

# NEW MILTON AND BARTON ON SEA

## Character Assessment

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# NEW MILTON AND BARTON ON SEA

## Character Assessment

### I OVERVIEW

I.1 New Milton and Barton on Sea are located at in the south-west corner of the New Forest adjacent to the boundary with Christchurch, Dorset. As such they form the eastern end of a large conurbation which stretches westwards along the coast as far as Poole. The principal road through the area is the A337 between Christchurch and Lymington, and the railway line between Bournemouth and London runs through the northern part of the settlement.



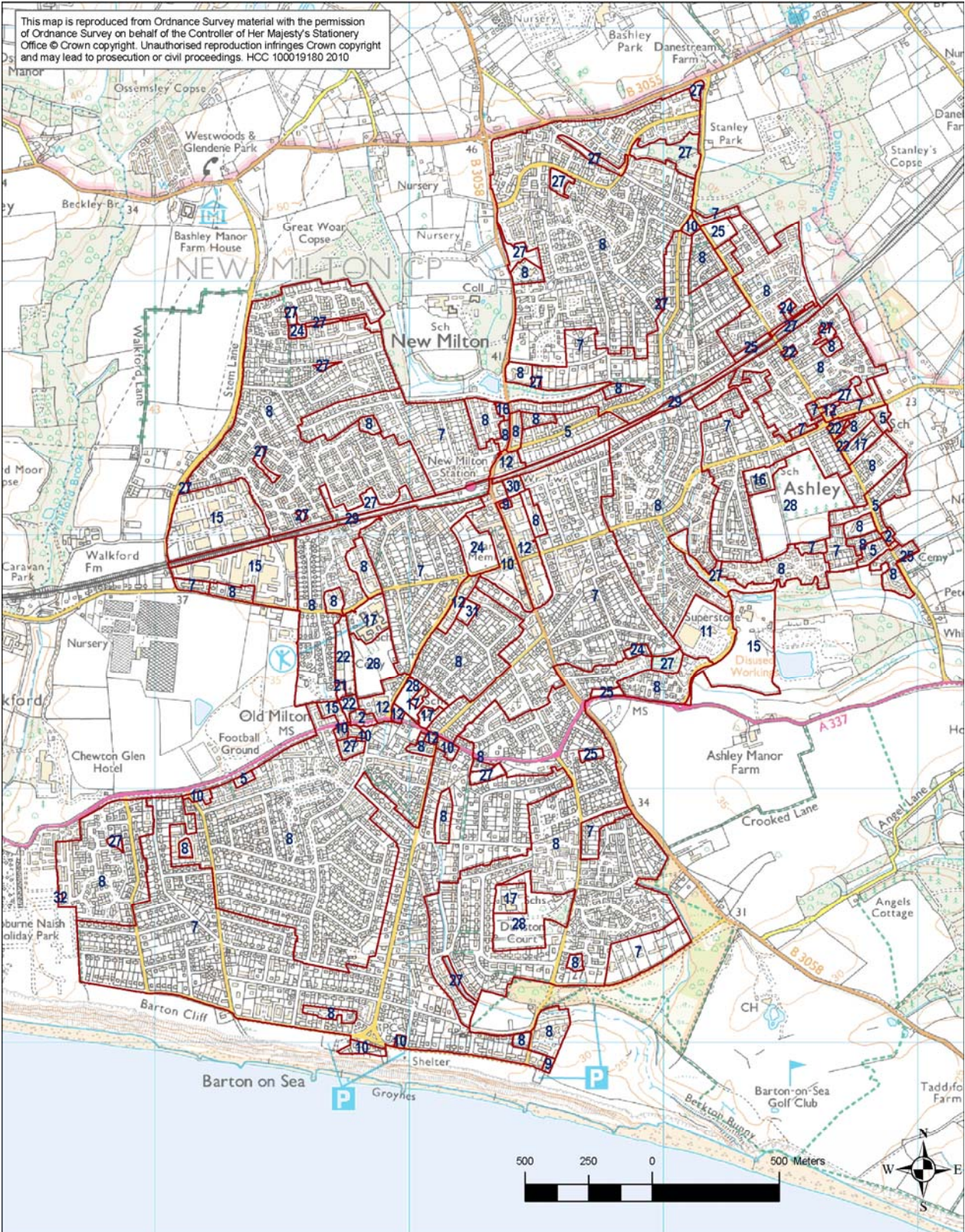
- I.2 The landscape of the area of the conurbation is relatively level, but rises slightly to the north. Two small valleys, those of the Walkford Brook to the west and Danes Stream to the east, define the general area of the conurbation although these streams do not form the actual boundaries or limits of development. Most of the edges of the conurbation are against open countryside, predominantly enclosed coastal plain to the west and east with open coastal plain to the east of Barton on Sea, with enclosed lowland mosaic to the north, although the boundary of the settlement is often defined by a road. At the south-west corner the western edge of Barton on Sea abuts a holiday park, beyond which is the conurbation of Highcliffe.
- I.3 Up to the late-nineteenth century the area covered by the modern conurbation consisted of small and medium-sized fields, many of which appear to represent the enclosure of former open fields clustered around the historic village of (Old) Milton. Other settlement within the area included the hamlet of Barton and the small common-edge settlements of Upper and Lower Ashley Common.
- I.4 Old Milton was the principal settlement of the area and consisted of a small cluster of houses, the church, Milton Farm and an abandoned moated site around a staggered crossroads between the main east–west road and roads south to Barton and north towards Bashley. At the end of the nineteenth century, Barton was no more than a loose group of four farms and a few cottages set back from the cliff edge. The coming of the railway in 1888, and the construction of a station to the north-east of Old Milton, provided an impetus for development with a new centre, New Milton, growing up around the station. By the end of the nineteenth century, grids of streets had been laid out to both the north and south of the railway line and these were gradually developed out in the first two decades of the twentieth century. During this period, there was little change at Old Milton but the railway brought visitors to the New Forest and at Barton the old farmsteads were cleared and a hotel was built. The old twisting lane that ran into the settlement was swept away to be replaced by a new straight road from New Milton (Barton Court Road) and a new road running

