



Hamble Conservation Area - 2008

HAMBLE CONSERVATION AREA

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The Hamble Conservation Area covers Hamble village and focuses on the High Street leading down from The Square to The Quay and the River Hamble. The area also covers the setting of the village by incorporating Green Lane and Hamble Green to the south, School Lane and St Andrews Church to the west and land north of the Royal Air Force Yacht Club including Crowsport Estate, east of Satchell Lane. The area omits The River Green development and newer development in School Lane.

Introduction

Conservation areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

It is the duty of a local planning authority from time to time to review the designations of conservation areas and to formulate and publish proposals for the preservation and enhancement of Conservation areas and submit them for consideration to a public meeting in the area to which they relate.

Following consultation and amendment, this document has been adopted as a Supplementary Planning Document included in the Council's Local Development Framework.

Location of the Area

Hamble is located on the west bank of the River Hamble, one mile north of Southampton Water and the Solent.

History and Development

Hamble has developed as a small trading and ship-building port on the River Hamble.

The setting for the village is a low wooded hill on the west bank of the river. The ground rises 10-15 metres from the alluvium river deposits to the higher ground of sands and clays of the Bracklesham Beds.

Hamble is also known as Hamble le Rice. This is a description derived from the Norman French 'en le rys' indicating that it stood on a little hill.

The attraction and popularity of Hamble throughout the ages for marine activity comes from its sheltered location on a river that has double tides and a clear estuary.

An early development was the founding of the priory of St Andrew in 1109, a cell of the Benedictine Abbey of Tiron which was sited on high ground. The priory was purchased from the Abbey of Tiron in the 15c by Bishop Wykeham of Winchester.

There are no remains of the priory buildings but part of the present Church of St Andrews served as the monks' chapel.

As early as the 13th and 14th centuries Hamble is recorded as a significant maritime place and the village grew up on the banks of the river and up the High Street towards St Andrews Church over the centuries.

From the 17th and 18th centuries a number of buildings survive today. Down by the waterfront are Sydney Cottages stepping up Green Lane; on The Quay are three cottages which became the Bugle Inn and in Rope Walk, Coastguard Cottage and Mariners. From this period in the High Street are Castleton House, Portland House, The Victory inn, Capstan House,

Margery and Pump Cottages and on entering The Square one of the oldest houses in Hamble, The Old House.

Around The Square is the late 18th century Copperhill Terrace, built on the site of coppers for boiling tar for the treatment of ropes and other nautical requirements, and then continuing up the High Street towards the Church are two more 18th century buildings, Ye Olde White Harte PH and The Gun House.

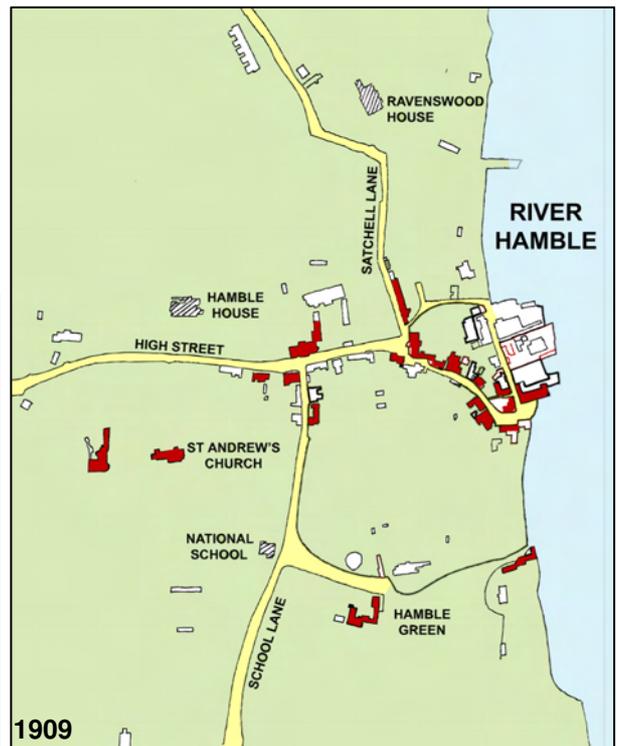
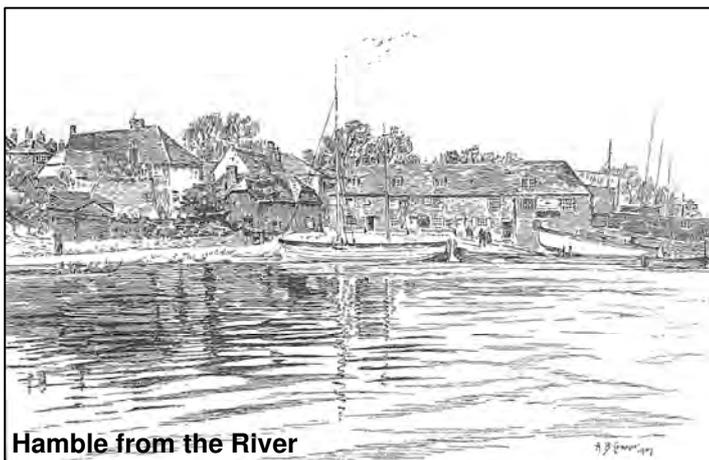
A number of large houses were built by prominent families that lived in the village. Hamble House built for Moody Janverin, a master shipwright in 1740 (demolished in 1960), The Copse demolished in 1985, and Ravenswood, demolished in 1930, replaced by Crowsport Estate, in the north of the conservation area.

In the 19th century Hamble continued to maintain its nautical activities with small boat building yards in Rope Walk and a thriving local fishing industry supplying lobsters and crabs.

In 1840 the village school in School Lane was built.

For centuries the main road to Hamble appears to have been by way of Satchell Lane.

HAMBLE CONSERVATION AREA



The 20th century saw the arrival of the railway, seaplanes, an airfield, oil terminal, marinas and new housing development on the sites of former large houses to the south, west and north of the village. The most notable of these is that to the north, of the Art Deco Crowsport Estate for yachtsmen. To serve all this development Hamble Lane displaced Satchell Lane as the main road to link Hamble with the A27 and M27.

Within the village three yacht clubs were established.

The Royal Southampton Yacht Club was formed in 1837 in Southampton. The name of the club changed to the Royal Southern Yacht Club in 1844 with Queen Victoria as patron. It moved to Hamble in 1947 to occupy two cottages on The Quay, Magnolia and Quai before expanding its premises in 1995.

The Royal Air Force Yacht Club was established by officers in 1932 at Calshot. The club moved to Riverside House in Rope Walk in 1952, which has been extended over the years to cater for the needs of the club.

The Hamble River Sailing Club was formed in 1919 and in 1928 a clubhouse was built in the grounds of the Bugle public house. The lease ran out in 1949, and a new clubhouse was built by the Ferry Hard.

The inshore rescue service was founded in 1969 and occupies a small building on the foreshore.

An annual regatta known as Hamble Week has been running for over 100 years, and helps to promote Hamble as a major yachting centre.

For day to day activity Hamble maintains a range of shops and pubs, grouped around St Andrews Buildings at the west end of the High Street, on the south side of The

Square and in the High Street leading down to the foreshore.

The foreshore has been subject to considerable change. During the Second World War the mud land between the Parish and Oyster Hards were filled in with rubble from blitzed Southampton and repair shops were erected by American troops for the maintenance of small naval vessels.

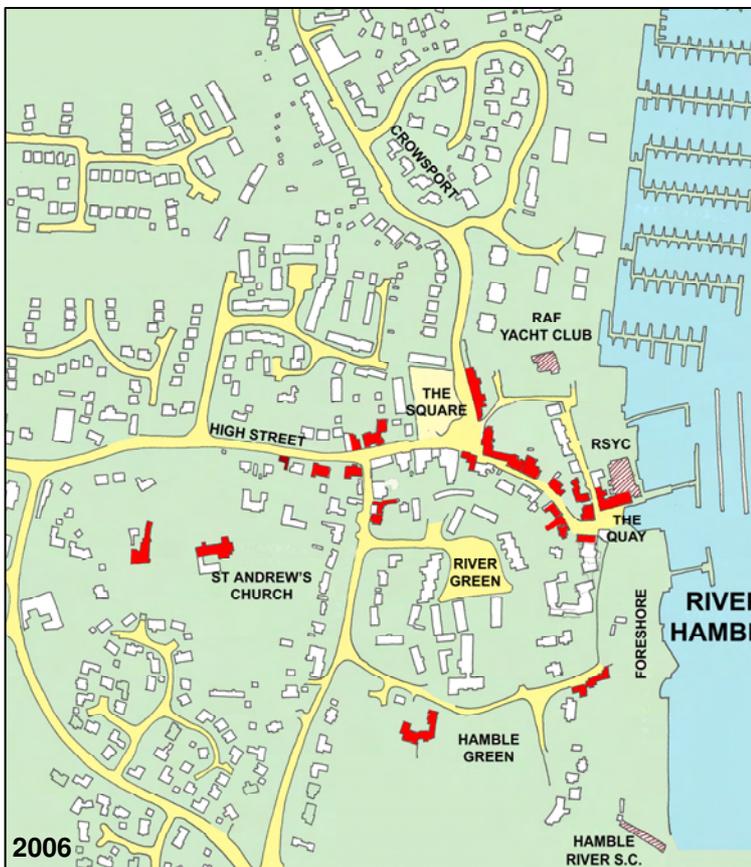
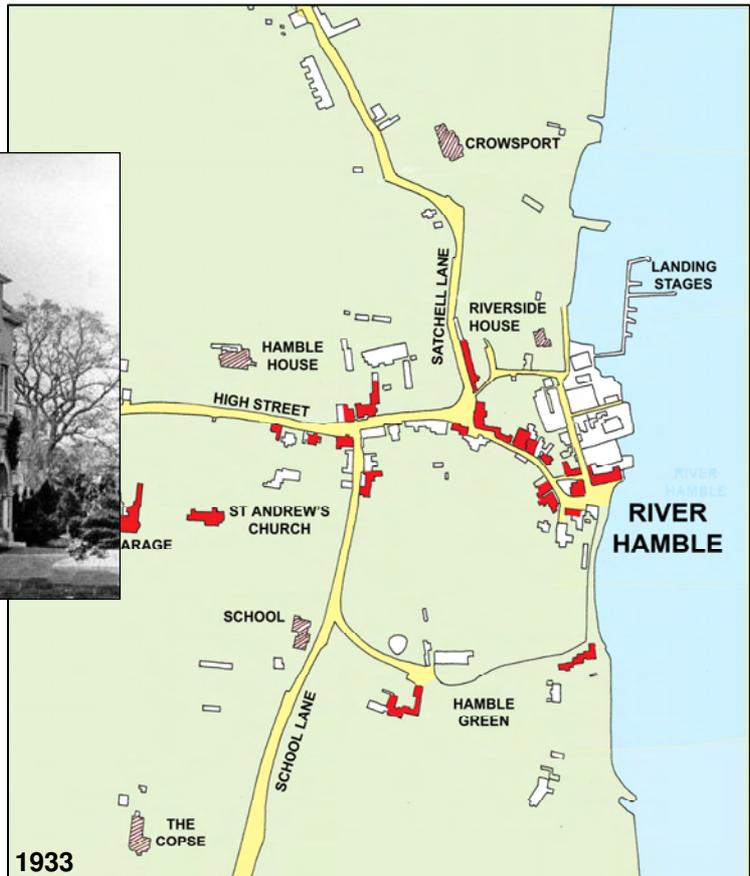
More recently the foreshore has been laid out for car and dinghy parking and extensive paving and planting work carried out on two sections.

Paving schemes using stone setts have been carried out in the High Street between The Square and the foreshore in Rope Walk and in The Square.

Significant new housing development has taken place in the village. Flats and houses have been built in Satchell Lane in grounds north of the RAF Yacht Club. Two new terraces have been built on the west and north sides of The Square. The former car park of the Bugle public house has been redeveloped for houses arranged around an access road off the High Street.

Despite all this change the essential street pattern and village atmosphere of Hamble remains.

