

**St Faith's  
Conservation Area  
Appraisal  
&  
Management Plan**

July 2007

**PART III**

**MANAGEMENT PLAN**

FORUM  
Heritage  
Services

**&  
Context 4D**

## **Part III: Management Plan**

Suggested Figures: Management Issues Map:

Vulnerable buildings and Buildings at Risk  
Suggested location and extent of Article 4(2) Directions  
Areas for development briefs/ redevelopment opportunities  
(if any)  
Proposals for enhancement

### **9.0 Vulnerable buildings and Buildings at Risk**

#### **9.1 Listed Buildings**

9.1.1 Curtilage building to Nos. 18 and 18a (Grade II) (figure 67 [678])

9.1.2 Small outbuilding to No.18 South Street, part of a group of outbuildings. Brick in garden wall bond, with timber arched door and door frame, part hanging from hinges. There does not appear to be a roof on this structure. Excessive vegetation to the top of the walls.

9.1.3 **Action:** Contact owner and discuss proposals for the repair of this building. An urgent works notice may be considered appropriate to consolidate the top of the walls and secure the building.



**Figure 67:** Outbuilding to Hall Place Cottage, South Street

## 10.0 Article 4(2) Directions (see Management Issues Map)

10.1 Within the St Faith's Conservation Area there are four key groups of important unlisted buildings which would benefit from the protection afforded by additional planning controls in order to retain elements of particular historic or architectural interest. These are as follows:

### 10.2 Manor Close

10.2.1 A set piece of 1930s town planning with the open garden spaces making a very positive contribution to the quality of this development.

#### 10.2.2 *Need for control*

There are three key elements to safeguarding the special character of this part of the conservation area. There should be:

- Control of roof extensions of any kind
- Resistance to the linking of these buildings or the closing of the gaps in any way
- Removal of any section of the original Manor House wall, sections of which form the rear boundary walls to the houses (fronting onto Fairfield Road and Prince George's Street)

### 10.3 Fairfield Terrace

10.3.1 This is an exceptional group of Victorian terraced houses of 1887 incorporating some innovative and unusual methods in the use of local materials, primarily brick waste, and huge unknapped flints.

#### 10.3.2 *Need for control*

This important terrace has been eroded by unsympathetic changes particularly to windows and doors. As a terrace, it is important to maintain the cohesion of the group as a whole. The following should be considered for protection by way of an Article 4(2) Direction:

- Windows
- Doors
- Roof
- Boundary walls
- Painting
- Chimneys

## 10.4 Beechworth Road

10.4.1 Built in two phases in the 1890s and originally named Station Road, this group of small late Victorian villas is of a very high quality and is only slightly marred by the intrusion of mid- to late twentieth century development.

### 10.4.2 *Need for control*

The houses of Beechworth Road form a very important group. Part of the cohesiveness and architectural interest of the group is the consistency of materials and rhythm formed by this consistency. One of the houses retains its original boundary railings. The following should be considered for protection by way of an Article 4(2) Direction:

- Windows
- Doors
- Roof
- Boundary walls
- Painting
- Chimneys

## 10.5 Grove Road

10.5.1 A very attractive Edwardian suburb laid out c.1900-1914. Highly individual houses but with good detailing and a general high quality finish throughout. The front boundary walls are a particularly important part of the character of this part of the conservation area.

### 10.5.2 *Need for control*

These houses derive their quality from the survival of original windows, doors, roofs and chimneys. The following should be considered for protection by way of an Article 4(2) Direction:

- Windows
- Doors
- Roof
- Boundary walls
- Painting
- Chimneys

## **11.0 Boundary revisions** (see Management Issues Map)

11.1 As a result of analysis undertaken, the following are suggested boundary revisions to reflect ownership changes, recent development and local and national policy designations and changes.

### **11.2 Areas to be Excluded**

11.2.1 (1) Western section of North Street comprising modern retail units.

#### *11.2.2 Reason*

In management terms this is a very difficult boundary to defend as it passes through the centre of a building. The suggestion is to move the line so that it sits just in front of the shopfronts of the Meridian Centre.

### **11.3 Areas to be Included**

11.3.1 North section of West Street (to include shopfronts).

#### *11.3.2 Reason*

Retain control over the shopfronts and signage which form a crucial part of the setting of the conservation area in this part of West Street.