parallel to the cliff ready for development which took off in the period between the wars when Barton began to spread northwards, with both new streets and ribbon development along Barton Court Avenue. The inter-war period also saw the further development of New Milton with purpose-built shops constructed along Station Road. Housing development extended eastwards to subsume Upper Ashley Common and south-eastwards towards Lower Ashley Common which had begun to increase in size. Old Milton remained relatively unaltered, although by the start of World War II modern development was touching its southern and eastern edges. After the Second World War, there was considerable growth with most of the open areas between the older cores being in-filled, and extensive development to the north of the railway pushing the limit of the conurbation northwards by almost a kilometre in the area east of the B3058.

- I.5 There is a local distinctiveness project of the town, which includes a character assessment undertaken by New Forest District Council with community participation, which has been adopted by the Council.

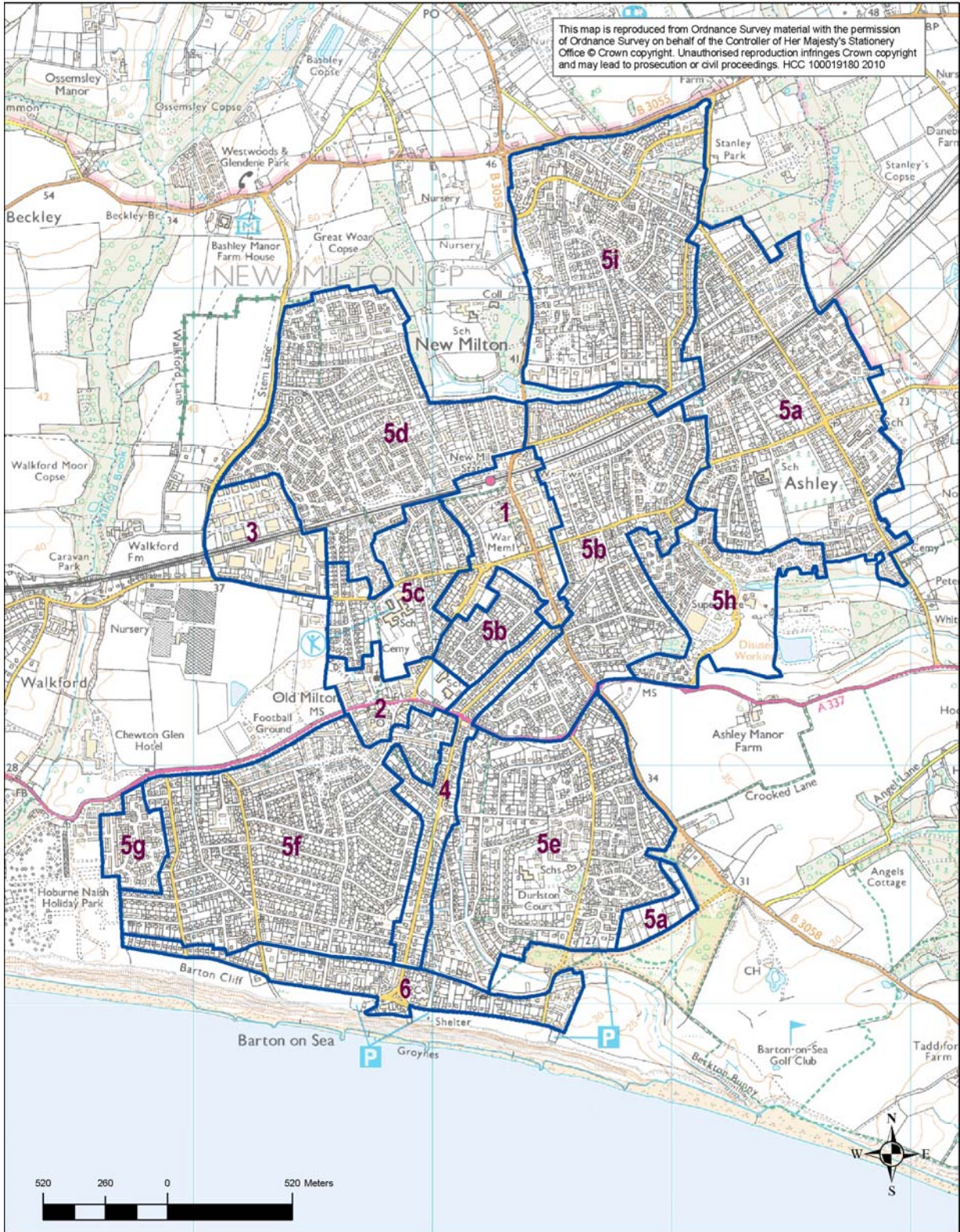
## Hampshire Towns Character Assessment – Townscape Types

<b>TCT</b>	<b>Description</b>
01	Medieval Planned Urban Settlement
02	Rural Settlement
03	Post Medieval Development 1600–1819
04	Residential 1820–1869
05	Residential 1870–1914 (Terraces, Semi-detached, Small Detached Houses)
06	Residential 1870–1914 (Villas)
07	Residential 1915–1945
08	Residential Post 1945–Present (Houses and Bungalows)
09	Residential Post 1945–Present (Flats, 4 storey and above)
10	Commercial 1870–1945
11	Large Retail 1950–Present
12	Office/Commercial 1945–Present
13	Business Park 1945–Present
14	Traditional/Older Industrial
15	Industrial 1945–Present
16	Hospital/Education – Older Core
17	Hospital/Education – Modern
18	Defence Pre 1830
19	Defence 1830–1914
20	Defence 1915–Present
21	Civic
22	Religious/Churchyard/Precinct
23	Open Space (Public Park)
24	Open Space (Sports/Recreation)
25	Open Space (Allotments)
26	Open Space (Cemetery)
27	Open Space (Green Corridor)
28	Open Space (School Playing Field)
29	Transport Corridor
30	Civil Infrastructure – e.g. Sewage Works
31	Car Park
32	Mobile Home Park



## NEW MILTON & BARTON ON SEA TOWNSCAPE TYPES





## NEW MILTON & BARTON ON SEA CHARACTER AREAS



## 2 CHARACTER AREA DESCRIPTIONS

### 2.1 NMBS01 New Milton Commercial Core

#### 2.1.1 Character Summary

**The commercial core of New Milton developed upon the arrival of the railway in 1896 and is currently a mix of early- and late-twentieth-century buildings of two and three storeys lining and strongly enclosing a straight, wide, principal street – Station Road – running north–south. It is a busy traffic-dominated thoroughfare with on-street parking in part. The shopping facilities are part independent retailer and part ‘high street’ retailers, banks, post office, public houses, restaurants and cafés (including takeaways). These provide important local amenities. There is a fine to medium grain to development with a traditional plot width which has been maintained by shop fronts despite late-twentieth-century development amalgamating plots.**

#### 2.1.2 Key Characteristics

- The commercial core of the area developed on arrival of the railway station in the late-nineteenth century. It currently comprises a mix of early- and late-twentieth-century development
- There is a barely discernible undulation to the topography dropping down to the station
- