

# Residential Areas of Special Character (RASC) Appraisals – Andover



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## 1. INTRODUCTION

### 1.1 Purpose

The purpose of this character area appraisal is to provide guidance to Council members, prospective planning applicants and development management staff to ensure that new development within the designated 'Residential Areas of Special Character' (RASCs) identified by Test Valley Borough Council (TVBC) is appropriate to its surroundings, helps to retain the character that gives each area its identity and accords with Policy E4 in the adopted TVBC Revised Local Plan Document 2011-2029 (TVBCLP).

### 1.2 Relationship to the Revised Local Plan

This report has been prepared to support Policy E4 in the adopted Revised Local Plan, in this case in the context of the Andover RASC;

#### **Policy E4: Residential Areas of Special Character**

Development<sup>1</sup> within residential areas of special character in Andover, Chilworth and Romsey identified on map 57 – 61 will be permitted provided that:

- a) The size of any proposed or original plot, when sub-divided, is not significantly smaller than those in the immediate vicinity; and
- b) The development's size, scale, layout, siting and detailed design are compatible with the character of within the Residential Area of Special Character.

## 2. METHODOLOGY

### 2.1 Approach

The application of Policy E4 requires both the existing plot sizes within the RASC (referred to under criterion a) and the detailed characteristics of existing development (referred to under criterion b) to be taken into consideration, requiring a detailed character appraisal of the area.

To achieve this the approach has been to utilise the methodology described by Hampshire County Council (HCC) in the Hampshire County integrated character assessment <http://www3.hants.gov.uk/landscape-and-heritage/hampshire-integrated-character-assessment.htm> which defines and maps a range of 32 generic Townscape Character Types and goes on to identify geographically unique character areas. This has been refined to carry out a more detailed level of assessment, considering an extended range of features for analysis which include the following elements.

#### **Neighbourhood**

- Character Type: as defined in the Hampshire Integrated Character Assessment where appropriate

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<sup>1</sup> Including extensions, alterations, sub-divisions and redevelopment

- Landform

### **Streets/Squares**

- Form: summary of reason for definition (ie: branched access points off rural lane)
- Trees
- Any other uses, type of development
- Access, connectivity: including route structure
- Spatial enclosure i.e. ratio of width to height, dimensions across the street between the faces of buildings against building/eaves height
- Special features, features which are particularly significant or distinctive within a character area and have a bearing on the strength of character e.g unusual architectural details, a clear geometric layout , an avenue of large trees
- Nodes/Landmarks/Views
- Parking

### **Plots**

- Relation to public realm
- Plot Characteristics: size, scale
- Building lines
- Position of building within plot (siting)
- Plot boundaries: walls, fences, hedges
- Planting
- Parking

### **Buildings**

- Scale, storey height
- Façade, roof form
- Materials: walls, roofs

### **Other Features**

## **2.2 Data Review**

Data used in the analysis included Ordnance Survey maps, aerial photographs and historic maps

## 2.3 Desktop analysis

Desktop analysis was principally undertaken using OS Master Map base maps, aerial photographs, historic maps and information on development density provided by TVBC.

Consideration was given to higher level attributes and characteristics including :

- Generic character type
- Position relative to wider topography
- Plot size and density
- General context and different land uses
- Relationship to route hierarchy and block pattern , route hierarchy was classified as;
  - arterial route
  - main road
  - side road
  - lane
  - culs-de-sac
  - other (e.g. gated estate)
- Relationship to main settlement
- Street place types
- Plot types
- Period of origin

The result of the desktop analysis enabled an initial breakdown of the wider RASC areas into smaller character areas and the partial completion of a tabular pro forma for each area summarising the higher level defining characteristics.

## 2.4 Field survey

The field survey involved a detailed appraisal of each draft character area on foot as perceived from the public realm. Photographs were taken to illustrate the character areas and accompany the written descriptions the viewpoints are marked for each character area with an arrow and the reference points numbered as follows;

For example 1A2 where 1 represents the study area (where relevant), A refers to the individual character area, 2 refers to the number of the photograph.

Those attributes which could not be covered through the desk top analysis were completed including (where relevant);

- Vegetation

- Frontage features and boundaries
- Surface materials
- Views and landmarks
- Parking
- Building heights
- Facades
- Building materials
- Architectural details
- Roof form
- Perceptual aspects (overall impression as viewed from the public realm)

Judgements were also made about the strength of character based on the range of features that define an area and the extent and consistency with which they were represented on the ground.

## 2.5 Characterisation and guidance

Guidance principles for each of the character areas were produced, identifying those key features to be retained, managed or enhanced.

## 3. CONTEXT

### 3.1 The appraisal area

The character areas covered by this appraisal work are shown in Figure 1 - Andover RASC Study Areas Context Map (p7)

This document is specific for the three RASC areas in Andover. The areas are shown at a larger scale on Figure 2 - Andover RASC Study Areas(p12). The first & second study areas have been subdivided into separate Character areas with an appraisal for each one with a summary description including a road name. Area 3 is small enough to serve as a single character area.

Area 1 – Character Areas 1A- 1F (p13)

Area 2 – Character Areas 2A – 2E (p39)

Area 3 – Character Area 3 (p59)

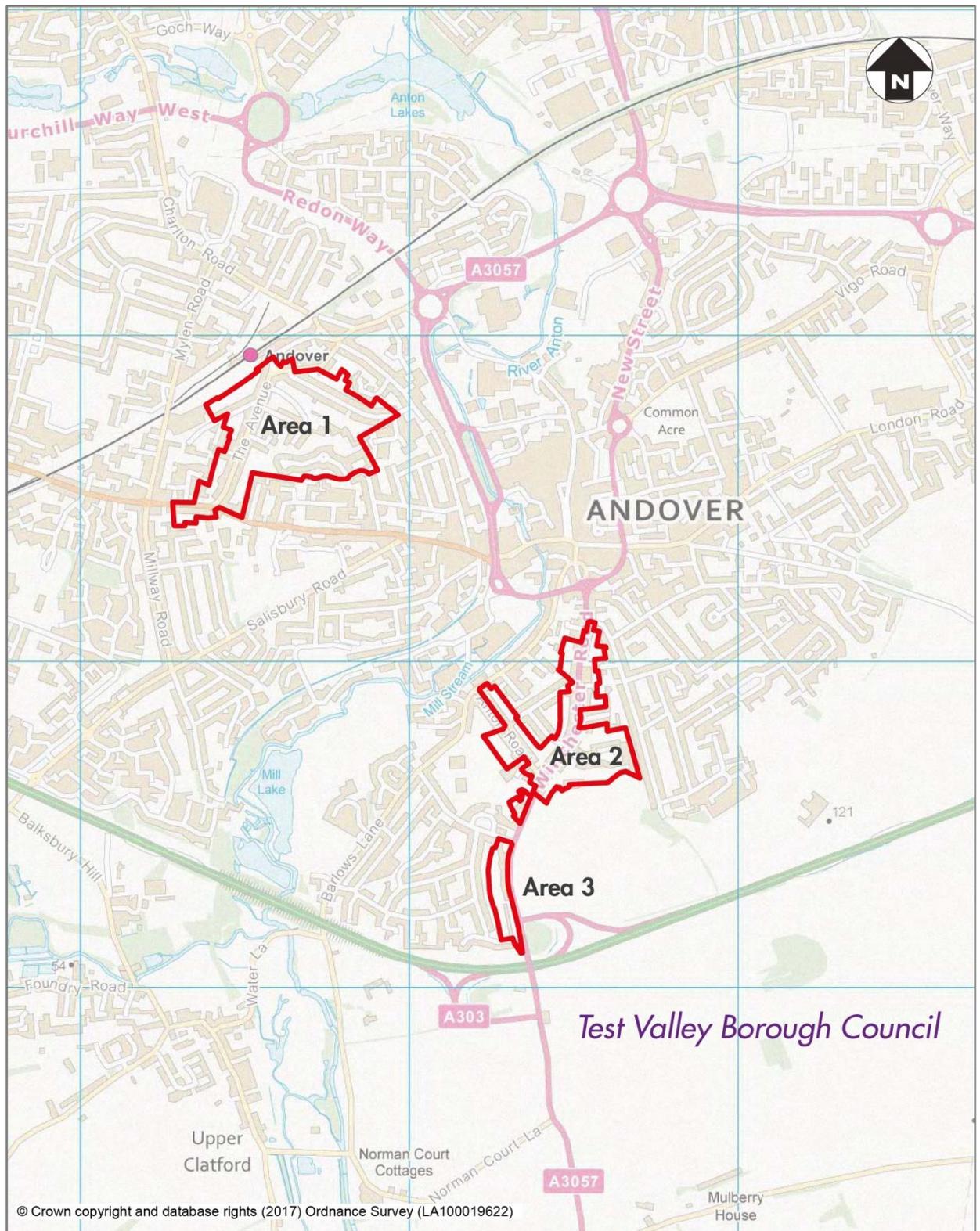


Figure 1 - Andover RASC Study Areas Context Map

### 3.2 Development history

The evolution of development in the areas studied can be traced through the historic OS maps and it is usually also reflected in the form of development as it relates to the route hierarchy of an area.

### 3.3 Character types and areas

The Andover RASC areas are included in Hampshire County Council’s integrated character assessment (HCC/ica). The table below identifies which generic townscape types the Andover RASC areas fall within. For more detail refer to the HCC/ica.

Andover character area	HCC/ica townscape type	HCC/ica townscape type description
1B;2A and 2B	7	Residential 1915–1945
1A,C,D,E,F; 2D, 2E; 3	8	Residential Post 1945–Present (Houses and Bungalows)
2C	Mostly 8, with a chunk of 5 and small areas of 3 and 7	8 and 7- see description above 3 Post Medieval Development 1600–1819 5 Residential 1870–1914 (Terraces, Semi-detached, Small Detached Houses)

The HCC/ica also identifies another level of assessment beneath their ‘townscape character types’. These are called ‘townscape character areas’. These are determined through analysis of a much wider set of townscape criterion than the townscape character types. These are different from and generally cast at a larger scale from the character areas identified within this report. The summary and key characteristics for the townscape character areas for Andover in the HCC/ica are set out below. This report’s character area 1 is contained within **AND03b** of the HCC/ica and this report’s character areas 2 and 3 are contained within **AND06b**. Although this provides useful background context, because the HCC character areas are designated at a larger scale, some of the description may not tally with this reports areas.

#### HCC integrated character assessment: AND03 Station environs and early suburbs

##### Character Summary

This area comprises the early residential extensions of the town centre with development beginning to infill roads laid out in the late-nineteenth century onwards with the arrival of the two railway stations in the town. The main station remains north of Junction Road (which linked the two stations). This older residential area is distinctive for its larger, medium- to fine-grain late-Victorian and Edwardian housing set in a grid of roads forming small to medium-sized blocks, and the survival of large houses set in generous grounds to the south side of Weyhill Road. The area has two sub-areas to reflect the periods of development. AND03b is of coarse- to medium-grain inter-war and immediate-post-war higher status residential suburbs.

##### Key Characteristics

Sub-area of AND03b; Weyhill Road and The Avenue environs

- Inter-war and immediate-post-war development at a coarse to medium grain
- Area rises steadily from the station in the north to Weyhill Road and continues to rise to Salisbury Road at its southern boundary
- Large regular plots, houses often set in generous grounds with large front and rear gardens
- Consistent building lines to roadside with houses set back in large gardens
- Red brick, render, and combinations of these, weatherboarding and mostly clay tile roofs
- Two- to two-and-a-half-storey houses (often using dormer to light rooms in the roofspace)
- Almost entirely residential; large single-family dwelling houses, main-line train station to northern boundary, Rookwood School and local government offices to Weyhill Road
- Tree-lined streets and mature trees to front and rear gardens softening boundaries and providing a green setting for houses
- The townscape around Bishop's Way, The Avenue, The Pines, Croye Cross and Whynot Lane have a particularly mature, well-treed character and a green feel to the roadside
- Good quality uncluttered public realm, wide roads with on-street parking in allocated bays, street trees, plentiful off-street parking
- Good access and connectivity throughout, including to the main-line rail network via Andover station on the northern boundary

### **HCC integrated character assessment: AND06 Andover post-war residential suburbs**

#### **Character Summary**

The immediate-post-war expansion of Andover occurred largely to the south and west of the town centre following the lines of some of the more historic routes to Winchester and Salisbury. The result is a large suburban hinterland of relatively recent growth (mostly since 1960) which has subsumed previously undeveloped open areas of countryside. Despite some diversity of layout and urban grain within this large character area, particularly the areas of 1980s expansion at a fine grain, these areas do not have sufficiently well-defined limits or such unique characteristics to warrant separate character areas. Seven sub-areas have, however, been defined where there are differences in the layout pattern and variety in grain or the level of influence of an older framework of historic

boundaries such as those to sub-areas AND06a, AND06b and to a lesser extent AND06c. Houses are mostly detached (some bungalows) and semi-detached.

### Key Characteristics

Sub-area of AND06b; Winchester Road and Bere Hill environs

- Mix of early-twentieth-century and inter-war housing, medium to medium/coarse grain with the finer grain of pre World War II dwellings along Old Winton Road, linear ribbon-like development
- Land rises steadily and sometimes sharply from the town centre in the north southwards; good and excellent views to be had to the town centre (particularly to the church tower)
- Good-sized regular plots to streets and roads
- Winchester Gardens and the adjoining section of Winchester Road (extending almost to the A303) have a looser grain and particularly treed character with generous front gardens and varied building line
- Building lines are mostly consistent within streets and roads with buildings set back in gardens
- Brick and tile, some tile hanging, clay tile or concrete interlocking tiles for roofs
- Mostly two-storey houses (terraced, semi-detached and detached) with some bungalows
- Residential throughout – generally medium-sized private dwelling houses
- Some mature trees to rear gardens but mostly ornamental trees to front and rear gardens, trees to historic field boundaries survive
- Wide roads with some grass verges and street trees, on-street parking and mix of boundaries, significant wirescape in places
- Good access and connectivity including footpaths to and around the edge of development

## 4. USING THIS REPORT

### 4.1 Guidance

Section 5 sets out the detailed appraisals for the RASC areas for Andover shown in Figure 2 (p12).

For each of the character areas a series of guidance principles have been produced based on the data from the site surveys. The guidance principles are intended to assist development management staff and prospective planning applicants ensure that new development serves to retain the character that gives each area its identity. With reference to criterion a) of the

**TVBCRLP policy E4** concerning Residential Areas of Special Character the ‘immediate vicinity’ referred to should be taken to include those plots within each individual character area. When proposals for subdivision of plots are made for example, the effect on all the other plots within the same character area should therefore be given particular consideration. The document does not of course obviate the need to treat each development proposal on its own merit.

In general terms the Andover Residential Areas of Special Character owe much of their character to low density housing with frequent presence of street trees and trees in front gardens, substantial properties set back from the road, occasionally behind tall hedges in well treed plots. This type of development of low density dwellings makes an important contribution to the character and appearance of the area. Policy E4 does not seek to restrict development however it seeks to retain the distinctive local character that makes the special character of Andover.

In this context proposals for higher density development have to be considered carefully to ensure that cumulative effects associated with an increase in domestic activity and vehicle movements will not be of a type of development that would be uncharacteristic of the area as this could result in an increase in noise, disturbance and loss of amenity and character. Further intensification of development would also apply pressure to those parts of the area served by roads and lanes without footways where road improvements or footway provision would result in the loss of grass verges and the further erosion of local character.

#### 4.2 **Description tables**

These tables identify the characteristics of each character area for a range of key criteria from neighbourhood level down to the design of buildings.

The purpose of the table is to provide a design code for the makeup of each character area which can be used to ensure that new development retains the character that gives each area its identity, in particular the table should be used to obtain the more detailed information required to implement the guidance principles identified.

### 5. Andover RASC Character Appraisal

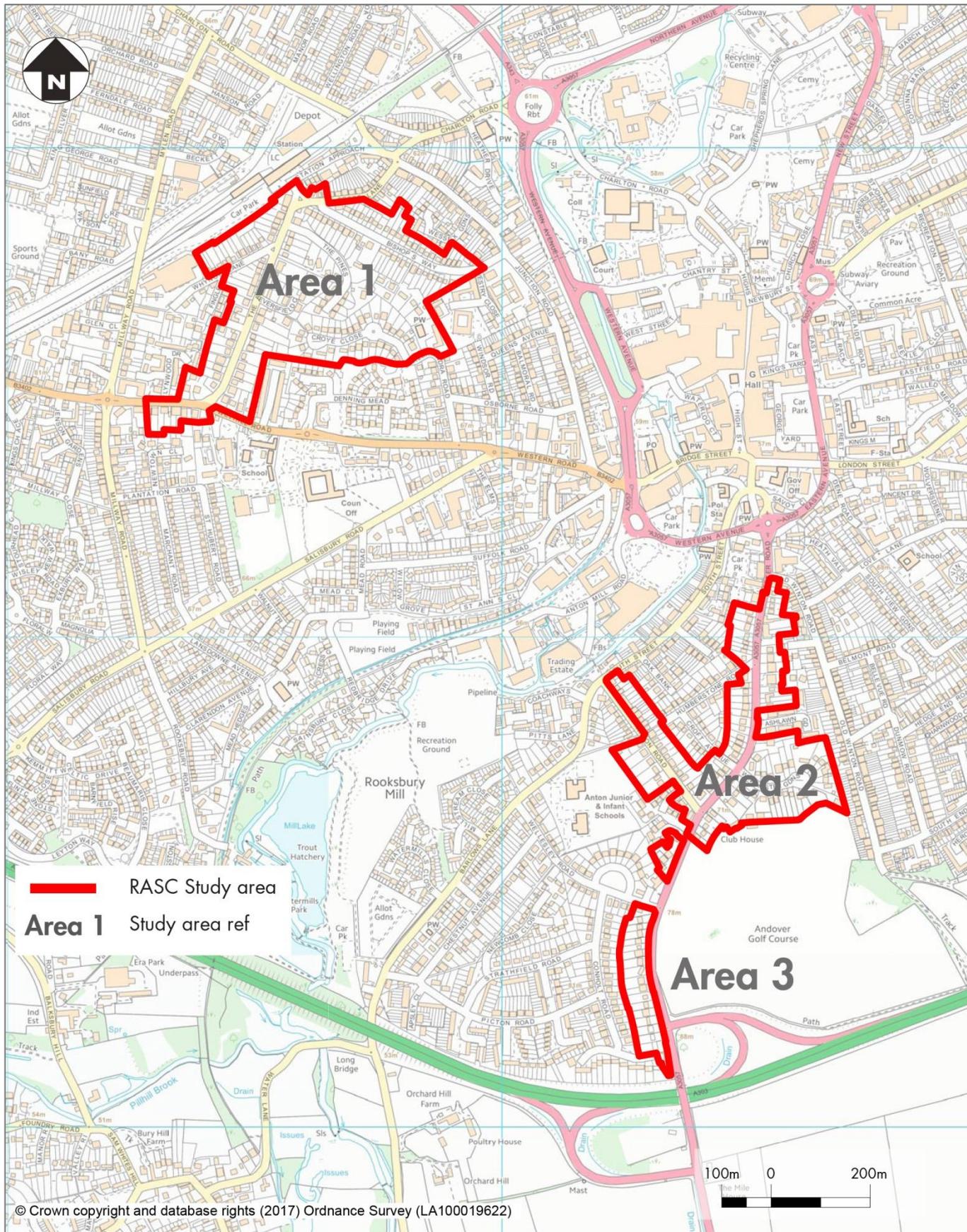


Figure 2 - Andover RASC Study Areas

### Andover Character Area 1

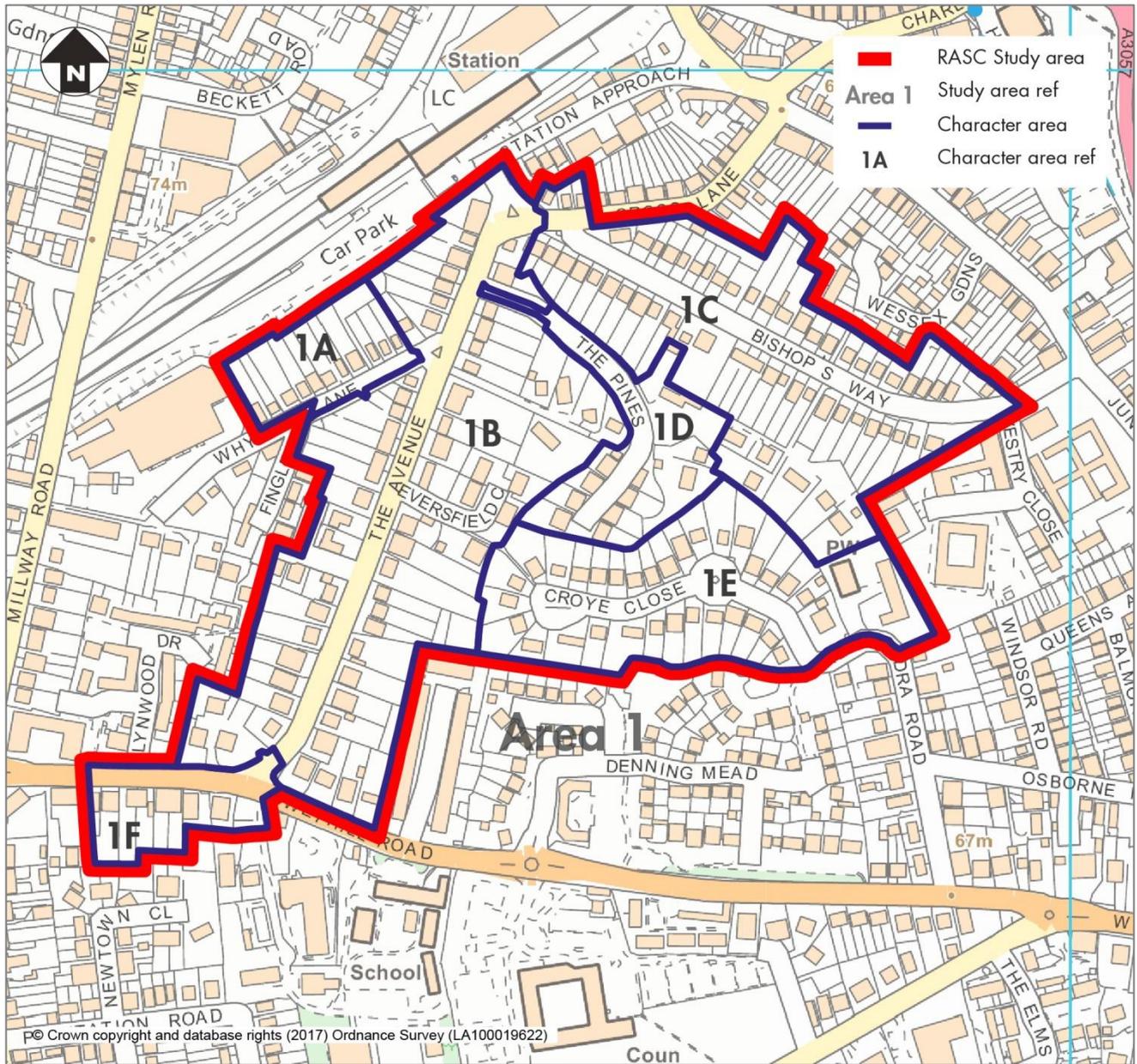
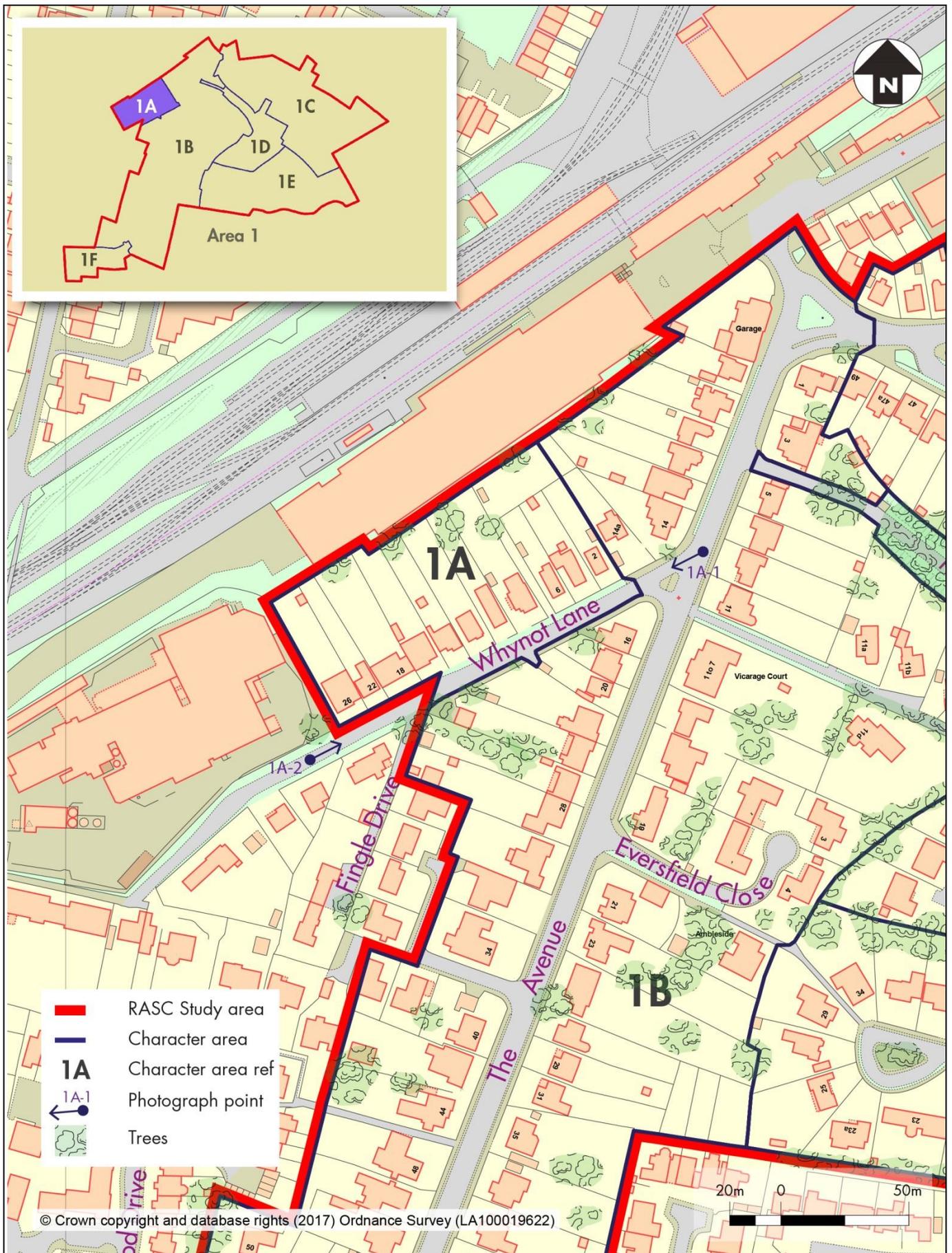


Figure 3 - Andover Area 1

<b>CHARACTER AREA: Andover 1A, Whynot Lane</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HCC/ica character type 03B. Weyhill Road and The Avenue environs- <i>Inter-war and immediate-post-war development at a coarse to medium grain</i> Straight street, with detached houses or bungalows along north side only. Condition: Good
<b>Landform</b>	Sloping down toward the east
<b>STREETS/SQUARES</b>	
<b>Form</b>	Cul-de-sac , which is an unmade private road, off a main road (The Avenue)
<b>Trees</b>	None in the public realm
<b>Non-residential uses, type of development</b>	None
<b>Access, connectivity</b>	Close to Andover town centre and well connected, with a public footpath linking to Millway Road to the west.
<b>Spatial enclosure</b>	>5:1 but sense of enclosure mostly increased by mature trees and high hedges along the south side (outside of the character area).
<b>Special features</b>	Large factory building (Rank Hovis) beyond the western end of the area.
<b>Nodes/Landmarks/Views</b>	Traffic island at lane entrance, from where there are views to the factory, becoming increasingly dominant towards the western end of the lane.
<b>Parking</b>	On street and on individual plot
<b>PLOTS</b>	
<b>Relation to public realm</b>	Clear views of all houses
<b>Plot characteristics</b>	Average plot size 0.06ha
<b>Building lines</b>	Regular
<b>Position of building within plot, siting</b>	Moderately shallow setbacks, front on, dwellings occupying most of the plot width
<b>Plot boundaries</b>	Mixture of low red brick walls, sometimes with railings and timber picket or close boarded fences
<b>Planting</b>	Limited ornamental shrub planting with a single birch tree (see also 'other features' below)
<b>Parking</b>	On street and within front part of plots
<b>BUILDINGS</b>	
<b>Period/type</b>	Inter war
<b>Storey height, scale</b>	1, 1.5 and 2 floors
<b>Façade/roof form</b>	Generally regular facades, dormers/gables/half hipped. One eyebrow window to end bungalow
<b>Facing materials</b>	Brick walls, occasional tile hanging and half of houses with cream painted rendered upper stories, mostly with with gable highlights; reddish-brown tiled roofs
<b>OTHER FEATURES</b>	
<p><b>Strength of character: moderate.</b></p> <p>A strong building line and common form and appearance of buildings in eastern half of area, but inconsistent boundary and front garden treatment. The lane is single –sided so there are no houses on the south side to re-enforce character. There are however, tall boundary hedges and some mature large trees along the south side (outside of the character area). Refer also to guidance section for area 1B below.</p>	
<b>GUIDANCE</b>	
<ul style="list-style-type: none"> <li>• Seek replacement of all timber frontage boundary fences with low red brick walls.</li> <li>• Avoid major side extensions which prevent the appreciation of house separation from the public realm.</li> </ul>	



