

## 5.24 TC Area 3 : Purewell, Stanpit, Mudeford, and Friars Cliff Neighbourhood

**5.24.1** Located to the east of the River Avon and contained by the adjoining neighbourhood of Somerford, this area is made up of a series of local neighbourhoods. The sub-divisions between areas is often quite subtle and may only be readily apparent to local residents. The growth of the individual areas has often meant these neighbourhoods have developed in self-contained phases. The character areas used within this section reflect the development and local neighbourhood pattern.

### Geographic Features

**5.24.2** The southern edge of the area is defined by the tidal limit of the harbour. The ground levels gently rise to form an extension of the flat river terrace topography of the open countryside to the north. The levels remain below 10m AOD across almost the entire neighbourhood. The land then rises more sharply on the eastern edge to form the higher ground around Highcliffe. A shallow stream valley cuts through the low terrace where The Mude flows between Somerford and Mudeford. The well vegetated stream valley provides a buffer zone between the residential area and the commercial areas within the adjoining neighbourhood of Somerford. A second smaller stream, the Bure Brook, flows into the harbour at Mudeford. The Purewell and Stanpit areas are separated from the open harbour by areas of low lying marsh land. With levels around 2m AOD these areas have remained undeveloped and open.

### Historic Development

**5.24.3** Purewell developed as an extension of Christchurch town with most buildings fronting onto a main street and some backland development. Stanpit and Mudeford were initially hamlet settlements extending as a fringe around the edge of the harbour. These comprised a mix of small terraces fronting the lane and a few larger houses with long gardens stretching down to the harbour's edge. In addition two country house estates, Somerford Grange and Bure Homage, were set in open farmland to the north.

**5.24.4** At the turn of the 20<sup>th</sup> century, the landscape to the north of Mudeford had been enclosed. The landscape was set out as a regular pattern of fields within the courses of the Mude Stream and Bure Brook defined by thin lines of woodland cover. The growth of these neighbourhoods was very gradual. By the 1930s the pattern of development was still coastal village in character.

**5.24.5** Christchurch Civil Aerodrome opened in 1935 and became a military airfield shortly after 1939 (see Section 5.20 - **Figure 5.16**) The aerodrome closed in the 1960s. By this time the airfield had been surrounded by development and the main town bypassed by the A35 dual carriageway.

### Existing Townscape

**5.24.7** The harbour-side fringe of older development is covered by a series of Conservation Area designations. These areas are linked by the old road line from Stanpit through to Mudeford, and connected to the Lymington Road by Bure Lane.

**5.24.8** A dominant line of trees marks the course of the Bure Brook. (This appears to be all that remains of Bure Homage House and grounds). This line separates the 1930's area of Friars Cliff from the newer modern housing estates built over the aerodrome site.

**5.24.7** The area is predominantly residential, but includes a number of key employment sites for the Borough. (**Figure 5.13** illustrates the distribution of housing.) The location of the aerodrome attracted a range of related activities. Although the airfield has been redeveloped mainly for housing, areas of the site and related large buildings have remained in industrial or commercial use.