HAMBLE CONSERVATION AREA



Landscape appraisal

Setting

Hamble is best appreciated from the river. From this viewpoint the village rises up from the water to a plateau that offers a tree covered skyline that is punctuated by only a few buildings, the most notable being the top of the tower of St Andrew's Church.

Beneath this horizon streets and buildings ascend offering a roofscape of red and brown tiled roofs, slate roofs, red and brown brick walls interspersed with some light coloured rendered walls and groups of trees.

The river foreground presents 'a forest' of boats and masts.

Street pattern



Green Lane

Within the village is a simple network of roads that either ascend the contours, High Street and Green Lane or run parallel with the contours, Rope Walk, Satchell Lane and School Road.

Apart from Rope Walk all the streets twist and so offer a series of limited but attractive views.

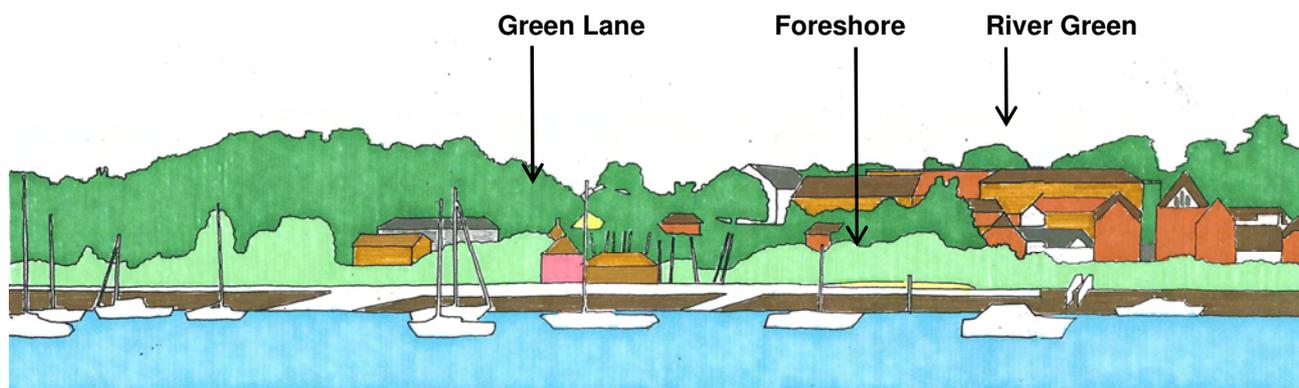
Views

Public views of the river from the village are limited. The river can be viewed from Satchell Lane between the flats north of the RAF Yacht Club. There is a long view of the river to be had down the High Street, across The Square and another from Hamble Green at the top of Green Lane.



River from Satchell Lane

Within the village a long view is offered of Hamble House Lodge, when looking west from the High Street.



Hamble from the River

Footpaths

Within the village is a modest but important network of footpaths. Well Lane between The Square and Rope Walk is an important hub with a footpath of poor quality to the north to Port Hamble.



Well Lane

Short lengths of footpath link Rope Walk to the river and hard in front of the RAF Yacht Club and between the car parks of the Royal Southern Yacht Club.

A footpath links High Street to Rope Walk alongside the King and Queen public house.

The foreshore provides a river side walk linking Rope Walk/High Street and Ferry Hard, where the long established Hamble to Warsash ferry is based.

South of the village a footpath from Green Lane onto Hamble Green leads onto Hamble Common.

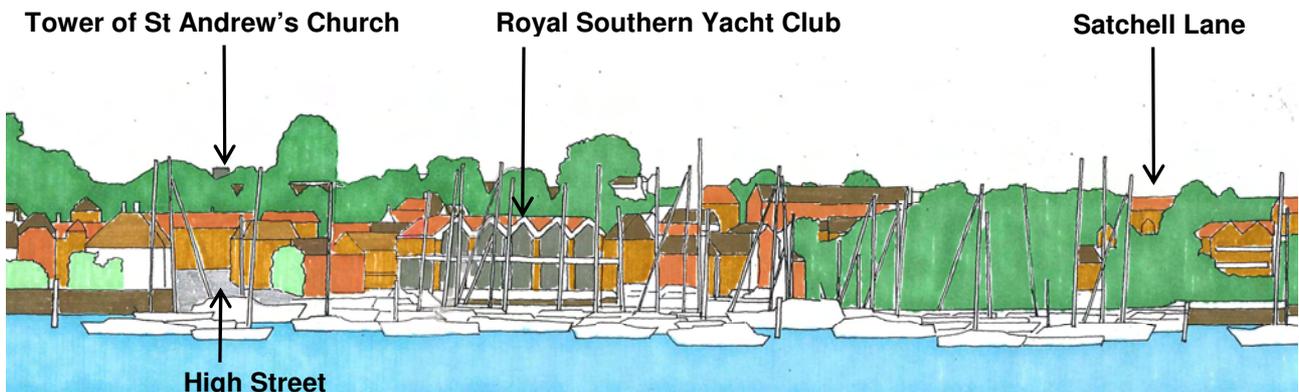


Foreshore

Open spaces

Hamble is a tight knit settlement of streets and buildings with no significant open space, apart from The Square, whose primary function is a car park and the churchyard of St. Andrew's.

The river and the foreshore, Hamble Green and Hamble Common are the major open spaces enjoyed by the village.



The central section of the foreshore around the cafe has not been the subject of paving and planting work that has taken place to the north and south.

Access from the foreshore to maritime activity in the form of hards, scrubbing piles and pontoons is vital when considering any new proposals.

Trees

As stated earlier, trees make an important contribution to the character of Hamble, especially when viewed from the river.

By virtue of being within a conservation area all trees are afforded some protection, insofar as prior notification has to be given to the local planning authority of any intended work to be carried out on a tree.

Within the area there are a number of Tree Preservation Orders shown on the plan. Most of these relate to School Road and Hamble Common. Elsewhere the most significant orders are on groups of trees west of the foreshore around Green Lane and The Bugle.

between Hamble House Gardens and School Lane.

Hamble has an interesting tradition of incorporating stone into walls and buildings. Stone plundered from the remains of Hamble Castle has been used to build the retaining wall in Well Lane. Stone ballast from ships is to be found in walls and buildings around the village.