CHARACTER AREA MAP: 1A



Figure 1A -1 Looking south west into the area from The Avenue



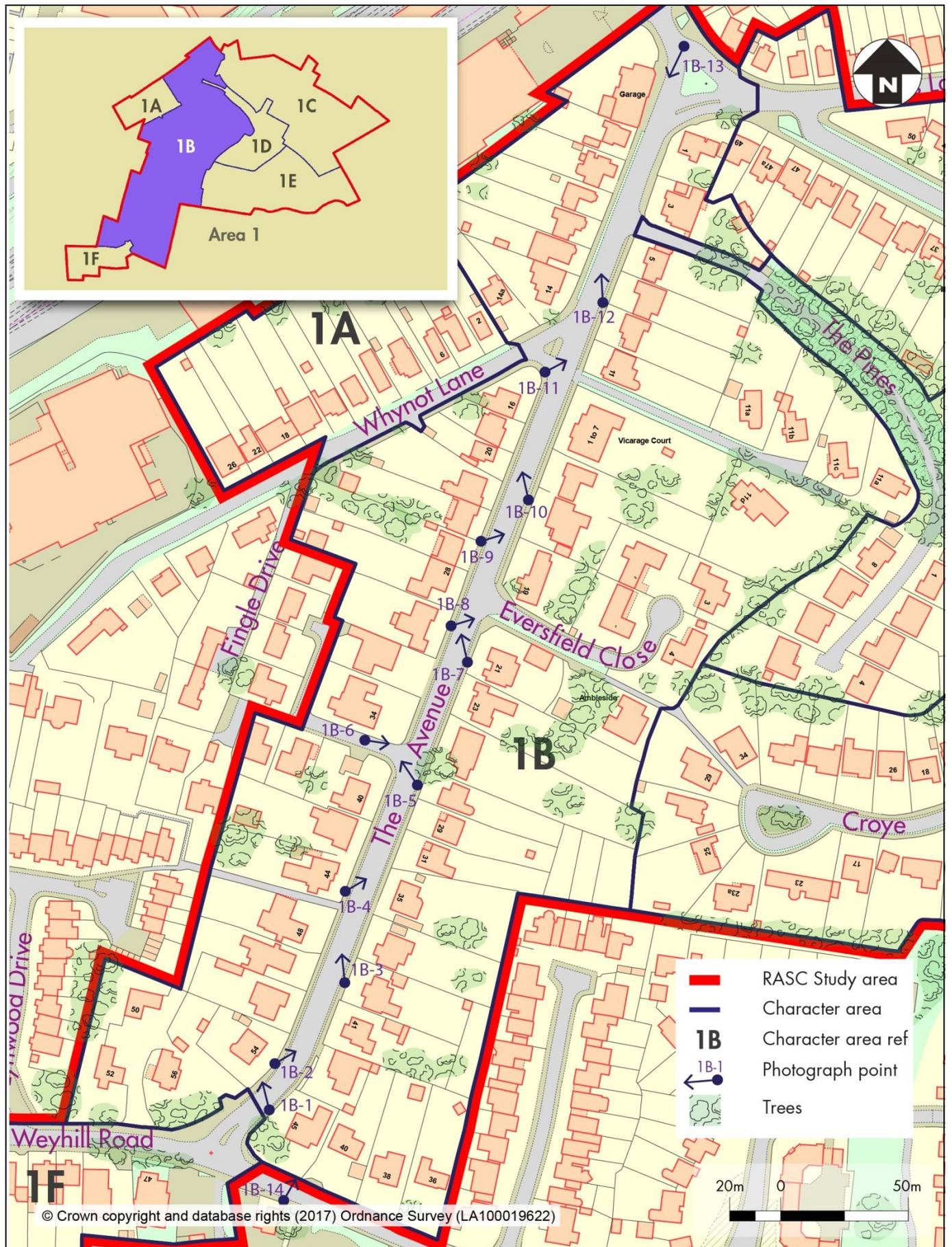
Figure 1A -2 View north-east of the western half of the area showing distinctive eyebrow dormer window in the foreground

PHOTOGRAPHS

<b>CHARACTER AREA: Andover 1B, The Avenue &amp; Eversfield Close</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HCC/ica character type 03B. Weyhill Road and The Avenue environs- <i>Inter-war and immediate-post-war development at a coarse to medium grain</i> Mainly straight road, lined with large residential plots, nearly all detached plots. Three closes run off it. Condition: Good
<b>Landform</b>	Land falls gradually to the north.
<b>STREETS/SQUARES</b>	
<b>Form</b>	Straight tree-lined residential road. Two small closes and a private residential road, run off the road. Traffic calming chicanes. Area runs past junction with Weyhill Road, an arterial route.
<b>Trees</b>	Pollarded lime trees, set into grass verges. Some only stumps. Several fastigate field maples at north end.
<b>Non-residential uses, type of development</b>	At the far northern end, at the junction with Station Approach. One building used for a motorcycle repair shop and a car dealership
<b>Access, connectivity</b>	About 0.3 km from the town centre
<b>Spatial enclosure</b>	>4:1. Sense of enclosure heightened by street trees and tall hedges at some locations
<b>Special features</b>	Strong 'avenue' character of regularly spaced trees of similar size, albeit heavily pollarded
<b>Nodes/Landmarks/Views</b>	A straight road with distant views to the north to distant downs. North end terminates in a node adjacent to the railway station
<b>Parking</b>	Parking: restricted parking in bays at intervals
<b>PLOTS</b>	
<b>Relation to public realm</b>	Generally boundary hedges/fences or planting are not high enough to screen buildings. There are 4 or 5 plots where tall hedges work to isolate buildings. Plots lying at south end at Weyhill junction, have solid planting screens.
<b>Plot characteristics</b>	Average plot size is 0.08ha. Bulk of plots have an area of 0.1ha or slightly less. Two plots of 0.2Ha. In some of the larger plots there has been back-land development, forming sub-areas of small closes
<b>Building lines</b>	Building line: All buildings set parallel and square to the road
<b>Position of building within plot, siting</b>	Building line set at approximately ¼ of plot depth. Buildings with garages and extensions fill most of the plot widths.
<b>Plot boundaries</b>	Boundaries are frequently low brick walls, timber fencing and hedges/planting and often a range of combinations of these.
<b>Planting</b>	All gardens have at least some planting. Some of the larger plots at the south end contain good levels of planting and some on-site trees.
<b>Parking</b>	All the plots have parking within the curtilage. Frequently with the smaller plots a large percentage of the front garden has been paved.
<b>BUILDINGS</b>	
<b>Period/type</b>	Earliest buildings from 1900, the bulk are pre-war, with some more recent in-fill. Majority are detached with two semis
<b>Storey height, scale</b>	Two storey, 2 1/2 and some bungalows
<b>Façade/roof form</b>	Generally irregular facades, dormers/gables/hipped/half hipped
<b>Facing materials</b>	Brick walls, occasional black and white timbered and rendered upper stories or gable highlights; tiled roofs
<b>OTHER FEATURES</b>	
<p><b>Strength of character: strong.</b></p> <p>The regular and almost continuous spacing of trees down the area's length, coupled with a fairly constant level of on-plot planting give this street a generally consistent, recognisable and strong character. Many of the houses have a similarity of style and materials which helps to reinforce the character.</p>	

#### GUIDANCE

- The street trees, mostly limes and planes, can become very large and require heavy pollarding. Whilst the temporal cycle of growth , pollarding and re-growth is part of the character of the area, should the maintenance become onerous then a tree replacement programme could be considered, specifying a lime cultivar with a tighter head, or medium sized trees such as alders or field maples.
- The spread of hard surfaces in front gardens reduces planting very noticeably in the smaller plots and this should be discouraged.
- Maintain the hedge and tree frontage treatment along the south side of Whynot Lane as this contributes positively to the character of area 1A.



CHARACTER AREA MAP: 1B



Figure 1B-1 Looking north at north southern end of area with pollarded plane trees



Figure 1B-2 View north east. Showing houses featuring tile hanging to the bays



Figure 1B-3 View north



Figure 1B-4 Looking north east showing mature trees



Figure 1B-5 View north west towards bungalows at junction of Avenue Close and The Avenue



Figure 1B-6 Looking east towards the centre of the area. The house ion the centre has an attractive arched timber porch detail. The view also shows mature beech and pollarded limes

PHOTOGRAPHS



Figure 1B-7 Looking north towards a terrace of houses along the western side to the street showing pollarded planes lining the road



Figure 1B-8 View north east towards junction with Eversfield Close



Figure 1B-9 Looking north east



Figure 1B-10 View north towards number 18 (white painted render), one of a group of three houses with gable ends fronting onto the street



Figure 1B-11 View north east from junction with Whynot Lane with pollarded trees and large mature trees in the background breaking the skyline



Figure 1B-12 Looking north. Note two of a group of distinctive fastigiated (upright habit) field maples (*Acer campestre* William Caldwell)

PHOTOGRAPHS



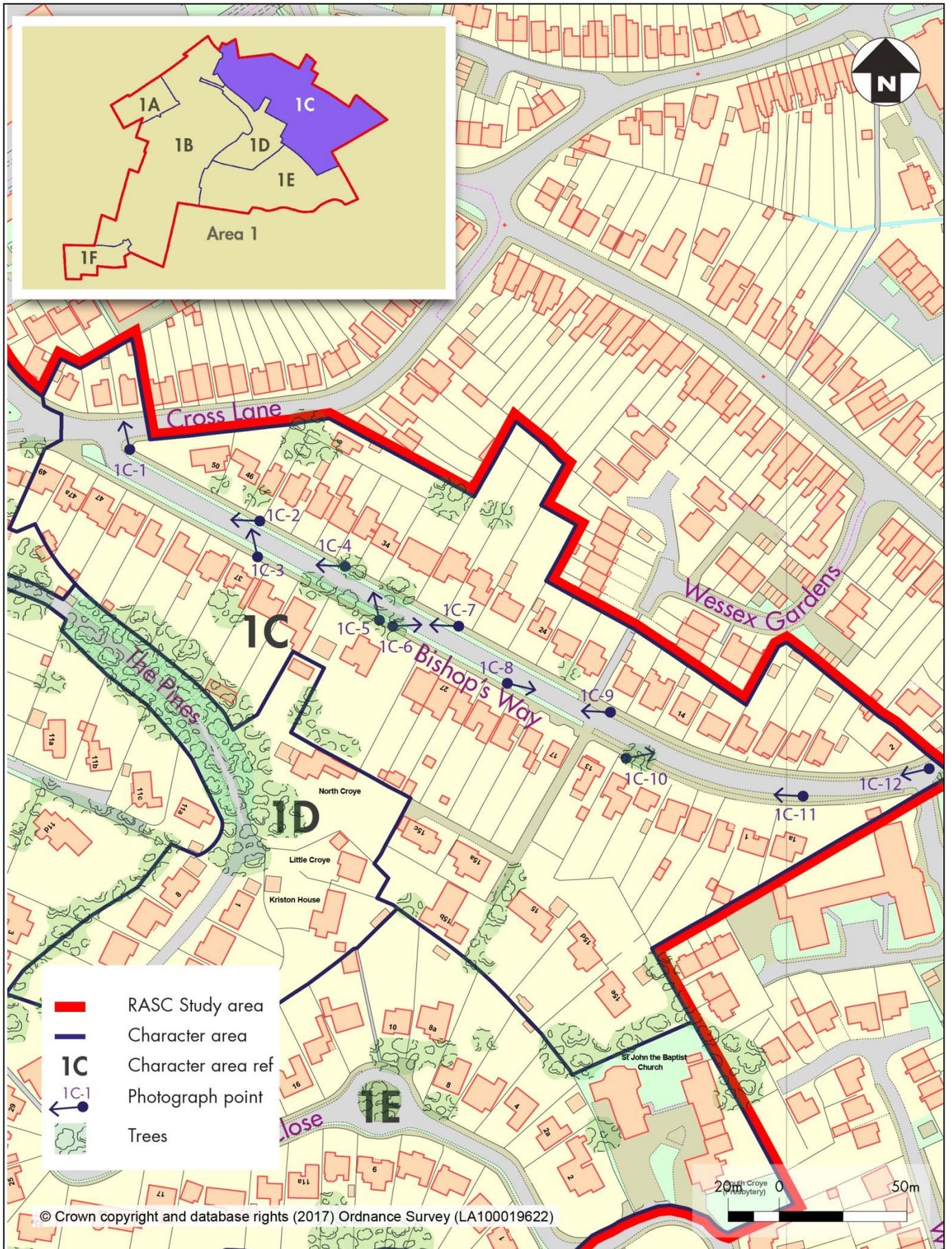
Figure 1B -13 View south west towards the two and a half storey white painted brick corner building



Figure 1B -14 View north from Weyhill Road towards houses along the south east corner of this area

PHOTOGRAPHS

<b>CHARACTER AREA: Andover 1C, Bishop's Way</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HCC/ica character type 03B. Weyhill Road and The Avenue environs- <i>Inter-war and immediate-post-war development at a coarse to medium grain</i> Residential detached houses in good sized plots. Condition: good
<b>Landform</b>	Land rises on the south side of the road and falls to the north.
<b>STREETS/SQUARES</b>	
<b>Form</b>	Residential road, lined with detached properties. Short, private cul-de- sac in south eastern section of the area
<b>Trees</b>	Excellent mature native species, (hornbeam, whitebeam and birch) mixed with more recent planting. Trees set in grass verge along the road, making a very sylvan character
<b>Non-residential uses, type of development</b>	None
<b>Access, connectivity</b>	About 0.3 km from the town centre
<b>Spatial enclosure</b>	>4:1
<b>Special features</b>	Good tree lined street with grass verges and footpaths and distinctive topography.
<b>Nodes/Landmarks/Views</b>	Curve of the road and upward gradient, restrict views along its length.
<b>Parking</b>	Bays with restricted parking set at intervals along the street
<b>PLOTS</b>	
<b>Relation to public realm</b>	Plot boundaries are either low enough or transparent enough to allow public/private space to connect and there are clear views of almost all the houses.
<b>Plot characteristics</b>	Average plot size 0.06Ha. One large plot of 0.2Ha
<b>Building lines</b>	Building line : All buildings are set parallel to the road or stepped
<b>Position of building within plot, siting</b>	Groups of buildings set to consistent building lines, generally 1/4 into the site, or 1/3 in the case of the shorter plots. In all but a few cases dwellings fill the plot width.
<b>Plot boundaries</b>	Boundaries consist of low brick walls, fences, hedges and planting. Frequently a combination of these elements.
<b>Planting</b>	All gardens have some planting, some well planted with good hedges. Tree planting limited to a few plots, but often good specimens.
<b>Parking</b>	Curtilage parking available. Some gardens extensively paved.
<b>BUILDINGS</b>	
<b>Period/type</b>	Most buildings date from 1910 to pre-second world war period with in-filling of part of northern side dating from 1950's and on the east side of the cul-de-sac post 1986.
<b>Storey height, scale</b>	Nearly all 2.0 floors, some bungalows and some of 1 & 1/2 floors. Two pairs of semis form the largest buildings, being arranged with the longest dimension parallel to the road
<b>Façade/roof form</b>	Half hipped or hipped, many gabled, a few with dormers. Predominantly tiled roofs.
<b>Facing materials</b>	Largely of brick, some painted render, a percentage with timber detailing
<b>OTHER FEATURES</b>	
<b>Strength of character: strong</b> The lines of street trees, generous verge and distinctive topography give a strong character to the area. Many of the houses are of the same era and display a unifying similarity of style and features. A reasonable level of planting in front gardens makes a useful contribution to the street scene. The limited on-street parking, coupled with some screening of curtilage parking prevents parked cars becoming over-dominant in the street scene.	
<b>GUIDANCE</b>	
<ul style="list-style-type: none"> <li>• The street trees need to be protected with succession planting added.</li> <li>• Further paving of front gardens should be discouraged.</li> <li>• Small size of the majority of the plots usually prohibits any 'densification', but this process should be guarded against. For example the large 0.2 ha plot, together with its two mature cedars, provides a pleasing focal point and break, half way along the street in the continuous frontages.</li> </ul>	



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**CHARACTER AREA MAP: 1C**



Figure 1C-1 View north west towards the far north western tip of the area from the junction of Bishop's way and Cross Lane



Figure 1C-2 Looking west towards houses on the south side at the western entrance to Bishop's Way showing a number of mature trees



Figure 1C-3 Looking north west towards properties along the north side at the western entrance to Bishop's Way. The fall away from the road towards the houses leads to the buildings on the north side being less dominant in the streetscene



Figure 1C-4 View west towards numbers 35,37 and beyond. Note the half-timbered detailing to the gable façade apex, which is a feature of a number of houses in this area. Mature trees towards the rear of the plots break the skyline above the roof tops



Figure 1C-5 Looking north. Note the two contrasting, but distinctive porch details. That of number 34, to the right with its simple brick arch over a recessed porch with matching rose window is particularly attractive. Note also the street trees on each side of the street



Figure 1C-6 View east towards houses on the north side of the middle section of Bishop's Way showing several of the street trees. The land continues to slope down towards these houses from the road

## PHOTOGRAPHS



Figure 2C-7 Looking west towards houses on the south side of the street in the central section of Bishop's Way with the two mature Cedar trees and series of semi-mature silver birch



Figure 2C-8 Looking east towards properties on north side of Bishop's Way as it starts to curve north showing two mature silver birches



Figure 2C-9 A particularly attractive section of street dominated by the imposing elevated houses along the south side, complemented by the mature street trees. A sequence of five houses have prominent gable ends facing the street, several with distinctive bow windows



Figure 2C-10 Looking east. Note to the right of the view the pre-war houses on the north side of the street. These have gabled fronts, bay windows, ornate bargeboards. Most also have stonework/brickwork quins. The sequence starts with number 10, the rendered white painted house



Figure 2C-11 View west towards some of the first houses on the south side on the Junction Road. The retaining wall and raised front gardens bring pedestrians into closer contact with a range of flowering shrub plants and groups that are smaller and more intricate than where gardens are defined by a hedge or wall

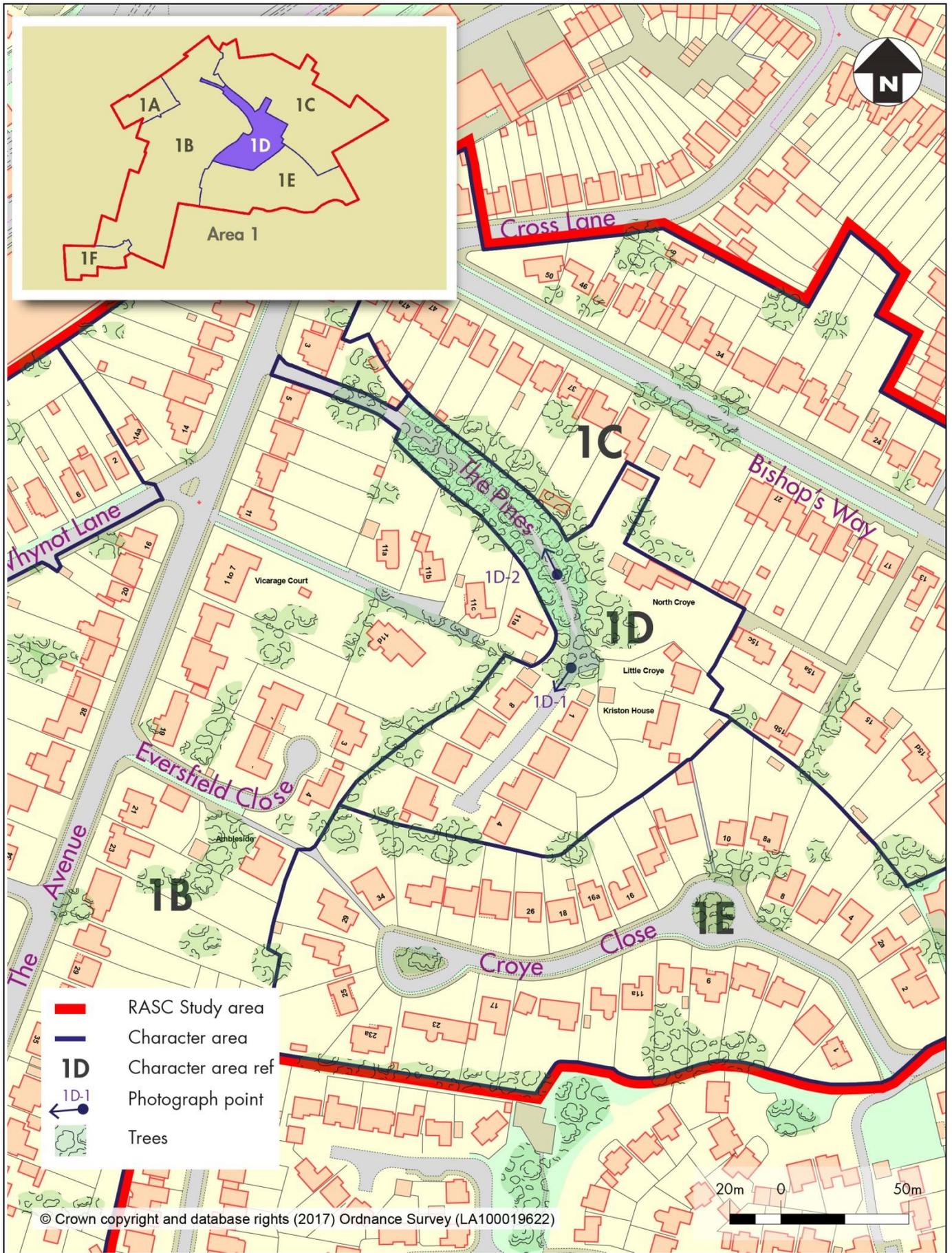


Figure 2C-12 Looking west at number 2, which is turned to face traffic entering the street from the Junction Road end

## PHOTOGRAPHS

<b>CHARACTER AREA: Andover 1D, The Pines</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HCC/ica character type N/A Good sized detached properties in two distinct periods and sub-characters Condition: very good
<b>Landform</b>	Gently sloping to north, becoming steeper to north side of road
<b>STREETS/SQUARES</b>	
<b>Form</b>	Curved cul-de-sac accessed from main road (The Avenue). Houses all grouped along eastern half
<b>Trees</b>	None
<b>Non-residential uses, type of development</b>	None
<b>Access, connectivity</b>	The long section of the access without frontages on the western half is a private road. Close to Andover town centre but lacking any pedestrian link from the end of the road to other streets
<b>Spatial enclosure</b>	The access road section without frontages to the west is very tightly enclosed by trees. The 1980's development has good enclosure at 4:1
<b>Nodes/Landmarks/Views</b>	The group of larger plots at a curve in the street provides a subtle nodal point between the contrasting sections of the area either side
<b>Parking</b>	No
<b>PLOTS</b>	
<b>Relation to public realm</b>	Mostly clear views of houses, either through railings or over hedges (of varying heights)
<b>Plot characteristics</b>	Large dichotomy between the two large older plots (0.16 and 0.26ha respectively) and the main 1980's development plots (ranging from 0.04 to 0.06ha). The latter are wide with houses arranged parallel to the road
<b>Building lines</b>	Irregular for older plots, and regular and staggered on the curve towards southern end in the 1980's development
<b>Position of building within plot, siting</b>	The 1980's development has relatively shallow setbacks. Elsewhere the units are sited towards the rear of the plot
<b>Plot boundaries</b>	The 1980's development has open plan front gardens
<b>Planting</b>	Planting in most front gardens and mature trees within larger plots.
<b>Parking</b>	Within plot frontage for 1980's houses at southern end, elsewhere within plot
<b>BUILDINGS</b>	
<b>Period/type</b>	Kirsten House and North Croye are thought to be immediately pre and post-war with the balance of the houses being 1980's or later.
<b>Storey height, scale</b>	2 floors
<b>Façade/roof form</b>	Central section- irregular facades, hipped; southern section (1980's development)- regular facades, dormers
<b>Facing materials</b>	Brick, timber white painted render and tile hanging with tiled or slate roofs
<b>OTHER FEATURES</b>	
<p><b>Strength of character: strong.</b> Despite and partly because of the variety of characters within the three distinct parts of the character area, wooded access drive, central larger plots with irregular forms and the regimented and regular development at the southern end the whole has a very distinctive feel.</p>	
<b>GUIDANCE</b>	

- Maintain the vegetated and wooded entrance drive and especially the holm oak and other of the mature individual specimens at the eastern end of this section of the area.
- Encourage, as existing trees need replacement, the planting of new pine trees. Despite the name there are hardly any here.
- Resist further subdivision of the larger plots



CHARACTER AREA MAP: 1D



Figure 1D -1 Looking south west towards a 1980's development of detached houses, all arranged with their long dimension parallel to the street



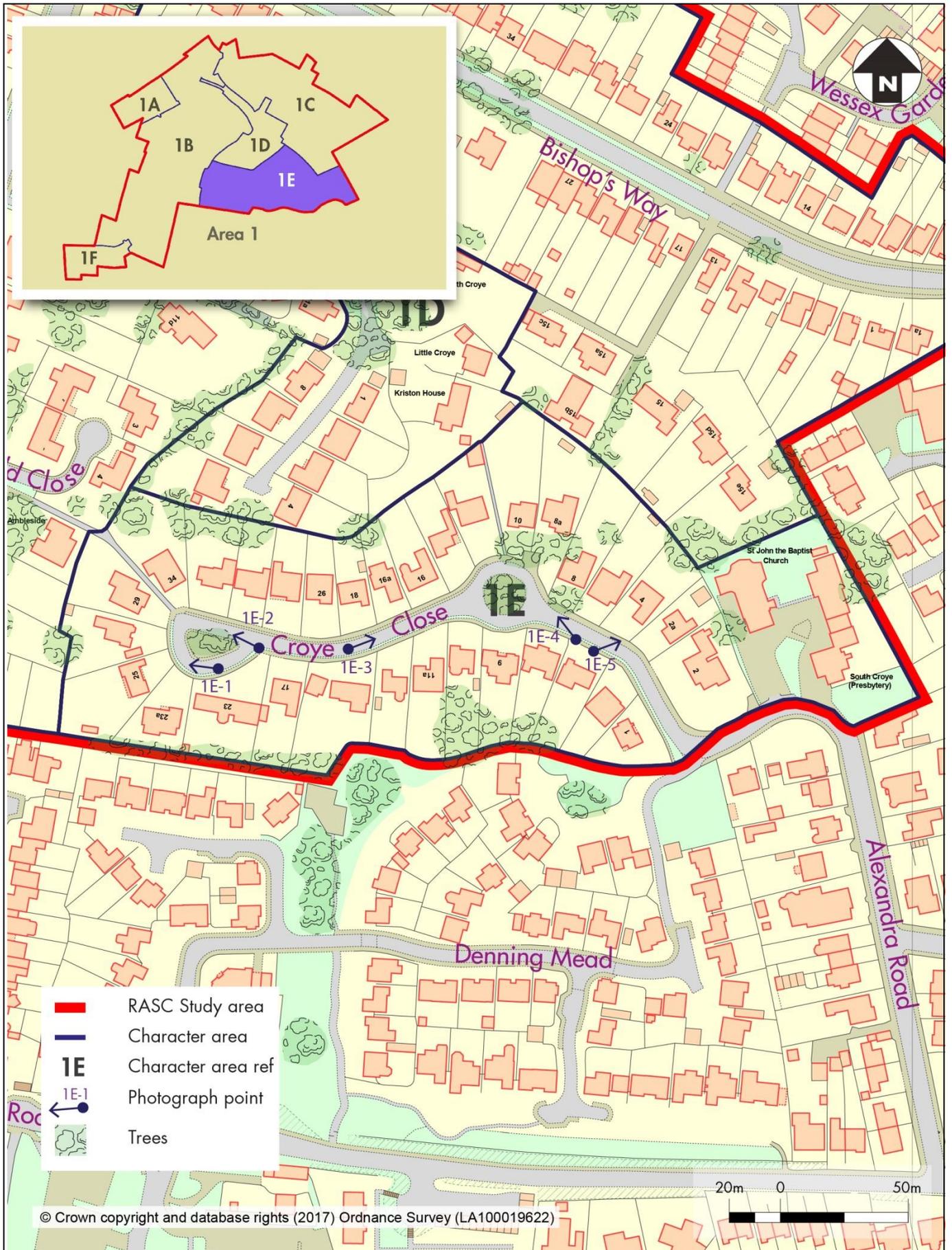
Figure 1D -2 View north west showing the wooded approach to the main part of this area. To the right of the photo is one of three houses, each set well back from the road. These are either significantly older or younger than the main development

PHOTOGRAPHS

<b>CHARACTER AREA: Andover 1E, Croye Close</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HICA character type 3b. Weyhill Road and The Avenue environs <i>Inter-war and immediate-post-war development at a coarse to medium grain.</i> Residential detached houses in reasonable sized plots. Condition: Good
<b>Landform</b>	At the west end of the cul-de-sac, the land slopes down on the north side.
<b>STREETS/SQUARES</b>	
<b>Form</b>	Long curving residential cul-de-sac
<b>Trees</b>	All tree planting is on plot, with the exception of one street tree and trees on the intermediate and end island.
<b>Non-residential uses, type of development</b>	St John the Baptist catholic church at the eastern end
<b>Access, connectivity</b>	About 0.5 km from the town centre. There is a footpath from the western end linking through to 'The Avenue'
<b>Spatial enclosure</b>	>4:1
<b>Special features</b>	The modern church building is set too far back to be a very significant feature from the public realm, however 'South Croye' provides a distinctive marker feature (refer to Figure 1E -6 below). Two heavily vegetated traffic islands
<b>Nodes/Landmarks/Views</b>	Intermediate island and end island form minor landmarks
<b>Parking</b>	Street parking for most of the length.
<b>PLOTS</b>	
<b>Relation to public realm</b>	Plot boundaries are generally low and houses visually well connected with cul-de-sac. Houses form the immediate visual horizon. Buildings set well back into plots, giving a generous sense of space along cul-de-sac.
<b>Plot characteristics</b>	Average plot size 0.08ha, but there are a significant number of plots at each end of the scale, with six at 0.1 to 0.2 and nine between 0.03 and 0.05ha
<b>Building lines</b>	Building line parallel to the road or stepped to negotiate the curves. In one case there is a garage extension in front of building.
<b>Position of building within plot, siting</b>	Building line about 1/4 to 1/3 of plot depth. Buildings, extensions & garage generally fill widths of the plots.
<b>Plot boundaries</b>	Boundaries usually low brick walls, low timber fencing or these combined with low planting. General impression is of openness.
<b>Planting</b>	All gardens have at least an element of planting. One or two hedges are high enough to provide screening, but this is rare. Some tree planting within front gardens.
<b>Parking</b>	Curtilage parking available for all houses. A few plots have been extensively paved to accommodate parked cars
<b>BUILDINGS</b>	
<b>Period/type</b>	Buildings date from the immediate post-war period with in-filling from later periods.
<b>Storey height, scale</b>	2.0 floors
<b>Façade/roof form</b>	Half hipped or hipped, a few with dormers.
<b>Facing materials</b>	All of brick, some with painted render.
<b>OTHER FEATURES</b>	
<p><b>Strength of character: moderate to strong.</b></p> <p>An unusually long cul-de-sac, partially laid out in the 1930's, in the grounds of what was a land-locked site. The visual character derives from the road layout, densely vegetated roundabouts and the solid visual horizon presented by the houses. These factors make for a robust visual character. The tree-planted islands and the curves sub-divide the length. The existing vegetation on the plots makes a minor contribution to the street scene. Many houses of the 1950's in a simple style, hipped tile roofs and of redbrick/ painted render and unadorned.</p>	

#### GUIDANCE

- The character of this section of the road is largely dependent on existing vegetation which should therefore be retained and actively managed.
- Any 'densification' brought about by sub-dividing plots or by rear development should be avoided.
- Discourage loss of existing desirable simplicity of 1950's houses, through superfluous detailing.



