

# Look At Romsey

Romsey Town Design Statement

for Romsey Town and Romsey Extra



## Area 9 Romsey Town Centre Outer Core



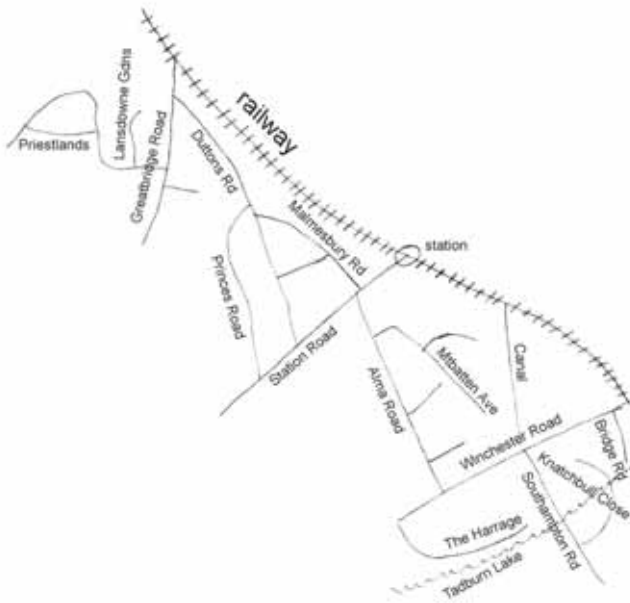
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# Romsey Outer Core Design Statement

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This section of the Look at Romsey project was prepared by a team of volunteers in the outer core of Romsey Town Centre under the guidance of the Romsey and District Society. It was presented to Test Valley Borough Council in August 2006. It was adopted as a Supplementary Planning Document in January 2008.



Plan showing the area included in this Statement



Sunflowers on Master's House, Duttons Road

## Setting and Landscape Including Views

The outer core of Romsey town centre forms an arc that lies on level ground between the historic town centre and the railway embankment to the east and north. Prior to 1845 it was largely agricultural with very few buildings. Most building in this part of Romsey has taken place since 1890.

Two turnpike roads had been constructed across the area in the mid-eighteenth century, namely Winchester Road to the east and Greatbridge Road to the north. In 1794 a canal from Andover to Redbridge was opened which traversed the eastern side of this area and cut the town off from easy access to the Cupernham slopes.



The railway bridge over the old Canal

However the major feature that has defined the area of Romsey's outer core is the railway line between Salisbury and Bishopstoke (Eastleigh) built in 1846. A railway station was built and roads constructed to give access. These were named Station Road, Alma Road and Duttons Road. The railway stands on an embankment well above the prevailing land. It forms a significant barrier between Romsey town and the countryside to the north.



Railway Bridge, Greatbridge Road

Around 1864, a second railway line to Southampton was built and the canal was closed, although water remains in the stretch through Romsey. At the same time the old road to Southampton that went through Broadlands was closed and a new road constructed further east.



Railway Bridge, Winchester Road

Railway bridges crossing Greatbridge Road and Winchester Road mark the limits of Romsey's central outer core. Both make very conspicuous features.

A northern by-pass of the town centre was planned along the route of Malmesbury Road and Mountbatten Avenue, but the idea was discarded, and Mountbatten Avenue became residential although Malmesbury Road forms part of A3057 as does Alma Road. However in the 1930s a southern by-pass of the town centre was created. It is now linked to Southampton Road, near the Gunville Gatehouse, by a substantial roundabout.



Gunville Gatehouse: the tollgate house in the 'new' Southampton Road of the 1860s

Not only is the area traversed by rail, main roads and canal, but every water course in Romsey can be seen here – the Tadburn, the Fishlake and various braids of the Test.



View across roofs to the abbey church

The level nature of the ground means that there are no spectacular views, but the area shares with much of the rest of the town pleasing glimpses of Romsey abbey church, and Green Hill and the trees in Botley Road cemetery. Within the area, the varied nature of rooflines and especially the roofs of the library and the remaining brewery buildings give texture to the view.

The only sloping ground in this area is found in Greatbridge Road where the land to the east is noticeably higher than that to the west.