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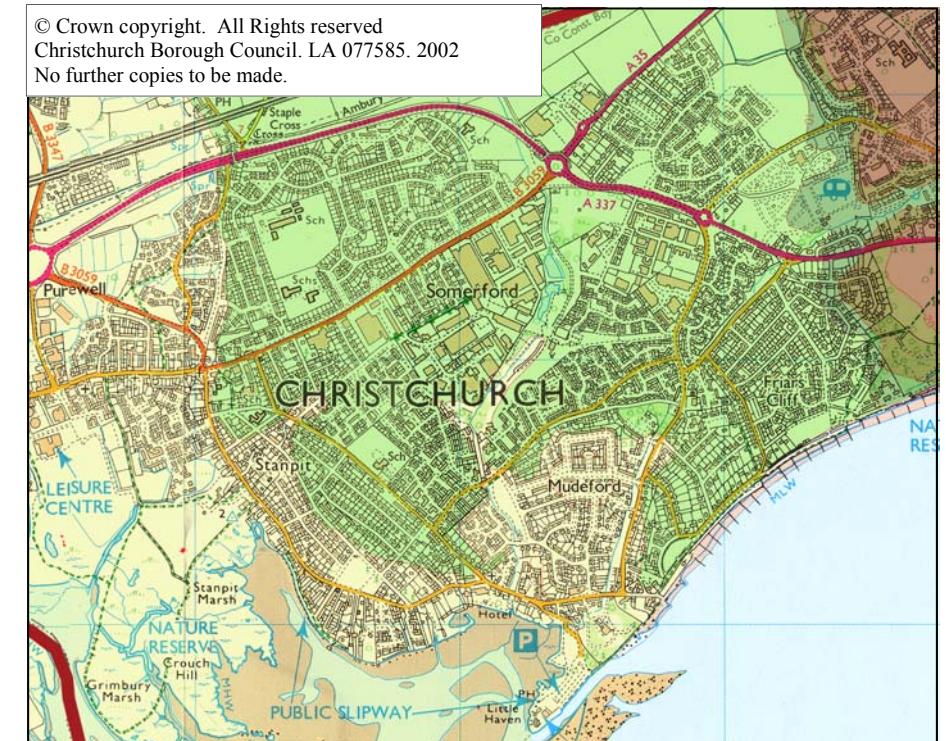


Figure 5.12



## 5.24 TC Area 3 : Purewell, Stanpit, Mudeford, and Friars Cliff cont..

**5.24.8** Other industrial buildings are located in Stony Lane. These reinforce the separation of the main Town Centre and Purewell. The general appearance of these buildings and their surrounding operational areas are intrusive to the road, one of the key approaches into the town. At a more local scale the presence of a small caravan park within Mudeford also helps diversify the land uses within the area.

**5.24.9** The residential townscape is now dominated by a dense mix of suburban estate developments of varying ages. Much of this was in place around the aerodrome prior to the 1970's. These areas were generally developed with long straight estate roads, some as individual houses and bungalows, others to standard layouts and buildings designs. Much of the housing is detached and laid out in uniform sized blocks. The more recent developments tend to be smaller scale blocks of development built around cul-de-sac patterns on more varied road alignments.

**5.24.10** The newer areas provide footpath links through blocks of development allowing good pedestrian access. The older areas have created some large blocks with few connections.

### Landscape Settings, Spaces and Structure

**5.24.11** The southern fringe of older development enjoys the distinctive setting of the natural harbour. Key views into the area are from Mudeford Quay, Hengistbury Head, and Stanpit Marsh. The views out from the neighbourhood across this setting are equally important, but often more exclusive. The lane between Stanpit and Mudeford, while close to the harbour, is in fact heavily screened by the intervening development. A more public frontage is available to the open coastline along Friars Cliff. This area is fringed by cliff top trees but allows views out to sea. The tree line is an important element in the views back into the coast from the sea and along the coast. (Greater detail on the coastal frontage is set out in Section 6.).

**5.24.12** A series of small parcels of land form a chain of semi natural wet meadows and woodland/scrub areas. These enclose the eastern edge of the Somerford neighbourhood and form a setting to the A35/Stony Lane roundabout. The chain reappears in the area south of Purewell with new housing areas contained by wetland copse features. These areas are designated SSSI (Purewell Meadows) and sites of Nature Conservation Interest (Monkswell Green and Ship in

Distress reed bed SNCI). They also link with areas of public open space. To the south the SNCI site is enclosed by recreational land with a cycle track link. The Borough Council has prepared a series of detailed management plans in order to protect the ecological interests and promote the landscape value of these various sites. They are comprehensive management plans aimed at balancing the wildlife and recreational pressures to best effect.

**5.24.13** Further into the neighbourhood the open space and landscape structure is concealed within the general pattern of the townscape. The Mude valley provides an important separation between the housing and main industrial areas of Somerford. This area also includes designated SNCI areas and is identified as a green corridor.

**5.24.14** The tree line along Bure Brook/Lane is also recognised as a Green corridor. A series of small open space areas within Friars Cliff function as summer car parks for the nearby beach.

### Landmarks and Legibility

**5.24.15** As illustrated by **Figure 5.14** there are few landmarks within the generally low rise townscape of this neighbourhood. The Gas Holders on the edge of Purewell are visible from a number of external viewpoints and often intrude into the general setting of the main town.

**5.24.16** The main routes through Stanpit and Mudeford are legible in terms of having varied street frontages with individually dominant or distinctive buildings. The inner area of estate housing is much harder to understand or navigate.

### Local Neighbourhoods and Character Areas

**5.24.17** Although the area developed from separate hamlets, the overall neighbourhood shares a common development history. Local sub-division into separate character areas broadly follows local neighbourhood boundaries, but inevitably these are not always clear definitive boundaries that separate both character and neighbourhoods. The following section provides an analysis of the individual areas identified by the study. The designated conservation areas enclose areas of particular historic interest. These areas are taken as the core area of the first three character areas.

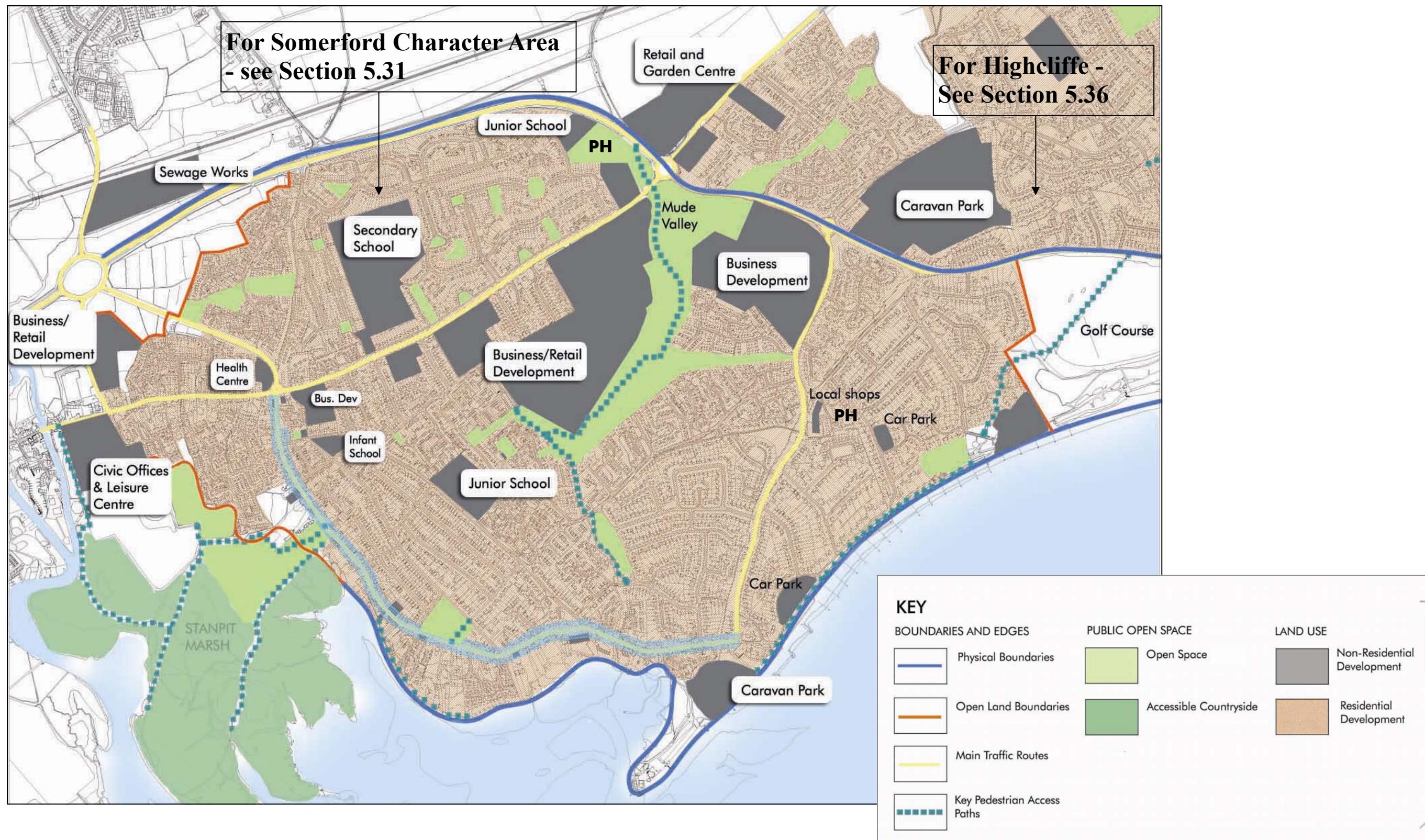


Figure 5.13 - Purewell, Stanpit and Mudeford Physical Townscape

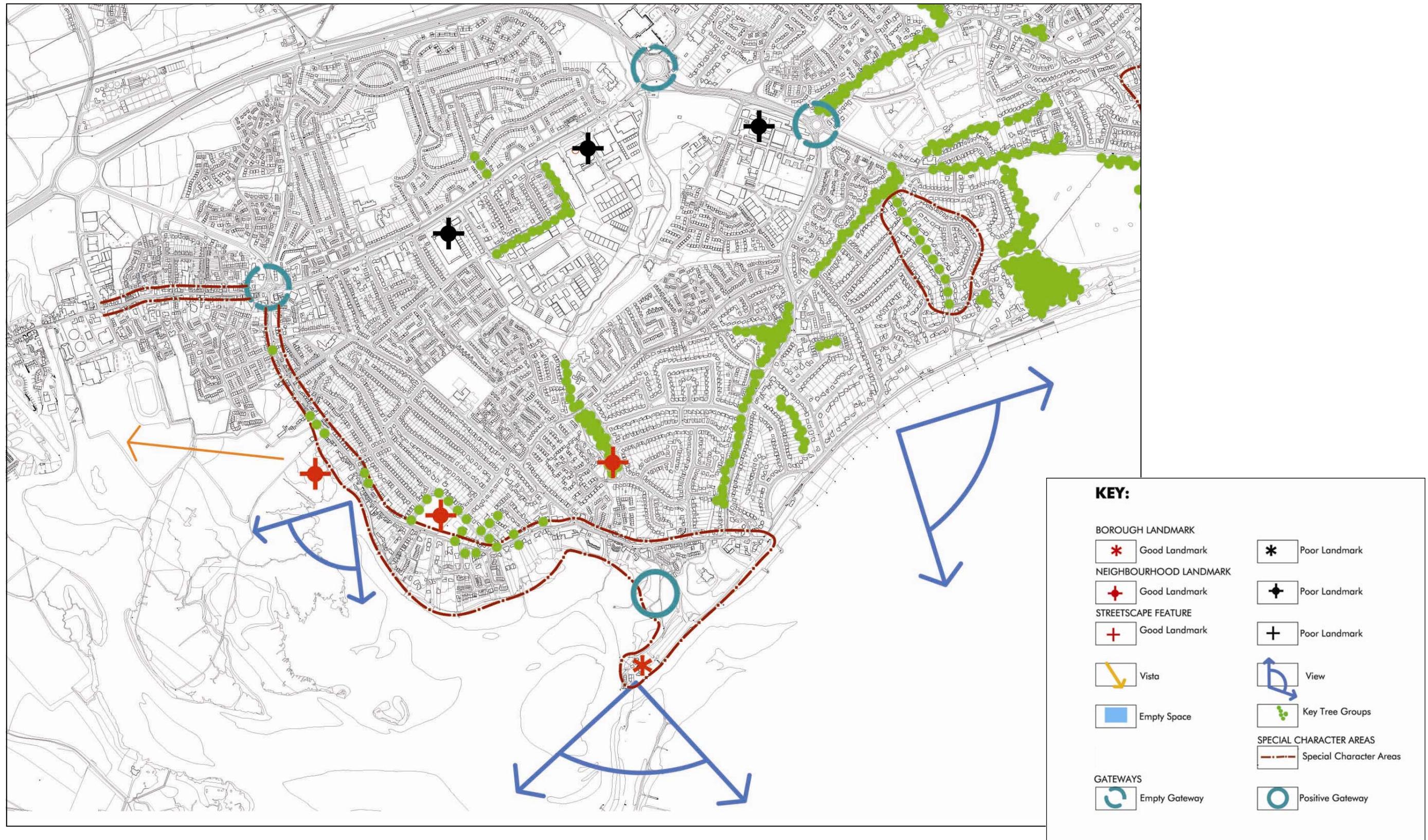
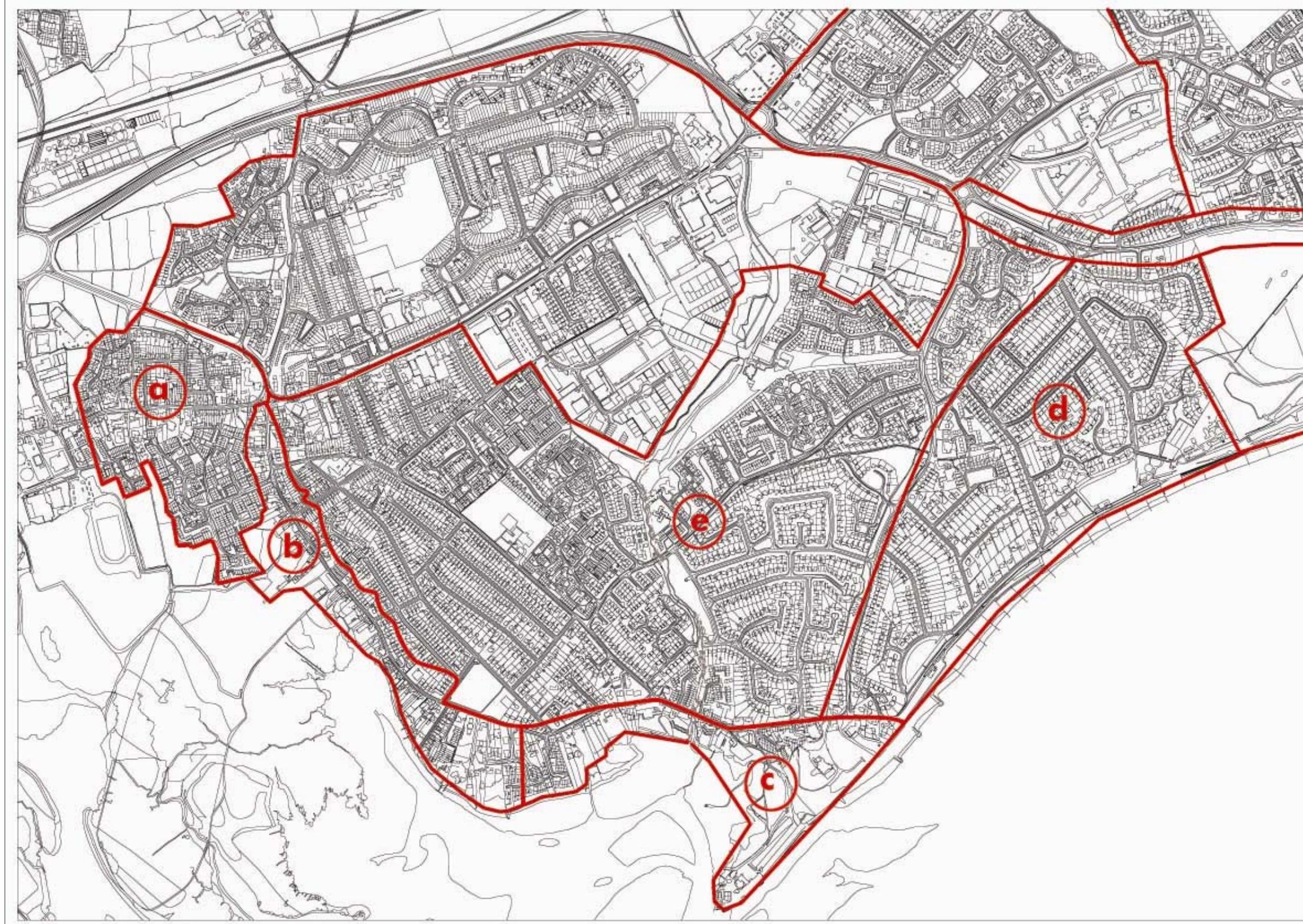


