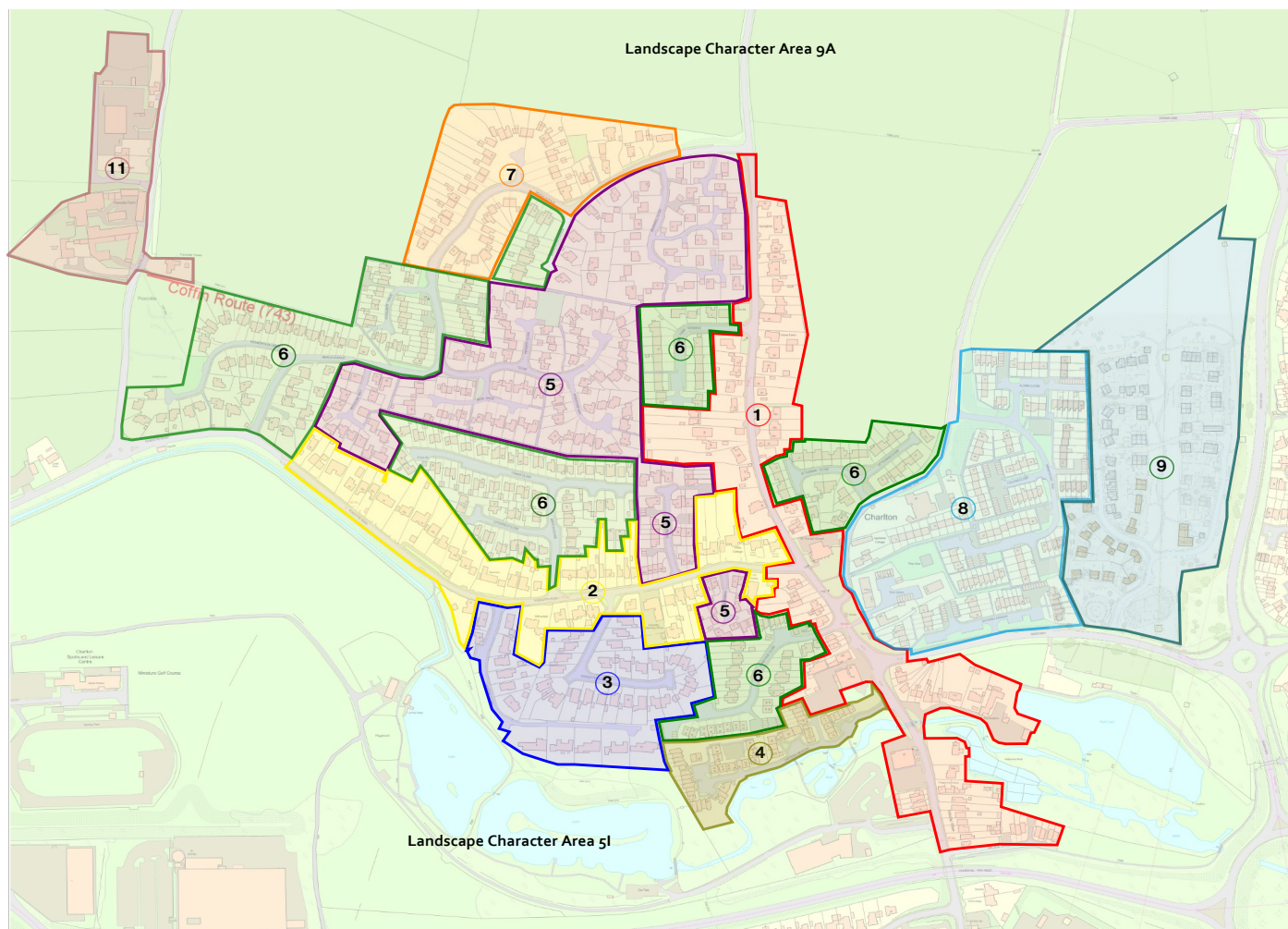


## Settlement Character Areas



The existing built up area of Charlton has above been analysed by local residents.

Each area has been looked at in detail and where there are common attributes, these areas have have been unified by their common themes and features.

The following pages set out the analysis of each of the character areas, with a summary of their key qualities and characteristics.

Any issues have been identified, particularly where they can be addressed by a relevant Neighbourhood Plan policy.