The outer core of Romsey town centre contains several large plots of land that have been developed by single owners, principally the old Romsey Borough Council, Hampshire County Council and Strong's Brewery. The County Council built schools at either end of this area, one being the Romsey Community School and the other Romsey Infant and Nursery School.

### Design Guidelines

- Retain views of key buildings and important features and prominent buildings should incorporate an interesting roofscape.

## Settlement Pattern



Priestlands Terrace in Greatbridge Road

Most of the houses and other buildings line the streets giving a traditional urban character to the area. This is particularly true of the building that took place before 1960.

Later developments have not always adhered to this approach. The Harrage is constructed in a series of bays around which the houses are built. Knatchbull Close is built around several courtyard cum parking areas, whilst Lansdowne Gardens is Arcadian with the houses set in a parkland environment away from roads. All three of these examples are residential streets with no through way for traffic.

Most of the street lines have survived intact and thereby create a truly urban environment. However at the southern part of Alma Road and nearby parts of Winchester Road the street line has become very disjointed.





Alma Road has a disjointed street line

The different parts of the outer core of Romsey town centre are well connected by footpaths and alleyways that enable pedestrians to take short cuts and avoid walking along streets.

## Design Guidelines

- Ensure that the permeability of the area is maintained and that no new dead ends are created.
- Development should respect the building line of established streets.

## Open and Other Spaces

There is little in the way of open space in the outer core of Romsey town centre apart from the playing fields on private land associated with the two schools.

Allotments and sports facilities lie south of the Tadburn and By-pass and although close to the town they are not within the urban envelope.

The Rapids Roundabout contains a grassed space with small raised flower beds which are used for formal displays, but are not universally popular. The railings along the By-pass are decorated with baskets of flowers that are well liked.



Open space, Duttons Rd and Malmesbury Rd

There is a triangle of land at the intersection of Malmesbury Road and Duttons Road and this provides an important place for local children's informal play. There is also a small amount of grass land beyond the houses in Priestlands, and a small green in Knatchbull Close. Other than these, this area has no public open spaces.

Lansdowne Gardens is a private managed area containing grass, shrubs and trees between the buildings. The well tended private lawns in The Harrage enhance that street.

### Design Guidelines

- Open spaces in the area should be retained.

## Building Form

As befits an area where the buildings have a variety of uses, the outer core of Romsey's town centre contains considerable diversity in housing style. Like the rest of Romsey, it is predominately low-rise, rarely reaching three storeys, and even then, with a general absence of lofty buildings.



The oldest house in Greatbridge Road

### Pre – 1890

Before 1840, such settlement as there was lay mainly along the two main roads, Winchester Road and Greatbridge Road. The buildings erected before 1890 are an individualistic collection and include some of the largest in the area. For example, Lansdowne Gardens in Greatbridge Road was created early in the nineteenth century and has a striking portico and wall. It was well outside the town at that time.



Former entrance to Lansdowne Gardens

Some of the oldest properties are in or near Winchester Road, including Beauchamp House, Bishop Blaize public house, Harrage House and the ex-Crown Inn.



Former Crown Inn and Queen's terrace

Harrage House is a two-storey building with stately proportions and sash windows typical of the early nineteenth century. It has a rendered finish and shallow pitched slate roof.



Harrage House

In the 1840s the south side of Winchester Road and nearby parts of The Hundred were developed with public buildings such as a Police Station and a school (now English Court) as well as two short terraces of houses on either side of the Police Station. Most buildings in this area are made of traditional Hampshire redbrick. The Police Station is one of the town's few flint faced buildings. The nearby houses contain cellars, a feature not common in the outer core of Romsey.



Police Station and Alma Terrace

English Court has a very fine decorative gable and tall windows facing onto the street, although the façade is rather hidden behind trees.





English Court, Winchester Road

The railway station was built in 1847 and subsequently extended. It is at the northern end of Station Road and there is now a small commercial complex adjacent to it, partially in redundant railway buildings. The railway station is one of the tallest buildings in Romsey. It is built of yellow brick and has two tall chimney stacks, one of which is arched.



Romsey railway station

The library (see inside front cover photo) was built in 1872 as a boys' school with adjoining master's house. They were designed by William Eden Nesfield. The buildings are noted for carved brick features, decorative chimneys and bell tower. The roof is covered with traditional clay tiles. The building has recently been sensitively extended by Hampshire County Council.