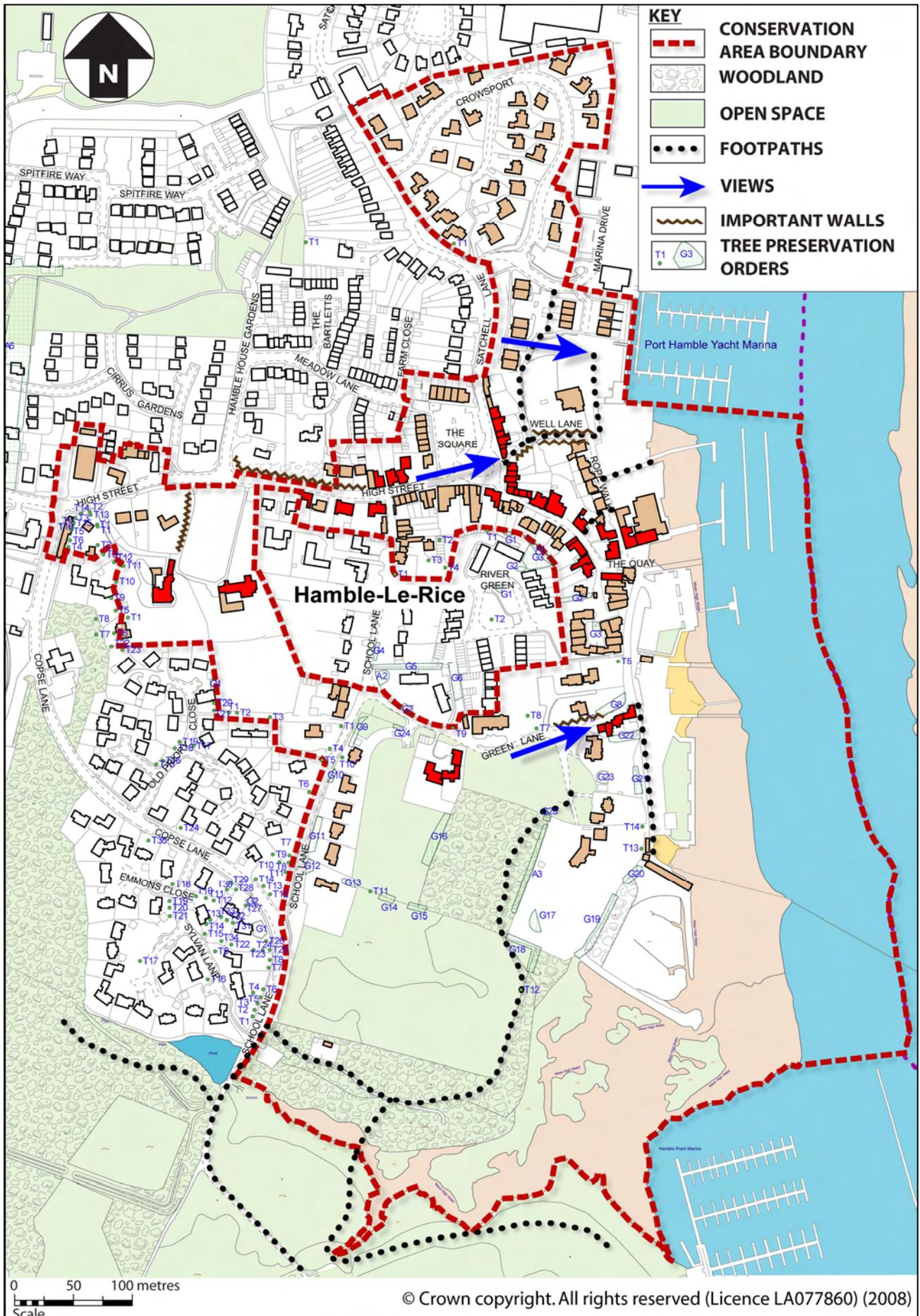


Walls north side of High Street

Walls

Within the village there are a number of significant walls that contribute to the character of Hamble.

The most significant is the long high brick wall on the north side of the High Street



Landscape

Architectural appraisal

Hamble has a large number of historic buildings many of which are listed. Their size, form and materials inform the nature and character of the area.

Apart from the church and yacht club buildings, buildings in Hamble are of a domestic scale occupying small plots, often in a terraced form of two or three storeys.

Roofs are normally pitched with clay tiles or slates offering gable and hipped forms. Accommodation within the roof is often served by small tile hipped or gable dormer windows, that are subservient to the overall roof.

Chimney stacks and their pots make a significant contribution to the roofscape, which together with the roofs are an important part of the character of the area, especially when viewed from the river

Walls are predominantly red brick of Flemish or English bond with a common feature of burnt header bricks. Scattered around the village are buildings using buff brick, painted brick and render. A few of the older buildings of timber frame construction have exposed frames with brick infill panels.

Windows are either white painted timber sash or casements. The use of porches or hoods over entrance doors is restrained because many buildings are sited on the back edge of footpath.

The most notable exception to these characteristics is the Crowsport Estate consisting of white rendered walls, simple metal windows and flat roofs with parapets.

Crowsport guidance

In order to preserve its unique style; developments including extensions will not be permitted unless the design reflects the scale, form and character of the estate and has:

- i. roof forms that are flat with parapets
- ii. walls that are of white render
- iii. Windows that are of a simple rectangular form without glazing bars
- iv. First floor extensions that do not exceed 50% of the area of the groundfloor.



Crowsport Estate



Taylor's, High Street



St Andrew's Church & Hall



Cottage, Royal Southern Yacht Club



Henville, High Street



The Square, east side

Listed buildings

The following buildings within the conservation area are on the statutory list. They are all Grade II except for St Andrew's Church which is Grade II* (also the site of Scheduled Ancient Monument).

Green Lane: Manor Cottage, Jasmine Cottage, West Cottage, Ferryside Cottage, 1, 2 and 3 Sydney Cottages.

High Street:

north side: The Myrtles, Henville House, Manor Farm, Margery Cottage & Pump Cottage, Capstan House, The Victory Inn, Taylors, The King and Queen PH

south side: The Old Vicarage, Church of St Andrew, Church Cottage, Ye Old White Harte PH, Gun House incl. adj. stables and four gun bollards, Portland House and attached cottage on north side, Castleton House and adj. former Compass Point Chandlery.

The Quay: The Bugle Inn, Quay House, Sun Dial House and Royal Southern Yacht Club.

Rope Walk: Leonard House, Coastguard Cottage, Mariners

Satchell Lane: 1 to 5 and 7 and 8 Copperhill Terrace, Telephone Kiosk

School Lane: The Cottage and South House

The Square: The Old House, no1 and 2 to 5.

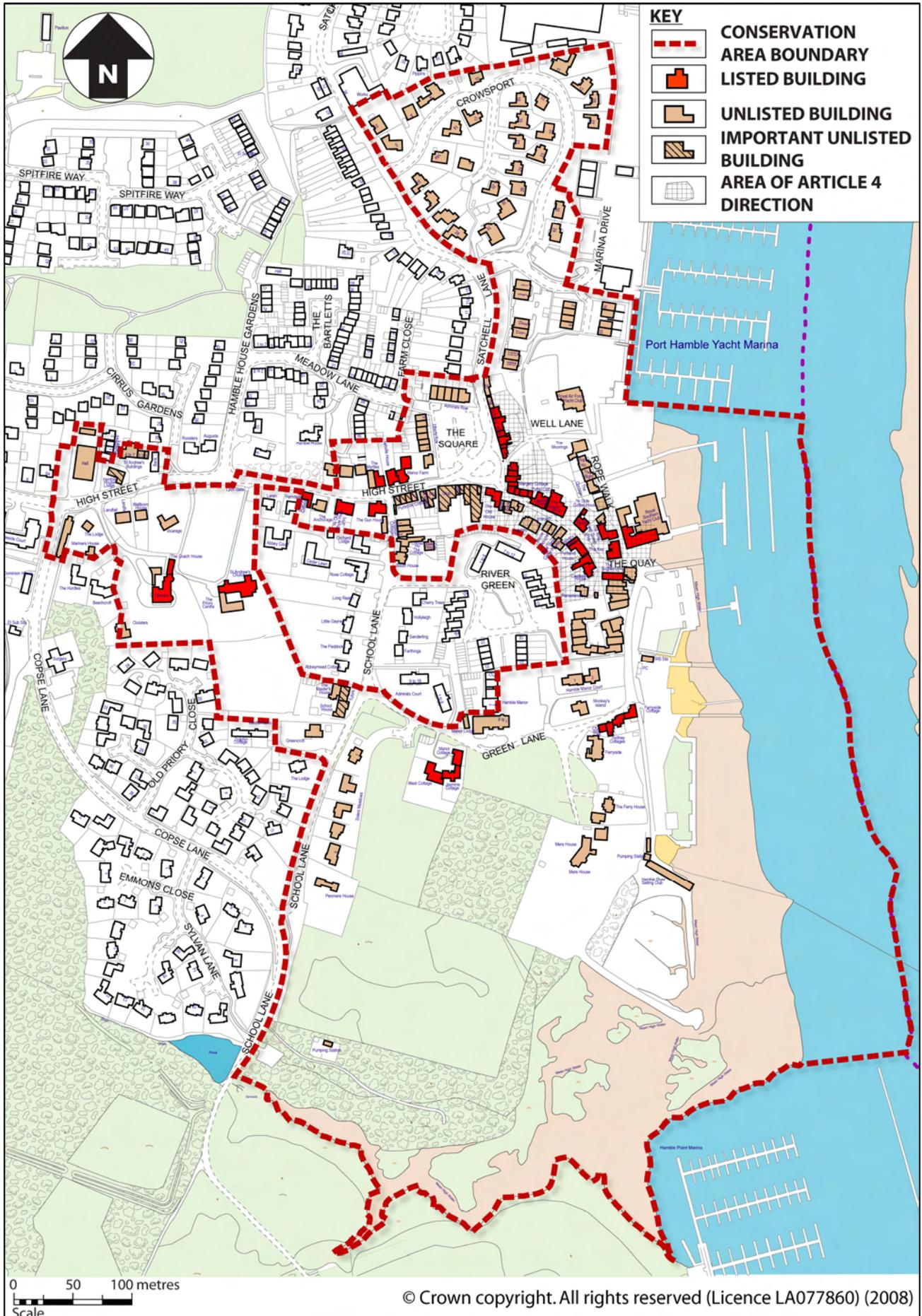
Important unlisted buildings

These buildings, highlighted on the plan opposite, make a particularly important contribution to the area by virtue of their location. No buildings in the area are included on the List of Buildings of Special Local Architectural and Historic Interest.

High Street -:

north side:- Hamble House Lodge

south side:- 1-4 Purbrook Cottages, St Albans, The Post Office, Boomerang 1-3 High Street, Natwest Bank 4 High Street, La Dolce Vita, The Co-op and Baxter Cusack



Listed Buildings

Review of boundary

1969

The first conservation area designation for Hamble was made by Hampshire County Council and covered two separate areas – one based on the High Street and the other on Hamble Green.

1980

The area was extended to include the grounds of The Copse to the west, part of Hamble Common to the south, but excluded River Green

1990

Following redevelopment of The Copse, this site was de-designated and the west boundary became School Lane. Two small extensions to include St Andrews Buildings in the High Street and Mariners House at the junction of High Street and Copse Lane were made.

2008

Following the development of the two terraces of houses around The Square, Liberty Row on the west side and Admiralty Row on the north side, they have been included within the conservation area. In addition, the conservation area boundary has been revised to include The Memorial Hall in the High Street and the end of Mariners House in Copse Lane.

Following an appraisal of the Crowsport Estate this has also been included in the conservation area. For further details see Appendix A.



Crowsport Estate

Article 4 direction

These directions remove specified permitted development rights on residential properties.

