



**Character Areas**

- a) Lyminster Road
- b) Steamer Point - Highcliffe Castle and the Golf Course
- c) Chewton Common - Walkford
- d) Hinton Wood Avenue
- e) Braemar Drive, Greenways
- f) Hoburne Lane - Hurstbourne Avenue
- g) Wharnclyffe - Walkford Brook
- h) Saffron Way

Figure 5.23 - Highcliffe & Walkford Character Areas

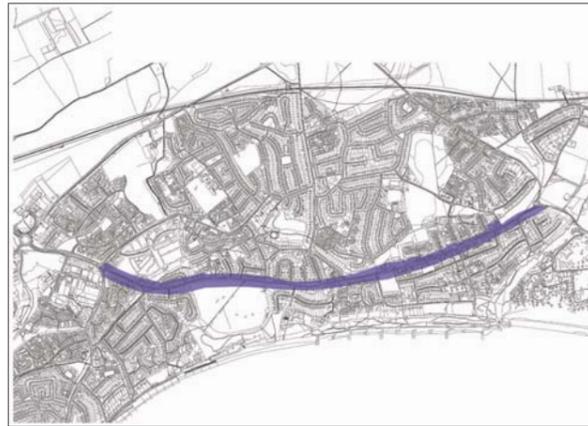




Aerial photograph of Highcliffe & Walkford



### 5.37 NC Area 5a : Lymington Road



**5.37.1** As one of the main through routes within the Borough the A337 Lymington Road provides the most public face of Highcliffe. While not particularly representative of the overall neighbourhood the route includes a distinctive drive into the Borough from the adjoining area of New Milton and the main high street frontage of the neighbourhood.

**5.37.2** The 'high street' is a short section of streetscape on the busy main road. The roadscape beyond either end of the street is heavily vegetated and has minimal frontage development. The route between the Borough boundary and the junction with the A35 to the west of Highcliffe is heavily enclosed by trees or the high street frontage. As a consequence the route and the high street are seen somewhat in isolation from the surrounding residential areas.

**5.37.3** The high street is comprised of a wide range of building frontages and other developments. There is a predominance of post war buildings or modern shop fronts. Sections of the street are three storey with flats over shops. Other sections are two storey residential. A garage/car sales forecourt occupies a prominent position. There are also a number of small scale commercial office/business premises on the frontage. The general density of development is such that there are few gaps between buildings and where these exist views are through to parking areas or other buildings. The overall impression is of a post war suburban street. On closer inspection there are small blocks of development that form buildings groups or show a common architectural style. These include some short sections of Victorian terrace housing and semi-detached bay fronted 'villas'. These help bring some continuity to parts of the street, but there is not a strong sense of pattern or consistent grain that could be seen to draw the street together.

**5.37.4** There is also no significant landscape structure to the roadscape within the high street area. The woodland areas and other roadside trees present a strong contrast to this at either end of the high street.

**5.37.5** While the high street section of the road lacks any distinctive sense of place or character, its frontages are generally tidy and well maintained.

**5.37.6** As a busy roadway, this area is one of the less attractive sections of street frontage. The sections of well-vegetated roadway outside the high street are important in terms of the continuation of the prominent tree cover found within the built up area. As a main through route this area makes a significant contribution to the wider perception of the Borough identity.

#### 5.37.7 Main Characteristics

- Tree lined through route provides distinctive landscape impression of the Borough.
- Short section of isolated streetscape as seen from through route.
- Street frontage set back from main road with wide pavements and modest building heights. The street is not as tightly enclosed as other more historic streets in the Borough.
- Mixed frontages of local shops and offices.
- Ground floor frontages generally modern. First floor level buildings revealed as a mix of terraced small scale properties and larger distinctive building.

#### Sensitivity to Change

**5.37.8** As an area with large C19th/early C20th origins this street frontage has lost some of the low key charm of an early modern high street. The frontages have been extensively altered with little reference to the original elevations above. As such the quality of the street does not appear as sensitive as some of the more historic streetscapes within the Borough. That said, proper street frontages are a rare commodity within the Borough and there is considerable scope to reverse the disjointed character of the developed frontages.

**5.37.9** The viability of the street as an attractive welcoming place to stop is also dependent on the control of the traffic. The area would be sensitive to changes that increase the impact of traffic or reduce the space or separation for pedestrians away from the main road.