- █ RASC Study area
- █ Character area
- 1E** Character area ref
- ←● 1E-1 Photograph point
- Trees

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**CHARACTER AREA MAP: 1E**



Figure 1E-1 View looking south-east from behind the north-west corner (note also c to 1 E-2 which relates)



Figure 1E-2 Looking north-east. The well vegetated traffic island to the left of the view lends an especially leafy character to this section of the street



Figure 1E-3 View north east to centre of the area, showing a second heavily vegetated roundabout, this being dominated by a mature cypress tree



Figure 1E-4 View north west towards the area showing the east side of the roundabout and the concentration of trees in this section



Figure 1E-5 Looking east towards the eastern end of the area



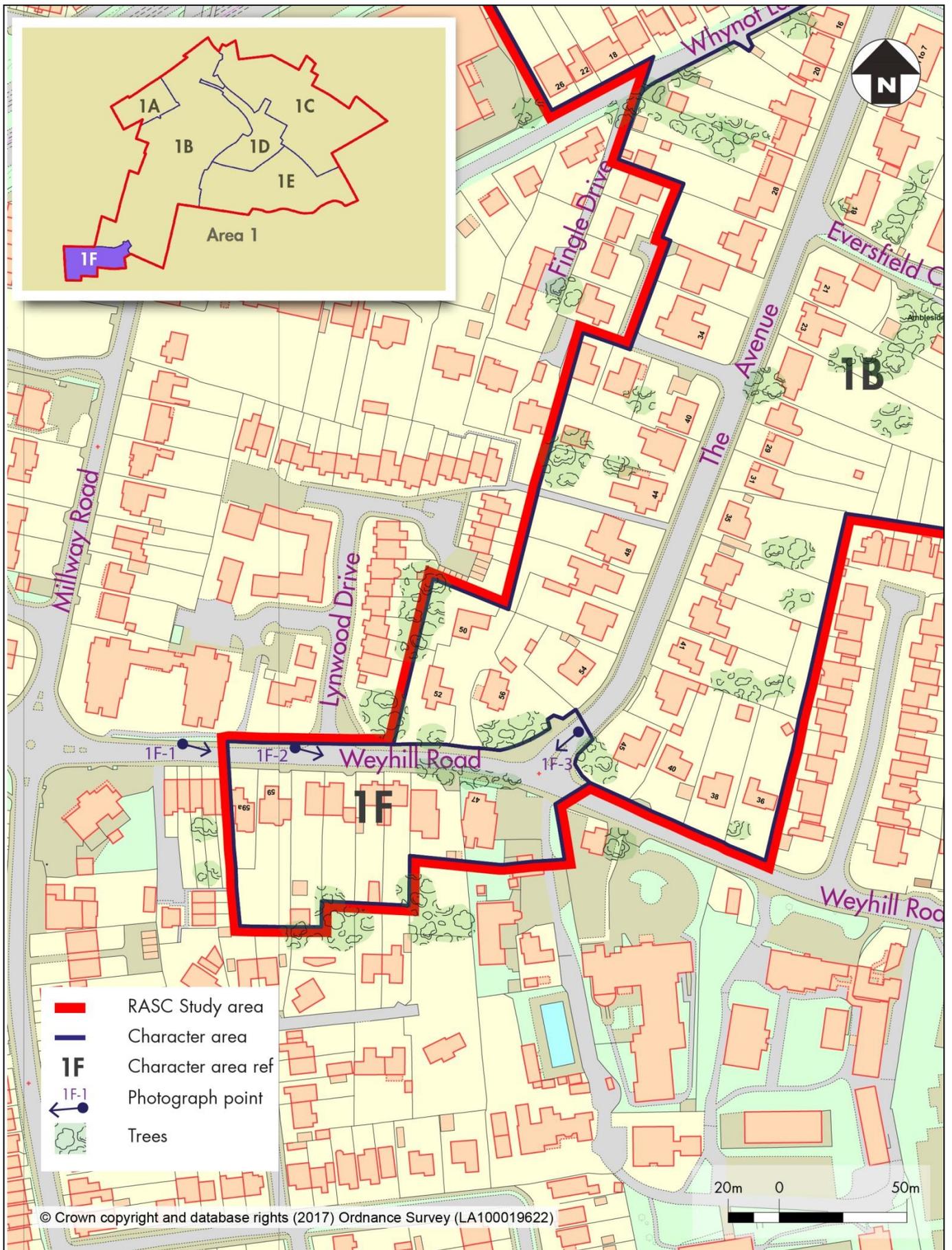
Figure 1E-6 View from north west from beyond the south-eastern end of the area. Note the distinct Dutch barn roof of this building, 'South Croye'. The central section, adorned by a gable façade turned towards the street, with its cream painted render, forms a distinctive and attractive gateway feature to the area

PHOTOGRAPHS

<b>CHARACTER AREA: Andover 1F, Weyhill Road south side</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	03b. Weyhill Road and The Avenue environs <i>Inter-war and immediate-post-war development at a coarse to medium grain</i> Arterial road lined on south side, (this area only covers southern side of the road) with a range of older properties of varying character. Some large plots with a detached house. Half are semi-detached. Condition; moderate
<b>Landform</b>	Land falls to the east.
<b>STREETS/SQUARES</b>	
<b>Form</b>	A straight length of arterial road. Trees and/or hedges and shrubs screen about half the properties. Variety of building forms
<b>Trees</b>	No trees
<b>Non-residential uses, type of development</b>	None
<b>Access, connectivity</b>	About 1.0 km from the town centre. Weyhill Road is a major east-west route to the town centre.
<b>Spatial enclosure</b>	>4:1
<b>Special features</b>	None
<b>Nodes/Landmarks/Views</b>	None
<b>Parking</b>	No parking on the road
<b>PLOTS</b>	
<b>Relation to public realm</b>	Connectivity to road varies. Some of the properties are well hidden by mature trees and shrub and hedge planting, about half are clearly visible over a low brick wall.
<b>Plot characteristics</b>	The three largest plots are from 0.08 to 0.13Ha. The four smallest range from 0.04-0.06ha. What was originally the largest plot has now become one of the smallest due to back land development.
<b>Building lines</b>	Building line: all the buildings are parallel and square to the road, but the line is not even
<b>Position of building within plot, siting</b>	The smallest houses face onto the road. The houses on the two largest plots face to the side
<b>Plot boundaries</b>	Boundaries vary from solid belts of trees and shrub/hedges to low brick walls.
<b>Planting</b>	Planting is limited in the instances of the smaller plots, where the front gardens have been extensively paved. Two of the plots contain fine mature native trees which make a very notable contribution to the character of the area.
<b>Parking</b>	All the plots have curtilage parking. Several of the sites have been entirely or extensively paved at the front to allow for on-site parking.
<b>BUILDINGS</b>	
<b>Period/type</b>	Earliest buildings dated from the 1870's. All the buildings, bar one much later infill are Victorian in a range of varying styles.
<b>Storey height, scale</b>	Two storey. One large house divided into flats. The older buildings are well-sized Victorian semi-detached or detached houses. The one more recent infill house is much less generously proportioned.
<b>Façade/roof form</b>	Hipped roofs frequently with gables
<b>Facing materials</b>	Largely of red brick or buff stone, two of white painted stucco, one with stone quoins. Roof either slates or tiles
<b>OTHER FEATURES</b>	
<p><b>Strength of character: moderate.</b></p> <p>Whilst the very varied form and attractive architecture of the buildings together with the tree and hedge/shrub screening of about half of the plots is distinctive does not in this instance provide a strong character. The north side of the road is of a very different and unrelated character. Much of the character is dependent on the good mature trees within the plots.</p>	

**GUIDANCE**

- Existing mature trees should be retained.
- Encourage softening of largely or completely paved front gardens with planting.



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**CHARACTER AREA MAP: 1F**



Figure 1F-1 View south east towards western end of area at some of the large, Victorian houses set to the south side of Weyhill Road



Figure 1F-2 Looking south east towards a pair of white painted rendered Victorian semis.



Figure 1F-3 View south west from the end of The Avenue. The dense line of shrubbery and mature trees here is a strong character determinant but obscures views of the buildings

PHOTOGRAPHS

### Andover Character Area 2

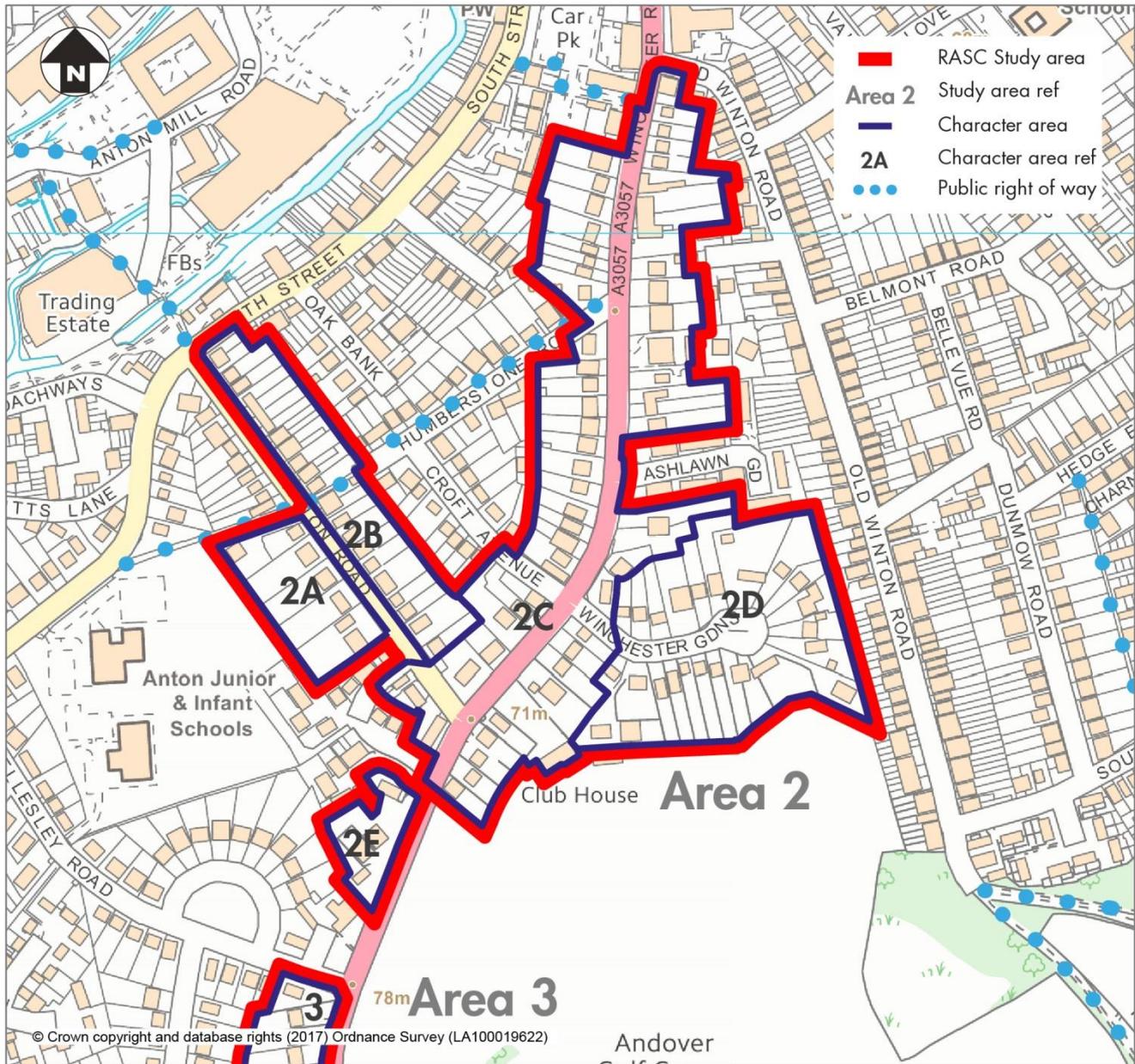
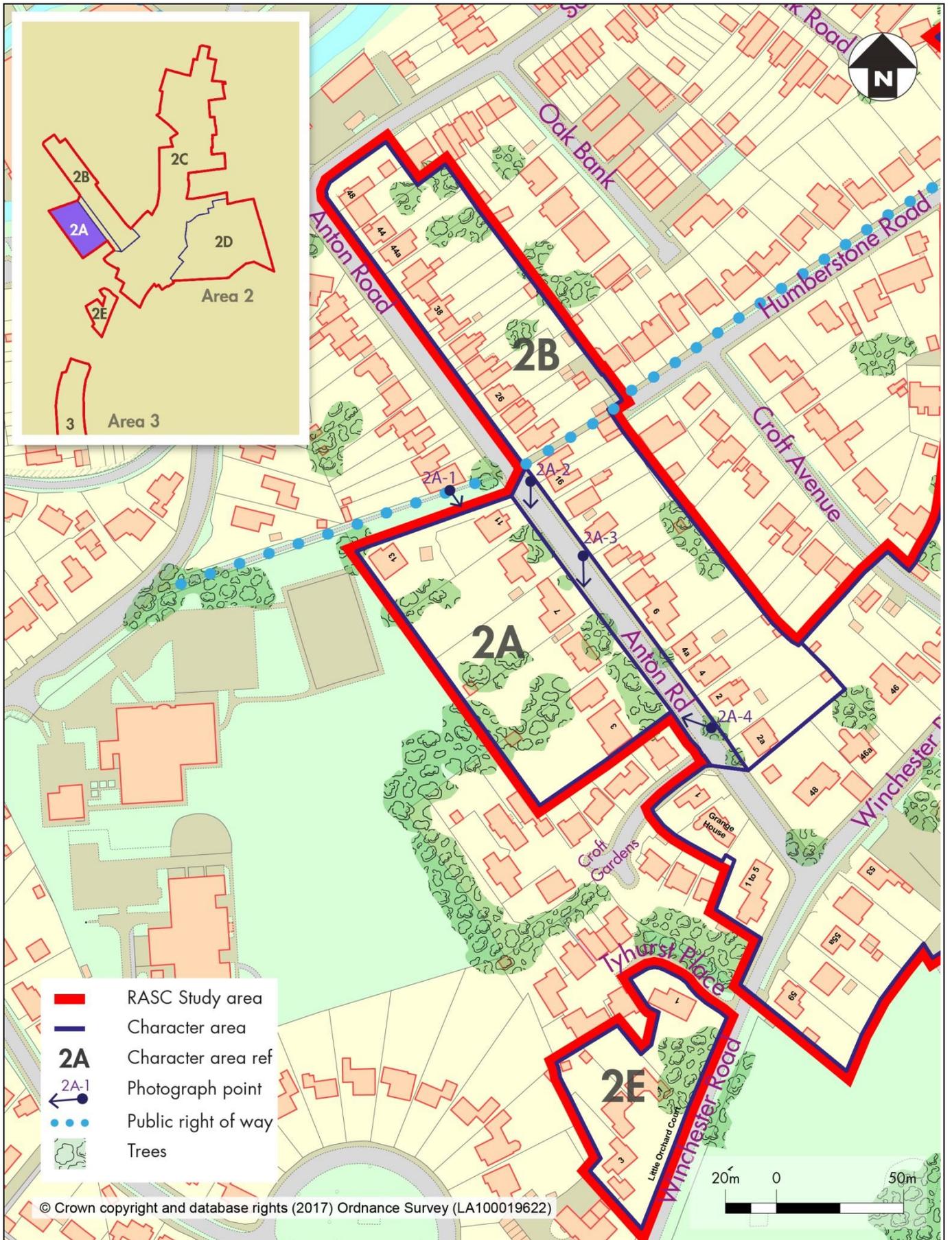


