
Hythe

A Conservation Area Appraisal



NEW FOREST DISTRICT LOCAL PLAN

SUPPLEMENTARY PLANNING GUIDANCE

JUNE 2004

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1. PREFACE

- 1.1 A conservation area is defined in legislation as 'an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. 'Conservation areas' were introduced in 1975, and there are now 37 of widely differing sizes and types in New Forest District. It is important that the areas designated are genuinely considered to be of architectural or historic interest, and not just attractive areas to live or work in, however desirable that may be. The Council would not, for example, use the tool of conservation area designation specifically to prevent unwanted development in an area, if there was not a definite and extensive base in the area of buildings of architectural or historic interest. To show that there is a core of such buildings in an area, it is important that a Council should in writing assess and record the special interest of the area, either at the time of designation or else subsequently via a conservation area appraisal.
- 1.2 This conservation area appraisal provides supplementary planning guidance on the subject of the design of development in Hythe's conservation area. It does so by assessing and analysing the character of the conservation area, and then setting down what implications that has for future development. The appraisal amplifies the policies of the New Forest District Local Plan, and the policies relevant to the Hythe appraisal are referred to in Section 3. The policies are also cross-referenced where appropriate during the analysis and assessment in Section 4.
- 1.3 There is no statutory requirement for local planning authorities to prepare conservation area appraisals. However, it is the strongest advice of English Heritage, the government's adviser on issues relating to the historic built environment, that appraisals should be prepared for any newly designated conservation area. The advice goes on that appraisals should be prepared for all existing conservation areas, although it recognises that this may be difficult and impractical for a local authority with many conservation areas. Therefore English Heritage recommends that appraisals are at least prepared for conservation areas in town and commercial centres where there is the greatest likelihood of change and repeated development pressure.
- 1.4 New Forest District Council has therefore responded to this by planning a programme of appraisals covering the conservation areas in the towns of Lymington, Ringwood and Fordingbridge, and the larger village centres of Hythe, Lyndhurst and Milford-on-Sea. The appraisals for all the other five conservation areas have already been formally adopted following public consultation.
- 1.5 This appraisal has previously been issued in draft for public consultation, and been revised in the light of the range of comments received. Subsequently it has been adopted formally as supplementary guidance to the New Forest District Local Plan.



2. INTRODUCTION

2.1 Hythe conservation area was first designated in 1978. The boundary was altered in 1993, when further land between St John's and Shore Roads and the waterfront was included. The conservation area was redesignated in 2000, when the whole boundary was reviewed, and the area to the south side of South Street included.

2.2 Conservation area character is assessed in the appraisal under several headings. Under each heading an 'Analysis and Assessment' (a record of the elements present, and a judgement on how far they contribute positively to or detract from the conservation area) is followed by 'Implications For Development' (design considerations for future development). The headings are:-

Settlement Origins, Location and Topography

Historic Development of Settlement and Structure of Area

Historic Uses and their Influence

Archaeological Significance and Potential

Architectural and Historic Character of Buildings

Prevalent and Traditional Building Materials

Characteristic Local Detailing

Character and Relationship of Spaces within Area

Streetworks and Public Utilities

Focal Points and Views within Area

Key Unlisted Buildings

The Contribution of Green Spaces and Features

Setting of Area and Relationship with Landscape

The Negative Elements - Loss, Intrusion and Damage

2.3 Study of Hythe conservation area reveals certain characteristics that obviously strongly influence both the analysis of character and also the assessment of the guidance needed on the shape and detail of future development in the conservation area.

The Village Scale of Hythe

2.4 Hythe is referred to as a village, not a town, and it is still possible, standing in its centre, to imagine its origins as a fishing hamlet around a tidal creek. For centuries Hythe remained a waterside hamlet, and the earliest buildings are from a period when the settlement was still hamlet-sized. Later development maintained the small scale and low profile of the buildings, and well into the 20th century Hythe was still clearly a village. In the centre, around High Street, the intimate village feel of the cluster of little buildings is still the most obvious characteristic of the area.



- 2.5 Now Hythe, together with Dibden, is the size of a town (around 20,000), but its centre has not grown commensurately, and retains much of the village feel. (Some part of this is due to there being other local shopping centres inland at Dibden Purlieu that siphon off some commercial development pressure). Given the growth of Hythe, and the prevalence of comprehensive and standardised redevelopment in the 1960's and 1970's, the survival of this village feel is perhaps fortunate and maybe a little against the odds.
- 2.6 The small scale of Hythe has not remained entirely intact. The introduction of large, modern buildings such as Waitrose at one end of High Street has however not destroyed the original atmosphere. Earlier, large-scale redevelopment at Marsh Parade and Pylewell Precinct, although outside the conservation area, has also 'muscled into' the little fishing village. Each such intrusion makes the village centre seem ever more vulnerable, and concentrates attention on the need to protect the smallness of scale of central Hythe.
- 2.7 The relationship of Hythe to Southampton is also relevant here. Ease of access to the city (via the ferry) has meant that consumers have been content to rely on Southampton for some higher-order services and shops, which have as a result never been provided in Hythe. Hythe, although close, is however remote from Southampton in a way that a place (Woolston, Totton) linked by bridge to the city is not. That means the city has not looked in exchange to export some of its commercial development pressure to Hythe, not being one of its satellites.

Quality of Development outside the Conservation Area

- 2.8 The shape of the conservation area reflects the extent and spread of the old hamlet on the edge of the beach and around the creek. It is long, but has little depth running inland away from the water. The area abutting the conservation area inland is entirely developed, and many sites influence very directly the setting and appearance of the conservation area. (The Council is however content that the conservation area contains all the land needed to comprise the area that is of special architectural or historic interest). During the past 40 years the quality of some of the development just beyond the conservation area has failed to have regard to its setting, although recently most building design has been of a better standard.

Continuity of Character within the Conservation Area

- 2.9 The conservation area is made to seem fragmented, not only by the threat of development beyond its boundaries, but also by the poor quality of one or two pieces of building within its boundary. Waitrose cuts the buildings on St John's Street off from the High Street, and the Hythe and District Club separates the 19th century housing on School Road from older buildings on Pylewell Road. These are key sites, if opportunity for improvement or redevelopment ever occurred, where the fabric of the conservation area could be strengthened to the benefit of the whole area.

Hythe's Waterside Location

- 2.10 Hythe obviously has a waterside location. Both south of the Pier and in front of Prospect Place, Southampton Water once lapped up against beaches and buildings at high tide. Then in the 1840's, and again in the 1970's, the character of the meeting between land and sea was altered radically when sea walls were constructed with promenades behind in places. While this encourages public use of these areas (and controls the flood risk), one effect of holding back the water at the backs of High Street properties has been to take away that sense of immediacy that comes from such close contact with and sight of the tides. Although out of sight, Southampton Water is still remarkably close to the High Street.
- 2.11 Some new development might be allowed near The Promenade. It is critical to the perception of Hythe as a waterside village that new building here should have a maritime flavour. Recent commercial developments in the town centre have turned their backs on the waterfront, and have sometimes had an inappropriate scale. Nonetheless, from the two projecting areas of land flanking the village at Hythe Marina Village and Lightermen Quay/Britannia Gate there are oblique views back over the beach to the village which still appears as small, low-level and intricate amongst the trees. The protection of this difference in style and scale between new and old, and the need to maintain the maritime feel in new building work, strikes home forcefully in these views.

Avoidance of Monotonous Development

- 2.12 The older and smaller buildings of Hythe share a smallness of scale, but also exhibit a range of architectural styles and elevational treatments. It is, then, a mistake to introduce development that repetitively uses the same materials and elevational treatments throughout many adjacent buildings. For example, the main problem with the buildings of Marsh Parade is that one part horizontally extends the same treatment in an extruded form too far, and the other, brick-built part repeats the same asymmetrical roof profile far too often. Waitrose and the Knightons Centre use the same brick to excess and indiscriminately on too many new blocks of building.

Other Relevant Publications

- 2.13 Early in 2000 a 'New Forest District Landscape Character Assessment' was published, commissioned by the District Council, Hampshire County Council, the Countryside Agency and English Heritage. A part of this focussed on the principal settlements and their landscape settings, noting the evolution and character of the towns, how their relationship with the landscape should be managed, and the principles of the built form. Those principles suggest appropriate patterns, forms and scales for landscape management and new development, the aim being to ensure that changes help to reinforce and enhance local landscape character. The 'New Forest District Landscape Character Assessment' has been adopted as supplementary planning guidance.



3. NEW FOREST DISTRICT LOCAL PLAN

3.1 Design issues are often central to the consideration of development proposals in conservation areas, and many refusals or the conditions attached to grants of planning permission or listed building consent are related to those design issues. This appraisal, and particularly that part containing 'Implications for Development', is closely related to the policies in the New Forest District Local Plan. At the time of adoption of this Appraisal the current version of the Local Plan was the First Alteration - Revised Deposit.

3.2 The relevant objectives of the New Forest District Local Plan are:

Objective 3 Town Centres

To enhance the attraction of town centres in the District.

Objective 5 Landscape

To achieve and maintain a high quality landscape in rural and urban areas; and to protect and maintain trees and woodland of high amenity and landscape value.

Objective 7 Built Heritage

To encourage the highest possible standards of design in new development and in environmental improvements; and to provide attractive, stimulating and safe places in which to live, work and play.

3.3 The following policies are particularly relevant. The policies may be referred to in full with their reasoned justifications in the New Forest District Local Plan.

Policy DW-E1 General Development Criteria

Achieving appropriate and sympathetic development in terms of scale, appearance, materials, form, siting and layout of building.

Policy DW-E1A Density and Mix of Housing Development

Requiring average net density in residential development of 30 dwellings per hectare, higher (40-50 dwellings per hectare) on sites with good pedestrian and public transport access to town centres, and at least 50 dwellings per hectare in or close to town centres.

Policy DW-E9 Protection of Landscape Features

Protecting open areas and landscape features that contribute positively to the visual character of an area.

Policy DW-E10 Protection of Historic Street and Footpath Patterns

Respecting historic road, street and footpath patterns.

Policy DW-E14 Alterations, Extensions and Repairs to Listed Buildings

Maintaining the historic character of the listed building stock.



Policy DW-E15 Demolition of Listed Buildings

Preventing demolition of all or parts of listed buildings.

Policy DW-E16 Setting of Listed Buildings

Preventing development that adversely affects setting of listed buildings.

Policy DW-E17 Change of Use of Listed Buildings or other Important Buildings

Preventing uses that cause harmful alterations, or constrain proper maintenance.

Policy DW-E18 Exceptional Development to Retain Listed Buildings or other Important Buildings

Allowing on occasions development, otherwise considered contrary to policy, to enable retention of such buildings.

Policy DW-E19 New Development in Conservation Areas

Preserving or enhancing conservation area character by protecting historic plot layouts, important views, significant open spaces, and valuable trees and landscape features, and by ensuring that development respects the best characteristics of the locality.

Policy DW-E20 Demolition in Conservation Areas

Preventing demolition of buildings that make a positive contribution to the character of the area.

Policy DW-E21 Shopfronts in Conservation Areas

Retaining good traditional shopfronts, and obtaining new shopfronts in character with the area.

Policy DW-E22 Advertisements in Conservation Areas

Obtaining appropriate and sympathetic advertisements.

Policy DW-E23 Development affecting Archaeological Sites

Protecting valuable archaeological sites. Ensuring archaeological investigation and recording takes place where necessary.

Policy DW-E24 Archaeological Field Assessment

Obtaining assessment of archaeological potential of sites before development proposals are determined.

Policy DW-C1 Coastal Development

Requiring coastal development to be designed to the highest standards, so that townscape and landscape are not adversely affected.

Policy DW-C2 Restricted Uses on Coastal Sites

Restricting uses on sites that are in business, public utility or recreational use, and which provide access to coastal waters, to those uses that are dependent on access to coastal waters.



Policy DW-C7 Pedestrian/Vehicular Coastal Access

Promoting provision for public access to the shore where practicable.

Policy DW-C10 Marinas and Moorings

Limiting marinas and moorings to sites with no adverse nature conservation, landscape, townscape, seascape or archaeological impacts.

Policy HD-1 The Pier Head

Allowing redevelopment of buildings for tourism, leisure or community facility use, or office/ business/professional and financial services use, incorporating public access to the Waterfront.

Policy HD-2 Ferry Ticket Office

Allowing improvement or replacement of the ticket office.

Policy HD-3 Pedestrian Link between Pier Head and Promenade

Providing boardwalk pedestrian link between Pier Head and Promenade.