## 1890 – 1914

It was not until after 1890 that house building took place in a substantial way in this part of Romsey.

Terraces of houses were built in Winchester Road, Station Road, Alma Road, Albany Road and Greatbridge Road. In addition several small villa type houses were built in Winchester Road near the railway line.



Richmond Terrace in Winchester Road

At the same time the other main road, Greatbridge Road was developed. It contains a terrace of small houses and a mixture of semi-detached and substantial detached houses.

Most of these dwellings are two storeys high, although there is a three storey group in Winchester Road next to Texaco garage. The tradition of using local dark red bricks was continued in this period although decorative features were often incorporated. One of the most unusual is a terracotta bas relief memorial tablet of Queen Victoria to be seen on a house in Winchester Road.



Terracotta image of Queen Victoria

Some of these houses still have slate roofs and decorative ridge tiles but others have been replaced in non-matching materials. Similarly many of the sash windows have been replaced with other designs thus changing their appearance.



Terraced houses in Station Road

A number of detached and semi-detached houses were built as small villas particularly in Winchester Road and Greatbridge Road. They are mostly two storey, although some in Winchester Road have been extended into the roof. They are normally brick faced but some have been painted. Slate roofs are normal for these houses.



Ornamental porch in Winchester Road

In Winchester Road, one house has a very ornate glass entrance porch. In Greatbridge Road, Crosbie House appears to have been inspired by the Arts and Crafts movement.



Crosbie House, Greatbridge Road

Birchlands was built as a cottage hospital in 1898 and is now divided into four homes.



Birchlands once Romsey's hospital

Some of the largest buildings in Romsey were constructed as part of Strong's Brewery during this period. They soar up above the surrounding houses and include some very distinctive roofs which contribute to the skyline of the town. These buildings are of traditional Hampshire red brick. A few of the brewery buildings survive, and the Malthouse, a listed building, is being converted into flats. Construction work is proceeding on the site in early 2006.



Former brewery buildings seen from Princes Road with garages in the foreground

## 1914 – 1939

In the 1920s some detached private houses were built in Station Road and Alma Road. They have modest sized front gardens but quite long back gardens. A few years later the telephone exchange was built of brick at the southern end of Alma Road.



Former telephone exchange, Alma Road

The former Romsey Borough Council built houses in the Duttons Road area in the inter-war years. The earliest estate was built in 1928 in Lansdowne Close above Greatbridge Road. The arrangement of houses is unusual in that the central ones are double-fronted and one room deep, while the end houses are at right-angles, the block thus forming an H-shape.



Lansdowne Close



More council houses were built, some terraced and others semi-detached, in Duttons Road, Station Road, and the newly created Princes Road, Jubilee Road and Malmesbury Road.



Malmesbury Road

Malmesbury Road was built along a shallow arc and has substantial grass verges with red-flowering horse chestnut trees. All these houses have been substantially modernised but the brickwork and rooflines are true to the original. In addition Strong's Brewery built a few houses in Duttons Road.



Plaques of former council houses in Duttons Road and Lansdowne Close

The offices of Test Valley Borough Council, in Duttons Road, were built in 1929 for the now defunct Romsey and Stockbridge Rural District Council. The building has been much enlarged and most of the art deco detailing has been replaced by functional late twentieth-century features.



Southern office of Test Valley Borough Council

In Winchester Road land between the Canal and the nineteenth century villas was developed in the inter-war years. The most striking building in this group is the Plaza Theatre, Romsey's best example of art deco architecture. It faces south down Southampton Road.



Plaza Theatre, Winchester Road

East of the theatre is a terrace of houses then a row of shops called Plaza Parade, the latter of which has its own service road. The whole group is an example of relatively unspoiled 1930s vernacular design.



Shops, Plaza Parade

Nearby, Bridge Road was constructed in the interwar period. It is made up of a mixture of terraced houses, bungalows and detached houses which all face the railway line across the road. The most noticeable feature of the terraced housing is the bay windows.



Bridge Road

By contrast some large houses were built at this time along the eastern side of Southampton Road, standing back from the road in their own grounds.