Figure 5.14 - Purewell, Stanpit, and Mudeford Townscape Analysis



**Character Areas**

- a) Purewell
- b) Stanpit
- c) Mudeford
- d) Friars Cliff
- e) Bure Lane to Somerford Road

Figure 5.15 - Character Areas





Aerial Photograph of Purewell,  
Stanpit, Mudeford and Friars Cliff  
Neighbourhood



## 5.25 NC Area 3a : Purewell

**5.25.1** Purewell Conservation area protects the main street frontage connecting Stony Lane to Purewell Cross. This was originally the medieval suburb of the main town. This short section of streetscape is now contained between small scale modern housing estates to the north and south and a mix of warehouse, retail, industrial and recreational uses to the west.

**5.25.2** Purewell is a continuation of the Bridge Street frontages, providing a mix of local shops, and houses. The buildings are generally in the form of short terraces. Set back a variable distance from the roadway the general mix of buildings is more diverse than the Town Centre streets, and includes a number of commercial premises and other uses.

**5.25.3** The adjoining housing developments are of a similar scale and high density as the historic street frontage. The housing is a mix of terraces, maisonettes and small housing courts. To the south these are served off access routes from separate roadways. To the north the roads link off the main street. The Buttery development has opened a wider access and set buildings back from the street breaking the general building line.

**5.25.4** The general character is defined by the main street. The quality of the historic setting may have been reduced by surrounding developments and intrusion into the main street. At the same time the presence of an older element of development with a streetscape character, helps lift the local neighbourhood out of the wider suburban context.

**5.25.5** The shop fronts and other buildings through the centre of Purewell are not generally in good condition.

### 5.25.6 Main Characteristics

- Local neighbourhood street frontage with mix of residential, commercial and retail uses.
- Varied frontages of development with some areas of poor condition buildings and occasional vacant space.
- Busy through road connecting Somerford to Town Centre.

- Street frontage dominated by distinct individual buildings and groups of terraced housing.
- Building line varies and in places broken by modern development.
- Dense small scale intimate modern housing in small cul de sac/housing court form.

### 5.25.9 Residential Development Characteristics

Form/Scale	Mixed street frontage with terraced cottages/housing. Backed by pattern of dense small scale mixed housing courts and small estates.
Era	C19th and early C20th with 1980-90s estates.
Style	Variety of cottages and terraced town houses and modern semi detached and maisonette development.
Materials	Exposed and painted brick, slate and tiles.
Roofscape	Varied
Plot Size/Density	Street frontage varies - newer estates 30/ha
Frontage	Sections with frontage to pavements or small gardens - occasional larger houses set back.
Boundaries	Brick walls.
Trees	N/A



## 5.25 NC Area 3a : Purewell cont..

### Sensitivity to Change

**5.25.10** As an historic area the Purewell street frontage has suffered from some inappropriate development and some neglect. As a residential street, the area suffers from traffic noise and movement. The street contains many buildings of merit and the potential for significant enhancement. Future development should respect the scale and building line of the street as the setting to the listed buildings and the identity of the neighbourhood.

**5.25.11** The surrounding pockets of more modern development have already responded to the general small scale grain of Purewell leaving little scope for any further infill behind the main street frontage.





## 5.26 NC Area 3b: Stanpit

**5.26.1** The Stanpit (and Fisherman's Bank) Conservation Area protects the sporadic 19th century development enclosing the narrow Stanpit Lane. This pattern has been infilled with modern development but the area has retained an essentially village street character.

**5.26.2** At the Purewell end the back land development of Russell Drive encloses the area to the west. Rising ground and ranks of suburban estate housing encloses the area to the east along the length of Stanpit Road. The occasional glimpsed view out from the road into Stanpit Marsh and the Harbour are therefore highly valuable.