Policy HD-6 'Dreamland', Shore Road

Allocating land at Dreamland/Arno Scholl sites for residential development including affordable housing, and incorporating public access along the waterfront and a public slipway with car parking.

Policy HD-9 St John's Street/New Road/Shore Road Link Road and Improvements

Proposing a link road between St John's Street and Shore Road (retaining pine tree on St John's Street car park frontage) and improvements to both roads.

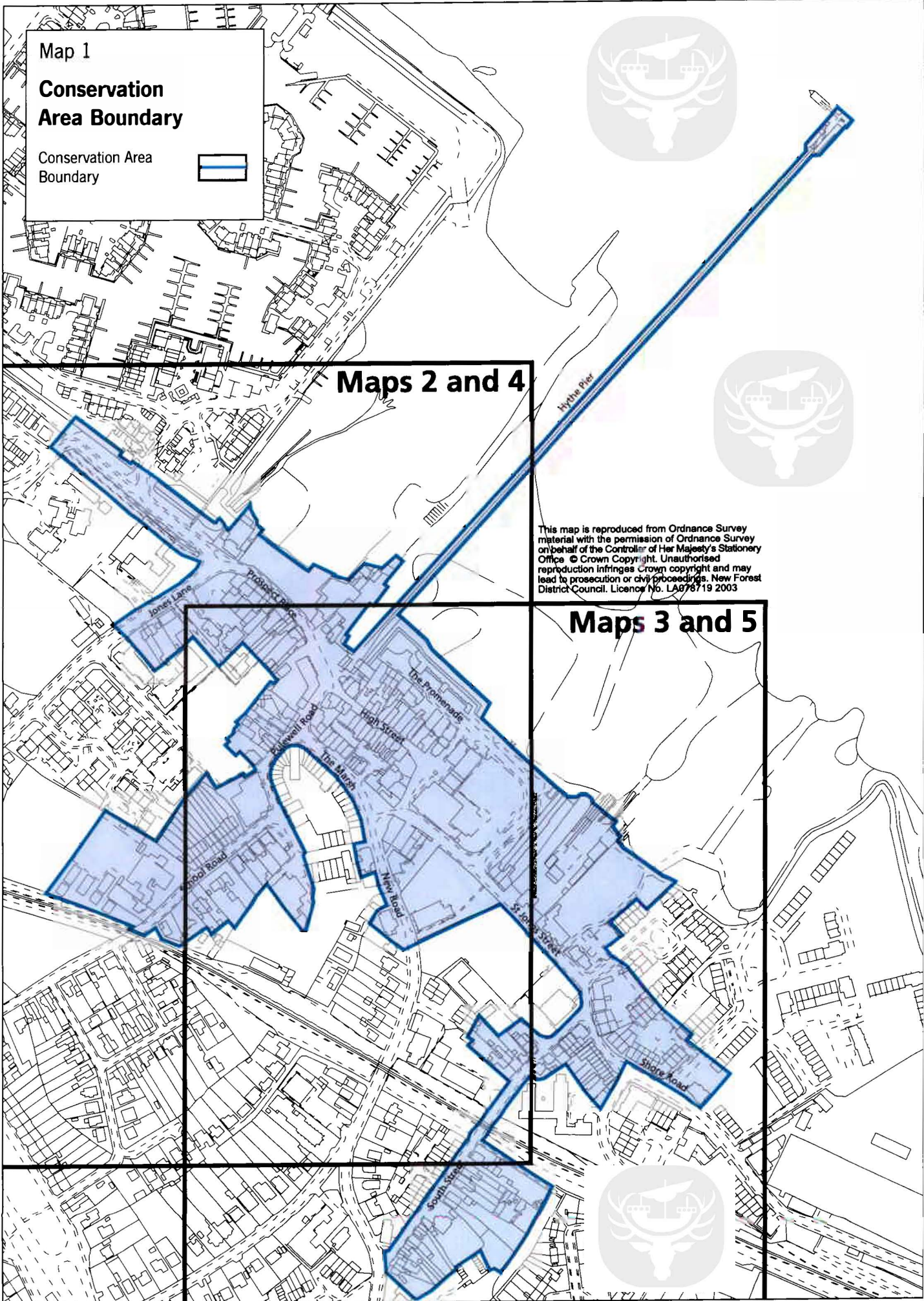
Policy HD-11 Marsh Parade Street Frontages

Encouraging improvements to appearance of Marsh Parade street frontages with remodelled shopfronts.

Policy HD-12 Pylewell Precinct

Encouraging improvements to appearance of Pylewell Precinct with remodelled shopfronts and landscaping.

- 3.4 The appraisal expands on some of the above policies, making specific reference to particular sites, and identifying particular aspects of the conservation area in Hythe that should be protected. It provides a basis for detailed consideration of submitted development proposals by the District Council, and for formulation of those proposals by individuals and development organisations.



Map 1
Conservation Area Boundary
Conservation Area Boundary

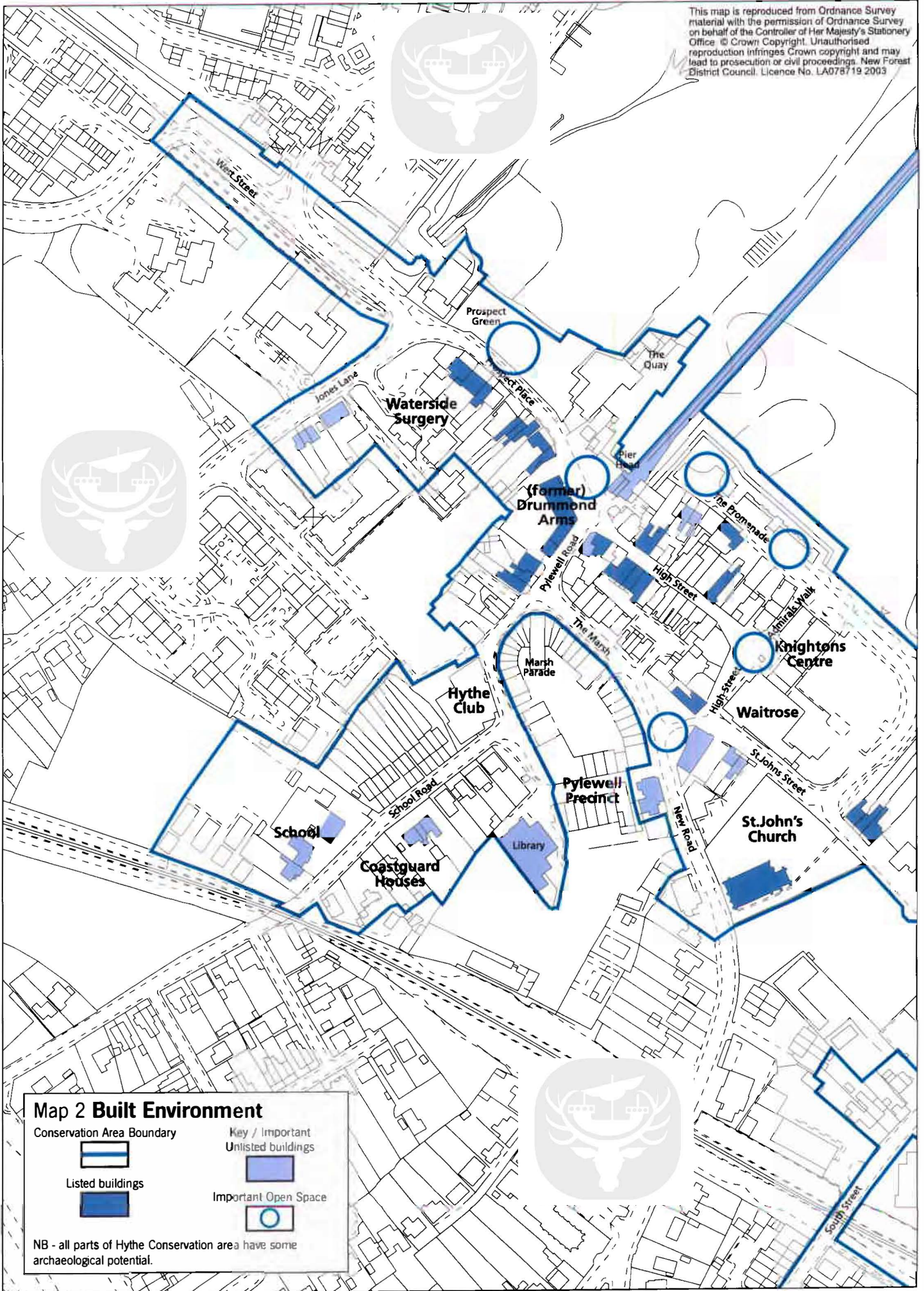
Maps 2 and 4

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Maps 3 and 5



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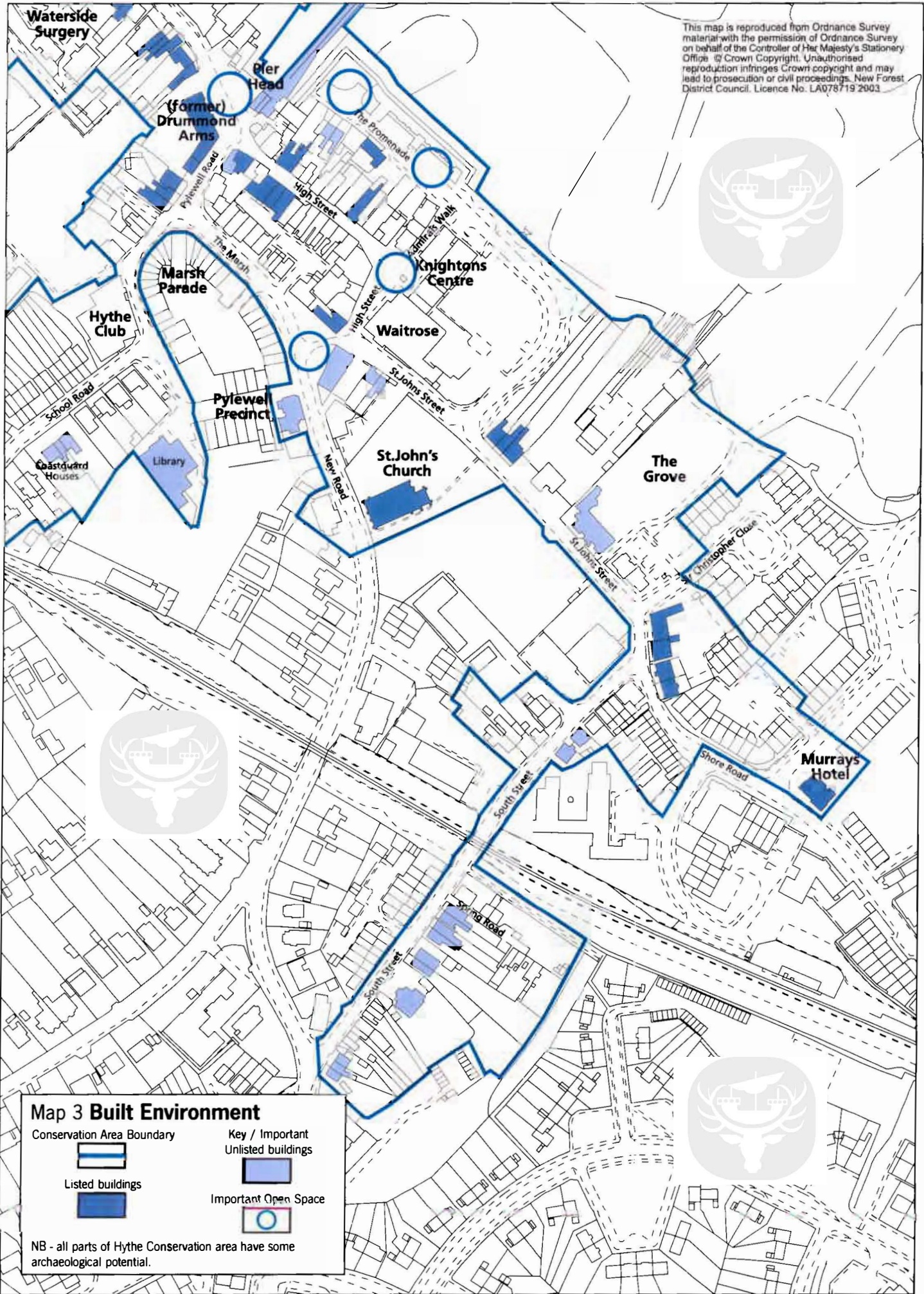


Map 2 Built Environment

- | | |
|----------------------------|------------------------------------|
| Conservation Area Boundary | Key / Important Unlisted buildings |
| Listed buildings | Important Open Space |

NB - all parts of Hythe Conservation area have some archaeological potential.