Figure 4 - Andover Area 2

<b>CHARACTER AREA: Andover 2A, Anton Road West</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HICA character type6B Winchester Road and Bere Hill Environs - <i>Mix of early-twentieth-century and inter-war housing, medium to medium/coarse grain with the finer grain of pre-World War II dwellings along Old Winton Road, linear ribbon-like development.</i> Residential detached houses in good sized plots. Condition: good
<b>Landform</b>	Land falls gradually to the north-east
<b>STREETS/SQUARES</b>	
<b>Form</b>	Suburban side road
<b>Trees</b>	All tree planting is on plot
<b>Non-residential uses, type of development</b>	None
<b>Access, connectivity</b>	Well connected. Just off the main route to the town centre, about 1.5 km distant
<b>Spatial enclosure</b>	>4:1 but sense of enclosure mostly increased by some mature trees on one side of the road to >3:1
<b>Special features</b>	None
<b>Nodes/Landmarks/Views</b>	Glimpsed view of grassy fairways on the hill beyond Winchester Road to the south east
<b>Parking</b>	Street parking within restricted bays.
<b>PLOTS</b>	
<b>Relation to public realm</b>	Houses mostly obscured from view, with occasional short glimpses through gates
<b>Plot characteristics</b>	Deep, large plots > 3:1 depth to width , average plot size 0.12 ha, with an especially large plot at the southern end of 0.19 ha
<b>Building lines</b>	Generally irregular due to variety in building form
<b>Position of building within plot, siting</b>	Deep setbacks
<b>Plot boundaries</b>	Evergreen hedges using a variety of species
<b>Planting</b>	Heavily planted with mixed ornamentals with some mature native trees and conifers, including a large copper beech
<b>Parking</b>	Within plots
<b>BUILDINGS</b>	
<b>Period/type</b>	Buildings date from the inter-war period
<b>Storey height, scale</b>	1.5-2.0 floors
<b>Façade/roof form</b>	Half hipped/hipped/gabled roofs
<b>Facing materials</b>	Brick and/or painted render. A few houses with timber details.
<b>OTHER FEATURES</b>	
<p><b>Strength of character: moderate to strong.</b></p> <p>This length of Anton Road has a character quite distinct from the remaining part of the road. This is due to the larger plots, hedges and detached houses, usually with generous front gardens. The generally well planted front gardens present a fairly solid green screen down this length of the road. This strength of character is thus vulnerable to change.</p>	
<b>GUIDANCE</b>	
<ul style="list-style-type: none"> <li>The character of this section of the road is largely dependent on existing vegetation. Removal of these will weaken and reduce the special character.</li> </ul>	



CHARACTER AREA MAP: 2A



Figure 2A-1 Looking south from the public footpath along the northern boundary of the area



Figure 2A-2 View south to the north-east corner of the area



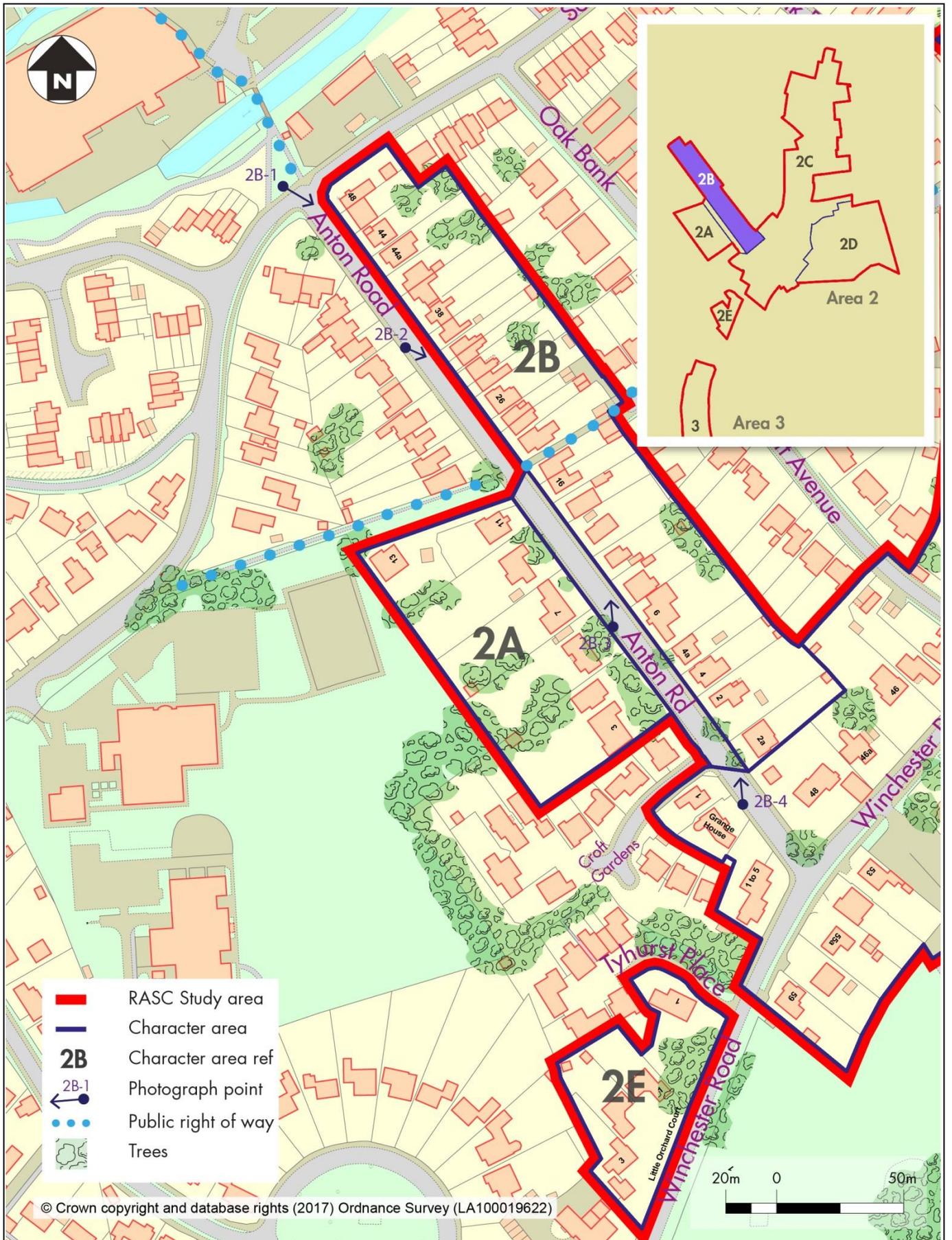
Figure 2A-3 View south towards the centre of the area



Figure 2A-4 Looking west from beyond the south-east corner of the character area

PHOTOGRAPHS

<b>CHARACTER AREA: Andover 2B, Anton Road East</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HICA character type6B Winchester Road and Bere Hill Environs - <i>Mix of early-twentieth-century and inter-war housing, medium to medium/coarse grain with the finer grain of pre-World War II dwellings along Old Winton Road, linear ribbon-like development.</i> Residential detached houses in good sized plots. Condition; good
<b>Landform</b>	Land falls gradually to the north-east
<b>STREETS/SQUARES</b>	
<b>Form</b>	Suburban side road
<b>Trees</b>	None
<b>Non-residential uses</b>	None
<b>Access, connectivity</b>	Well connected. Just off the main route to the town centre, about 1.5 km distant
<b>Spatial enclosure</b>	>4:1 but sense of enclosure mostly increased by some mature trees on one side of the road to >3:1
<b>Special features</b>	None
<b>Nodes/Landmarks/Views</b>	Glimpsed view of grassy fairways on the hill beyond Winchester Road to the south east. The mature trees (off-street) marking entrance of pedestrian route act as a useful marker feature.
<b>Parking</b>	Street parking within restricted bays. Extensive drop kerbs limit bays.
<b>PLOTS</b>	
<b>Relation to public realm</b>	Houses clearly visible, however street frontages weakened by removal of hedges/planting and increasing number of cars parked within plots.
<b>Plot characteristics</b>	Average plot size 0.04, with a range from 0.02-0.1ha. Larger plots tend to be to the south east end.
<b>Building lines</b>	Building line generally consistent and parallel to the road.
<b>Position of building within plot</b>	Building line at about 1/10 of plot depth from road. Buildings generally fill plot widths.
<b>Plot boundaries</b>	Some hedges, timber fences and walls. New curtilage parking has led to weakening of boundaries.
<b>Planting</b>	A few larger plots have mature trees. About half the gardens have hedges and/or shrub planting. A pair of mature copper beech trees dominate the south eastern end.
<b>Parking</b>	Many plots now have parking within the curtilage.
<b>BUILDINGS</b>	
<b>Period/type</b>	Around half the buildings are Edwardian, with most of the rest being inter-war with the occasional recent ones.
<b>Storey height</b>	1,1.5,2 and 2.5 floors
<b>Façade/roof form</b>	Half hipped/hipped/gabled roofs
<b>Facing materials</b>	Mainly brick and/or painted render, some pebble dash
<b>OTHER FEATURES</b>	
<b>Strength of character: moderate.</b> Oldest buildings on the road, red brick semis, have a regular and strong edge. Larger plots and more recent development form a less uniform and weakened frontage. The loss of front garden planting, particularly hedges and/or hard boundaries such as walls, to allow a paved space for curtilage parking further weakens the distinction between private and public space	
<b>GUIDANCE</b>	
<ul style="list-style-type: none"> <li>• Further increase of on-site parking, which weakens the distinction of public/private spaces would be damaging to the quality of the streetscape and should be discouraged</li> <li>• The few mature trees within plots make a very significant contribution to the street scene and should be protected.</li> </ul>	



CHARACTER AREA MAP: 2B



Figure 2B -1 Looking south east at north western corner



Figure 2B -2 View south east looking towards the main group of Edwardian buildings



Figure 2B -3 View north towards the central section of the area



Figure 2B -4 Looking north to south west corner

PHOTOGRAPHS

<b>CHARACTER AREA: Andover 2C, Winchester Road</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HICA character type6B Winchester Road and Bere Hill Environs - <i>Mix of early-twentieth-century and inter-war housing, medium to medium/coarse grain with the finer grain of pre-World War II dwellings along Old Winton Road, linear ribbon-like development.</i> Residential detached houses, running out from centre to suburbs. Condition: Good
<b>Landform</b>	Rising ground towards the south and east
<b>STREETS/SQUARES</b>	
<b>Form</b>	Suburban arterial road running for 1 Km, slight curves
<b>Trees</b>	All trees are on plot
<b>Non-residential uses, type of development</b>	Scattered commercial uses, within modified residential properties plus the entrance to the golf club
<b>Access, connectivity</b>	Well connected via arterial route into the town centre
<b>Spatial enclosure</b>	>5:1
<b>Special features</b>	Good mature trees on plots, usually coupled with good hedges
<b>Nodes/Landmarks/Views</b>	No significant views
<b>Parking</b>	On plot only
<b>PLOTS</b>	
<b>Relation to public realm</b>	A significant proportion of houses are partially obscured by hedges or trees, although most buildings are visible to a large extent. Those on higher ground on the east side are more dominant in the street scene (most properties along the north east side north of Ashlawn Gardens). Similarly, some properties in the south west corner are less dominant, being set below the main road level.
<b>Plot characteristics</b>	The average plot size is 0.08 ha. The largest at 0.2 ha is an aberration, being part of the golf course wider land area. There are three collections of smaller plots, two at the northern end and one at the centre of the area.
<b>Building lines</b>	The large majority are in line, but with frequent inconsistencies. Most are parallel to the road, generally stepped at curves.
<b>Position of building within plot, siting</b>	Building line is generally set 1/4 to 1/3. Two oldest buildings close to the road
<b>Plot boundaries</b>	Mostly good hedges with shrub planting, combined with fence or brick wall
<b>Planting</b>	A good number of mature, native or exotic trees. Frequently good hedges often with shrub planting create the impression of a green border along much of the road.
<b>Parking</b>	All parking is on-plot. There are increasing areas of hard standing to accommodate cars.
<b>BUILDINGS</b>	
<b>Period/type</b>	Some of the buildings from the 1870-1910, the bulk in the interwar years, remaining numbers more recently. Some large old plots redeveloped. Most are detached house. One plots with apartment building of 2 storeys.
<b>Storey height, scale</b>	1,1.5,2-2.5 floors
<b>Façade/roof form</b>	Mix of general residential facades. Pitched tiled roofs. Frequent gables and dormers
<b>Facing materials</b>	Majority of red brick, some with painted render. A few with timber details. Earliest buildings of white stucco.
<b>OTHER FEATURES</b>	
<b>Strength of character: moderate to strong.</b> The buildings along the road vary greatly in terms of materials, styles, size, form and types, although nearly all are detached. Visual unity of the character area is due to the similarity of roadside character along much of the total length, the result of good tree cover and good plot boundaries of hedges/ planting, planting and fences/walls. This similarity is already weakened by removal of planting to allow increased parking within curtilages, generally for residential houses. Increasing density of new developments is apparent where this road approaches the town centre. Increased density leads to a diminution of the uniformity of character and a change to three storey apartment blocks (just outside the area and closer to the centre).	

#### GUIDANCE

- Mature native and exotic trees and hedges, within plot boundaries, from which much of the character is derived, should to be retained and protected where possible
- Increasing density tends to lead to reduction of on-site planting, particularly of trees. Good design could overcome this problem.
- Increased hard standing which requires removal of planting should be discouraged.