**5.26.3** The pattern of terraced cottages fronting onto the narrow road changes as the harbour edge and road diverge. A series of side roads cut down to the harbour and include ranks of houses set at right angles to the Stanpit roadway. Some of these provide settings and spaces to the individual groups of houses and views out into the harbour.

**5.26.4** The area contains Listed Buildings and other attractive properties. The distribution of the historic buildings is more thinly spread than other preserved areas, but the condition and setting of the buildings still retains a distinct and historic character.

**5.26.5** The historic character of the village has been diluted through much of the character area by the general infill of individual properties or small 1960s and 70s developments.

**5.26.6** While the Conservation Area defines the extent of the main historic area, the general village character continues along the main road through into the Mudeford area (described in the next character area).

**5.26.7** A large open Recreation Ground is located on the edge of Stanpit (to the south of Purewell). Despite close proximity to the harbour and Stanpit Marsh Nature Reserve, this space is a relatively bland area of amenity grassland. The area provides views across the harbour and a cycle link through to the Town Centre.

**5.26.8** There are few other public spaces within the Conservation Area or along the street, but the area has direct access out onto the Stanpit Marsh Local Nature Reserve.

### 5.26.9 Main Characteristics

- Low lying area bounded by the harbour, on one side and gently rising ground in the other.
- Village street character of historic development infilled by pockets of more modern housing.
- Roadway retains historic alignment with gently winding route that reinforces village character and visual interest.
- Historic development predominantly small scale terraced fisherman cottages with occasional larger property. At north end dwellings front onto roadway with minimal set back.
- Further south properties served by lanes and tracks linking down to harbour side.
- Post war infill integrates with village character with variable success.
- Roadside public open space provides limited reinforcement to village character and transition space between character areas.
- Streetscape enhanced by occasional groups of large species of pine and evergreen oak.



## 5.26 Area 3b : Stanpit cont ..

### 5.26.10 Residential Development Characteristics

Form/Scale	Mix of historic terraced cottages and larger town houses interspersed with suburban bungalows
Era	C19th/C20th with post war infill
Style	Terraced Victorian/suburban
Materials	Exposed and painted brick and render.
Roofscape	Varied - original houses generally well preserved.
Plot Size/Density	Varied - density ranging around 20/ha
Frontage	Characteristic/historic development fronts onto lane, other housing set back
Boundaries	Brick walls, modern fencing.
Trees	Evergreen oak and pine.

### Sensitivity to Change

**5.26.11** As an area of historic interest, Stanpit Road contributes to the wider perception of the Borough. The area has already absorbed significant infill development. The village character should be seen as highly sensitive to further infill or alterations that reinforce the suburban character of the street. Many of the post war properties sit back from and higher than the main street. Enlargement of such properties at the expense of gardens or increased height could make such properties more dominant to the detriment of the more traditional properties.

**5.26.12** The Conservation Area Boundary is drawn tightly around the groups of older properties. There is little scope for new development proposals being able to offer significant enhancement to the designated area. The surrounding infill areas are more flexible in that development and potential alterations could offer enhancement over the existing suburban character. Proposals within close proximity to the Conservation Areas should still aim to conserve or enhance the village character in accordance with Local Plan.





## 5.27 NC Area 3c : Mudeford

**5.27.1** The Mudeford Quay Conservation Area protects the Quay and areas of the ‘village’, Bure Lane and part of the Avon Run promenade. This character area description concentrates on the ‘Village Street’ area as a (subtly different) continuation of the Stanpit Lane area described in the previous section.

**5.27.2** The narrow roadway from Purewell and Stanpit continues with its village street feel through to Bure Lane. To the east of the Mudeford Recreation Ground the road bends and dips between the sharp turn into Bure Lane. Along this section of the road the older properties are concentrated on the harbourside of the road.

**5.27.3** The Recreation Ground is a significant ‘village’ feature alongside the road. This area is enclosed by a landmark group of trees, but is openly visible to the roadway. The Mudeford Recreation Ground lies within a transition area between Stanpit and Mudeford. While not contained within either the Stanpit or Mudeford Conservation Areas, this space is a significant ‘village’ feature alongside the Stanpit Lane. This area is enclosed from the road by a landmark group of trees, but is openly visible to the roadway.