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Map 3 Built Environment

- | | |
|----------------------------|------------------------------------|
| Conservation Area Boundary | Key / Important Unlisted buildings |
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NB - all parts of Hythe Conservation area have some archaeological potential.

4 THE APPRAISAL

4.1 Settlement Origins, Location and Topography

- The early origins of Hythe are interesting, and its waterside setting allows them still to be sensed and understood. A 'hythe' is a landing place on a tidal river, and derives from the Anglo-Saxon word for 'hard'. A number of hards, or gravelly projections of slightly raised and firmer land running out across the foreshore, are found here close by a point where a freshwater stream runs into the estuary.
- The Saxons landed at this point and other points locally, before moving inland. The hard at Hythe soon also functioned as a trading point for the hinterland, and boats carried local trade to Southampton and other places around the estuary.
- There were probably two early centres of settlement, although much remains conjecture. One was at the hard (approximately where the Drummond Arms is), and the other was at the junction of South Street and St John's Street, a hamlet that may have been called Winterton. Of course nothing remains from those days.
- The conservation area runs along the coast for a distance of almost 800 metres, and occupies level land consisting of alluvial mud, peat and clays. In three places it runs back up the slope towards a ridge of the New Forest along roads that have for long been approaches to the village - South Street (historically the main approach), Jones Lane and School Road.
- The stream ran into Southampton Water sluggishly, passing through a marshy area and a tidal lagoon. The site of High Street was a spit between the coast and the marsh. The lagoon slowly silted up and, much later, became, logically enough, The Marsh.

4.2 Historic Development of Settlement and Structure of Area

4.2.1 Analysis and Assessment

Before the 19th Century

- From those earliest beginnings growth was slow. First references to 'Huthe' are in 1248. There was no early church site, and the hamlet was attached to the parish of Fawley, although the nearest medieval church site was at Dibden.
- The approach from inland remained via South Street, bringing trade to the harbour from surrounding villages. The long and difficult road to Southampton was little used and unimportant, compared with the ferry link. Development was at the bottom of South Street and along the shoreline seaward of St John's Street. A ford crossed the stream to the other nucleus of buildings near the hard, and this area slowly expanded further along the shore onto Prospect Place.

- High Street then developed, and a bridge, almost certainly of timber, was built linking the two parts of the hamlet. The junction of Pylewell Road, High Street and Prospect Place was until recently known as The Bridge, but obviously no trace remains, the stream having long since been culverted. Through several centuries High Street became established as the commercial focus of the village.



Already in the 18th century the little buildings on High Street were at the village centre

19th Century

- Growth received a kickstart in the 1840's when the Hythe Hard Company built an L-shaped stone quay (near the current pier entrance), and this made the steam ferry passage to Southampton, which had started in 1830, a more attractive proposition, with no more wading through the water to reach the boat! Soon after, in 1845 the Drummond Arms Hotel was built near the Pier Head, an enormously imposing building, that still manages to dominate the scene today. This is a building designed to state 'This is Hythe' to all visitors arriving by water.
- Other large houses and villas were constructed in and around Hythe, and people would have been engaged in servicing the needs of these well-to-do families. One was the Villa Amalthea, later Knightons, which was on the site of Waitrose and the Knightons Centre, and which had extensive grounds with its own Promenade behind a new sea wall, constructed in the early 1840's.



The newer sea wall is on the line of the 1849 wall and the one in the background is 1968.

Further down St Johns Street, The Grove (now offices) was another big house with gracious gardens running down to the water's edge.

- Alongside these villas, there was also a thriving business building and repairing boats, and this was the main impetus towards the continuing growth of the village.
- The ideal way to appreciate how these new buildings affected the look of the village was provided in 1881, when the Pier was opened. In 1880 the Coastguard House was built in School Road, and the School itself was constructed in the 1890's. St John's Church, accessed by the new New Road, had been built a few years earlier (1874), a larger building capable of accommodating the expanding population, replacing the earlier church of 1823. In summary the 20 year period of 1880-1900 saw the hamlet of Hythe come of age and become a thriving village with the makings of a little town centre.
- The draining of the remains of the marshy lagoon happened at about this time also. There was a garage and a village hall here amongst other buildings, although that is hard to imagine now, looking at the modern offices and shops of Marsh Parade.

20th Century

- Despite these introductions in and around the miniature urban centre, the population remained small, and residential expansion was limited. The railway arrived in 1925 but made very little impact. Comparison of maps through the later 19th century and the first half of the 20th century shows a very gradual growth with no new directions. More roadside housing was built further inland on South Street and School Road. In many ways Hythe remained recognisably the Victorian village of the 1880's right up until 1960.
- As in most places, the 1960's, that era of boldness and sometimes of disrespect for the best of the past, was the start of a period of quite radical change in Hythe. Redevelopment was fortunately not comprehensive (except at Marsh Parade) and left old road alignments unaltered. Some areas were treated quite roughly, for example the bottom part of South Street between the railway bridge and St John's Street, and the area around the junction of School Road and Pylewell Road. Waitrose and the Knightons Centre replaced the old Villa Amalthea and its gardens in the centre of the village.
- The need to address the intermittent problem of tidal flooding led to the most far-reaching change of recent years within the conservation area. Sea walls had been built in places, but a better planned and, literally, watertight system of protection was needed. The last areas of beach allowing the tide to lap up across the mud to the backs of properties in High Street were removed in 1968 as the sea wall was taken right along to the Pier, providing a public Promenade with parking and landscaped areas.
- Finally, although not within the conservation area, large new residential areas were provided, each on land that had been claimed from Southampton Water during the 20th century. Both Hythe Marina Village and the very new



development to the south of the village on the former Dreamland site (Britannia Gate/ Lightermen Quay) affect the setting of the conservation area, as well as providing vantage points from which to view Hythe village in context.

4.2.2 Implications For Development

- 1 **Development, including new road layouts, which cuts across the intact early street pattern of Hythe, should be avoided.**

4.3 Historic Uses and their Influence

4.3.1 Analysis and Assessment

- Hythe, in its waterside location, has had a long history of boatbuilding and repair, that continues still. These have probably concentrated on St John's Street and Shore Road, including sites further south beyond the conservation area. Smaller businesses of this type tend to use long, narrow sites running inland from the shoreline. Their continued presence clearly indicates the past and current importance of this industry in the development of Hythe.



- The 1840's quay provided near the Pier Head still retains the berths facing south, but the uses are now general industrial (garage etc) in nature, rather than more tightly related to the river and water. The owner's aspirations for redevelopment probably look towards more commercially profitable uses on the land. It would be desirable nonetheless to keep those features on the site that tell of its origins.
- Other than that, a few buildings tell in their design of their original use. Stabling to the Drummond Arms is incorporated well into the recent conversion of the whole property to residential use. The curving side wing to the former Hope and Anchor (2 High Street) is an attractive single-storey building with an arcade of strongly moulded round-headed windows facing the junction of High Street and Pylewell Road. This was purpose-built as an extension to the public house.
- Near the Pier Head the original small and attractive ticket office and other buildings are still in place, although in newer uses and sometimes a bit altered from their original forms.

4.3.2 Implications for Development

- 1 Development on plots in the village centre, reusing or extending traditional outbuildings, or replicating in new development that type of outbuilding, should have a character, form, scale and less domestic detailing, typical of those buildings and the relationship they have with the principal buildings on site.**
- 2 Buildings relating to the past or present boatbuilding industry, that are not inherently unattractive or harmful to the character of the conservation area, should be retained.**
- 3 Buildings and features that relate to the original provision of the quay to the north of the Pier Head, and the original offices relating to the pier itself, should be retained.**

4.4 Archaeological Significance and Potential

4.4.1 Analysis and Assessment

- The maps that record archaeological constraints show in Hythe no areas identified as being of archaeological importance. All areas have archaeological potential however.
- Most parts of Hythe have remained undeveloped until well into the later 19th or 20th centuries, and there will in such areas be little prospect of uncovering anything archaeologically valuable, other than random finds, during ground disturbance. Nearer the waterfront, redevelopment and projects involving significant ground disturbance could uncover evidence for or foundations of earlier buildings. This is particularly the case in the areas near the foot of South Street (at the junction of St John's Street and Shore Road), on High Street, and in the area once known as The Bridge, at the junction of Pylewell Road and Prospect Place.
- Nearer the waterfront still, where Promenades have been provided in relatively recent times, land levels are artificially high, and there is only a remote prospect that during work excavation would go deep enough to reveal any deposits of archaeological interest.
- Although not in the conservation area, the boundary of which is at the high water mark, there is a greater chance of discovering interesting deposits under the mud of the shore. Submerged timber remains of jetties and hards would usually be excellently preserved in this maritime environment. That should be considered whenever works are proposed relating to sea defences, dredging, or strengthening of other structures, e.g. the Pier's foundations and supports.

4.4.2 Implications for Development

- 1 Proposals involving significant ground disturbance on sites believed to be of archaeological importance will be subject to Policies DW-E23 and DW-E24, Section C2 of the New Forest District Local Plan.**



4.5 Architectural and Historic Character of Buildings

4.5.1 Analysis and Assessment

General Analysis

- The buildings of Hythe are generally small, both in size and scale. They are contained to two storeys in height, with limited use of dormers, and seldom more than two or three bays wide. Obvious exceptions are the former Drummond Arms and some modern buildings such as Waitrose. The newer the building, the more likely it becomes that these rules of thumb do not apply. Also, several newer developments tend to use one material or feature too extensively, whereas the historic pattern in Hythe has been for individual buildings on small plots each to contribute to a harmonious whole.
- There are relatively few 18th century buildings in the conservation area. The bulk of the older buildings are from the early 19th century, including most of the listed buildings, and most of those in High Street and Prospect Place. Building continued piecemeal and very gradually through the 19th century, with an impetus being provided by the building of the Pier and other public buildings in the 1870's and 1880's.

Building Types

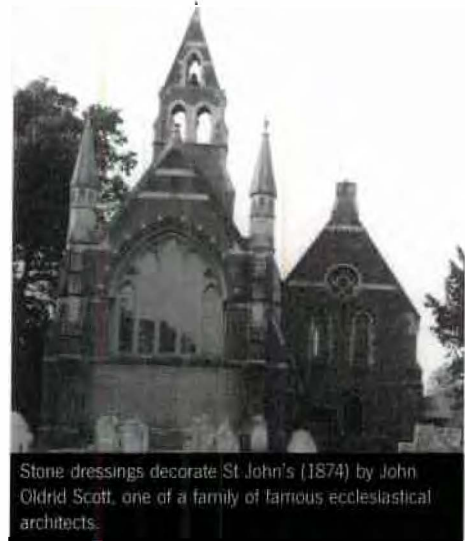
- Most of the buildings are domestic in type, even if they are in commercial or retail use. In High Street many shops originally had projecting, square-sided bow windows for the shop-window displays, although most have been replaced by later and larger plate-glass shop windows. Within the conservation area shopping uses are limited to High Street and The Marsh.



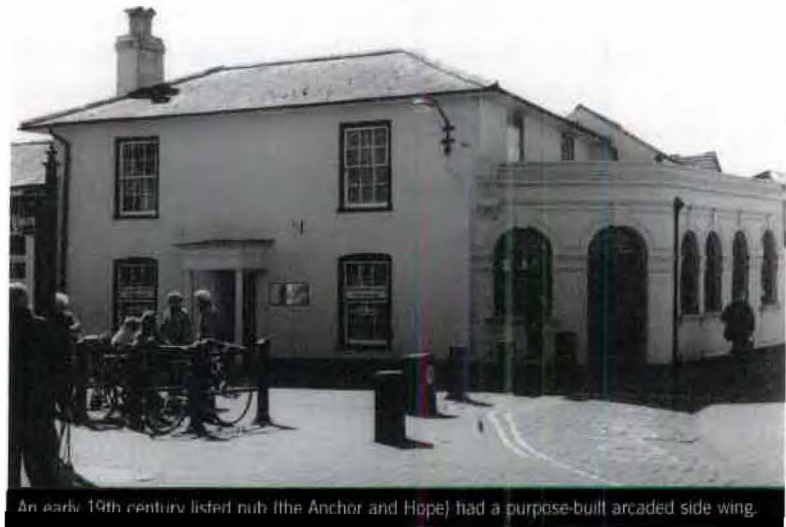
A two-story stone shop in High Street, differing little from a domestic elevation.

- Many of the village's institutional and community buildings are within the conservation area. St John's Church on New Road (1874) is by John Oldrid Scott, one of a family of famous ecclesiastical architects.