Southampton Road

## 1939 – 1970



Mountbatten Avenue

The land between Alma Road and the canal was allocated for council housing in the late 1930s. Work was interrupted by the war, with some houses being built at the beginning of the war and the rest of the estate afterwards. Mountbatten Avenue and Mitchell's Close were created to provide access to these houses. The development contains two storey dwellings with a mixture of terraced and semi-detached houses. They are brick faced with hipped roofs and small chimneys.



A glimpse of Priestlands



The defunct Romsey Borough Council was also responsible for building a substantial number of houses to the west of Greatbridge Road in Priestlands. They form a circle to the north of the Romsey School. They also contain a mixture of semi detached and terraced houses, together with a few maisonettes and some bungalows. Lansdowne Court is a three-storey brick built block of flats opposite the school entrance.



Lansdowne Court

In the early 1960s a housing estate was built within the walls of Lansdowne Gardens. It contains a mixture of two storey houses and bungalows in a garden setting. The houses are cedar-clad and plastered and the bungalows have a plaster render.



Lansdowne Gardens

On the opposite side of Greatbridge Road, St Clement's Close was developed at about the same time in the grounds of St Clement's House.



St Clement's House

The first part of the Romsey School was erected nearby in the 1950s since when it has been greatly expanded. Much of the school is system built, using coloured panels but the latest buildings are brick built. Some of the buildings are two storeys high and the sports hall is taller than any of the blocks of classrooms.



Entrance to the Romsey School

At the southern end of Alma Road, there are several service buildings including the fire station, a doctors' surgery, an undertakers and the telephone exchange. No building line has been maintained here so that the road lacks cohesion. The lack of harmony continues in nearby Winchester Road both east and west of Alma Road.



Fire station with Mottisfont Lodge behind



Petrol station

In particular the canopy of the petrol station dominates the skyline, and its sign obscures the historic Bishop Blaize building.

By contrast the Scout and Guide huts stand back from Alma Road in a little road of their own, Baden Powell Way. However, the age of the buildings and the need to make them secure results in their being rather bleak and the street being impersonal. It is to be hoped that the plans to rebuild the Scout hut will improve this road.

## 1970 – 2006



Distinctive houses in The Harrage

An estate was built in the grounds of Harrage House in the early 1970s. The development consists of a number of large detached houses and some smaller terraced houses. The detached houses have mansard roofs with grey tiles that reach down to gutters below the first floor windows. The terraces have conventional pitched roofs and are brick faced on both storeys.

Garages are commonly provided in separate blocks, although most can be reached from the back gardens of their owners. The Comrades Club that lies between The Harrage and the By-pass was rebuilt in the 1980s.



Comrades Club

The last estate to be developed in this part of Romsey is Knatchbull Close built in the 1980s. It consists of small terraced houses and maisonettes. The buildings stand in small scattered groups around courtyards. The buildings are brick faced and have brown window frames.



Knatchbull Close with ducks

Knatchbull Close lies behind a garage that fronts on to Winchester Road and deals in the sale and maintenance of cars. It has a prominent canopy and the forecourt is always full of cars for sale. The effect of its forecourt canopy is offset by the nearby railway bridge.



Rayco Garage

Since the estates were built, there have been a number of smaller developments across the area, where houses have been built on vacant or brown-field sites.



Quoyne Court, Station Rd

Fleming Place

Amongst the recent residential buildings are Quoyne Court and Fleming Place, each of which has involved building on a corner plot, and has used the fact to make a statement about the location one with a hexagonal tower and the other with a square tower. Both are red brick faced, and include some decorative brickwork in a contrasting yellow brick.

The retirement apartments, Mottisfont Lodge, were recently built behind the Fire Station and form a substantial building which has an unusual arrangement of windows.

Smaller properties have been built on vacant land around Mountbatten Avenue and Princes Road. These include maisonettes as well as some bungalows for the disabled. There has also been some infilling of vacant land in Duttons Road.



New houses in Duttons Road

Across the area, some garages have been provided in conjunction with former council housing. They are mostly in the form of separate blocks under flat roofs and the areas are not well lit.

The major change in this period was the development of land between Station Road and Alma Road. Two large retail units have been built there and a substantial amount of car parking space created in the vicinity.