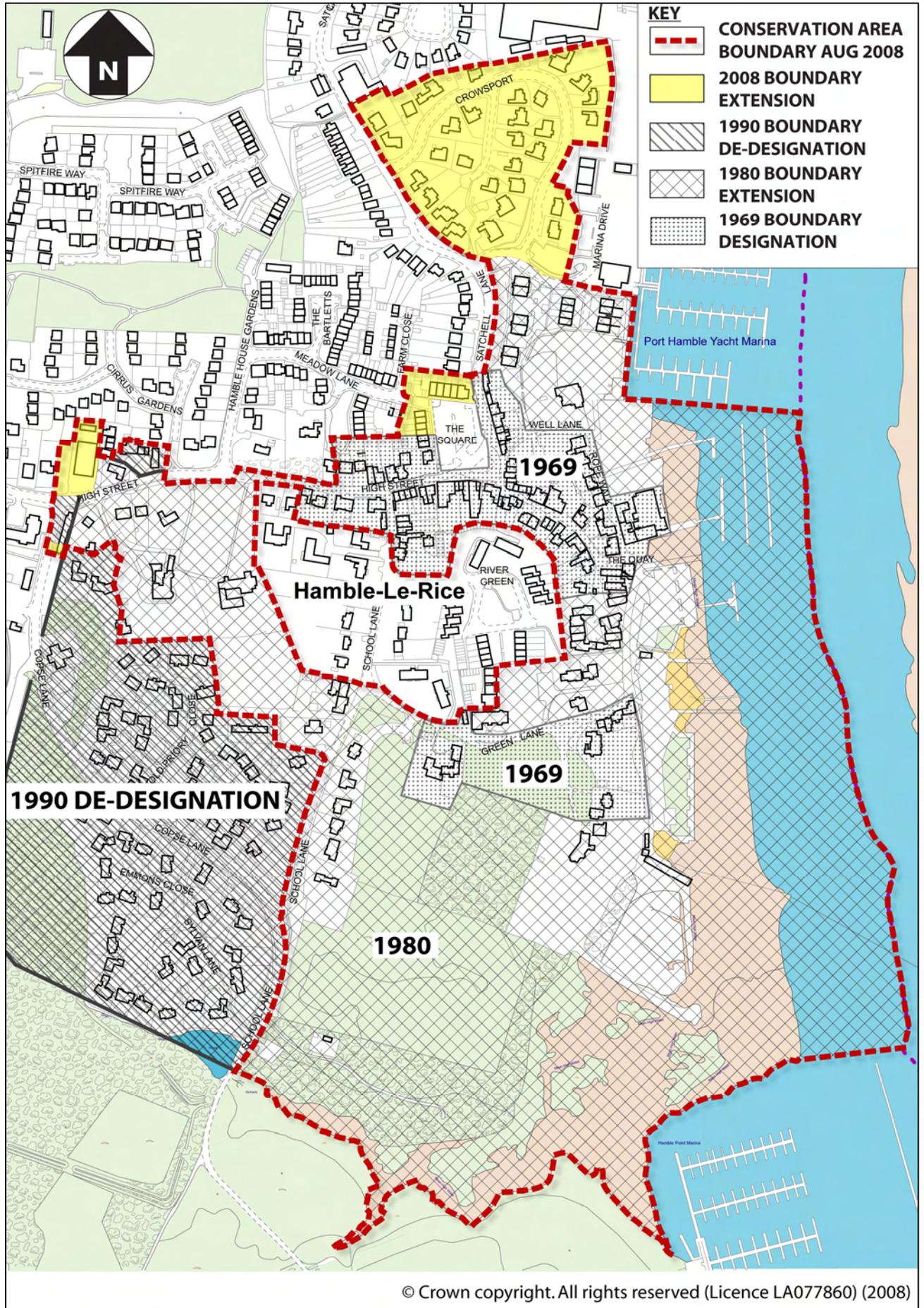
A direction was served in 1972 under the General Development Order 1963 under Article 4 no.33 on land at High Street, Satchell Lane and The Hard requiring planning permission to carry out any extension or alterations to a dwelling, or erecting any garage or other building within the curtilage of a dwelling and erecting, constructing, improving or altering any gates, fences, walls or other means of enclosure.

Local Plan Policies

Chapter 11 Conservation and Listed Buildings in the adopted Eastleigh Borough Local Plan Review (2001-2011) and policies for Archaeology 166LB, 167LB, 168LB, for Conservation Areas 169LB, 170LB, 171LB, for Advertisements 171LB, 172LB, for Listed Buildings, 173LB, 174LB, 176LB will be applied to Hamble Conservation Area.

For full details of these policies see Appendix B.

Other policies in the Local Plan that are deemed relevant to a proposed development will also be applied.



Hamble Conservation Area – Boundary Review

Improvements

Arising from this appraisal and the obligation to carry out work to enhance the character of a conservation area, the following improvements are proposed.

1. Central section of foreshore

Between the Royal Southern Yacht Club and the Ferry Hard to the south two sections of foreshore have been paved and planted. In addition the northern section that includes the car park has been provided with a pontoon for use at low tide by the ferry and other craft.

The central section around the public conveniences, inshore lifeboat station and café, which has permission for a new building, would benefit from the preparation of an enhancement scheme to complete the programme of work for the foreshore.

2. Footpath between Well Lane and Port Hamble.

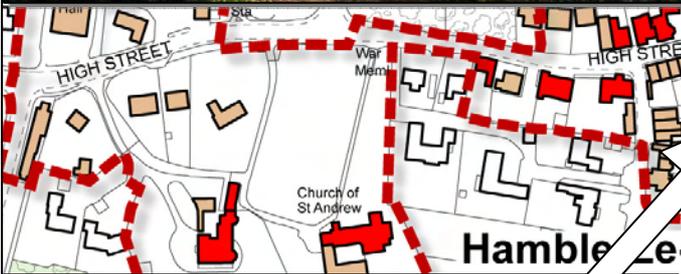
As part of the housing scheme north of the RAF Yacht Club a footpath was created to provide an alternative route between the village and Port Hamble to that offered by Satchell Lane. Although instigated the footpath is poor in appearance and condition and is in need of considerable improvement if it is to offer an attractive and safe route.