The School (not listed) is an excellent example of school architecture of the 1890's.



- Several existing or former public houses were built in the area. The Lord Nelson in High Street (No. 5) has a good and old interior, and has been a public house since 1800. The Anchor and Hope, built as a public house but now offices, was at 2 High Street, and is distinguished by the arcade of round-headed window openings in the curving, single-storey wing at its side.



The Malt and Hops is a purpose-built public house on South Street, dominated by the heavy joinery of the bays and porch projecting forward from the late Victorian building. On Shore Road Murrays Hotel was also purpose-built (in 1901) in an Art Nouveau style.

- A further building of distinct style, but liable to be overlooked, is the Lloyd's TSB Bank at the end of St John's Street facing along The Marsh. Originally for the Wiltshire and Dorset Bank in 1904, it is typical of banking architecture in the smaller centres in the period after banks had abandoned the Classical-inspired building of impressive banking halls.

Unity of Character

- It is not possible to trace a continuous thread of historic building through the conservation area from one end to the other. Large pockets of modern development intrude especially in its southern part. The historic core is intact from Jones Lane south along Prospect Place, past the former Drummond Arms, and on either into High Street or Pylewell Road, but then becomes fragmented.
- Waitrose and the Knightons Centre break the historic thread, and the buildings lining The Marsh are mainly new. A few older buildings cluster at the end of St John's Street and at the corner of The Promenade. Larger new buildings on St John's Street, neither objectionable nor particularly good, surround The Grove, a distinguished villa. A good grouping of listed buildings occupies the junction of St John's Street and Shore Road, part of a nucleus of older buildings at the lower end of South Street, although selective vision is needed to disregard several all-too-obvious big and undistinguished buildings hereabouts. Further up South Street on its east side is a group of 19th century and earlier buildings, more recently included in the conservation area. The buildings on School Road are divorced from the historic core by the modern blocks of Marsh Parade and Pylewell Precinct.

17th, 18th and Early 19th Century

- The statutory lists of listed buildings do not refer to any buildings from before the 18th century. However, evidence of roof constructions, and indeed deeds, can show that some buildings are of 17th century date. For example 8 Pylewell Road has deeds back to 1658. 8, 10 and 12 were refaced in the early 1800's, which obscures from view its earlier origins, and this may well be the case with other apparently 18th century buildings, such as the Lord Nelson.



10 and 12 Pylewell Road are 18th century cottages, formed of the 'original' Hethin

- Most early buildings in Hythe are from the early to mid 18th century. 3 and 5 Prospect Place are dated to 1729, and other early buildings include 23 (Madgwick's) High Street, 17 St John's Street and 1 and 3 Shore Road. They tend to be lower than later buildings, and correspondingly wider. First floor windows are usually directly under the eaves with no intervening panels of brickwork. Solid-to-void ratios, i.e. the proportion of the wallspace occupied by window (and door) openings, are also typical with smaller window openings set further apart. The roofs have ridges running parallel to the road between gable ends, above which are always two axial chimney stacks.
- There are twelve listed 18th century buildings. Look more closely, though, and the proportions and shape of other houses reveal 18th century origins, that are sometimes masked by 20th century alterations. Examples probably include Rose and Ivygreen Cottages at the top of South Street, Shrub Cottage at the lower end of South Street, and 19 and 21 Jones Lane. Despite a later frontal extension, 8 St John's Street is also of 18th century date, revealed by its 'double-pile' construction with an 'M'-shaped roof profile in section.



Unlisted 18th and mid-19th century cottages side by side on South Street.

- The pattern of building in the first part of the 19th century initially continued without noticeable change. Gradually though a greater variety of building appeared, with some three-storey building (39 St John's Street), larger window openings, and a more formal positioning of windows to give balanced front elevations (2 High Street, the former Anchor and Hope). Several buildings have hipped roofs at shallower pitches and central or asymmetrical stacks.
- Special mention should be made of the former Drummond Arms. Alone in Hythe, it was designed to be impressive and seen to advantage from a distance. It tells of the influence of an important local, land-owning family, and announces Hythe to visitors approaching from Southampton Water. Indeed, it is reminiscent of some of the architecture of Southampton's centre. It dwarfed all other buildings, and still dominates today in views to the village from the water. Its Classical design differs from the straightforward styles of the other buildings, and the raised ground floor with finely jointed stonework emphasises its prestige as the centrepiece of the village. Following the closure of the public house, the residential conversion to Drummond Court has restored the architectural integrity of the building by demolishing later additions and finding uses for the outbuildings.



- The finest grouping of historic buildings is on Prospect Place, where houses were built on narrow plots to take advantage of the best prospect in Hythe across Southampton Water to the River Itchen. No. 7 (1808) is only one bay wide with canted bay windows at ground and first floor, and a hipped roof facing the water. 9 and 11 are small semi-detached 1-bay houses under another shared hipped roof. 17 and 19 (Bedfont House) combined bays, pilasters and a parapet to give touches of elegance, and the neighbouring 21, maybe designed as a wing to Bedfont House, was subsequently provided as a separate dwelling with full-height window bays and Gothick windows in the side elevation.

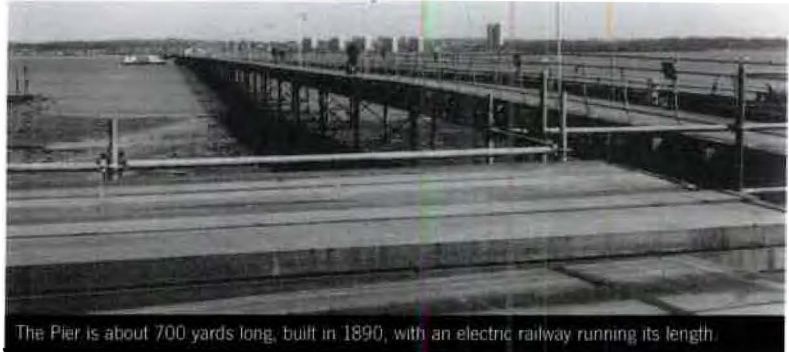


- Longer terraces of small cottages appeared in Shore Road (Winterton Terrace) in the 1840's and on School Road in the 1860's. They have both been seriously spoiled by many damaging alterations, with, for example, not a single original window still in place in the terrace on Shore Road, and they now do not look like mid-19th century buildings.

Later 19th Century

- The cottages lining the eastern side of South Street are at its upper end very small and in short terraces, and below the Malt and Hops (both above and below the railway bridge) either semi-detached or detached and more generous in size, with some fine examples from the end of the century remaining.
- The surge of building in the 1870's, 1880's and 1890's, including the School, St John's Church and the Coastguard House, is referred to in 4.2.1 above.

- Probably the structure that best defines Hythe for visitors is the Pier, opened on New Year's Day in 1881. This was a light iron pier, 2100 feet long, with waiting rooms and landing places. After overhaul in 1896, railway lines were first laid in 1909 for carrying cargo, and were upgraded to carry the electric railway for passengers in 1922.



The Pier is about 700 yards long, built in 1890, with an electric railway running its length.

20th Century - Good Aspects

- The early parts of the 20th century are not well represented in Hythe's conservation area. The bank at the junction of New Road and St John's Street has been referred to above. Almost next to it on St John's Street, 10 (Dagmar House) is a handsome little villa from about the turn of the century.
- Except for a few suburban bungalows on School Road, development in the conservation area did not start again until the 1970's. This resulted in building that was good in parts and bad in parts. Hythe did not suffer as some other places, although it should be noted that the poorest building is, although outside the conservation area, located so as to have a strong impact on its character.
- There are some good examples of recent building, not all rooted in the traditional language of vernacular architecture. Hythe Library is a clearly modern piece of design making maximum use of an irregularly shaped site, and is recognisably from the same design office as the more recent and warmly applauded Lymington Library. Its three identical monopitch roofs, tilted to reveal long lines of glazing concentrating downlighting into the building, give interest and rhythm to the building. However it plays little part in the streetscene, being only seen from the New Road car park or the end of Pylewell Precinct.



Traditional materials added to modern detailing and forms create an original building design for

- Close by on New Road the Church Hall is a more reticent building with lower pitched roofs. The extension to the LloydsTSB Bank on the corner of New Road and St John's Street is a skilful and underestimated building that repeats the materials and scale of the old bank without aping its style, opting instead for cleaner lines and crisper detailing.



The modern extension to LloydsTSB Bank is subtle and understated.

On Jones Lane the Waterfront Garden surgery's style is loosely based on the vernacular idiom of barns and granaries in the nearby New Forest countryside.

20th Century - Bad Aspects

- Sadly there are examples of poor new buildings although these are all older than the good examples just referred to. Reference has been made to the way that the Knightons Centre and Waitrose extend the monotonous use of the same brick over too many individual buildings. Unfortunately the size and scale of those buildings are also wrong amongst the modest and intimate scale of Hythe High Street. This practically illustrates the near impossibility of locating a supermarket in such a setting. Almost any design solution would have failed. Particularly the contribution of the rear and side of Waitrose on St John's Street is to be regretted. The other absolutely critical elevation of this development is the Seagull public house facing The Promenade. This site demands a design suitable for a waterside, maritime location, but the building is bland and anonymous with horizontal picture windows and no references to its setting.
- The Hythe and District Club entirely fails to act as a suitable link between School Road and Pylewell Road. Its massing, especially in the parts on School Road is disastrous, as is its wan and washed-out colour and the appalling choice of materials.



Hythe Club - disastrous combination of ugly masses, drab colours and poor materials

Barclays Bank on New Road is a drab and featureless lump of building. The buildings at the north-eastern corner of The Marsh attempted to be interesting by sweeping long roofs down to low eaves, but succeed only in being ugly, poorly proportioned and non-conforming. Hotspur House is a tall, plain and utilitarian building too close to the waterfront and too prominent in the townscape to be ignored.

- Some buildings can be neither commended nor condemned, having instead only a neutral impact on conservation area character. Examples would include the buildings (The Maples and 1-4 Sir Christopher Court) on either side of The Grove on St John's Street and the newer buildings lining Shore Road between No. 3 (listed) and Murrays Hotel (also listed).

Rears

- The rears of buildings in the conservation area are often not highly visible from public places. Those of the listed buildings in Prospect Place have been appropriately handled, seen from the public car park, and the rear of the Drummond Arms is clearly seen from a wider area around. Residential conversion of this building has secured both a satisfactory use for the hotel and outbuildings, and an improved appearance seen from all angles.
- The opening up of the view to the rear of buildings on the north-east side of High Street, when The Promenade was created, inevitably exposed to view aspects previously only gained from the foreshore and the water. Some buildings have suffered inappropriate treatment and unsympathetic alterations. However it is the intention that over a period of years the frontage to The Promenade would be built up with better development, in the process obscuring views to the High Street properties.
- Between The Marsh and High Street is a rear yard, providing vehicular servicing and private parking only. This space was once overlooked by the rear wings and outbuildings associated and in scale with the small buildings on High Street and The Marsh. By degrees a rash of flat roofed and larger but bulkier extensions appeared. The service yard does not reasonably have the potential to be an attractive space.

Outbuildings

- Very few of the buildings in Hythe were important enough to have substantial outbuildings, and there are few of importance in the conservation area. In places, e.g. in the yard between High Street and The Marsh, outbuildings have been swallowed up as part of rear extensions, and are no longer identifiable as such. The stables to the former Drummond Arms were converted to residential use as a part of the overall scheme of reuse of the listed building. There is a small cartshed, now much altered, alongside the Malt and Hops in South Street.

Boundary Walls

- There are very few significant boundary walls of any age in the conservation area. The low walls to the churchyard fronting both New Road and St John's Street are low and in poor condition, both in need of pointing and some structural repair.

Shopfronts

- Few shopfronts of note or distinction, either old or new, survive within the commercial centre of Hythe. Even in High Street, where most of the shops are, the 19th century premises have later and undistinguished shopfronts. 16 High Street is the only shop to retain the old domestic-scaled openings that would have served the shop about a century ago. The balanced Edwardian windows of 10 are also worth retaining. More recent shopfronts in the listed building at 6/6a/6b and at 1 are acceptable, and 3 has a sympathetic new shopfront.
- It is imperative that opportunities are taken to improve the quality of shopfronts in the conservation area, both in older and in newer buildings.