11.3.4 Section of North Street to include The Star Public House and associated outbuildings.

#### *11.3.5 Reason*

This section of North Street retains a high degree of the built form seen on the first edition Ordnance Survey Map. It forms an important part of the arrival to Havant and defines the scale and diversity of this section of the conservation area which is continued south in the presently designated section of North Street. The Star Public House and associated outbuildings are buildings worthy of some protection from demolition but are not of listable quality. Please note that Nos. 42 and 51 North Street are included for their important position on the corner of North Street and Market Parade. The local authority would want to secure good design on these important corners hence their inclusion within the proposed extension to the designation.

11.3.6 Small section adjacent former railway line (including Sycamore tree)

#### *11.3.7 Reason*

This small section of the railway should include a triangular green area adjacent to Lymbourn Road Conservation Area. Inclusion in the St Faith's Conservation Area would regularise the boundary and provide further

protection to important trees which line the entire route of the former Hayling Island branch line.

#### 11.3.8 (4) Section of former railway line now part of path network

##### 11.3.9 *Reason*

This section of the former Hayling Island branch line forms a very attractive pedestrian route along the edge of the conservation area and is lined with mature trees of various species that form a very important backdrop and setting to the conservation area. These trees at present are not protected. Inclusion of this section of the former railway would ensure protection for this significant tree belt.

#### 11.3.10 Nos 1 & 2 Churchfields, Juniper Square

##### 11.3.11 *Reason*

This attractive symmetrical pair of cottages built in 1925 (cast iron central hopperhead) have a neo-vernacular simplicity and sit within large generous plots. Unfortunately they have both lost their original windows but retain doors, roofs and other features and details of interest.

## 12.0 Proposals for enhancement

### 12.1 Watercourses

12.1.1 The watercourses of the town are an important part of the historic story of Havant. All but one in the conservation area have been culverted, capped or diverted.

12.1.2 The Springwell rises in Homewell and is channelled round the former parchment works and empties into the remnant of the former Town Mill pond adjacent to Park Road. The pond is in a very poor state of repair and appears unmanaged at present.

#### *Proposals*

- Screen Park Road from the site
- Re-landscape the pond to provide seating areas adjacent to the water
- Re-establish a viable link between the town and the pond and beyond to the offices and superstore.

#### *Partners*

Community Board, Natural England, Portsmouth Water, Havant Borough Council

### 12.2 Improve the profile of the Twittens

12.1.1 The Twittens are an important under-used asset to the town. Their profile could be raised to provide good sustainable access routes to and from the town.

#### *Proposals*

- Base a heritage trail around the history and use of the Twittens
- Adopt names for the particular routes based on people or events in the history of Havant eg. 'Parchment Twitten'
- Provide a consistent surface finish to all the Twittens so that they are instantly recognisable as such. This could comprise resin bonded gravel with a central gully of red brick pavements?
- Carefully signpost these routes with a consistent signing regime.
- Signage to be designed by local artists

### *Partners*

Community Board, Havant Borough Council, Hampshire County Council, Havant Arts Centre, Havant Museum, Local history groups, Local Amenity Societies.

## **12.3 Historic paving**

12.3.1 There is very little survival of historic or traditional paving in the conservation area. Recent resurfacing exercises have devised complicated palettes of materials and textured surfaces. Paving schemes should be based as far as possible on historic precedents or detailed research as to the appropriate finish. Surviving elements of traditional paving should be recorded and reinstated/ repaired where found. There is much scope for improvement of the existing street surfaces

### *Proposals*

- Record all existing historic paving identified in the appraisal to include drawings of details such as gulleys, joints
- Consider any future paving schemes against thoroughly researched historic precedents
- Keep it simple

### *Partners*

Hampshire County Highways, Havant Borough Council, English Heritage, Local history groups, Local Amenity Societies.

## **12.4 Shopfronts**

12.4.1 The tight character of the townscape is challenging to the commercial operator and in some cases the historic integrity of the host building has been heavily compromised by the presence of poorly designed oversized shopfronts (figure 68 [812]) In addition, commercial signing within town is generally of a poor quality with the signage of the corporate 'high street' names being the worse exponents.