3. Shops in The Square – signs and advertisements.

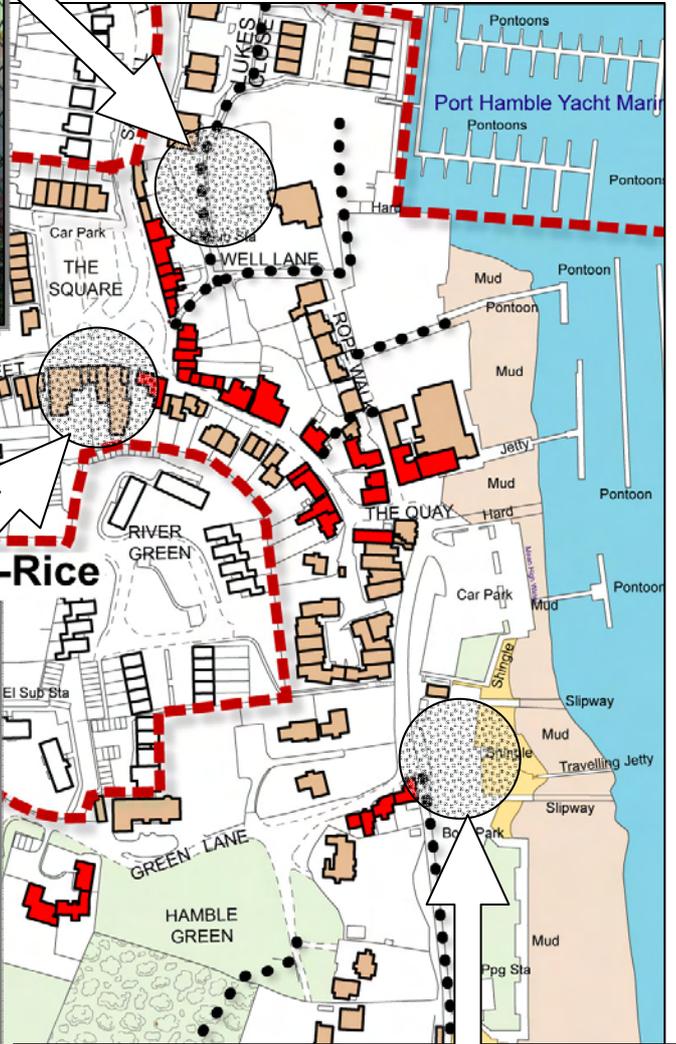
The shops on the south side of The Square make an important contribution to the life and character of the area. The collective visual quality of the fascias and signage could be improved. It is proposed that special advertisement control policies are prepared and adopted to enhance this part of the area.



Footpath between Well Lane & Port Hamble



Shops in The Square



Central section of foreshore

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1st edition 1987 2nd.ed. 1998
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by Susannah Ritchie
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- X. Hampshire Record Office
159M88/1295 Ravenswood 1923
39M73/B1.2978/2 Crowsport site plan
for 23 bungalows 1935
39M73/BP3008 Crowsport 1936
39M73/BP3052 Crowsport 1936
39M73/BP2925 Crowsport 1935
157M89W/115 Crowsport 1949

Appendix A – Crowsport Estate

Plans for 29 bungalows for use by yachtsmen were prepared in 1935 for the new owner of Ravenswood House (demolished 1930's) by the London based architect Robert Cromie. His main work was designing theatres and cinemas in the Art Deco style. Four types of simple, relatively small bungalows for Crowsport were produced in this style.

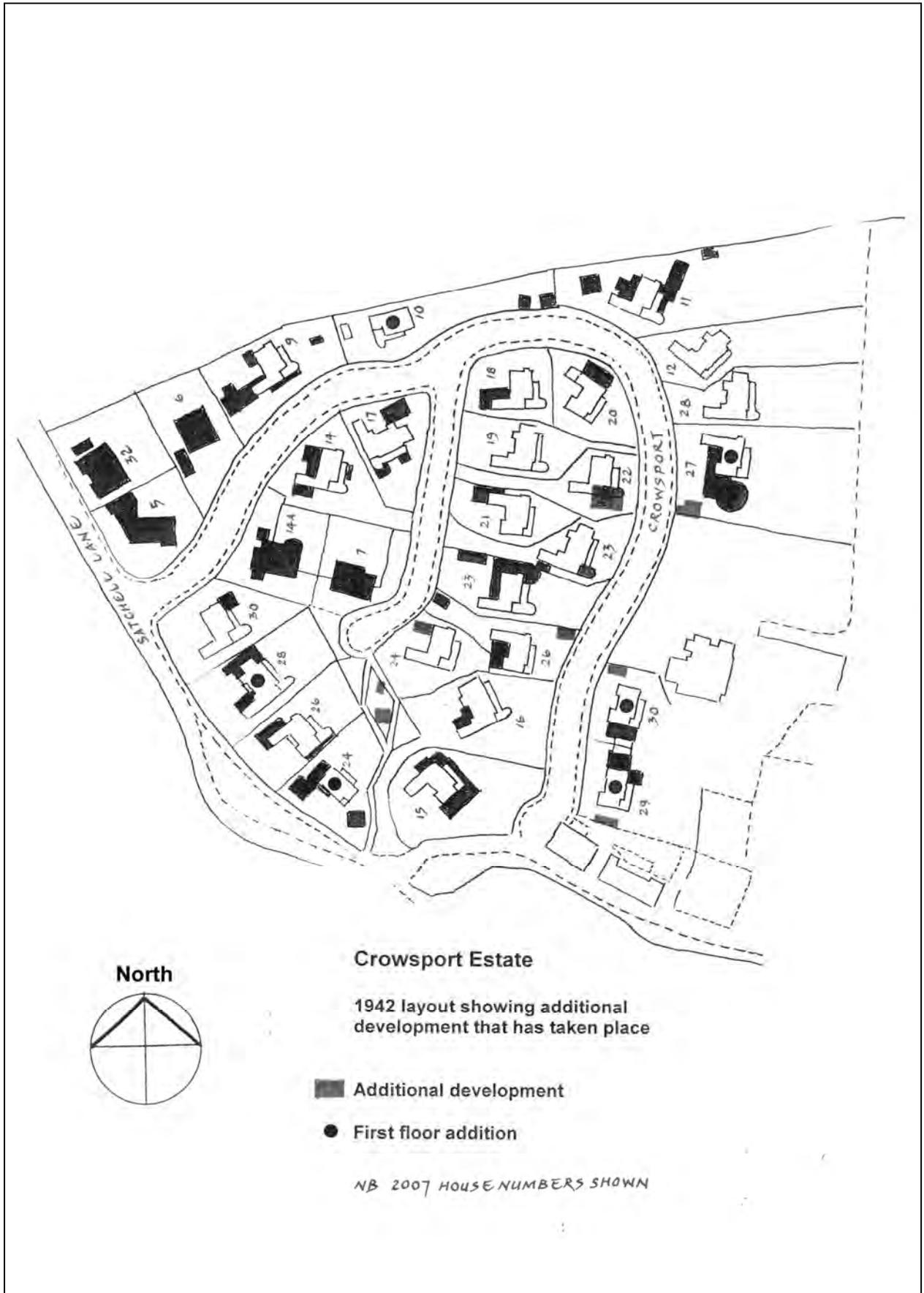
In 1936 plans for eight flats in the Art Deco style rising to four storeys on plots 5 – 7 in the north-west corner of the site were refused and a modified layout of 25 houses with a hard tennis court in the middle was implemented (see plan 1).