New Design

- It should be an aim of all those involved in preparing and implementing new building in a conservation area to achieve a measure of excellence in its design. A local planning authority cannot demand excellence in all circumstances, and excellence is in any event a subjective judgment. In a conservation area development must meet the high standards required in order to maintain the quality and character of the area, and it will often be that the outcome of proposals for development will indeed be excellent.
- With the exception of the Library, Hythe conservation area has no examples of successful modern, or contemporary, design, i.e. that is not firmly rooted in the forms and patterns of traditional buildings from previous periods. There are a few examples of good restrained design from the 1980's and 1990's, but most design solutions have been either traditional and uncontroversial, or have used transient styles in vogue in the 1970's, that have had no lasting appeal.
- In Hythe there is no strongly defined style of vernacular architecture. It is not therefore clear to an architect seeking to adopt a design to blend into the older fabric of Hythe what design approach to employ. One danger is that new development will use inoffensive and anodyne designs that could fit in anywhere but equally do nothing to enhance the conservation area. Alternatively there may be scope to cast the net wider when looking at styles and consider more modern designs that, obviously, nonetheless take account of the historic context of sites in the conservation area.



4.5.2 Implications For Development

- 1** New development should be limited in almost all locations to two storeys in height.
- 2** In the event that redevelopment is sought in the area of Hotspur House and the Pier Head, new building should be generally of two storeys with isolated elements of three storeys, amounting to not more than 30% of the total area of building. The height of Hotspur House should not be taken as the yardstick for the acceptable height of redevelopment across the site.
- 3** No development should be undertaken that threatens the dominance in the skyline of the conservation area, and in views to Hythe from Southampton Water, of the former Drummond Arms.
- 4** New development should reflect the small scale of development in Hythe conservation area, and should particularly avoid applying a single extended elevational treatment to several adjacent buildings. Buildings that are too large or of the wrong scale to fit appropriately into the established pattern of the older buildings in Hythe should be avoided.
- 5** Where a historic building with a domestic elevation is in retail use, but retains the openings and undisturbed surrounding brickwork of its former residential use, the frontages should keep the domestic detailing on view, and not conceal it behind a planted shopfront.
- 6** Equal attention should be given to alterations to the rears of properties, seeking to retain in new work the best characteristics of the building, with particular attention to buildings seen on Prospect Place and Pylewell Road from the Brinton Lane car park, and buildings seen on School Road from the New Road car park.
- 7** New development on The Promenade facing Southampton Water should be of a design that in some way reflects or responds to the maritime, waterside location.
- 8** Rear extensions or outbuildings to properties on High Street or The Marsh that look onto the service yard between those streets should have a traditional form, use traditional materials and be of a size that is subservient to the related frontage buildings.
- 9** The character of remaining outbuildings of traditional form and construction should be retained, even if permission is given for conversion to other uses.
- 10** Shopfronts remaining in essentially original condition from their introduction in the 19th or early 20th centuries should be retained in the conservation area in the interests of maintaining the 'village' feel of Hythe.



- 11 **New or replacement shopfronts in commercial premises should be of high quality, and be modern interpretations of an established or traditional style, i.e. sympathetic to the character of the building and area, as required by Policy DW-E21 of the New Forest District Local Plan, and as detailed in the Council's Shopfront Design Guide.**
- 12 **Security shutters and grilles to shopfronts should where possible be internal within shopfronts, and be designed so as still easily to allow sight into the shop at all times.**

4.6 **Prevalent and Traditional Building Materials**

4.6.1 **Analysis and Assessment**

Walls

- Brick is the natural building material of Hythe, taking advantage of the local clays that were worked in a number of local brickworks. There is no uniform colour, although red brick predominates.



Many buildings, especially the earlier ones, have been painted, sometimes over brick and sometimes after first being rendered. This results in there not being in the old centre one material or elevational treatment that repeatedly occurs.

- Earlier bricks, e.g. 1 Shore Road, show orangey tones in the red clay. One local brick from a works in either Claypits Lane or at Butts Bridge accounts for the dark red bricks used in great volume through the 1870's to the turn of the century in South Street, School Road, and in St John's Church. In the Coastguard Station the same stock seems substandard in appearance relative to those in the School across the road.
- Some buildings used another local brick, variously described as buff or yellow, and maybe obtained from the brickworks at Whitefield, Langley. Its earliest use is in 1 Prospect Place in about 1840, where the tone is quite dark, verging on light brown. Its most notable use is in the former Drummond Arms which is consistent with the original intention to make that building stand out proudly as a building of prestige. Rather later 10 St John's Street (Dagmar House) also uses it to good effect.

- It was a common device throughout the country to provide the header bricks, especially in Flemish bond brickwork, in overfired or glazed blue-grey bricks, giving a chequerboard feel to elevations. Limited use is made of this in Hythe, although who knows what lies hidden under paint? 1 Shore Road is a good example from the end of the 18th century, and close by 31 and 33 South Street and, conspicuously, 13 South Street are also notable.



- A yellow-buff clay is also used, unpainted, in 17/19 Prospect Place (Bedfont House), but here the material is used in the form of mathematical tiles, nailed or pugged with mortar onto cheap backing brickwork or battens fixed to boarding. It was a technique used probably because of availability of the tiles, the economical use of the material, and the lightness of its structural weight. It accounts for the apparently wobbly state of much of the 'brick' coursing where areas of tiles have been refixed. Also it leads to alarms raised about the apparently imminent collapse of 'brickwork' where tiles are loose.



- Many buildings are rendered with stucco plasterwork. Stonework is limited to the raised ground floor of the former Drummond Arms on its front elevation, and when used as dressings on St John's Church and LloydsTSB Bank. There are no examples of timber framing in Hythe. Weatherboarding as an external finish is not used locally, being more properly a Forest and rural treatment, inappropriate in the more urban context of Hythe. Where it is used in newer buildings, it looks out of place.

Roofing Materials

- Roofs are either slated or tiled. It is broadly the case that buildings from before the middle of the 19th century have clay tiles, and those built since are slated. Most roofs in High Street and on Prospect Place are tiled. The correlation between age and roofing material is however loose and cannot be relied on. It is certain that the older and smaller buildings look more appropriate when roofed in tiles, especially as the newness and brightness of the red tiles fades. On the other hand, some roofs in High Street show that, if a roof tile is chosen that is too dark or of poor quality, it degenerates after only a few years to a very dark, almost black (and ugly) colour without trace of red.
- Many unlisted buildings from the 19th century would be quite intact and original in their presentation, were it not for the substitution of artificial concrete roofing tiles for the original clay tiles. Their spread is particularly noticeable on South Street.
- Ridge tiles on slate roofs are a mixture of red and blue-black angled tiles. Most ridge tiles on tiled roofs are also angled, rather than being rounded in profile.

Paint Colours

- With very few exceptions, painted brick or render is a variant of white or cream or 'mushroom'. 17 St John's Street is rendered and painted a rose madder in colour.

Materials in New Buildings

- The comment has already been made that the brick used in Waitrose and the Knightons Centre has been used to excess. In addition, the brick is rather too light and bright for use in Hythe. Some deep rear elevations have used a tile hanging as relief from the monotony of the brick. Tile hanging has no significant precedent in this area, and also these tiles have a colour - purple-brown - that sits uncomfortably amongst an established palette of colours in Hythe.
- The disastrous choice of a washed-out pale fawn brick for the Hythe and District Club sets the seal on an entirely negative contribution made by this building to the conservation area's appearance. The rest of the building has an unappealing pebbledash finish.
- The Library uses a slightly darker but more interesting brick than the local stock brick, together with timber, lead and extensive areas of glazing, all combining harmoniously.



- Elsewhere, for example on Shore Road between the listed buildings of No. 3 and Murrays Hotel, recent developments have used a traditional combination of red brick, render and slate or clay tile.
- The Oxfam shop in High Street is timber-fronted, and, although a novel approach, this looks ultimately out of place, too lightweight and transient amidst the more 'permanent' materials of surrounding buildings.
- Although the palette of materials traditionally used is restricted, the range of ways in which they can be used, reinterpreted and combined means that there should be no need to go beyond those materials for new buildings, and guarantees that vibrant and fresh designs can come forward.

4.6.2 Implications For Development

It is accepted that there is no control over the painting and rendering of buildings, or over change of roofing materials, except where the building is listed, or where a Article 4 Direction has withdrawn those permitted development rights. Paragraphs below dealing with those issues therefore relate to those circumstances, but would also be used in negotiation on new development. At the least the paragraphs contain advice on best practice.

- 1 **Either brick or rendered walls would be acceptable in new development. Bricks should be a good match for or complement either the local dark red stock brick (as used in many buildings of the 1870's onwards, e.g. the Church, or the School, on School Road) or the buff/yellow brick (as used in the former Drummond Arms or Prospect Place adjoining).**
- 2 **Brick in new development would be acceptable either painted or unpainted, but unpainted brick buildings with the local dark red or buff/yellow stock bricks should not be painted.**
- 3 **On painted brick or rendered buildings, the palette of colours used on walls should be taken from the very restricted range of colours previously used in the conservation area, avoiding vibrant and bright colours and tones.**
- 4 **Stone, tile-hanging on walls, and timber used as external weatherboarding are not traditional or appropriate materials in Hythe, and should be avoided.**
- 5 **Roofing materials on buildings in High Street and on Prospect Place, and on buildings elsewhere in the conservation area that clearly date from before the middle of the 19th century, should be natural clay tiles.**
- 6 **Other unlisted buildings in the conservation area should be roofed in either clay tiles, or natural slate or a high-quality artificial slate.**
- 7 **The use of concrete or interlocking tiles should be avoided throughout the conservation area.**
- 8 **New buildings of contemporary design should nonetheless use materials that are natural or that have traditionally been used in the older buildings of the area.**

4.7 Characteristic Local Detailing

4.7.1 Analysis and Assessment

- There is no detailing, particularly characteristic of Hythe, that occurs often in the conservation area. There are early references to the number of buildings with dentillated eaves, but there are neither a surprising amount of houses with this generally 18th century detail, nor is it a detail at all unique to Hythe.
- The most noticeable detail occurs, not on the buildings, but at the highway edge, where there is a wide range of railing designs. It is as if the infamous and legendary gathering up of railings, saucepans and other iron objects to make Spitfires for the war effort never got to Hythe. As a result the majority of railings survive. New railings of crisp, contemporary design have also appeared in places. Often, but by no means always, the railings will be protected by virtue of being on or within the curtilage of a listed building.
- The railings make up a pattern book of types commonly used over a century ago. Few are elaborate, except for the heavy and ornately detailed ones fronting the Coastguard House on School Road, and 17-19 Prospect Place (Bedfont House) that has narrow and intricate panels set amidst each longer length of plain, point-topped railings. Elsewhere there are railings with simple pointed tops (15 and 17 St John's Street; and 7, 9 and 11 Prospect Place), spear-headed tops (1 and 3 Shore Road), hooped tops (lower end of South Street), alternate hooped and spear-headed tops (widespread, e.g. many on South Street; and Pylewell Cottages), and hooped tops spanning spear-headed tops below (also on South Street).



- From the 18th and earlier 19th century buildings, 6/6a/6b High Street has a rather flat Classical doorcase incorporating a blind arched fanlight. The mathematically tiled 17-19 Prospect Place (Bedfont House) manages to stretch the use of the tiles to form rather crude pilasters between each bay.



More good railings and a rustic type of openwork trellised porch at Pylewell Cottages.

- The 19th century buildings, including the former Drummond Arms and St John's Church, have more profuse decoration. The Church particularly has much decorative use of stone banding and string courses, pinnacles and bell-cote. 10 St John's Street (Dagmar House) has stone cills and chamfered stone window arches to the main bay.
- Although of too late a date to be considered for listing, the School is big, handsome and largely unaltered, at least where it faces the street. The brickwork, the windows and other joinery, the bargeboards and pronounced eaves overhang, the tile-hanging, the ridge cresting, the bell-cotes and weather-vanes, and the signs ('INFANTS', 'GIRLS' etc.) over the doors all contribute to a building of which Hythe should be proud.
- Opposite, the Coastguard House has a large carved 'VR' in a round recess in the gable, and the rear gable similarly has a fouled anchor.
- The former Murrays Hotel has a spare and restrained style, influenced by Arts and Crafts thinking, evident in the asymmetrical shape of some gables and bays, and the pargetted name and date in one gable.



Murrays Hotel (1901) is a chimney piece in asymmetrical balance in Arts and Crafts style.