SCATS

There is a substantial canopy along the front of each shop that protects pedestrians from the elements. The shops, although large, are in scale with the surrounding area and do not dominate the skyline of the town.



Royal British Legion on left, Waitrose on right

The Romsey County Infant School was built in the 1970s, but is set behind the Plaza Parade and is screened on the west by the bushes of the canal so is not seen from the highway. It consists of single storey buildings set in their own grounds.

## Design Guidelines

- Maintain the integrity of terraces.
- New building should be urban in form, not suburban, for example terraces rather than semi-detached properties.
- In groups of buildings, fenestration should have a natural flow and rhythm.
- Large commercial properties and their signs, within the town centre, should be designed with respect for the street and their surroundings.

## Materials



Winchester Road, opposite Plaza Parade

The normal building material in this part of Romsey is red brick and most older properties are made of this material. Some have been painted or rendered and painted. The station building is unusual in that it is built of yellow brick.



Offices in the converted Fleming Arms,  
seen from Station Approach

The roofs of this part of town were normally covered in slate although many replacements have used other materials. Most of the newer buildings have roofing materials of composite materials which look like slate. The older houses have chimneys.





Beauchamp House, 100 The Hundred

The nineteenth century houses commonly have sash windows, although some have been replaced, whereas the later houses either have windows that do not open, or ones that are hinged.

## Design Guidelines

- Unless they are of exceptional architectural quality, new houses should respect the predominant materials in the locality of red brick and slate or clay tile roofs.
- Renovation of older properties should use traditional forms and shapes.

## Streets and Street Furniture

Each of Romsey's main roads impinges on the outer core of the town centre. This area contains some local circulatory roads and some purely residential streets, which are often cul-de-sacs.

### Main Roads, A27, A3090, A3057

Parts of these main roads pass through the outer core of Romsey's town centre. They are noteworthy for their functionalism. They contain many traffic signs and directions boards that are out of scale with the surrounding buildings.



Traffic sign dominating the approach to the Plaza from the town centre

Winchester Road and Alma Road are further diminished by a network of overhead cables.



Cables in Winchester Road near the Plaza



The railway bridge at Greatbridge Road has been painted recently which has improved it significantly whereas that over Winchester Road needs painting. The A3090 in particular suffers from much uncoordinated street furniture such as rubbish bins and CCTV. The service road by Plaza Parade is not integrated into the street scene of Winchester Road. These main roads do not provide any obvious invitation to travellers to venture into Romsey.

The houses in Malmesbury Road are set well back from the road and are buffered by grass verges and chestnut trees. Sadly the spacious effect is spoilt by the presence of many parked cars. Both road surface and pavement surface in nearby Duttons Road show signs of much patching and therefore lack harmony.

## Design Guidelines

- The unaltered 1930s stretch of Winchester Road (Plaza Parade area) should be retained.



Traffic management at junction of Station Road, Alma Road and Malmesbury Road

## Local Circulatory Roads and Residential Streets

The roads are covered with tarmac. Even in the residential streets there is an absence of alternative surface materials, except for a few parking bays marked out in brick setts in Fleming Place.

Most of the pavements are narrow and surfaced with tarmac. In many places, the slopes leading to dropped kerbs span the whole width of the pavement. Therefore pedestrians do not have a level horizontal surface on which to walk.

Station Road, Duttons Road (southern part), Greatbridge Road all act as local circulatory roads for traffic. They are residential roads which are not wide enough for the roles they have to play.

Most of the front gardens in these streets are too small to be turned into car parking places. Thus the integrity of the street lines has been preserved but with the drawback that the roads are lined with parked cars.



Surfaces in Duttons Road

The other roads in the outer core of Romsey are primarily residential. Some of them are open at both ends. These include Princes Road which winds about and the nearby Jubilee Road that is very narrow. Others form cul-de-sacs for vehicles although having pedestrian access at each end.

The Harrage gives the appearance of being wide, partly because the building line is set back from the street. It has several parking bays for visitors.

Mountbatten Avenue is a wide road with grass verges beside the pavements with a series of parking bays. However the whole street has a neglected air, with a poor road surface, ill-kept bushes and pavements in need of refurbishment. Mitchell's Close is in better shape.