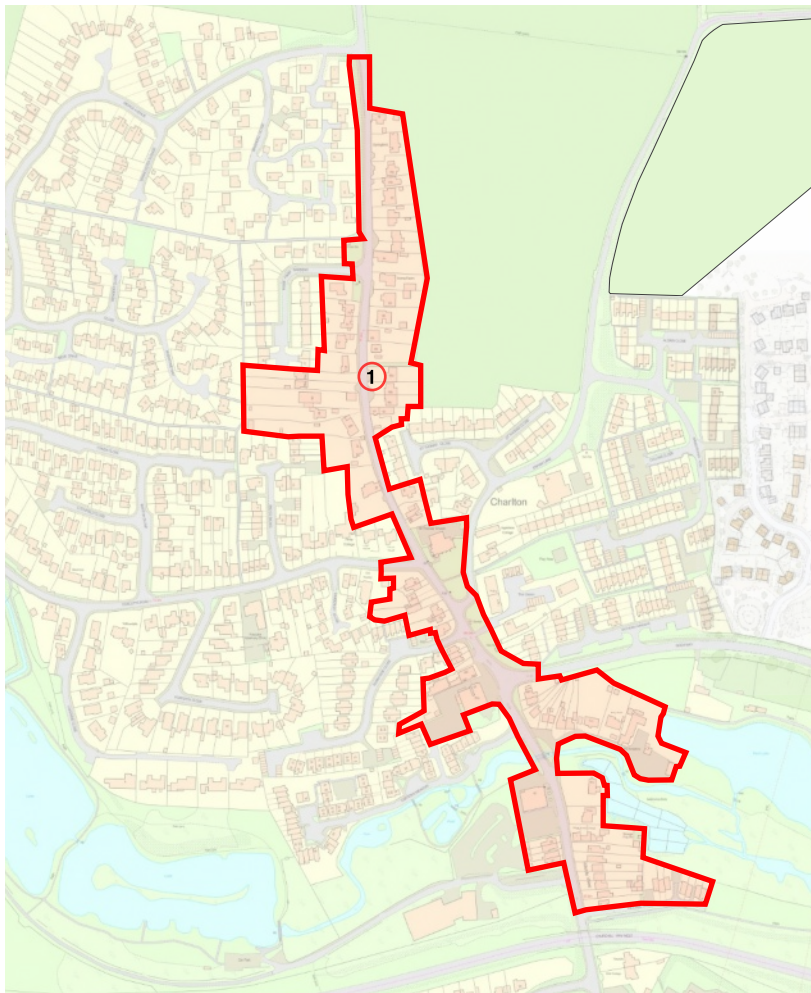
## Character Area 1: Hatherden Road

### General overview of character

The built up area of Hatherden Road is the main historic road that runs through Charlton Village. It is predominantly a residential area with shops and community facilities in the centre in addition to St. Thomas' Church.

The area conveniently located to open countryside as well as Andover town centre, train station and main road routes. The residential area is centred around one area and has a mixture of different property types and styles which are well spaced apart.

Traffic through Hatherden Road, including use by large vehicles, and speeding is an issue for the local residents.



### Layout

Development closely follows the road layout, with more in-depth development occurring from later infill.

Historic properties are generally set in good sized plots, although many have now been subdivided for infill.

### Topography

The landscape is undulating and the road gently rises as it goes from the village centre towards the sports centre. The farmland on the right-hand side as you leave the village and head towards the sports centre slopes upwards and away such that Hatherden Road is in a very small dip in some points. Although most of the buildings are at a similar level on both sides of the road there is an area where the houses are elevated with drives sloping down to the main road.

The properties on the right-hand side of Hatherden Road, as you head out of Charlton Village towards Hatherden, back onto farmland and are not overlooked by other properties.

## Roads, streets, routes

From Hatherden Road there is road and footpath access to modern housing development to the east and west.

When leaving Charlton Village, towards Hatherden, the speed limit changes from 30 MPH to the national speed limit. This is a problem when entering Charlton Village from Hatherden and the sports centre as many drivers do not reduce their speed from national limits to 30 MPH.

Hatherden Road is used as a rat-run for traffic, including large lorries, to avoid Andover.

There are no pavements or street lighting in the national speed limit area. Although there are grass verges between the farmland and the road these are not practical for walking use.

Towards Andover, the elevated A343 road bridge both marks the edge of the parish and detracts from the green buffer planting.

## Green and natural features

Original location of village green/ important focal and historic river crossing.

Numerous mature trees and boundary planting.

In-depth grass verges and green spaces stretching from the roundabout with Goch Way and Hatherden Road to the church.

## Buildings and details

There is a public house, the Royal Oak, and a small convenience store located at the start of Hatherden Road. There is also an Edwardian church, St Thomas Church, which also has a small rooms and kitchen area attached and serves as a small community centre.

There is a mix of different types of residential properties of different styles, size and age, including:



- Victorian/ Edwardian red brick villas and cottages
- thatched cottages, including the Old Post Office, interspersed with the other residential buildings
- Detached and semi-detached family houses
- Later infill including bungalows

Buildings are usually set behind boundary walls and hedges with limited intrusive close board fencing, unless softened by planting.

There have been alterations to some properties over the years which are largely keeping with the surrounding properties.

The majority of properties have off road and/or garages and so there are seldom cars parked on the road.

## Streetscape features

Pavements are very limited and predominantly on one side of the road only. This also means street lighting is limited but is not an issue. There are no pavements or street lighting in the national speed limit area.

The majority of properties are served by overhead telephone and electricity cables.

## Land use

This is predominantly a residential area with shops and services.

To the south the road crosses between Charlton and Charlie's Lakes.



## KEY FINDINGS TO INFORM NEIGHBOURHOOD PLAN:

### Historic Core of the village.

**Mix of small scale cottages, Victorian Villas with modern infill.**

**Plot sizes are more generous**

**Dwellings sited on plot boundary or set back with in depth front gardens**

**Building heights generally 2 storey with historic 2.5 storey focal dwellings**

### Materials:

- Flint walls with red brick bands
- Brick quoins
- High brick plinths
- First floor brick bands
- Brickwork in English and Flemish bonds
- Hipped, tiled and slate roofs

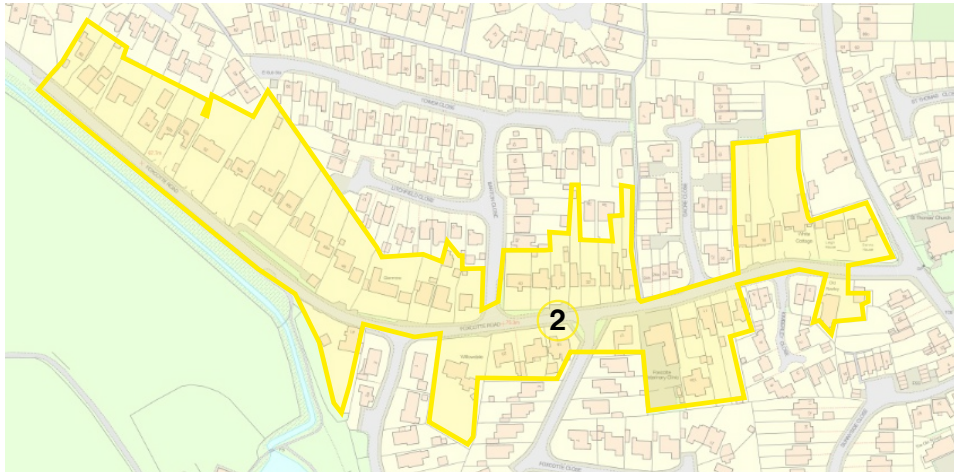
**Boundary walls and hedgerows**

### Key issues:

**Improve setting of listed buildings, river crossing and former village green**

**Support removal of inappropriate development/ materials**

## Character Area 2: Foxcotte Road



### General overview of character

Foxcotte Road runs West to East to link the villages of Penton Mewsey and Charlton. To the west, a small mini roundabout marks the point where Foxcotte Road meets Foxcotte Lane and leads northwards to Foxcotte itself.



To the east it runs in the direction of Hatherden Road giving a direct view of the church at its junction. As one of the original routes through the village, it contains a diverse mix of buildings.



### Layout and Spaces

This is one of the main roads in Charlton and therefore a large proportion of village traffic travels along this route. Although it should be noted that the road width is not particularly suited to the level of traffic generated.



Houses to the north of the road are set well back into their plots and defined by garden boundaries.

To the south of the road, the buildings are much closer to the highway, with less separation and containment.

The majority of buildings are detached, with small gaps between, these however give glimpsed views to other dwellings beyond.

There are pavements on both sides of the road, with street lights throughout until the roundabout at Foxcotte Lane.



### Topography

Between Foxcotte roundabout and Lakeside Close, there is a fairly constant gradient. The land however rises at this point going eastwards and then falls towards Hatherden Road.

It should be noted that particularly to the west overlooking the leisure centre sports fields, the houses are considerably elevated.



## Roads, streets, routes

Foxcotte Road is one of the main routes into Charlton, there are numerous modern residential roads leading onto it, as well as paths onto Charlton Lakes and Leisure Centre.

## Green and natural features

The western end of Foxcotte Road is very open looking to Penton Mewsey. There are well established trees along the perimeter of the Road which are important to the streetscene. Most of the dwellings have shrubs and greenery.

Toward Hatherden Road, there are few street trees, with the majority of features located within gardens themselves.



## Buildings and details

At the eastern end, the majority of buildings on the southern side date to the late 1950's/ early 1960's. These are largely bungalows with newer dwellings interspersed.

To the north, there is much more variety in age, with older Victorian and Edwardian properties closer to the village centre. The historic maps show a number of properties built between 1900 and 1930.

The older properties have large plot sizes. Although in some instances, it appears that smaller dwellings have been infilled into these spaces over time. However it still does not feel cramped or dominated by buildings. The



diversity of building types and ages has lead to a variety of materials and features with no one type predominating.

## Streetscape features

There are traffic calming measures located on this section on the road, with chicanes forcing motorists to give way.

There are ample pavements mainly on both sides of the road. Properties are largely connected by overhead electricity and telephone cables.

There is an off road parking area by the leisure centre sports fields made with grasscrete.

## Land use

The road is used predominantly residential with the exception of the veterinary practice and other business operating from home.

### KEY FINDINGS TO INFORM NEIGHBOURHOOD PLAN:

**Mix of largely detached properties including Victorian Villas with modern infill.**

**Plot sizes are more generous**

**Dwellings set back with in depth front gardens - many steeply elevated above the road**

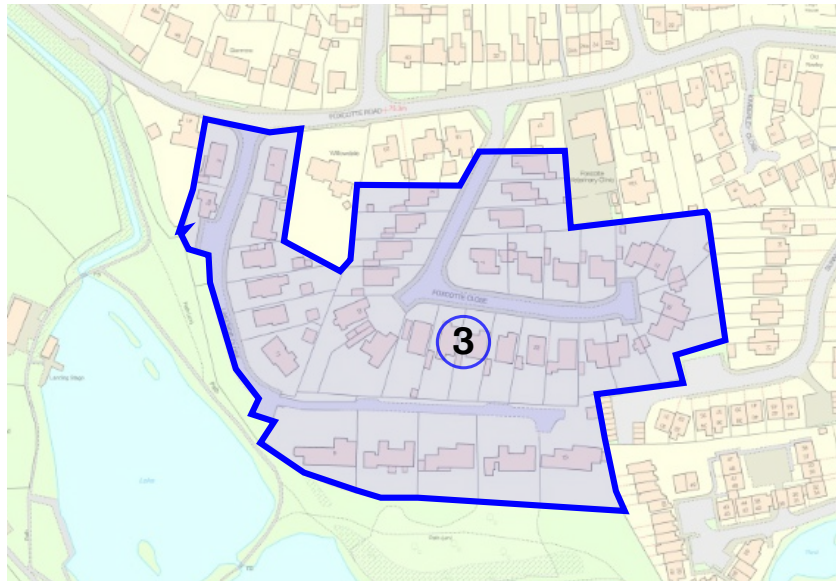
**Building heights 1-2 storey**

**Materials:**

- Brick with contrasting quoins
- Render
- Hipped and Gabled tiled and slate roofs

**Low boundary walls and planting**

## Character Area 3: Foxcotte Close, Lakeside Close



### General overview of character

Foxcotte Close and Lakeside Close both lead off the southern side of Foxcotte Road. Foxcotte Close was built first in the late 1950s/ early 1960s, with Lakeside Close constructed approximately a decade later.

### Layout and Spaces

The layout is typical of its time, with predominantly detached bungalows situated in reasonable sized plots. Each has its own front garden and driveway parking, enclosed by low garden walls.

Gaps between dwellings allow for driveway access to rear garages.



### Topography

Both roads slope gently down towards the lakes.

### Roads, streets, routes

The roads are a culs-de-sac and therefore no-through roads. There is only one access point at the each initial junction.



### Green and natural features

The depth of the front gardens allow for a mix of garden vegetation which soften the urban landscape. There are no specific street trees in Foxcotte Close, although Lakeside Close benefits from running alongside Charlton Lakes, with a number of trees bordering the southern edge.

Lakeside Close also benefits from a large grass verge overlooking the Lakes. There is no public access from here with a chainlink fence separating the two.

### Buildings and details

The majority of the buildings in these culs-de-sac are bungalows with standard London Brick in heather or buff and concrete tiled roofs. Lakeside Close also benefits from cladding to the gables and small areas of render.

### Streetscape features

In Foxcotte Close there are wide pavements on both sides of the road with limited street lighting. The majority of properties are served by overhead telephone and electricity cables.

The use of low front garden walls and planting gives a verdant feel, particularly in Lakeside Close. Although

there has been some introduction of panel fencing, which is a stark contrast.

### Land use

The areas is residential in nature.

#### KEY FINDINGS TO INFORM NEIGHBOURHOOD PLAN:

**Low density, detached, single storey modern residential area**

**Garden depths are shallow**

**Dwellings set back with in depth front gardens and off street parking**

**Building heights 1 storey**

**Materials:**

- London Brick - Heather or Buff
- Limited Cladding
- Concrete tiles

**Hipped roofs in Foxcotte Close with Gabled roofs in Lakeside Close**

**Low boundary walls and garden planting**

**Key issues:**

**Retain and enhance relationship with the Lakes. Development should be appropriate in this regard**



## Character Area 4: Carter's Meadow



### General overview of character

This is a long winding private cul-de-sac which is entirely comprised of retirement homes, some warden based. There is a large open green space which is privately owned adjacent to the junction with Charlton Road. A watercourse runs alongside the close from Charlie's Lake into Charlton Lakes.

Housing adjacent to Charlton Lakes have small rear gardens, whereas the majority of properties share landscaped grounds

### Topography

The road is fairly level in topography.

### Layout, Spaces

Tightly knit layout forming three enclosed courtyards.  
Well landscaped and overlooking the lakes.

### Roads, streets, routes

There is just one entrance to Carter's Meadow from Hatherden Road.

There is pavement only one side of the road with designated spaces for resident parking.





### Green and natural features

There are a large number of trees on the green facing the buildings and these are well maintained. The buildings are interspersed with shrubs to soften their features

Within Carter's Meadow the view is peaceful with the landscaped grounds being well looked after. Most of the buildings have some view of either the green, the stream or onto Charlton Lakes.

### Buildings and details

Buildings are terraced houses/flats and are secluded and



modern in design. There is space between the terraces to give an open feel.

### Streetscape features

The buildings are contained by landscaping, which is the dominant feature

### Land use

Residential use - predominantly retirement

#### KEY FINDINGS TO INFORM NEIGHBOURHOOD PLAN:

Courtyards of terraced retirement homes and apartments

Plot sizes are small, but designed for manageability.

The dwellings are however set in more extensive landscaped grounds

Building heights 1.5-2 storey

Materials:

- Brick with contrasting red
- Gabled concrete tiled roofs

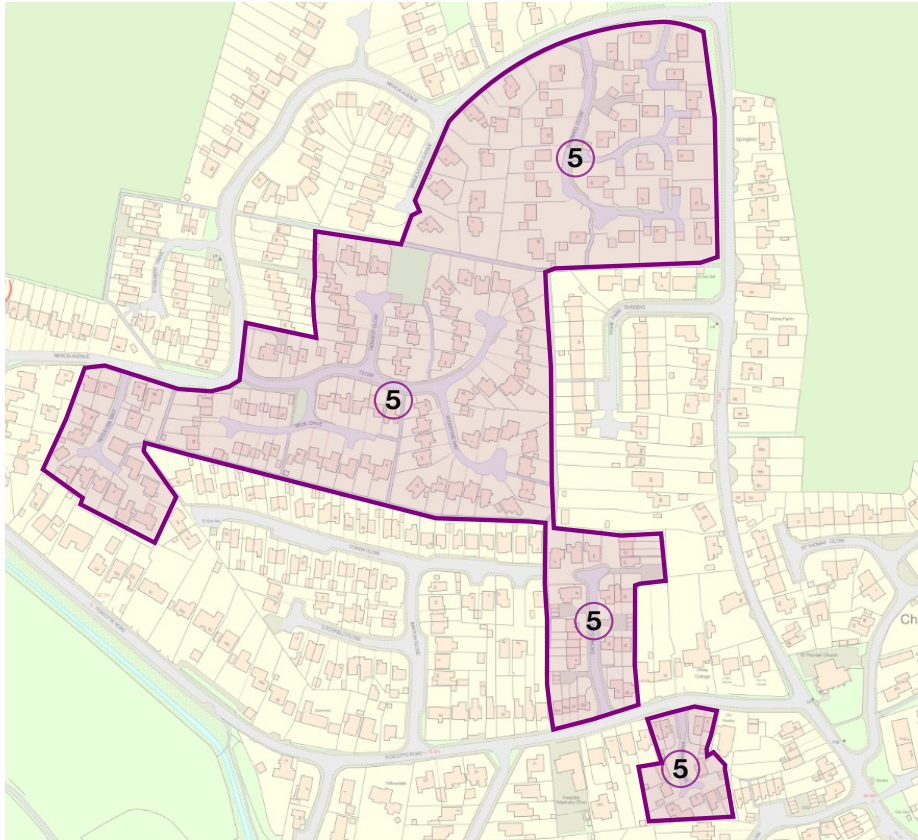
Boundary planting low in height to allow views out

Key issues:

Retain and enhance relationship with the landscape. Development should be appropriate in this regard

## Character Area 5:

**Kimberley Close, Dacre Close, Bede Drive, Hengst Close, Augustine Way, Porchester Close, Bradwell Close**



### General overview of character

These residential areas were constructed in the 1980s and 90s and largely consist of semi-detached and detached, two storey, red brick houses set in open landscaped gardens.

### Layout, Spaces

Kimberley Close, Dacre Close are small cul-de-sacs in an elongated 'T' shape, with two storey dwellings and ample off-road parking, including driveways and garages. Bede Drive is a larger cul-de-sac than these, with dwellings being largely semi-detached on the right hand side and largely detached on the left, with the latter being of varying distances away from the main Drive. Bradwell



Close buildings are a mixture of two-storey and 1.5 storey homes.

Porchester Close has a wide pavement on both sides and dwellings are enclosed either by fences or by adequately sized front gardens.



### Topography

The topography of Kimberley Close and Porchester Close is level. Dacre Close slopes upwards away from Foxcotte Road



### Roads, streets, routes

Narrow, often single width or traffic calmed. Intentionally limited space for on street parking unless in parking bays.

### Green and natural features

All dwellings in Dacre Close, Bede Drive and Porchester Close have green spaces to the front, with some boundaries being lined with hedgerows and trees.

### Buildings and details

Each dwelling in Kimberley Close is two-storey, with a porch and small front garden being commonplace for most.

In Dacre Close there is a mixture of semi-detached and detached dwellings, all being two-storey. All dwelling have green spaces to the front.

The buildings in Porchester Close are largely detached two-storey homes enclosed by hedgerows and/or fences. They also benefit from both front and rear gardens, and private driveways and garages.

### Streetscape features

In Kimberley Close, Dacre Close, Porchester Close there is limited street lighting but this is not an issue.

### Land use

residential use.

### KEY FINDINGS TO INFORM NEIGHBOURHOOD PLAN:

Mainly detached family dwellings

Sited on winding culs de sac

Plot sizes vary, but are relatively small

Large front gardens with off street parking and garages

Building heights 2 storey

Materials:

- Render with contrasting brick
- Varied roof forms with concrete tiled roofs

Open garden frontages with formal garden planting

Key issues:

Retain sense of openness to the front of buildings and level of landscaping.

Extensive non-permeable surfacing should be avoided