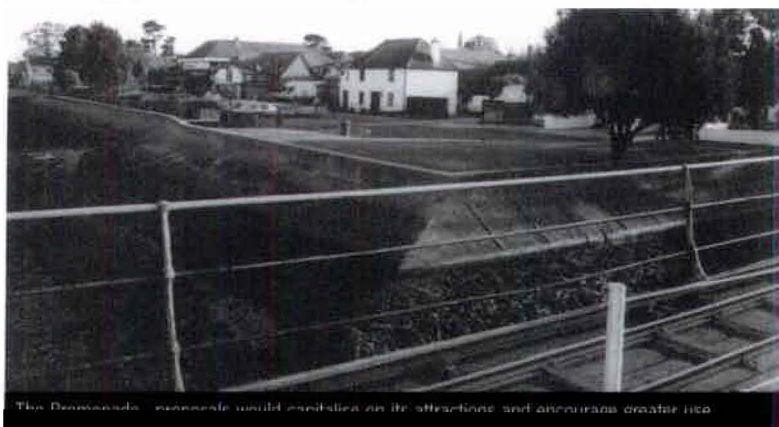
4.7.2 Implications For Development

- 1 **Proposed alterations should retain characteristic detailing of buildings, including purely decorative detail, to maintain local visual interest and distinctiveness. (See also Policy DW-E19 of the New Forest District Local Plan).**
- 2 **In new work, the detailing of window cills, the arches over window and door openings, and the verges and eaves of new or extended buildings, should reflect one of the types of such detailing on local traditional buildings.**
- 3 **All old railings forming the boundaries to properties should be retained, and opportunities should be sought and taken to install or reintroduce further railings at the front boundaries of properties with the street.**
- 4 **The School is one of the best and most carefully detailed unlisted buildings in the conservation area, and such detailing should be retained.**

4.8 Character and Relationship of Spaces within Area

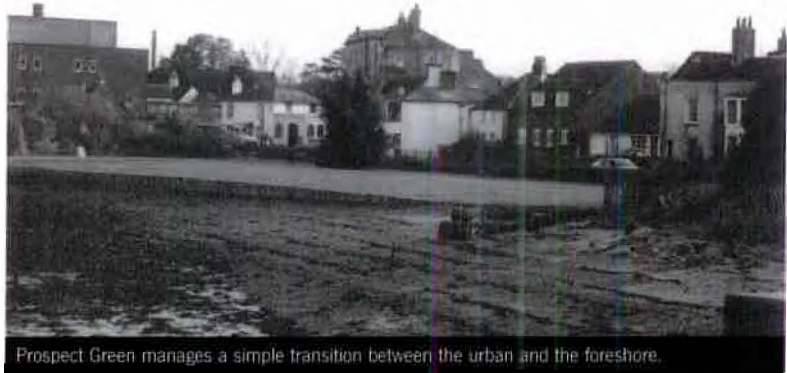
4.8.1 Analysis and Assessment

- There has never been any intention of formality in the layout of roads and space in Hythe. The settlement evolved gradually in response to need, and without major phases of expansion. No formal central space has ever been incorporated into the town's layout. This is substantially compensated for by its location at the water's edge, so that in places the buildings lie at the edge of a very expansive space, comprising the Promenade or Prospect Green, the foreshore, and Southampton Water itself.
- The Promenade was provided when the sea wall defence was extended to its present length in 1968. Work is proposed to revitalise the area, and further building may fill in gaps near The Old Chandlery, giving an almost continuously built-up frontage facing the water, whereas at present the Promenade has much more the character of the backs of buildings on the High Street looking onto a cul-de-sac. There is an opportunity to create an attractive and invigorating space at the water's edge.



The Promenade - proposals would revitalise an attractive and invigorating space

- Works are imminent which will create a more attractive and invigorating space at the water's edge. It is a shared desire, and a commitment on the part of the authorities carrying out the works to the Promenade, to connect the Promenade at a later date to the area at the Pier Head. This would greatly increase the attractiveness of the waterfront for pedestrians and make the Promenade part of a circuit of routes rather than in part a cul-de-sac as at present. The conservation area itself would benefit from such an enhancement of the network of pedestrian routes. The pedestrian connections between the Promenade and High Street also need attention to make them more inviting and attractive link points.
- Prospect Green is a simple grassed area, allowing an uninterrupted view from Prospect Place out over the water. The difference in height between the foreshore and the Green is not great, and this, combined with the planted edge to the road here, leads to a rather gentler transition between land and sea than along the Promenade.



- In High Street and The Marsh buildings are built up to the highway edge. The small cottages above the Malt and Hops on South Street are also at the edge of the pavement. Everywhere else there are broad or narrow areas of front garden between the building line and the highway edge.
- The junction where High Street, Prospect Place and Pylewell Road meet, once known as The Bridge, has been gradually taken over by traffic of all sorts. Taxis and buses wait here, and the potential is being investigated for the location to operate as a 'transport interchange'. Effort would be put into surfacing and the design of facilities for travellers, to mitigate the visual impact of the traffic.



- At the junction of High Street, The Marsh, St John's Street and New Street, the highways have been reduced and pedestrian areas increased in extent. At the angle of High Street outside the Knightons Centre a small square was created. This is the only planned urban space within the village, and is the most satisfactory aspect of that redevelopment, providing a social gathering point right in the town centre.
- Newer development has radically altered the character of some streets. The townscape of St John's Street has been especially badly fragmented by highway works, with a marked loss of visual cohesiveness in views along the street. The private walled grounds of Villa Amalthea were replaced by the side of the Waitrose store, its service yard, and the road leading to the Promenade - overall a retrograde change.

Further out the eastern side features indifferent and large 20th century buildings around the more gracious The Grove, and the (temporary) car park opposite has an ugly and poorly maintained fenced boundary to the street.



Lastly, the builder's merchants on the corner of South Street, although outside the conservation area, contributes very badly to the character of the wider area.

- It has been proposed that a road linking New Road and St John's Street should pass through the car park close to the churchyard boundary. If it proceeds, there is the risk that another junction on St John's Street could fragment still further the street's appearance. (The pine tree on the street frontage, it is recognised, should be incorporated in any highway design).
- The service yard off The Marsh and behind High Street is nearly a self-contained space, within a horseshoe of surrounding development, and has no pedestrian routes through it and only limited impact on the conservation area.

4.8.2 Implications For Development

- 1 **Other than on High Street and The Marsh, new development should not be built up to the highway edge, but should incorporate in layouts areas of front garden or amenity space between the front building lines and the highway.**
- 2 **Proposals for environmental works at The Promenade should create a space that attractively relates the waterside village to the water and shore, and that is a suitable foreground to existing and proposed buildings looking over the water.**

- 3 **Proposals for the junction of High Street, Prospect Place and Pylewell Road, which may in part relate to the possibility of the space operating as a transport interchange, should have as objectives the creation of a visually appealing space that enhances the setting of buildings including the former Drummond Arms, and the provision of attractive related facilities, located so as not to cause the impression of clutter within the space.**
- 4 **Proposals likely to have an impact on St John's Street, including the possibility of a road linking New Road and St John's Street, and whether highway schemes or on private land adjacent, should take into account the objectives of reinforcing the townscape of St John's Street and re-establishing a sequence of attractive sites along the boundaries of the street.**
- 5 **Developments to the rear of the east side of the High Street near the Pier Head and the northern end of the Promenade should have regard to the commitment that exists to connect the Promenade to the area at the Pier Head for pedestrians, and should not jeopardise the ability for this to take place.**

4.9 Streetworks and Public Utilities

4.9.1 Analysis and Assessment

Street and Pavement Surfacing

- A short stretch of worn stone paving and old stone kerbs, although in poor condition, surviving outside 16/18, 20 and Ebenezers on Pylewell Road, is the only remaining stretch of historic street surfacing.
- Several sections of highway have been the subject of environmental enhancement schemes. The earliest of these (in 1990) was the High Street, which must have been an impractically narrow street for pedestrians, parked vehicles and moving traffic. The paving falls to an eye-catching central drain, whereas more sophisticated design now might replicate in the surfacing the impression of the former carriageway and pavements. In addition the paving scheme ends in a ragged line running through the square in front of the Knightons Centre and Waitrose, behind which are large and standard paving slabs.
- There have also been enhancement works on Prospect Place, at the junction of Pylewell Road and The Marsh, and where The Marsh, New Street and St John's Street meet. Artificial paving blocks, laid in various patterns and using a range of colours, are used on the pedestrian areas in all these places, and on Prospect Place and surrounding pedestrian crossing points they are used also on the vehicle carriageway to slow traffic.
- Bitmac surfacing, as used on the other central pavements and carriageways, can look drab and 'tired', although with a surface dressing applied, Bitmac can be an acceptable alternative to paving.

- At the start of St John's Street, the road, after negotiating the narrow gap between LloydsTSB Bank and 19/19a The Marsh, opens out into an unnecessarily wide carriageway. A pavement is needed from the corner of LloydsTSB Bank to the start of the churchyard wall, in the interests of safety and to reintroduce a sense of proportion and traditional detailing in this street scene.

Street Lighting

- In High Street, and on Prospect Place and the Promenade, replica Victorian columns with 'gas-light' lanterns have been used. At the junction of The Marsh and Pylewell Road a more modern black column with downhanging globe lanterns has been used. These are the traditional and the more modern solutions to lighting column design.



- Elsewhere a range of older lights are used, some wall-mounted, a few attached to telegraph posts and the rest on their own metal columns. They are generally not visually intrusive or too tall, except on Jones Lane, where the long protruding necks make the columns more conspicuous than those that simply rise straight to the lighting unit.

Overhead Wiring

- Wiring has in many parts of the conservation area been routed underground, or the service is provided out of sight to the rears of properties. Where it is open to view in the streetscene it is, other than on School Road, not prominent or extensive enough to be positively unsightly.

4.9.2 Implications For Development

- 1 **Opportunities should be taken in the square in High Street outside the Knightons Centre to provide a unified treatment of the street surfacing where the area of small block paving adjoins the large slab paving nearer the Waitrose store and adjacent shops.**
- 2 **Opportunities should be taken in the area of St John's Street between LloydsTSB Bank and the churchyard to limit the width of the carriageway and introduce a pavement on the south-west side of the street.**

- 3** When street lighting is introduced or replaced, columns and lanterns should be used that are modest in size and height, and appropriate and simple in their design (complementing but not necessarily just replicating historic types, although these could also be deemed suitable).
- 4** When opportunity arises, the street lighting at the lower end of Jones Lane should be replaced with poles that are not so tall and less conspicuous in the streetscene.

4.10 Focal Points and Views within Area

4.10.1 Analysis and Assessment

- The centre of Hythe, where most elements are small scale and the development of the road network has not been planned in a coordinated way, has few focal points. The former Drummond Arms is the showpiece building in Hythe, seen prominently from across the foreshore, and also (accidentally?) lining up in the view along High Street. LloydsTSB Bank (an important unlisted building) closes out the view along The Marsh, and 19/19a The Marsh (listed) closes out the view along St John's Street.
- In High Street the true scale of the historic centre of Hythe is most apparent. Careful control over the size and scale of the elements of new and existing buildings is important.
- Reminders of the capacity for large-scale, big new development to intrude in the established pattern of older development in Hythe are given by various three-storey or monolithic buildings on the edge of, but still affecting, the conservation area.

4.10.2 Implications For Development

- 1** 1. Particular attention should be given to the appearance and character of those buildings, both listed and unlisted, which feature prominently as focal points in views along the streets of the conservation area.
- 2** 2. No developments should be proposed that disturb the smallness of scale of High Street when looking along that street, or that alter the visual relationship between the High Street buildings and the former Drummond Arms.

4.11 Key Unlisted Buildings

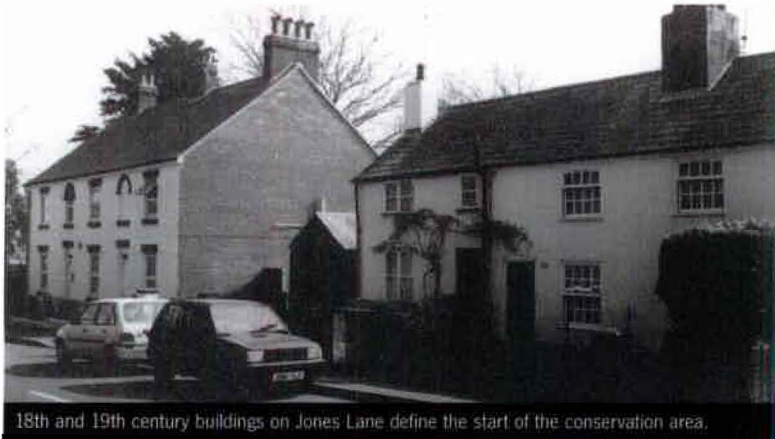
4.11.1 Analysis and Assessment

(The identification of 'key unlisted buildings' on the maps does not mean that these are the only unlisted buildings in the conservation area where there would be a presumption against demolition).