Road use defined by brick setts

Priestlands forms a circle with housing on both the inside and outside. The houses are well back from the road, mostly with conventional individual front gardens.

Vehicles and footpaths are separate in Lansdowne Gardens. Vehicles are restricted to the outer part of the area, and the houses are mostly reached from footpaths within the estate. However the house numbering system is unclear and causes much frustration.

The placement of electricity substations and junction boxes for communication cabling leaves much to be desired. While they are necessary, they are often situated in highly visible and intrusive locations.

## Design Guidelines

- Equipment required by the utility companies should be carefully located to minimise obtrusion.

## Footpaths

One of the strengths of the outer core of Romsey is its permeability. There are many footpaths that enable pedestrians to walk without being next to traffic. These include paths beside Tadburn Lake and the canal, behind Station Road and west of Greatbridge Road amongst others. Some of these paths are inadequately lit and their surfaces and surroundings are poorly maintained. Such neglect is a waste of a valuable urban resource.



Knatchbull Close to Winchester Road

The Canal tow path starts by the Plaza and continues up to the railway bridge and beyond. The southern end of the canal path is sandwiched between a painted wall on the west and a high security fence on the Plaza side and access from Winchester Road involves climbing steps and there is no handrail.



The approach to the canal towpath is to the left of the security fence

A little path leads off to Mountbatten Avenue, another to Mitchell's Close and a third to the railway station. Neither is signposted nor much cared for, although they are extensively used.

The path from the towpath to the railway station reaches a flight of steps that is useful but is poorly maintained.



Steps leading from the railway station

Beside the station another tunnel joins the town centre to Fishlake Meadows, although it is subject to limited vehicular access rights. The southern side of this tunnel and the road approaching it are not particularly inviting.



Railway tunnel

Albany Road leads to a footpath that runs to Station Road behind Southern Counties Agricultural Trading Society (SCATS). This path is wide, half of it has a tarmac surface and the other half should be maintained as meadow land. The surface of the path is not entirely satisfactory.



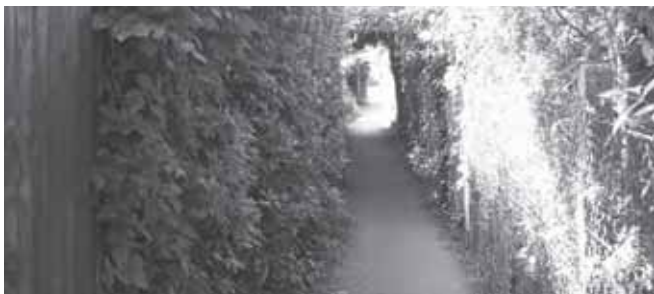
Footpath between Station Road and SCATS

Lansdowne Close contains a network of footpaths that surround it and lead through its centre. The eastern side of the development contains a cul-de-sac that is adjacent to the Fishlake Stream. The stream is rather hidden behind an overgrown chain link fence.



Lansdowne Close: the Fishlake stream  
is behind the bushes on the right

The southern end of the Close has a footpath that leads down to Greatbridge Road and is used by pupils of the Romsey School although it is ill-lit and puddles form in wet weather. The whole through way needs enhancement.



Path behind Greatbridge Road

Parallel with Greatbridge Road there is a footpath that leads from Priestlands to Mill Lane. This path is much liked as an alternative to avoid the traffic and the narrow, sloping pavements of Greatbridge Road and Cherville Street. Finally on the extreme west of the area, there is a rural path that leads from Priestlands by a braid of the Test to Hollman Drive.

## Design Guidelines

- Footpaths in urban places should be well lit and accessible where possible to wheelchairs and buggies.

## Trees, Hedges, and Other Landscape Features

Because of the level nature of the ground in this part of Romsey, there are no hills or other landscape features within this area. However trees and streams are important.

### Trees



Lombardy poplars on the Rapids roundabout  
and lining the By-pass

The most prominent trees in this area are the Lombardy poplars that are found by the By-pass, including those on the roundabout at the junction of the A3090 and the A27. They are a significant feature of Romsey's skyline.



