Main Road (sub-area TOT07a), somewhat compromised by their proximity to this major route into and out of Southampton through Totton. There is a Grade II listed eighteenth-century cob cottage with thatched roof to Calmore Road, and the part timber-framed seventeenth-century thatched cottage 'Calmore Cottage' to Loperwood Lane (sub-area TOT07b).

There are no designated conservation areas within the character area.

### 2.7.5 *Townscape types present*

TCT04, 05, 07, 08, 15, 27.

### 2.7.6 *Topography*

Sub-area TOT07a slopes southwards down from Main Road.

Cooks Lane and Calmore Road, in sub-area TOT07b, have an undulating topography but there are only gentle changes in gradient.



### 2.7.7 *Layout and pattern*

In sub-area TOT07a, to the south of Main Road (A35), the plots are exceptionally large and deep, as are those backing onto the branch railway line running north–south. This area is Victorian in origin and there is a good survival of contemporary buildings (including the excellent listed group of estate cottages cited earlier). Building lines are consistent to groups, and houses face the roads but are set some distance from them, often in their own grounds.

Sub-area TOT07b has an informal layout with houses set in their own irregular plots, some of which are very large. The building line is informal and irregular but most buildings face the road. There has been much subdivision of earlier plots and infill with groups of one, two and more houses forming a small development.

### 2.7.8 *Buildings and Materials*

Houses to both the sub-areas are traditionally built and some are of high quality materials. They vary in scale and form but generally have steeply pitched roofs with chimneys, and ridges parallel to the road. Older houses have often been heavily extended to the side and more often to the rear, some having been doubled in size.

The traditional materials, which have often been used in subsequent later adjacent buildings, are local red/orange handmade bricks and orange clay tiles. There is a very small survival of thatch (usually combed wheat reed) and also natural slate to some older houses. There has been some replacement with concrete interlocking tiles but not to the extent seen in other character areas.

The estate cottages to Main Road (sub-area TOT07a) have a unique high-quality material palette of local red/orange bricks, decorative hanging tiles to upper storeys and steeply pitched roofs, cast iron casement windows in diamond lattice pattern, and tall brick chimneys. These houses stand out for their quality and distinct form.

### 2.7.9 *Predominant land use*

Residential throughout; medium to large private dwelling houses

### 2.7.10 *Public realm*

Sub-area TOT07a; there are wide grass verges, and footpaths to Main Road and other roads within the sub-area are relatively wide with only limited on-street parking

Sub-area TOT07b; this part of Calmore Road, up to and including part of Cook Lane, has an informal character, semi-rural in places due to the mature boundaries to earlier houses hard up against relatively narrow pavements. This dramatically changes to the southern section of the sub-area where very wide grass verges develop along the western side of the road providing good amenity space for the pedestrian. This widening and narrowing of the lane, combined with the meandering nature of the road, adds to the sense of survival of its semi-rural origins and distinguishes it from other parts of the surrounding urban expansion.

### 2.7.11 *Open space*

There is very limited public open space within the sub-areas of the character area but very generous private open space in the form of enclosed front and rear gardens, sometimes of considerable size compared to the house it forms a curtilage to. These spaces are often grassed and bounded by mature trees and hedging, adding to the semi rural character of sub-areas TOT07a and TOT07b. The latter backs onto open fields bounded by historic hedgerows and mature trees.

### 2.7.12 *Biodiversity*

Mature gardens, transport corridors and the location of these sub-areas on the edge of open countryside ensure that wildlife habitats are thriving throughout and that there are well-defined wildlife corridors linking to the much later estates which partially enclose these sub-areas.

### 2.7.13 *Access and connectivity*

Sub-area TOT07a sits between two major roads, the A35 and A326, and its boundary to the north-east is the railway line to Fawley Oil Refinery. The road links provide excellent links to the transport network but are significant constraints for pedestrians.

Sub-area TOT07b is semi-rural in places and well connected in terms of a road and footpath network linking to other sub-areas, notably TOT06a and beyond.

## 2.8 TOT08 Business Parks; Hounslow and Rushington

### 2.8.1 Character Summary

**The business parks of Totton are of a relatively high quality, attracting office users as well as storage and manufacturing operations (often these are combined). There is architectural quality to most built form and noticeable investment made in soft and hard landscape, especially on feeder roads. The character area is geographically split over two sub-areas, TOT08a and TOT08b, and although they share characteristics their scale differs significantly. TOT08a, Hounslow Business Park, is on a grand scale of built form not seen anywhere else in the town and TOT08b, Rushington Business Park, is on a more modest small-business scale.**

### 2.8.2 Key characteristics

Sub areas of TOT08

#### 08a. Hounslow Business Park

- High-quality business premises on a medium to very coarse grain
- The land falls gently to the north-west in Jacobs Gutter
- Medium- and very-large-footprint built form
- Building lines are consistent in groups
- Modern materials, some brick for plinths and gables and metal cladding for walls and roofs
- Built form is equivalent to two- to two-and-a-half-storey domestic buildings (height to eaves)
- Mixed-use commercial/industrial/storage buildings
- Large areas of surface-level parking with very limited landscaping
- Limited provision for the pedestrian
- Poor access and connectivity (single point entry and exit) due to layout and use