- Where few buildings are prominent, it is usually the case that all old buildings are more or less important to conserving the character of a conservation area. With many new buildings both within the conservation area and hemming it in at its edges, it becomes critical to keep those older buildings that retain most of their original character, in order to maintain the historic thread of building that runs through the area.

- The following buildings, shown on Maps 2 and 4, are particularly important within the conservation area for the reasons stated:-

- 15/17 and 19/21 Jones Lane define the furthest extent of old Hythe, including a building probably dating to the 18th century,



18th and 19th century buildings on Jones Lane define the start of the conservation area.

- similarly, Holly Cottage, and Ivygreen and Rose Cottages, South Street, define the extent of old Hythe on its principal historic approach, including a building probably dating to the 18th century,
- LloydsTSB Bank at the end of The Marsh is a handsome and substantially constructed original early 20th century banking premises, on a prominent corner,
- the School and the Coastguard House, both on School Road and both of the late 19th century, were important community buildings, but of too late a date to be listed. Fine period detail in both buildings sustains the architectural interest of the whole street,
- Hythe View and Pier View House, mid-19th century houses with false half-timbering superimposed, are important features in the waterfront scene near the Pier,



The Coastguard House on School Lane with basic Victorian detailing and ornate railings

- 8 and 10 St John's Street are well-detailed 18th and later 19th century houses, surrounded by newer development, but important for maintaining the thread of continuous historical development through the centre of Hythe,
- PamPurred Pets (52 Pylewell Road) is a pleasant 19th century building in a conspicuous location on the corner of Pylewell Precinct and New Road, with one of the few interesting or older shopfronts in Hythe,
- The Grove on St John's Street is an imposing villa, important for its role in a street with few older buildings remaining, and for its relationship to Southampton Water,



- 11 and 13 South Street are well restored detached houses with three bays and central doorways that give a good idea of how genteel the buildings at the lower end of South Street would once have been,
- 31/3, 35/7 and 39/41 South Street typify the larger but still modest, semi-detached houses that justify the inclusion of South Street in the conservation area. Front railings run continuously across the front of all these houses,



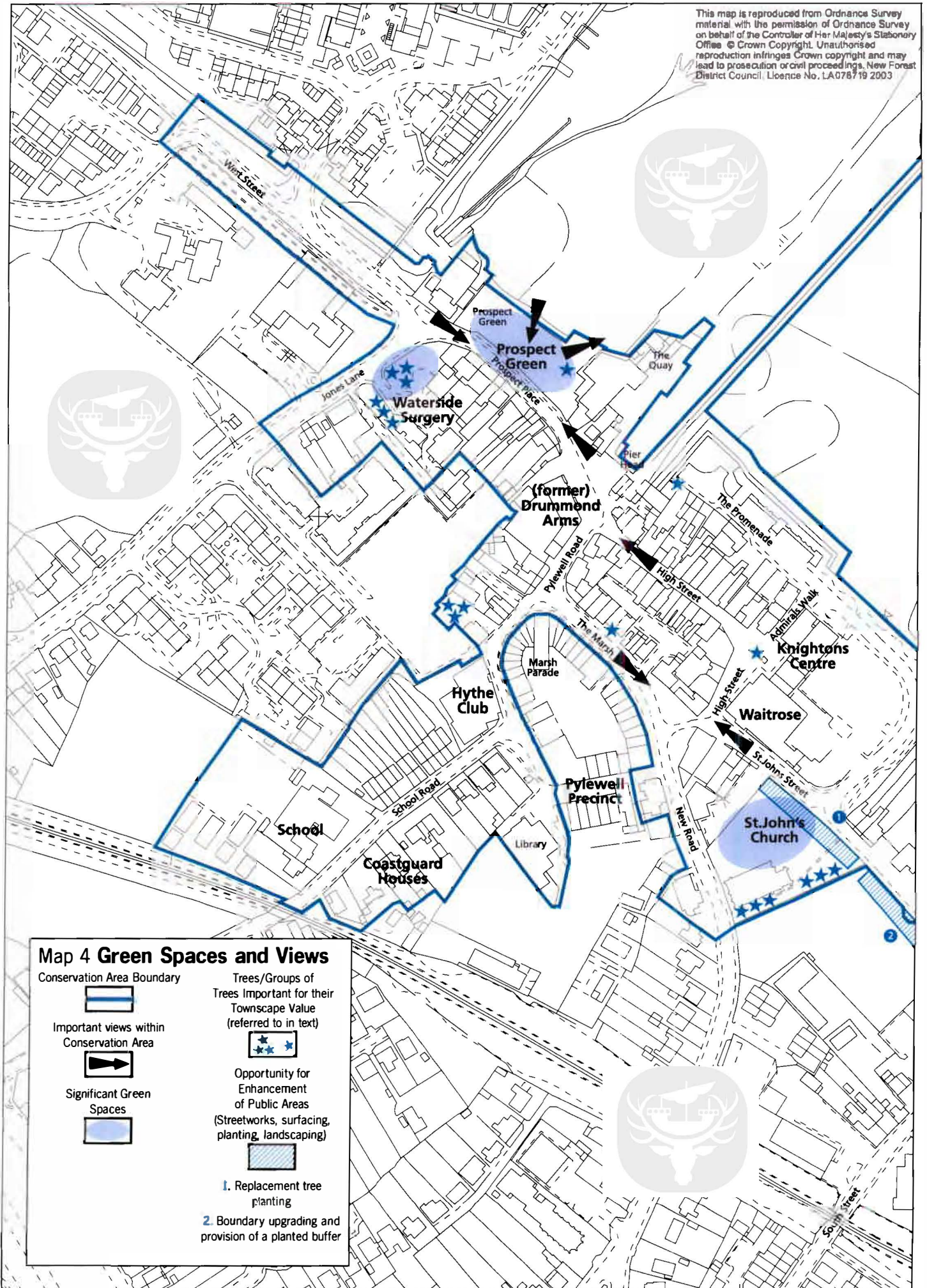
- the Malt and Hops is a purpose-built public house that complements the cottages above and below it in South Street, and is a valuable example of its type, and superficially altered little during the last century.
- the Pier of 1881 is not listed, but is probably the structure that does most to define Hythe in the memory for both residents and visitors. Its length is notable (700 yards) and, quite apart from being a familiar element of the local scene, is a good and little altered example in its ironwork and timber buildings of late Victorian provision for public transport.

4.11.2 Implications For Development

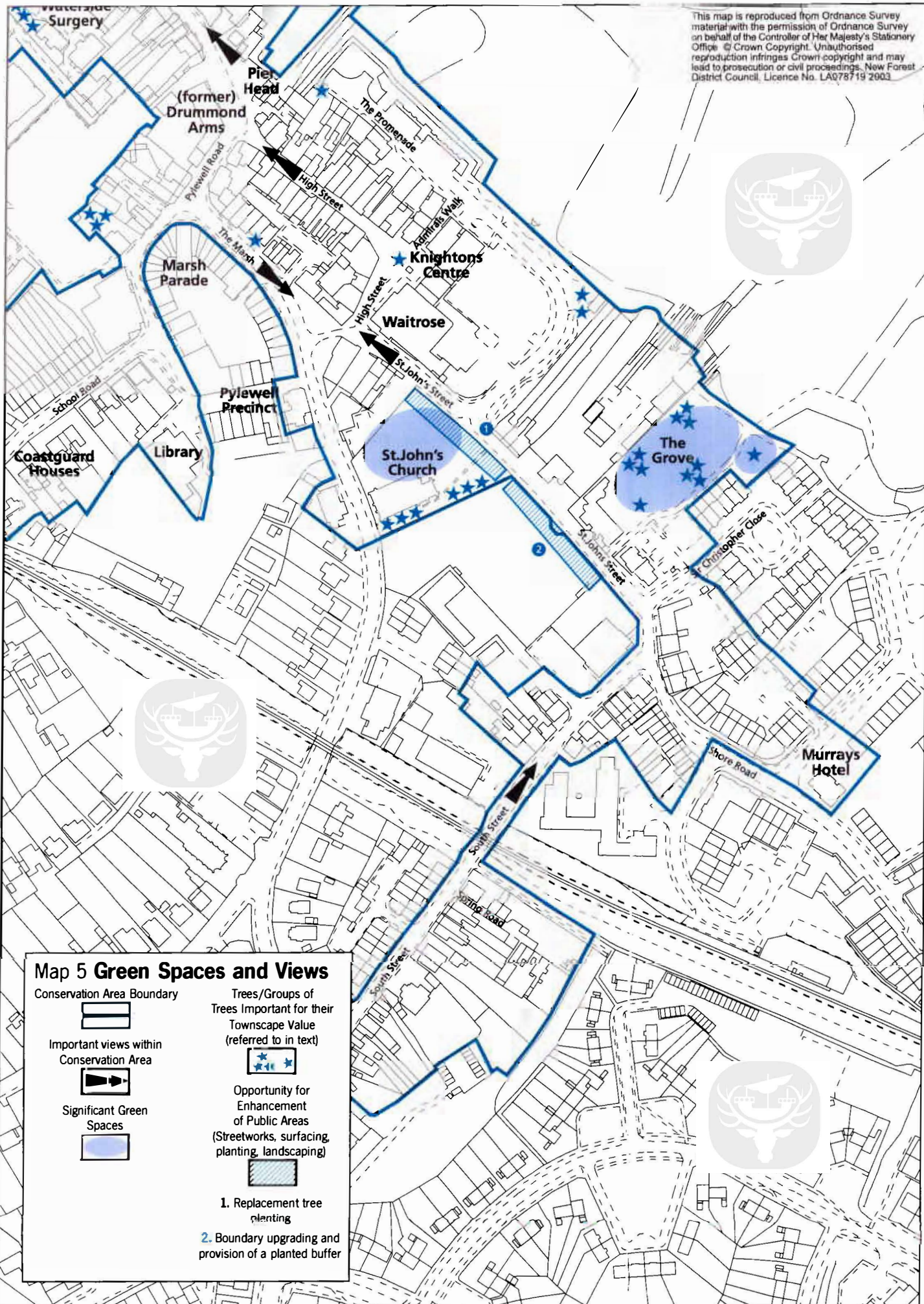
- 1 Key unlisted buildings (including those identified in the text above and on the maps), either occupying focal positions in the conservation area, or having particular architectural interest or character, should not be considered as candidates for demolition and redevelopment. (See also Policy DW-E20 of the New Forest District Local Plan).**
- 2 Unlisted buildings of traditional form fronting onto High Street, which retain the essential elements of their original appearance, should, in the interests of maintaining intact the ensemble of older buildings in the historic core of the conservation area, not be demolished.**



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Map 5 Green Spaces and Views

- Conservation Area Boundary
- Important views within Conservation Area
- Significant Green Spaces
- Trees/Groups of Trees Important for their Townscape Value (referred to in text)
- Opportunity for Enhancement of Public Areas (Streetworks, surfacing, planting, landscaping)
- 1. Replacement tree planting
- 2. Boundary upgrading and provision of a planted buffer

4.12 The Contribution of Green Spaces and Features

(Trees with a trunk diameter over 7.5 cm in conservation areas benefit from some measure of protection, requiring notification to be given to the District Council before work to trees is undertaken. The Council may then make a Tree Preservation Order in order to be able to control such work).

(The showing on the maps of trees or groups of trees is not a complete record of the trees in the area. Those trees that are identified are particularly important for their townscape value, and that importance is in all cases further qualified below. Other trees in the area may be valuable and important or have a significant public amenity, and may already be protected by Tree Preservation Orders, or may be so protected in the future. The mapping of 'trees important for their townscape value' makes no attempt to plot the branch spread of that tree or group of trees).

(Trees do not stand for ever. They grow old, become diseased, require management, and sometimes die. Therefore the showing of trees on maps does not avoid the prospect that they may at times have to be felled, even those that are cherished parts of the familiar local scene).

(Further information can be obtained from the Council's Tree Team (Helpline - 02380 285330), and from the published tree strategy, 'Growing Better Together')

4.12.1 Analysis and Assessment

- Trees are a prominent part of the landscape of Hythe. This should not be surprising considering the proximity of the New Forest, the boundary of which has for long been pegged back to the line of the A326, to allow for the expansion of Dibden Purlicue. The forest once stretched most of the way to the coast, as shown by the many copses and oak trees still retained within the urban area of present-day Hythe and Dibden.
- In addition specimen trees or groups of trees were planted on some sites in the late 19th century. Many of those have now reached maturity, and are large and conspicuous features of the urban scene. Despite the closeness of the nearby forest, many of the most noticeable trees are not indigenous but 'exotics', such as Monterey pine, eucalyptus and holm oak.
- The importance of trees in the area is confirmed in views back to the village from Hythe Marina, a view in which all the best trees are prominent. Amongst those trees are some that, as specimens, are as good as one would hope to find.
- Another issue exemplified by some large trees in Hythe is how to manage and value trees that are near the end of their lives, and yet that are major landscape features and well-loved and familiar elements in the local scene.