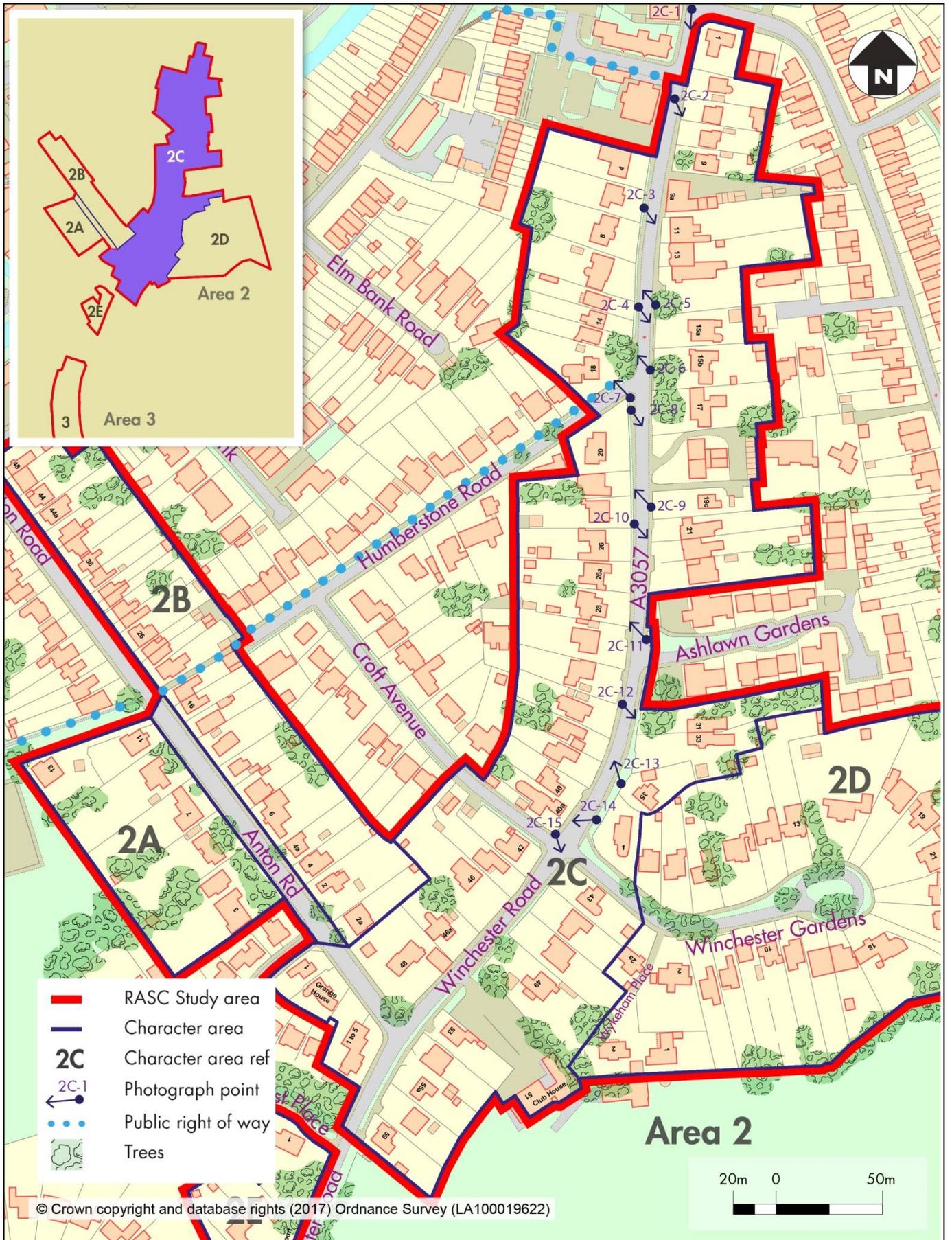




Figure 2C -1 View south-east from beyond the northern corner of the area



Figure 2C -2 Looking south-east



Figure 2C -3 Looking south east towards attractive period properties at north end of area



Figure 2C -4 View south east towards numbers 15 a and 15b, both set well back and elevated above the road level



Figure 2C -5 Looking north west to north west corner of area, showing the line of pollarded lime trees



Figure 2C -6 View north west of distinctive trio of gable – fronted houses (numbers 12,14 and 16) showing mature and pollarded limes

PHOTOGRAPHS



Figure 2C-7 Looking north west at corner of Humberstone and Winchester Roads



Figure 2C-8 Looking south east towards elevated properties on east side of central part of area with distinctive beech trees



Figure 2C-9 View north west towards number 22, with its heavily vegetated frontage



Figure 2C-10 Looking south east towards a group of Victorian period houses; numbers 21, 23 and 25. The frontages have retaining walls due to the elevated height of the plots



Figure 2C-11 View north west towards Edwardian and inter-war houses, numbers 28 and 26a, showing the distinctive tile hung frontage of 26a



Figure 2C-12 Looking south east at plots 31, 33 and 35

PHOTOGRAPHS



Figure 2C -13 Looking north towards a mix of Edwardian and inter-war houses, all with gables fronting onto the street



Figure 2C -14 View west towards junction of Winchester Road and Croft Avenue towards the white painted rendered facades of the inter-war corner property. In the foreground is a colourful Firethorn (Pyracantha) hedge. It has white flowers in spring, leading to the autumn berries shown



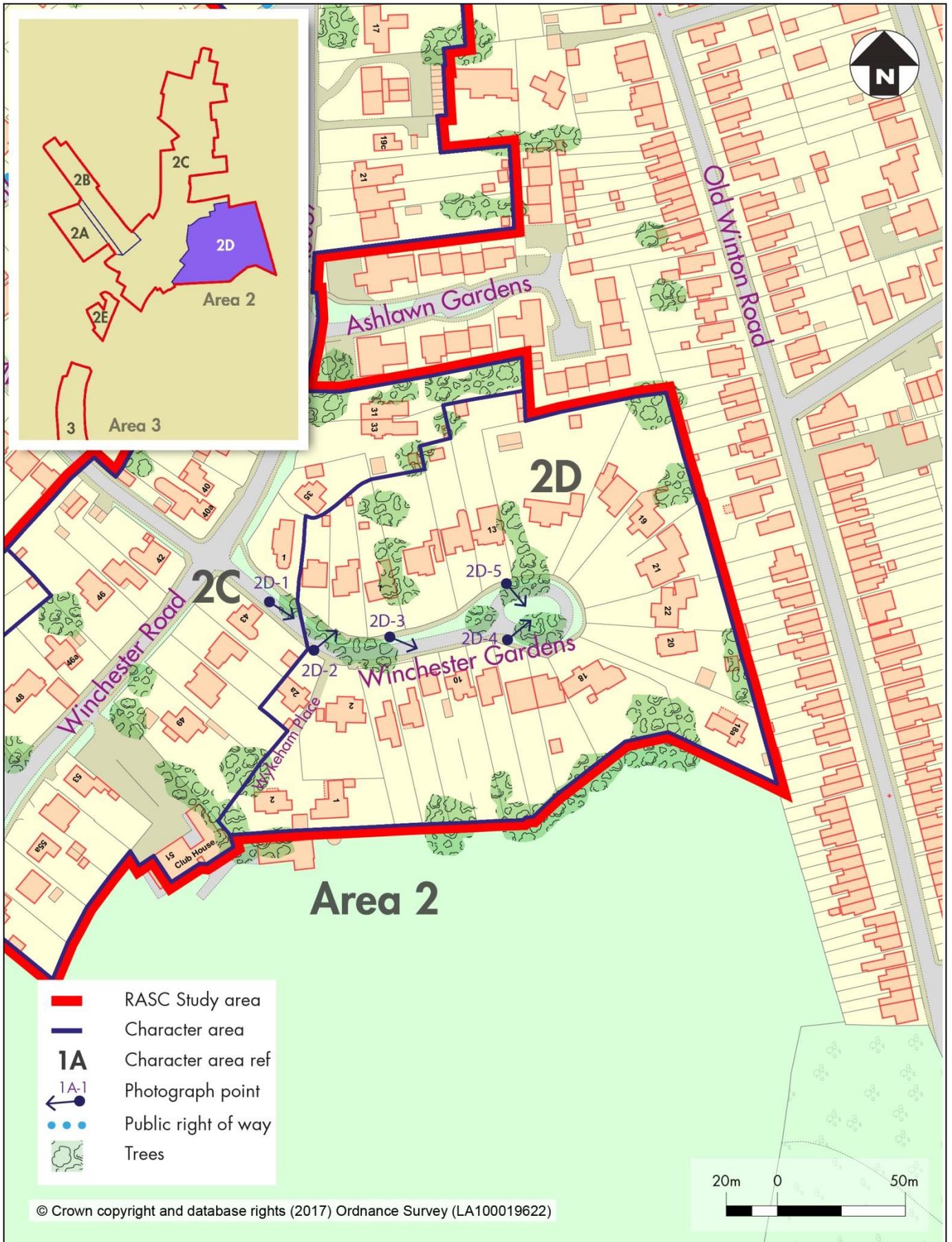
Figure 2C -15 Looking south towards the distinctive group of white painted rendered houses to the south of the junction of Winchester Road and Winchester gardens

PHOTOGRAPHS

<b>CHARACTER AREA: Andover 2D, Winchester Gardens</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HICA character type 6B Winchester Road and Bere Hill Environs - <i>Mix of early-twentieth-century and inter-war housing, medium to medium/coarse grain with the finer grain of pre-World War II dwellings along Old Winton Road, linear ribbon-like development.</i> Residential detached houses in good sized, but irregular plots. Condition: Good
<b>Landform</b>	Land rises gradually to the east
<b>STREETS/SQUARES</b>	
<b>Form</b>	Suburban tree lined cul-de-sac
<b>Trees</b>	Trees on both sides and on central island
<b>Non-residential uses, type of development</b>	None
<b>Access, connectivity</b>	Just off the main route to the town centre, about 1.5 km distant
<b>Spatial enclosure</b>	>4:1 but reducing to <5:1 across central island
<b>Special features</b>	Central island at end, with trees.
<b>Nodes/Landmarks/Views</b>	Central island space with trees terminates view.
<b>Parking</b>	Street parking restricted to one bay.
<b>PLOTS</b>	
<b>Relation to public realm</b>	Most houses clearly visible
<b>Plot characteristics</b>	Average plot size 0.09 Ha, with one particularly large plot of 0.23 Ha. All detached houses/bungalows
<b>Building lines</b>	Building line varies a great deal, partly in response to curves in the road. Bungalows central in plots. Houses 1/7th to 1/3 <sup>rd</sup> of plot depth
<b>Position of building within plot, siting</b>	Approximately parallel to the road kerb. Wedge shaped end plots in particular have deep front gardens
<b>Plot boundaries</b>	Majority of hedges, timber fences, some shrub beds, forming partial screening.
<b>Planting</b>	Some tree planting within plots. Usually well planted front gardens
<b>Parking</b>	Curtilage parking available for all houses. Often extensive hard surfacing.
<b>BUILDINGS</b>	
<b>Period/type</b>	Most buildings date from immediately post-war. Small number of earlier houses (inter-war) and later buildings.
<b>Storey height, scale</b>	1, 1.5-2.0 floors
<b>Façade/roof form</b>	Half hipped/hipped/gabled roofs
<b>Facing materials</b>	Brick or brick and painted render, painted brick, pebble dash, some timber detailing and tile hanging
<b>OTHER FEATURES</b>	
<p><b>Strength of character: strong</b></p> <p>The character owes much to the enclosed, introverted nature of the cul-de-sac. This aspect of the character is very robust. Street trees (limes) give a useful consistency to the street scene. Long frontages to the plots in most cases, coupled with planting along the boundaries/or within the plots provide a good level of screening which stops curtilage car parking becoming dominant. Varied house types, generally of the similar age, provide some consistency of style, due to their similarity of materials and design details although the introduction of more modern houses of a range of different styles has diluted the original character to some extent.</p>	

**GUIDANCE**

- Sub-division of plots liable to weaken screening effect of existing planting and increase potential dominance of parked cars.
- Retain and conserve street trees
- New designs/extensions should reflect original styles, materials and detailing.



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**CHARACTER AREA MAP: 2D**



Figure 2D -1 View south east towards the western side of the area



Figure 2D -2 Looking north east



Figure 2D -3 View south east showing its sylvan character



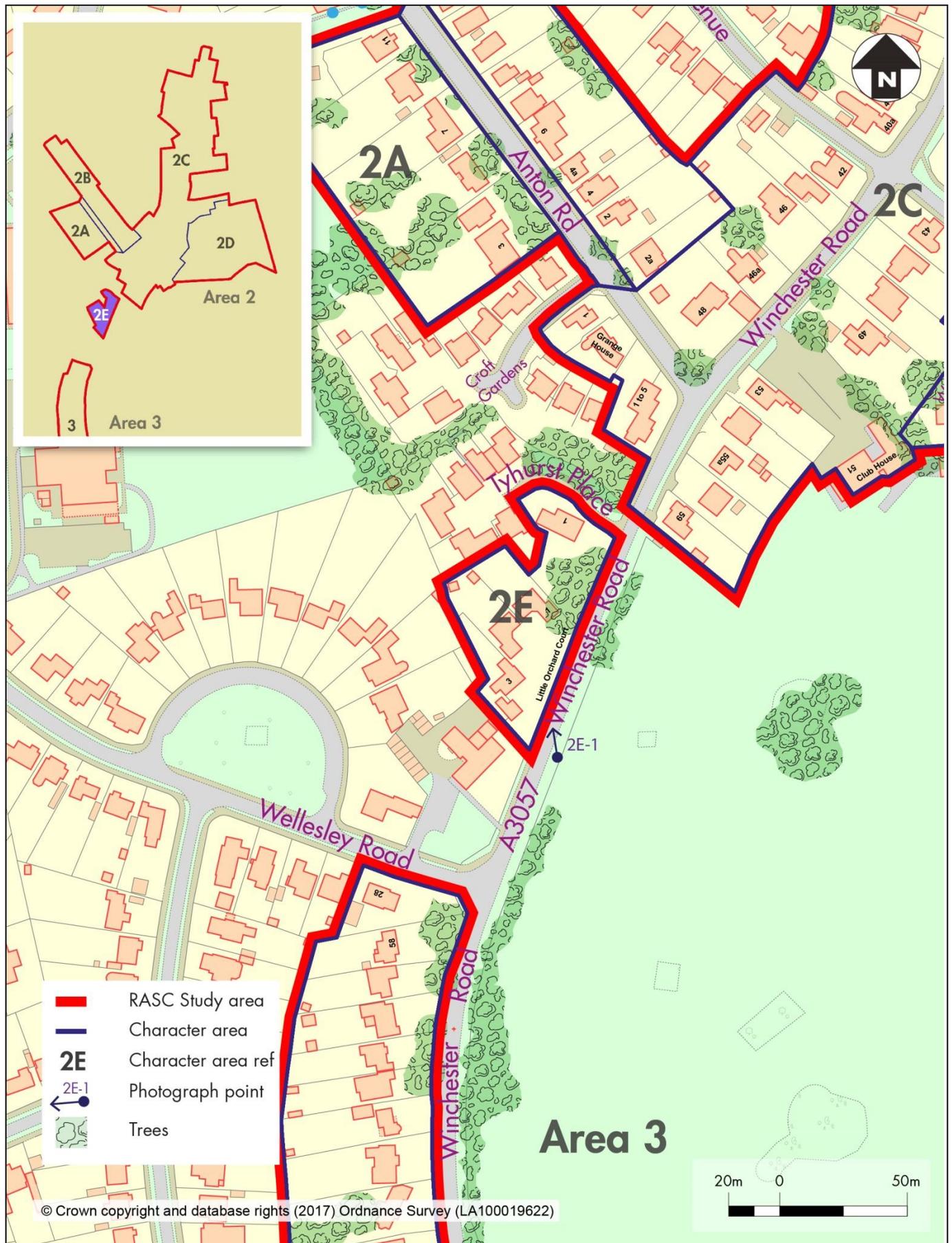
Figure 2D -4 Looking north east across the roundabout towards the eastern side of the area



Figure 2D -5 View south towards cream painted rendered houses

PHOTOGRAPHS

<b>CHARACTER AREA: Andover 2E, Winchester Road South</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HICA character type6B Winchester Road and Bere Hill Environs - <i>Mix of early-twentieth-century and inter-war housing, medium to medium/coarse grain with the finer grain of pre-World War II dwellings along Old Winton Road, linear ribbon-like development.</i> Residential detached houses, running out from centre to suburbs.
<b>Landform</b>	Rising ground running to the south
<b>STREETS/SQUARES</b>	
<b>Form</b>	Suburban arterial road running for 1 Km, slight curves.
<b>Trees</b>	All trees are on plot.
<b>Non-residential uses, type of development</b>	None
<b>Access, connectivity</b>	Arterial route into the town centre.
<b>Spatial enclosure</b>	>5:1
<b>Special features</b>	Good mature trees on plots, usually coupled with good hedges.
<b>Nodes/Landmarks/Views</b>	N/a
<b>Parking</b>	On plot only.
<b>PLOTS</b>	
<b>Relation to public realm</b>	Most houses visible or partially obscured by hedging
<b>Plot characteristics</b>	All plots near the 0.09 Ha average.
<b>Building lines</b>	Fairly consistent, but most skewed.
<b>Position of building within plot, siting</b>	Building line varies as the houses are fitted into a pre-existing larger plot
<b>Plot boundaries</b>	Mostly good hedges, combined with fences.
<b>Planting</b>	A good number of mature native trees. Frequently good dense hedges create the impression of a green border along the road.
<b>Parking</b>	All parking is on-plot. There are Increasing areas of hard standing to accommodate cars.
<b>BUILDINGS</b>	
<b>Period/type</b>	All four houses are post war, constructed within the plot of a house constructed in the 1930's
<b>Storey height, scale</b>	2-2.5 floors
<b>Façade/roof form</b>	Mix of general residential facades. Tiled roofs, one house with a dormer
<b>Facing materials</b>	Majority are of red brick
<b>OTHER FEATURES</b>	
<p>Strength of character: Strong.</p> <p>All four buildings are similar in form, materials and size. All are detached. Three of them have a shared driveway/ access.</p> <p>Visual unity of the character area is due to their common morphology coupled to good tree cover and good plot boundaries of hedges/ planting and fences. All parking is on site with much of the front area hard paved. The road gains a more rural character from the good hedgerows and hedgerow trees on the opposite side of the road, where there is a golf course, rather than housing.</p>	
<b>GUIDANCE</b>	
<ul style="list-style-type: none"> <li>• Mature native and exotic trees and hedges, within plot boundaries, from which much of the character is derived, need to be retained.</li> <li>• There is little scope to increase the density of the plots, so this is unlikely to be a problem.</li> <li>• Increased hard standing which requires removal of planting should be discouraged.</li> </ul>	