08b. *Rushington Business Park*

- High-quality business premises on a small and medium grain, quite open in character
- The land falls away to the north-west
- Small- to medium-footprint buildings generally in large open plots
- The building line is irregular and informal and often off-set to a curving access road
- Modern materials, some brick for plinths and gables and metal cladding for walls and roofs
- Built form is equivalent to single- and two-storey domestic buildings (height to eaves)
- Mixed-use small-scale office, industrial and storage
- Good tree presence and sensitive landscaping in places and enclosed by strong mature tree belts on three sides
- Limited but adequate provision for the pedestrian
- Poor access with a single entry and exit point from the A35, no connectivity to adjacent areas

2.8.3 *Boundaries and setting*

Sub-area TOT08a: this sub-area is bounded by the A326 to the south and east. The small stream locally known as Jacobs Gutter forms the western boundary and a small wooded area known as Newman's Copse separates this character area from the school and suburban development of sub-area TOT06b. The setting of the character area is very much defined by recent transport infrastructure in the form of the A326. The built form of the character area is clearly seen and defines in part this section of the A326 as it passes the town's edges.

Sub-area TOT08b: the boundary to the north-east is defined by the railway line and to the south-east by the A35 (Main Road). To the south-west is Cocklydown Copse and to the north-west is sub-area TOT06c (1980s/1990s housing to the north side of Rushington Lane). The setting of the character area is predominantly that of the A35 and its environs which is most closely related to the business park. The remaining boundaries are well screened by tree belts so as to make this a very self-contained sub-area.

2.8.4 *Designations*

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

2.8.5 *Townscape types present*

TCT15.

### 2.8.6 *Topography*

Sub-area TOT08a: the area gently slopes down to the north-west into the creek of Jacobs Gutter.

Sub-area TOT08b: the area slopes down to the north-west, with the New Forest Enterprise Centre set down from the feeder road. Buildings to the south-east side of the business park appear larger than they are due to the change in level across the character area.

### 2.8.7 *Layout and pattern*

Sub-area TOT08a: there is a single access road which feeds two distinct areas of built form. To the north-east of Bulls Copse Road the units are of a medium to coarse grain and generally sit back from the road in a car park dominated setting. To the south-west side, the built form is on a massive footprint, coarse-grained but similarly set within hard landscaping, usually comprising car parks but with some open grassed areas.

Sub-area TOT08b: there is an informal street layout comprising a single feeder road with parking forecourts and partially enclosed courtyards (New Forest Enterprise Centre) set off the road and forming the setting for buildings. Built form generally has no consistent building line although the New Forest Enterprise Centre has a more formal and well considered form with units looking into a courtyard providing some intimacy and enclosure to this section of the park.

Buildings are set within generous open space but this is often given over to parking or storage.

### 2.8.8 *Buildings and Materials*

Sub-area TOT08a: the built form is highly functional, reflecting the type of office, manufacturing and storage uses the buildings perform. There is some architectural and material quality to the customer-orientated sections of the buildings but vast areas are given over to blank facades and the repetitive use of a single cladding material.

The height of the built form is equivalent to a two- to two-and-a-half-storey domestic building but the massing and bulk of these structures make them appear larger. To the north of Bulls Copse Road, the buildings are two storey and broken into smaller units and grouped around parking courts similar to those seen in sub-area TOT08b.

Sub-area TOT08b: buildings are medium- to large-footprint, coarse-grained and generally highly functional with limited articulation. The exception to this is the New Forest Enterprise Centre which is well designed in a courtyard plan, carefully articulated with the use of materials and colour, and well landscaped.

Materials used are brick plinths and walls of modern stock bricks of various colours; reds, buffs and pinks. There is profile metal cladding to upper storeys, often taken over to form the roof. Roofs are very low pitch.

### 2.8.9 *Predominant land use*

Sub-area TOT08a: this small sub-area comprises business, general industrial and storage and distribution uses within very-large-footprint buildings. Buildings are mixed use (e.g. storage with ancillary offices) within the business-use class throughout.

Sub-area TOT08b: small offices, small businesses, low-key manufacturing, service industries and storage.

### 2.8.10 *Public realm*

The public realm is adequate for the uses but is almost completely orientated towards the car and lorry which dominate the character area.

### 2.8.11 *Open space (public realm and private)*

Sub-area TOT08a: there are incidental private green amenity spaces but these mostly relate to remnant land parcels left over from the laying out of car parks and turning areas for articulated lorries. There is no public open space. There is much vegetation immediately adjacent to the character area and defining, for the most part, the boundary of the business park. Within the park there is very little in the way of trees, shrubs, hedgerows or planned planting.

Sub-area TOT08b: there is a good presence of mature trees forming boundaries within the character area and some street trees which have not yet reached maturity. Hedgerows and shrubs form part of the more sensitive landscaping to the New Forest Enterprise Centre. There are often large open spaces around the built form but none could be considered public and they are largely used for parking or the storage of vehicles or other large items.