Trees between Winchester Road and Knatchbull Close



Other trees near Tadburn Lake, in both Knatchbull Close and The Harrage contribute to the skyline. They include mature oak, ash, field maple and Scots pine, as well as smaller trees such as silver birch, rowan, alder and hawthorn. There are a number of ornamental trees in The Harrage which give the street the feeling of parkland.

There are a few bushes in Mountbatten Avenue, an area that would be enhanced with some imaginative planting.

Alma Road has few trees. The most conspicuous are the firs in Winchester Road that obscure the symmetrical front of English Court, which should be the focus of Alma Road. There are small trees in the Alma Road car parks and some pleasing black poplars behind the telephone exchange.



Trees lining the approach to Waitrose car park

The horse chestnut by the library provides a focal point in Station Road and is much valued by Romsonians. The avenue of red flowering horse chestnuts in Malmesbury Road makes that road special, but gradually the trees are being lost and not replaced.



Horse chestnut outside library

There are no trees along the street in Greatbridge Road, but many are found in Priestlands and Lansdowne Gardens including lime, hawthorn, rowan, pine, prunus, birch and maple.

## Hedgerows

This part of Romsey does not contain any ancient hedgerows and not many newer hedges either. There are however a number of short lengths of hedging along the frontages of individual properties, particularly in the older streets. The Romsey School has neatly kept hedges as have the offices of TVBC. Some of the older houses still have privet hedges.



The Canal is lined on either side with hedgerows but inadequate management means they do not show to advantage and sometimes overhang the pathway and water. The junction with the footpath through to Mountbatten Avenue includes a number of laurels that need a regular maintenance programme.

## Design Guidelines

- Trees should be retained especially when they are members of a group.
- Where possible enhance new developments with trees and appropriate planting.

## Boundary Features

The railway embankment provides both northern and eastern boundary to the outer core of Romsey town centre.



Railway embankment and electricity sub-station, Bridge Road

The base of it is protected by chain link fencing which acts to trap litter right across the town. The embankment is prone to develop scrub and requires regular maintenance to keep it looking reasonable. Recently much of the undergrowth has been cleared which has improved the appearance of the surrounding areas.



Railings around railway buildings that have found other uses

The station approach is lined with railings that are painted black with gold tops. This gives a structure to that area, although the surrounding foliage detracts from the overall effect. Immediately to the south-east of the station, the occupiers of the property have felt the need to erect a prominent security fence, both at station level and at ground level which depersonalise the area. The old garden of the station house is now covered with weeds and is untended.



Detail of wall around Lansdowne Gardens

Other than the railway embankment, the boundary features are quite short. The most prominent and the most attractive is the wall around Lansdowne Gardens in Greatbridge Road. This wall surrounds the Gardens and in places has a tiled ridge capping the brickwork.



Baden-Powell Way

There are a number of other walls and fences screening people's back gardens with varying effect of the street scene. Some make the neighbouring street seem impersonal. By contrast in Southampton Road, one of the houses has a low wall topped with railings that provides security whilst enhancing the street.



Wall and railings in Southampton Road

The bridges over the waterways are fairly inconspicuous. The metal railings over Tadburn Lake in Southampton Road are white, while further along, those leading from the Comrades Club are black.

East of Southampton Road, this stream is fenced in a variety of styles that represent engineering rather than artistic solutions, including a chain link fence and several lengths of heavy industrial fencing and gates in black or bare metal.



View across Tadburn Lake from footpath to Knatchbull Close

Opposite the end of Lansdowne Close the Fishlake stream is protected by a brick wall that stands awkwardly in front of the adjacent railway bridge. It is capped with stones and the brickwork is much pitted and does not match that of the nearby railway bridge over the stream. Next to this bridge there is a pedestrian tunnel under the railway that has a separate profile and is faced with different coloured bricks.