- The following groups of trees are important:-

- at The Grove large trees line both sides of the lawns at the rear that give an uninterrupted and secluded vista out over Southampton Water. The trees complement the elegant canopied rear elevation of The Grove. Oaks, beech, cedar, holm oaks and a Monterey cypress are the main trees, and a mulberry lends an exotic flavour to the grounds. The Monterey cypress is the finest example of this normally much smaller species that one could wish to see,



- the churchyard has oaks, limes, yews and horse chestnuts, many at or near maturity, and illustrates the difficulties of managing such trees as they start to die back. The large horse chestnut has to be pollarded at intervals, but still has only ten or so years of life in it before felling would be needed. The limes and sycamores along the southern edge of the churchyard make a particular landscape feature, and although not composed of individually great specimens, are of great value as a screen.



- at the junction of Prospect Place and Jones Lane, a giant holm oak is the main tree, with a number of sycamores, limes and yews. The holm oak is one of the group of trees in Hythe that are amongst the very best examples of their types.

- Along the waterfront there are other important trees, notably:-

- a Eucalyptus at the rear of the Lord Nelson public house on The Promenade, a large and open-leaved tree that is well known due to its proximity to the Pier and for its defining contribution to the whole Promenade,



- a low spreading Monterey pine on Prospect Green by the water's edge, a delightful and architecturally attractive tree that is a familiar element framing views out to Southampton Water, and one that achieves almost Japanese standards of perfection in its siting and the way it sets off the green,



- two Monterey pines defining the southward end of The Promenade at The Boathouse,
 - an oak on public open land alongside the monument to Sir Christopher Cockerell, at the rear of the Grove.
- Elsewhere in the conservation area away from the shoreline, the following are important:-
- a lime, an oak and a sycamore between Pylewell Road and the Brinton Lane car-park, in an area without good buildings to give ready character,
 - a horse chestnut and an oak in front of the cafe on The Marsh, retained when new development took place,

- In places (for example, Spring Road) saplings, often ash and sycamore, have grown into green masses, containing no really good individual specimens. Their amenity benefit has to be retained, whilst still allowing for appropriate management to control their impact. In some such areas there may be clear potential for some development or redevelopment.
- Amongst trees planted as part of environmental enhancement schemes, a plane in High Street is growing vigorously, while two fastigate (having a narrow columnar form) oaks have recently been planted at the junction of The Marsh and Pylewell Road.
- Beyond the boundary of the conservation area the pine on the St John's Street boundary of the car park is particularly important. A commitment has been made to keeping it, even if a link road onto St John's Street from New Road is provided.

Green Spaces

- There are three significant open green spaces. The grounds of The Grove on St John's Street are the finest public open space in Hythe, and have already been referred to. Alongside is the Sir Christopher Cockerell memorial and a single spreading oak tree. The expansive churchyard has the large trees just referred to, but has looked a neglected space in need of maintenance and enhancement. Particularly there is an opportunity to consider tree planting to take the place of the several mature trees near the end of their useful lives or already felled. Prospect Green is very simply laid out and appeals as a space giving close and informal access to the shoreline.



The grounds behind The Grove are the finest public green space in Hythe.

- Most houses in the village have some front garden space. However, the only significant private site that is appreciable as a green and open space in the conservation area is the side garden to 21 Prospect Place and the adjacent grounds of the Waterfront Surgery.

4.12.2 Implications For Development

- 1 All the trees referred to above, whether as groups or single specimens, are amongst those in and around the conservation area that should be retained and managed for their outstanding contribution to the character of the conservation area.
- 2 Proposals for environmental works at The Promenade should in their design capitalise on the large and impressive Eucalyptus to be retained close to the rear of the Lord Nelson public house.
- 3 Future proposals that affect the area of Prospect Green should retain its quiet character, uncluttered layout, uninterrupted view out over the water, and the simple and unfussy visual transition between the land and the shore.
- 4 Proposals that suggest the restoration of the churchyard should be encouraged, and opportunities should be taken to plant suitable and impressive trees to replace those older trees that must soon be removed, with the objectives of maintaining the tree screen to the St John's Street car park and reinforcing the strength of the boundaries between the churchyard and the two adjoining roads.
- 5 Where the principle of some development or redevelopment in 'backland' areas to the rear of properties fronting the roads of the conservation area is acceptable, such development or redevelopment should only go ahead in a way that gives the impression of buildings sited within an established green space, a generous proportion of which is left undeveloped, and allows the impact of the trees in and views into such an area to be protected.

4.13 Setting of Area and Relationship with Landscape

4.13.1 Analysis and Assessment

Views into and out of the Conservation Area

- The setting of Hythe is best appreciated from Southampton Water, or from the Pier. The small scale of Hythe is remarkable in these views, allowing larger old buildings such as the former Drummond Arms to dominate still. Indeed the village seems to be lost amongst the trees in some places. Also the retention of some sites in boatbuilding or boat repair use is obvious.



The small scale and village feel is apparent when seeing Hythe from across the water.

- The views out of Hythe from The Promenade and Prospect Green are dramatic, embracing the vista from Southampton Docks down Southampton Water towards Hamble. They do and are obviously likely to change over time.
- The views inland into and from the conservation area are less significant. Only on School Road do areas outside the conservation area beyond the railway line continue to have a pleasing early 20th century or inter-war character. It is regrettable but necessary that on South Street and Jones Lane development is within the conservation area on one side of the road only. The modern developments opposite, although not inherently unpleasant, have no characteristics that could allow it to be included in a conservation area.

Development beyond the Conservation Area

- The eccentric shape of Hythe conservation area requires, even more than is usually the case, that careful attention is given to the quality and character of development on sites just outside the conservation area that very directly affect its appearance.
- The three large public car-parks are outside the conservation area, but the St John's Street car park has a direct impact on the conservation area. The New Road and Brinton Lane car parks are behind development facing the streets, but the quality of the rears of properties is very apparent in these views.



- The most obvious site outside but having an impact on the conservation area is Marsh Parade, where two comprehensive schemes in the 1960's or 1970's saw redevelopment of the whole block. One in yellow brick, running along one side of Pylewell Precinct and in part fronting The Marsh, has a sequence of monopitch roof projections. The other, facing The Marsh and Pylewell Road, is strongly horizontal in its form, has repeated shopfronts, a long running canopy over them, and unbroken glazing at first floor below another projecting canopy and a flat roof. These buildings are almost all of two storeys, although permission was recently given on appeal for some isolated elements of second-storey building above 1-20 Marsh Parade. These continue the flat-roofed and intensively glazed idiom of the original, although may in fact add greater interest to the whole if carried out. The problem common to all of these buildings is that a single elevational treatment is extended too far and repeated too often, which is at odds with the intricacy and diversity of old Hythe.
- Some sites outside the conservation area illustrate the damage done by introducing buildings with three storeys into small-scale Hythe. Good examples are the flat-roofed buildings south of Pylewell Precinct and at the corner of the New Road car park entrance.
- Some other sites on the fringe of the conservation area, if redeveloped, could make a much improved contribution to its appearance. The prominent and bulky building of PC Builders on the corner of South Street and St. John's Street is one obvious example.



4.13.2 Implications For Development

- 1 **No development should be undertaken that, in views to Hythe from Southampton Water or from the Hythe Marina and Lightermen Quay, threatens the dominance in the skyline of the conservation area of the former Drummond Arms.**
- 2 **Development that may be proposed on the site of the St John's Street car park should contribute to the objective of establishing a continuous sequence of attractive sites along the boundaries of the street.**
- 3 **Proposals that affect the buildings of Marsh Parade on The Marsh and Pylewell Road should not make those buildings more dominant than at present, and should seek opportunities to break up their horizontal lines**

and reduce the impression of an exaggeratedly extended single, extruded profile.

- 4 Development on the fringe of the conservation area should avoid buildings of substantial bulk and three storeys (as exemplified by buildings on the south side of Pylewell Precinct and on New Road at the entrance into the New Road car park).
- 5 Opportunities should be sought and taken, if proposals come forward for redevelopment of the site of PC Builders on the corner of South Street and St John's Street, to improve the contribution the site makes to the appearance of the conservation area. In particular, such redevelopment should provide individual buildings (rather than a linked block of building) that reflect the scale and size of adjacent buildings, and that adopt building lines relative to the street and a front boundary treatment characteristic of the surrounding area.

4.14 The Negative Elements - Loss, Intrusion and Damage

4.14.1 Analysis and Assessment

- Despite references in the Appraisal above to aspects of Hythe's conservation area that have a negative impact on its character, relatively few matters require individual reference here. Most of the sites where improvement is needed are outside the conservation area.
- A recognition of the vulnerability of Hythe to development that is out of scale with the existing intricate and small-scale waterside village is the key to preserving its essential characteristics. It is recognising that that has largely secured its character to date. The impact of buildings that are too tall or layouts that are too extensive is obvious.
- Redevelopment on the site of the 19th century stone quay, where Hotspur House has been built, is a prospect. Hotspur House has no qualities that might allow its retention and overhaul, and it is not of a character that could serve as a model for the type of redevelopment that is desirable on the site. The removal of Hotspur House would be a definite benefit for Hythe.



Hotspur House should not serve as a model for redevelopment on this site

- The other building within the conservation area that has a marked negative impact is Hythe and District Club on Pylewell Road. Unless redevelopment is mooted, there might otherwise only be a hope that the elevations of the building could be improved by painting or cladding, so that the look and colour of the building is improved.
- The late 19th century terraces on Shore Road and School Road have already been extensively altered so that they no longer have a cohesive or original feel to them. It is for these terraces too late to urge that alterations should respect the original character of the cottages. However it would be possible to undo some of the damaging alterations of the past, especially at such time as items need repair or replacement.
- The building of CP Builders, the builder's merchant on the corner of South Street and St John's Street, has an unpleasing bulk, unfamiliar form, and relates poorly to the streets, being set back to a degree that is not found on nearby sites. Particularly the boundary wall to St John's Street closes the site to the street, and is ugly seen across the road from a row of well restored listed buildings. Redevelopment here would be welcomed.
- The churchyard, while being by no means an eyesore, is a space that has been neglected, and there is the prospect of an overdue programme of maintenance being undertaken to make it the attractive space that it should be perceived to be.
- Right on the boundary of the conservation area the edge of the car park on St John's Street to that street needs an enhancement scheme to be prepared to make it much more attractive. Except for the pine tree, everything else about this boundary - the horizontal railed fencing and the proximity of the cars to the edge of the site - is unattractive. There may be opportunities to introduce a thin sliver of land containing planting, and to increase the height of the boundary wall with more appropriate railings seated in it.

4.14.2 Implications For Development

- 1 **In the event that redevelopment is sought and allowed in the area of Hotspur House and the original quay, encouragement should be given to the demolition of Hotspur House.**
- 2 **Opportunities should be sought and taken to improve the external appearance of the Hythe and District Club on Pylewell Road, whether by painting, cladding or other acceptable elevational treatment.**
- 3 **Opportunities should be welcomed to carry out works to the front elevations of the terraces of cottages on Shore Road and School Road that take elements of the buildings back to their original appearance.**

SOURCES

- 5.1 The following books and documents will be useful in understanding further the context in which development decisions are taken in Hythe.
- New Forest District Local Plan First Alteration - Revised Deposit. (New Forest District Council, February 2003).
 - New Forest District Landscape Character Assessment (Environmental Resources Management, for New Forest District Council, Hampshire County Council, the Countryside Agency and English Heritage, July 2000).
 - Hythe in old picture postcards (Tony Pritchard, European Library)
 - Waterside, A Pictorial Past (Clare and Fred Murley, 1990, Ensign Publications)
 - Then and Now: The Changing Scenes of Hythe and the Waterside (Ian Curtis and Tony Pritchard, 1999, Lyndhurst Printing Co. Ltd)
 - Hythe Pier and Ferry A History (Alan Titheridge, 1981)
- 5.2 Supplementary planning guidance relating to specific probable development sites is sometimes prepared and published, and is in conformity with the policies and proposals of the New Forest District Local Plan.
- 5.3 Some supplementary planning guidance deals with general topics. Examples that could be relevant within the conservation area are:-
- Design for Community Safety
 - Landscape Requirements for New Development
 - Parking Standards
 - Access for Disabled People
 - Development in Town Centres: Primary Shopping Frontages
 - *Shopfront Design Guide*