In 1949 the owners, First Venture Limited, sold the leases so that over the last 50 years, almost with exception, the original designs have been modified through the addition of ground and first floor accommodation, conservatories and garages (see plan 2), which has meant that some of the purity and simplicity associated with the Art Deco style has been eroded and lost.

Crowsport Estate
Layout for 29 bungalows
Architect: Robert Cromie
1935



Plan 1



Plan 2

Appendix B - Local Plan Policies

- 166.LB** Development which would destroy or damage, directly or indirectly, a scheduled ancient monument or other nationally important monument, or adversely affect their settings, will be refused.
- 167.LB** Development which would adversely affect other non-scheduled sites of archaeological significance or their settings will only be permitted where the Borough Council is satisfied that preservation of archaeological remains in situ is not feasible and the importance of the development is sufficient to outweigh the value of the remains. The Council will only permit development where satisfactory provision has been made for a programme of archaeological investigation and recording prior to the commencement of the development.
- 168.LB** Planning applications for development affecting a site where there is evidence that archaeological remains may exist but whose extent and importance are unknown, will only be permitted if the developer arranges for an appropriate level of evaluation to be carried out. This will enable the Borough Council to be fully informed about the likely effect that the proposed development will have upon such remains.
- 169.LB** Planning applications for new buildings, and alterations and extensions to existing buildings, within, or affecting the setting of, Conservation Areas, will be permitted, provided all the following criteria are met:
- i.** the proposal preserves or enhances the character or appearance of the Conservation Area or its setting;
 - ii.** any new building or extension does not detract from the character of the area and where appropriate retains the existing street building line and the rhythm of the street-scene;
 - iii.** the mass, materials and form of the building and associated landscape features are in scale and harmony with the existing and adjoining buildings and the area as a whole and the proportions of its parts relate well to each other, to the existing building and to adjoining buildings;
 - iv.** architectural details on buildings of value are retained;
 - v.** with regard to retail premises, a high standard of shop front design and signing, relating sympathetically to the character of the building and the surrounding area, is required;
 - vi.** the materials to be used are appropriate to and in sympathy with the existing buildings and the particular character of the area; and
 - vii.** they do not generate excessive traffic, car parking, noise or cause

detriment to the character of the local environment. Existing inappropriate uses will not be allowed to expand or intensify and the Borough Council may encourage their relocation if serious loss of amenity is occurring.

170.LB Development which involves the demolition of any building or important feature within a conservation area will not be permitted unless:

- i. it can be shown that the building is wholly beyond repair, or incapable of reasonable beneficial use;
- ii. its removal or replacement would enhance the appearance of the area; or
- iii. it is essential to enable a redevelopment scheme to take place, provided the scheme for redevelopment has already been or is concurrently approved and such a scheme would positively enhance the character or appearance of the conservation area.

171.LB Applications for development which affect important townscape or landscape features in conservation areas will only be permitted where the qualities of those features are retained.

172.LB Applications for advertisements and fascia signs in conservation areas will only be permitted if they meet all the following criteria:

- i. the proliferation of signs will be discouraged and signs will be restricted to the ground floor wall area;
- ii. fascias and advertisements should be designed as an integral part of the shop front and in keeping with the character of the surrounding area. Box signs will not be permitted and traditional signs and fascia details should be retained wherever possible;
- iii. illuminated signs will not be permitted. Where consent is given in exceptional circumstances, the sign should take the form of spot and halo lighting or rear illumination cut-out lettering;
- iv. the Borough Council will only accept 'corporate image' advertising where it is not detrimental to the character of the building and surrounding area; and
- v. consent will only be granted for advertisement hoardings, if it can be demonstrated to the satisfaction of the Borough Council, that no harm to amenity or public safety will be caused.

173.LB Proposals which include the total demolition of a listed building will not be permitted unless it can be shown to the satisfaction of the Borough Council that their condition makes it impracticable to repair, renovate or adapt them to an appropriate beneficial use.

174.LB The alteration or extension of a listed building or any development within the curtilage of a listed building including display of an advertisement will not be permitted if it would result in a detrimental impact on the building or its setting.

176.LB In exceptional circumstances the Council may permit the following development in order to secure the future of a listed building or other heritage asset:

- i.** a conversion or change of use which may not otherwise be permitted;
- ii.** a sympathetic extension of an appropriate scale and design which does not detract from the intrinsic value of the building or asset; or
- iii.** appropriate development within the curtilage of the property which is subservient to and does not detract from the character of the building or its grounds.

The Council must be satisfied that all alternative solutions and sources of funding have been thoroughly investigated; that the proposed scheme is financially viable; that the applicant will enter into a legal agreement to ensure that the envisaged conservation benefits are delivered, and that the enabling development is demonstrably the minimum necessary to secure the future of the building or asset.