Railway and road bridges over Fishlake

## Design Guidelines

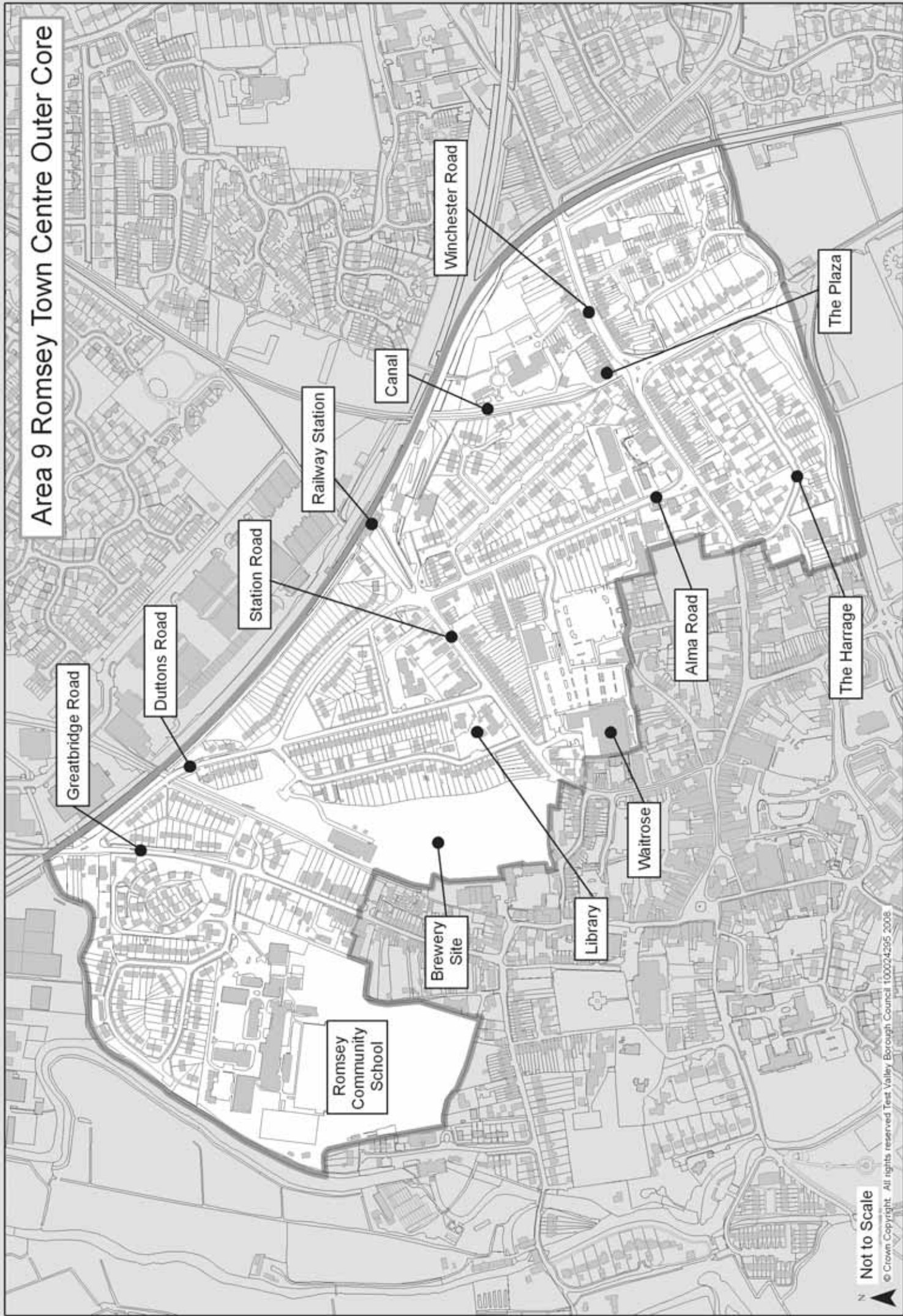
- Railings along any given watercourse should harmonise with each other.
- Adjacent boundary features should be co-ordinated.



Old lamp standard by Tadburn Lake



# Area 9 Romsey Town Centre Outer Core



Not to Scale

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## Look At Romsey:

## Overview

## Area 1 Whitenap

## Area 2 Halterworth

### Area 3 Tadburn Valley

## Area 4 Tadburn Gardens

## Area 5 Great Woodley

### Area 6 Upper Cupernham and Winchester Road

## Area 8 Romsey Old Town

### Area 9 Town Centre, Outer Core

## Area 10 Harefield and Little Woodley

## Area 11 Woodley and Ganger

## Area 12 Crampmoor and Highwood