### 2.8.12 *Biodiversity*

Sub-area TOT08a: there are grassed areas which form part of the setting for the built form and their car parking areas. These are largely devoid of planting and comprise grass only. There are some important tree belts and hedgerows immediately adjacent to the roads forming much of the boundary to the character areas, as well as Newman's Copse which forms an important green backdrop to the north.

Jacobs Gutter to the west is an important and fragile natural habitat which feeds into Bartley Water and eventually on into Southampton Water.

Sub-area TOT08b: there is a relatively high level of tree cover for the business park, and former tree- and hedge-lined boundaries have been retained, forming important green corridors through and to the edges of this character area.

### 2.8.13 *Access and connectivity*

Both business parks within this character area have poor access and connectivity, with single entry and exit points. The uses are strongly orientated towards vehicular movement, often by larger vehicles, and the pedestrian is discouraged from using these spaces, although there is some provision for pedestrians by way of pavements throughout. There is no connectivity to adjacent character areas.

## 2.9 TOT09 South Hampshire Industrial Park

### 2.9.1 Character summary

***This is a large industrial estate to the edge of the town but bordering sensitive wildlife habitats. Medium- to large-footprint buildings are set on a series of skewed grids with a single entry feeder road servicing the entire estate. Functional buildings offer large blank facades to roads. Use is mostly low-key manufacturing and storage facilities. Buildings are set in large expanses of hardstanding, much of it used for parking of cars or lorries. This character area is a single cohesive group despite earlier phases of buildings to the southern section and therefore has no sub-areas.***

### 2.9.2 Key characteristics

- Post-war industrial estate of medium- to very-large-footprint buildings
- Topography is generally flat
- Coarse-grain layout, often inward-looking, linked by a grid of roads with a single entry and exit point
- Skewed grid of roads leading to staggered building lines on one elevation; subsequent 'left over' pieces of soft landscaping to the setting of buildings
- Units are clad in profile metal with this material unit also forming the roof covering. Brick plinths
- Equivalent to two-storey domestic buildings (heights to eaves)
- Large semi-open and open areas for parking and storage of vehicles
- Manufacturing and storage with ancillary office uses
- Some trees to boundaries between units, and hedges to parking areas fronting roadsides. Considerable tree belt to the north-eastern boundary adjacent to the River Test lakes and remnant water meadows
- Predominantly dead frontages to roads throughout and limited but adequate provision for pedestrian movement
- Poor access and connectivity

### 2.9.3 Boundaries and setting

The nationally important natural habitats of Testwood Lakes and the sections of the river to the Lower Test Valley form the northern, eastern and southern boundaries of this character area. To the west, the residential suburbs of TOT05 are immediately adjacent to the boundary. A section of Salisbury Road forms the boundary at the north-western corner; this includes the single entry and exit road off a roundabout shared with Calmore Drive.

The setting of the character area is predominantly formed by the River Test as it meanders across the valley floor creating the floodplains, salt marshes and reed beds of great environmental importance. The setting of the industrial estate to the west comprises screening along Salisbury Road either by houses lining this road or by the mature hedge and tree belt forming the boundary with Salisbury Road. An important wedge of green open space divides this character area from Testwood House (a further large industrial building to the north) and provides the setting when viewed from the north.

#### 2.9.4 *Designations*

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

#### 2.9.5 *Townscape types present*

TCT15.

#### 2.9.6 *Topography*

The land is gently sloping northwards and eastwards towards the river valley but this is barely perceptible on the ground.

#### 2.9.7 *Layout and pattern*

Streets are laid out on a skewed grid which has led to an uncomfortable relationship of some buildings to the road. Buildings sit in large plots but their setting is often defined by parking of either cars or larger vehicles; often articulated lorries and their containers.

#### 2.9.8 *Buildings and Materials*

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

There is architectural integrity to some of the units but most are utilitarian and highly functional with limited variation in materials and often dead frontages to the main feeder roads.

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

#### 2.9.9 *Predominant land use*

Use is predominantly low-key manufacturing, services and storage with ancillary office uses.

#### 2.9.10 *Public realm*

The public realm is adequate for the uses in the character area. Vehicles dominate and there is limited provision for the pedestrian.

#### 2.9.11 *Open space*

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

There is a good degree of tree and hedge coverage to the boundaries of this character area, and most units have some soft landscaping, including street trees, which helps soften the impact of these functional buildings. Some buildings have a small area of grass to their immediate setting. These are the areas invariably left after staggered buildings are taken up to the skewed road alignment (leaving small



triangular parcels of land) and also help to alleviate some of the relentless monotony of this type of development.

#### 2.9.12 *Biodiversity*

There is some provision for green space, and street trees are seen lining parts of the main routes through the industrial estate. There are strongly defined tree- and hedge-lined green corridors to all of the character area's boundaries.

#### 2.9.13 *Access and connectivity*

The nature of the uses within this character area, and the significant barrier of the River Test to the east, mean that this area is not considered to be well connected to its surroundings. However, there is a footpath leading to the lakes of Testwood and linking to the Test Way beyond.