**5.27.4** On the northern side these are interspersed with more suburban development. The area also contains a number of larger properties and other non-residential buildings. The roadway is again heavily enclosed with only occasional glimpsed views to the harbour.

**5.27.5** The historical development pattern involved some large houses with long gardens stretching down to the harbourside. Some of these remain, others have been redeveloped with dense small infills of ‘architectural’ housing courts or small scale flat developments. Sections of the earlier development is three or four storey, and the scale of these buildings has been matched by more recent development. Within the Conservation Area some of the new development has been designed to match the historic style. These generally front onto the road. Most recently a garage site has been redeveloped as three storey houses with a front garden space defined by tall railings. There are also a number of three and four storey cul-de-sac developments with more 1970’s and 80’s architecture.

**5.27.6** The route through to Bure Lane is generally enclosed from the Harbour - occasional breaks in the frontage include the access into Mudeford Quay. This area opens out to provide a popular visitor access to the harbour edge. A large open grass area leads through to parking areas, the sea front and a landmark cluster of buildings on

the Quay. The Quay itself is part of a natural breakwater that protects the harbour. Groups of trees within the parking area and the adjacent Sandhills Caravan site form a dominant backdrop to the public areas. Further detail on the quay is set at within Section 6.0.

**5.27.6** This area is an attractive fringe of very varied townscape that provides both an important residential setting and popular visitor destination. The area has retained some historic character but also includes pockets of clearly modern developments. The competing influences of village feel, seaside, architectural and exclusive housing gives the area a lot of visual interest. The area contributes to the environmental quality of adjoining suburban housing, it is also a key part of the unique range of attractions provided by the Borough.

### 5.27.7 Main characteristics

- Winding roadway with village street character.
- Mix of historic and reasonably sympathetic modern development often rising to 3 or 4 stories.
- Sections of earlier development front directly onto the roadway. Other larger dwellings set in long thin plots reaching down towards harbour.
- Elements of newer development adopt height and scale of older housing, either as continuation of street frontage development or cul-de-sac/housing courts.
- Tall mature tree cover in the form of pine and evergreen oak reflect maritime conditions.
- Views from roadway through into harbour area very limited. From some properties and the open areas of Mudeford Quay and Fisherman’s Bank, the views into the harbour open up dramatically.
- Public access to waterside provided by Quay area. Elsewhere private gardens and moorings exclude access to the harbour’s edge.
- Views back into housing from Quay illustrate a well treed and generally attractive vista.



## 5.27 Area 3c: Mudeford cont

### 5.27.8 Residential Development Characteristics

Form/Scale	Mix of larger historic cottages, terraces and town houses, along with medium rise housing court developments.
Era	C19th/C20th and late 70's/80's.
Style	Mix of historic cottages/terraces and architect designed modern.
Materials	Brick and render, and slate and tile.
Roofscape	Varied roofscapes - historic areas unbroken.
Plot Size/Density	Varied between large individual houses and high density modern developments with minimal private spaces.
Frontage	Historic housing on side road/lanes linking to sea with small gardens or set in long deep plots.
Boundaries	Brick walls and railings on modern developments.
Trees	Evergreen oak, pine.

### Sensitivity to Change

**5.27.9** As an area of historic village heavily infilled by more recent development, this area has already absorbed significant change. The area retains a strong historic character and provides a valuable contrast to other more suburban housing nearby. As a Conservation Area the presumption is that new development should preserve or enhance the existing character. While there may be scope for some redevelopment of the various pockets of post war building, there is generally little scope to enhance the general character of the area through additional development.

**5.27.20** The age, scale and relationship of buildings along the roadway help define the ‘village’ character of the area. While taller buildings fronting onto the roadway is part of this character, the village feel could be compromised by repeated adoption of this style of development. The introduction of the (previous garage/forecourt site on corner) development has brought a variation to the theme, but also stands out as with the creation of a defensible space between the road and buildings not seen elsewhere in the older development.