CHARACTER AREA MAP: 2E



Figure 2E -1 Looking north towards the centre of this well treed area

### Andover Character Area 3

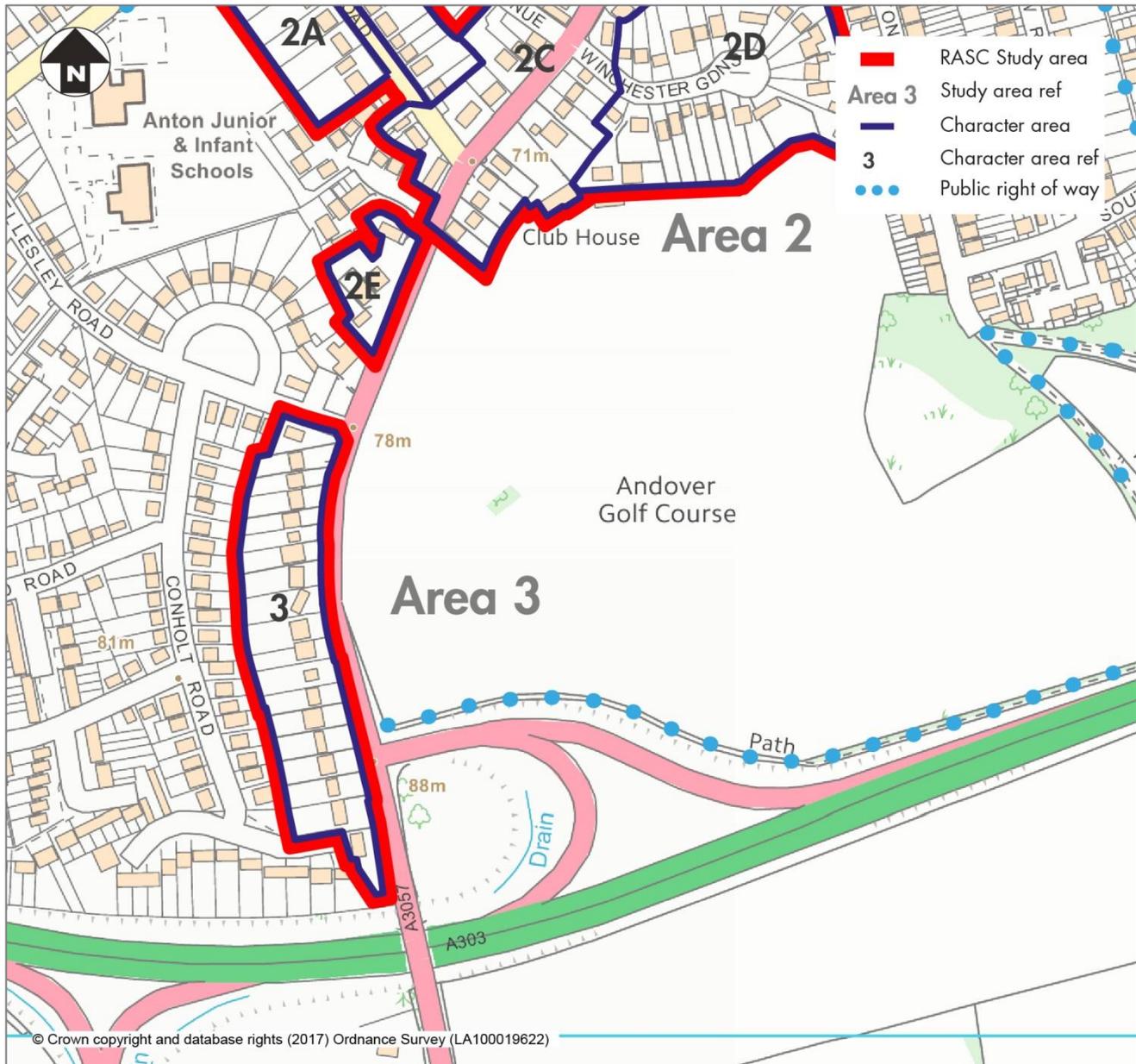
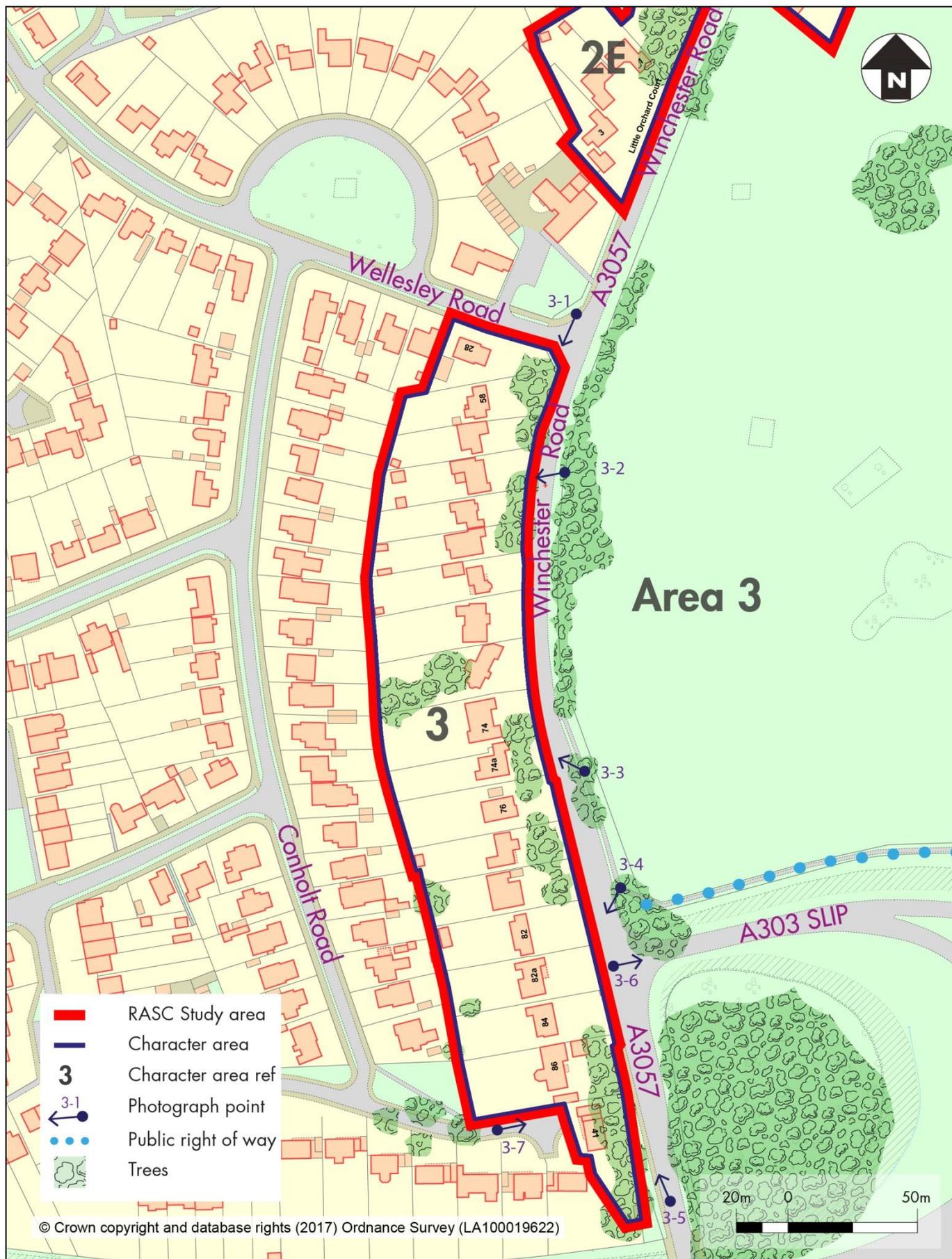


Figure 5 - Andover Area 3

<b>CHARACTER AREA: Andover 3, Winchester Road at Junction of A303</b>	
<b>NEIGHBOURHOOD</b>	
<b>Character Type</b>	HICA character type6B Winchester Road and Bere Hill Environs - <i>Mix of early-twentieth-century and inter-war housing, medium to medium/coarse grain with the finer grain of pre-World War II dwellings along Old Winton Road, linear ribbon-like development.</i> Residential detached houses in large plots, suburban to rural location. Condition: Good
<b>Landform</b>	Rising ground climbing to a ridge line and to the south
<b>STREETS/SQUARES</b>	
<b>Form</b>	Arterial road: Suburban/rural fringe road.
<b>Trees</b>	All trees are on plot.
<b>Non-residential uses, type of development</b>	None
<b>Access, connectivity</b>	On a main route to the town centre, about 2 km distant
<b>Spatial enclosure</b>	>5:1 but sense of enclosure mostly increased by mature trees either side of the road to >4:1
<b>Special features</b>	Fine mature native trees give much of the special semi-rural character, especially as mirrored by vegetation on the east side of the road, to give a strong corridor into the town.
<b>Nodes/Landmarks/Views</b>	Glimpsed views to the west through the line of houses of distant downs and to the east to slip road to A303, with its distinctive chalk cliff
<b>Parking</b>	On plot only
<b>PLOTS</b>	
<b>Relation to public realm</b>	Views of house largely screened by mature trees and fairly solid garden hedgerows.
<b>Plot characteristics</b>	Average plot size of 0.09 ha, detached houses in relatively uniform plot sizes.
<b>Building lines</b>	On straight length of road, houses a regular building line square to the road. On the curve buildings stepped. One house is at a skew.
<b>Position of building within plot, siting</b>	Building line about 1/3 of plot depth. Buildings & garage fill plot widths
<b>Plot boundaries</b>	Mostly solid hedges at the front, but some use of fences, walls and railings.
<b>Planting</b>	Good solid hedges of native/exotic species, plus good mature native trees along front, all within the plots.
<b>Parking</b>	On site in frontage area.
<b>BUILDINGS</b>	
<b>Period/type</b>	Almost all Pre-war to immediately post-war with some recent in-fill and extensions.
<b>Storey height, scale</b>	2-2.5 floors
<b>Façade/roof form</b>	Regular facades, dormers/gables/hipped/half hipped
<b>Facing materials</b>	Brick and painted render. A few houses with timber details.
<b>OTHER FEATURES</b>	
<b>Strength of character: moderate to strong.</b> This length of Winchester Road has a character quite distinct from the remaining part of this road which runs to the north and downhill into the town centre, which is much more urban in character. The low density and coarse grain are coupled with a good avenue of trees to give a distinct morphology, despite the varied character and age of the buildings.	
<b>GUIDANCE</b>	
<ul style="list-style-type: none"> <li>• Fine quality, mature native trees and hedges which form much of the character, need to be reinforced and protected.</li> <li>• The strong and appropriately rural hedgerows are being weakened by the introduction of railing/walls/fences of an increasingly urban character. This trend should be discouraged.</li> <li>• Introduction of garages in front of the houses, especially coupled with a weakening of the front hedges should be discouraged.</li> </ul>	



**CHARACTER AREA MAP: 3**



Figure 3-1 View south to the north-east corner of the area



Figure 3-2 Looking west. The mature trees make a major contribution to the area's character



Figure 3-3 View west to centre of the area. Note slope down towards the houses here and mature trees



Figure 3-4 View south towards the southern end of the area. Note view down the road towards the distant horizon



Figure 3-5 Looking north from the southern tip of the area. This is the most highly vegetated part of the area



Figure 3-6 View from area east along slip-road to A303. Note distinctive chalk embankment

PHOTOGRAPHS



Figure 3- 7 Looking north-east at southern tip of area from Conholt Road

## APPENDIX 1 – GLOSSARY

<b>Arterial route</b>	high-capacity road with many branch roads.
<b>Backland development</b>	development located behind existing buildings, usually on the ends of long back gardens.
<b>Bay window</b>	a window that projects out from the façade of a building forming a space in the interior.
<b>Building line</b>	the line created by the front edge of a series of adjacent buildings. Where there is public realm to the rear as well as the front of plots, the character area description will always refer to the building line along the frontage.
<b>Building setback</b>	the distance between the front edge of a building and the front boundary of its plot.
<b>Context</b>	the setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and existing buildings.
<b>Cul-de-sac</b>	street with a single point providing both entrance and exit.
<b>Dormer window</b>	a window providing light to a roof space set within a structure with walls and a roof.
<b>Gable end</b>	the face of a building with a simple double or single pitched roof resulting in a triangular shape to the top of the wall.
<b>Hipped roof</b>	a roof in which the faces are pitched on all sides of the building from a common eaves line.
<b>Landmark</b>	A building or structure that stands out from its background by virtue of height, position, size or some other aspect of its design.
<b>Node</b>	a focal point or meeting place, often located at the intersection of key routes.
<b>On plot</b>	within the property boundary, generally used with reference to parking spaces.
<b>Public realm</b>	the areas of a settlement for the general use of the public such as streets, squares and parks, most frequently in the ownership and control of a public body.
<b>Spatial enclosure</b>	the clear and continuous definition of a street space or square by buildings or planting. Enclosure is principally determined by the relationship between the height (A) of adjacent buildings and the distance (B) between them. It is the three dimensional mass of the buildings together, to a lesser extent, with the trees visible from the public realm, that determine the enclosure of the street. The more 'urban' the character of an area, the more highly enclosed it usually is and the more highly defined the built 'edge' is. Whilst this pattern has evolved in response to increased land values towards the middle of urban centres, it has also led to various beneficial consequences. In this context one relevant effect is that the degree of enclosure provides an unconscious signal to visitors to the area about the character of the street in relation to its proximity to an urban centre. This is crucial to support the legibility of an area.

Degree of enclosure is also relevant here as a general determinant of the character of a particular street or section of street. In a street of relatively uniform degree of enclosure, a development which changes this uniformity can be resisted on the grounds that it would inappropriately weaken the overall strength of character or that it would set a precedent, which over time would change the legibility and perception of the where the street stands in the hierarchy of streets.



$$\text{Ratio of street enclosure} = \frac{B}{A}$$

*This diagram illustrates how street enclosure (ratio of street width to building height) is measured. Building height is also described in the following ways (1) overall height in metres (2) height to eaves (3) height in relation to neighbours or height in storeys.*

**Topography**

the three dimensional surface features of the ground surface, also referred to as land-form; also a description or representation of those features.

**Route structure**

the hierarchy of route types which define a movement network.

Document prepared for TVBC by Eastleigh Borough Council staff;  
Mark Ellison (urban design) and Andrew Barnet (graphic design and maps)

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