**Figure 68:** Shopfront does not respect the architectural integrity of the host building (Nos. 28-30 West Street)

### *Proposals*

- Review the existing shopfronts and advertisement design guide and combine them to produce a revised document
- Look to towns such as Winchester who have developed a robust shopfronts and advertisements policy
- Look to develop the use of hanging symbols for signage (as per the Winchester model)
- Have a list drawn up by the Community Board members of the worst signs
- Take discontinuance action on the worst offenders
- Provide a grant for shop/advertisement replacement
- Work with local artists on developing design skills such as the use of wrought iron in hanging signs
- Award a yearly design award prize for the best signage/shopfront improvement

### *Partners*

Community Board, Havant Borough Council, Hampshire County Council(?), Havant Arts Centre, English Heritage, HLF, Local history groups, Local Amenity Societies.

## **13.0 Potential sources for funding**

### *13.1 Townscape Heritage Initiative*

13.1.1 A scheme which provided grants for the improvements of shopfronts whilst combining the potential for living above the shop could form the basis for a successful bid to the Heritage Lottery Fund within their Townscape Heritage Initiative programme. This would need to be match funded by the local authority and other possible partners such as civic societies. At this stage it would be advisable to seek early advice on the eligibility of a project and the likelihood of success. The schemes require a considerable amount of information up front.

### *13.2 Historic Environment Local Management (HELM)*

13.2.1 This potential source of funding is likely to take the form of the provision of training to Members or officers with regards to such topics as good design and use of materials in sensitive areas for example. It also has the provision for possible joint working with English Heritage on projects which have a strategic significance or potential for regional or national policy formulation. These kinds of projects could attract funding from English Heritage.

### *13.3 Liveability fund*

13.3.1 Havant Borough Council have been a successful recipient of funds under this initiative. The fund should look to projects outlined in this document, the Urban Design Framework and the Public Realm Design Framework. There is considerable synergy between these documents and a common issue is poor quality signage and street furniture. A project which used local artists and craftsmen to produce bespoke signage and street furniture would address many of the issues raised in these documents.

### *13.4 Hampshire Country Towns Initiative*

13.4.1 Community based schemes aimed at maximising the existing resources of market towns (for example the utilisation of upper storeys for residential accommodation) and aim to revitalise failing market towns through diversification across the County.

### *13.5 Developer payments/ contributions*

13.5.1 The collection of commuted sums through the application of planning policy within the Havant Town urban envelope could prove a valuable source of funding for environmental improvements on or adjacent to development sites. This is particularly useful for securing improvements

to surface treatments, provision of traditional 'crossovers' and providing an alternative to tarmac.

### 13.6 *Portsmouth Water Company*

13.6.1 The local springs are an extremely important part of understanding the historical evolution of Havant. Community led projects which celebrated the importance of the water source and its sensible management should be something the local water company are interested in contributing towards. This is especially relevant (though not exclusive) to any projects involving the water courses.

## 14.0 Policies/recommendations for new buildings (smaller infill sites)

- 14.1 This guidance provides generic advice for smaller developments up to approximately 5 - 8 housing units. Sites of a larger number will require considerable pre-application negotiation and may be the subject of design briefs. Some small developments may be in such sensitive locations that they may require a concise brief from the Local Authority. In all cases a Design Statement will be required to accompany the application drawings. The Character Appraisal should be consulted by the applicant's agent, the developer and the planning officer, as it will assist in setting the context of the development.
- 14.2 It is strongly advised that all parties visit the site and its setting. The setting will vary in virtually every case, but as a guide it should be taken as the area from which the site can be seen and the surroundings seen from the site. The setting can also be defined as the general pattern of uses in the vicinity. These may vary on each side of the site.
- 14.3 It is important to consider specifically: surrounding skylines, rooflines and landmarks (e.g. church towers etc), or if the development will have an impact on cherished views of the landscape or "signature" skylines.
- 14.4 The surrounding built form should be appraised:
- What are the typical sizes and shapes of building plots? Are these uniform or varied? If varied, consider largest and smallest types.
  - How do buildings relate to the back edge of the footpath or carriageway? This factor alone can help to assimilate new buildings into the street scene.
  - Are the buildings in the street freestanding, or are they in small informal groups or more regular terraces?
  - Are buildings linked in a particular way, for example with boundary walls?
  - Do the buildings generally have their main ridgeline parallel to the street or at right angles?
  - Are the buildings generally "grand" or modestly proportioned and styled?
  - The character of the front boundary walls or fences is an integral part of the character of the area.
  - Identify the predominant materials and colour of material in the area and if any are unique.
- 14.5 The character of the site should be considered. The boundaries should be noted, especially if they comprise hedgerows, mature trees, vernacular walls, fences or railings.

- 14.6 The access point to the site will have to be agreed. Generally, care should be taken to minimise any damage to front boundaries through the uncritical imposition of sight lines which may have the effect of removing most of a boundary.
- 14.7 Consider potential assets on-site, such as the lie of the land, areas of shelter and sunny aspect, existing structures such as buildings or walls, trees or hedgerows which might be incorporated into the scheme.
- 14.8 Develop a Design Concept. This should include:
- What is the role of this development within the setting?
  - Is this a gateway or other edge development on the approach or periphery of the site?
  - Is it a focal point development terminating a view or providing a skyline?
  - Is the site at a pivotal point in the townscape, turning a corner from one type of development to another?
- 14.9 The frontage part of the development should in virtually every case face outward to the streetscape, unless there are compelling reasons not to do so.
- 14.10 The character of the development should be determined by layout and providing an appropriate sense of identity and enclosure. A sequence of spaces and places should be considered – from major to minor space, from formal/symmetrical or informal?
- 14.11 The design should avoid any inappropriate suburbanising of the proposals through deep or irregular house plan, fussy elevations, spacious set backs from the building line, dwarf wall boundaries and inappropriate spacing between buildings.
- 14.12 Design considerations such as window proportions, subservience of elements such as garages, roof type (gable end or hipped), roof pitch, projection or recession and choice of materials, which should derive from the character of surrounding buildings forming the setting.
- 14.13 Contemporary solutions may be appropriate if it can be demonstrated that they derive from a comprehensive appraisal of the setting and site

## 15.0 Guidance for specific sites within the conservation area

15.1 A number of sites have been identified as potential development opportunities with significant potential for enhancement of the conservation area.

15.2 The following provides broad advice on the approach to particular sites.

### 15.3 *Garages (east side) South Street*

15.3.1 The existing garage and barber shop uses, whilst contributing to the positive mixed use character of the street, are inappropriate in terms of built form and layout to the historic character of South Street.

15.3.2 In particular, the set back and single storey nature of the post war development creates a break in the continuity of the largely back edge of the pavement development on its urban boundary and garden frontages to the south.

#### 15.3.3 Objectives

- The mixed use nature of the street should be encouraged through small scale ground floor commercial or retail uses fronting South Street. However, residential development is appropriate within the core and at the eastern end of the site.
- Any replacement built form facing South Street should be set back by no more than 1 metre from the back edge of the existing footpath and should be predominantly 2 storey, with an eaves line of no more than 5.2 metres. A small element of 2½ storey accommodation (within the roofspace) may be acceptable to serve townscape considerations.
- Access to the site should be within the middle third of the frontage and should be a shared surface, maximum 4.8 metres wide. The radius kerb at the site entrance should be 450mm maximum, and there should be a “crossover” surface design at pavement level.
- Vehicular access within the site should be of the character of a shared surface courtyard.
- The view into the site should be terminated by a building whose elevation is designed to fulfil this function.
- At least 50% of the buildings within the site should take advantage of a southerly orientation to incorporate solar panels or photovoltaic tiles into the roof design.
- Garages and/or carports should be designed to assume a subservient role and to provide spatial enclosure or privacy.

- Only dwellings facing onto the footpath on the eastern boundary of the site should access the footpath.
- Privacy between dwellings within the site and for those adjacent to its boundaries should be achieved by careful consideration of building form and footprint, and design and location of windows, as conventional privacy dimensions are unlikely to be relevant.
- Materials. It is anticipated that the predominant materials will be brick walling of a colour to complement the weathered dark red brick and burnt headers found in most of the street, with plain tiles for roofing. Small areas of render would also be acceptable. Materials such as timber cladding or PVCu would be out of character. Timber windows of a vertical proportion would be appropriate.

#### 15.4 Shopfronts and alley between East Street and The Pallant

15.4.1 The existing range of 3 single storey shops represents a disruption of the historic street scene, which is comprised of predominantly 3 storey buildings with some 2 storey buildings, organically developed on relatively narrow plots. Whilst the 3 shops reflect this rhythm of narrow plot widths and the traditional, if much altered shopfronts have some merit, the single storey nature of the development creates a major gap in the street elevation.

#### 15.4.2 Objectives

- Any redevelopment proposals for the sites should take the opportunity to reinstate a continuous, though varied 3 and 2½ storey frontage.
- Uses at ground floor level should remain as retail (or possibly some commercial). Commercial or residential uses should be on upper floors. Access to upper floors should be via front doors on the street frontage.
- It is essential that the vertical rhythm of the street scene is preserved in any redevelopment, through the clear elevational expression of each of the three properties. It would be unacceptable to produce a design scheme characterised by three identical bays producing a uniform elevation of horizontal emphasis across the three bays.
- It is also essential that the height of each bay should be subtly varied by the use of parapets, eaves, or by adopting a “2½” storey elevation.
- Windows should be vertically proportioned.

- Shopfront fascias should not run continuously across the three elevations, but stop at the location of each column or pilaster. Stallrisers of at least 300mm above pavement level should be used.
- The elevations could be given further articulation or modelling by the insertion of a first floor oriel window. However, no more than two oriels of modest width should be employed, to avoid an over “busy” elevation.
- Roofs should be pitched, with ridgelines parallel to the alignment of the street.
- Wall materials/colours. Brickwork of a sympathetic colour and texture to that found in the street will be appropriate, although perhaps one bay may be rendered. Off-white, pastels or warm colours complementary to those seen in the Street would be appropriate. “Engineered” timber windows should be utilised.



## 16.0 Traffic management/Street Improvements

### 16.1 Improved cohesive pedestrian signage

16.1.1 Combined with proposals to raise the profile of the network of Twittens within the conservation area, there should be a holistic review of signage across the town centre.

16.1.2 The signage should be consistent and based on an established and agreed network of streets, lanes and Twittens.

16.1.3 The signage could be designed by local artists with a competition held to establish the successful design or designs. This would create a unique bespoke system for have providing a locally distinctive solution incorporating local knowledge and skills.

### 16.2 Removal of street clutter

(with reference to Ch. 4 of the [Public Realm Design Framework](#) for Havant Borough Council June 2005)

16.2.1 An attractive scheme of resurfacing has been undertaken in West Street in front of the church. Unfortunately it has been compromised by the addition of excess signage, barriers and bollards (figure 69). This not only spoils the considerable efforts to achieve a pleasant, traditional feel to this part of West Street but has a significant impact on the setting of both the Grade II\* listed church and the War Memorial.

16.2.2 This should be read in conjunction with the following suggested improvements



**Figure 69:** Unnecessary and poorly designed street clutter in historic core of the town

### **16.3 Reconnect the church and churchyard with the street**

16.3.1 The church, churchyard and War Memorial should be reintegrated with the cross roads by removing all road markings, barriers and signage and integrating the central section of the cross roads with the West Street improvements and continue resurfacing to north, east and south.

16.3.2 This could create an open square with the church to one side forming a pedestrian friendly space. Cars and buses would have limited access.

### **16.4 Support improved linkage with further section of West Street to the west of Park Road** (Public Realm Design Framework - June 2005 and Urban Design Framework - May 2006)

16.4.1 There is considerable need to improve the visual and physical links between the two sections of West Street (the western section is also a designated conservation area - The Black Dog Conservation Area). This appraisal supports the suggested strategy of the Urban Design Framework and strongly advises removing the CCTV camera mounted on a central pole which spoils the visual link between the two sections of this historic street.

16.4.2 A more long term aim should be the reintroduction of this historic street line. This could provide the opportunity for considerable enhancement to the frontages to West Street, redefine the historic section of the street creating better positive enclosure and provide the opportunity for a landmark building (not necessarily as tall building) defining this important corner of West Street and vastly improving the setting of the conservation areas.

## 17.0 Bibliography

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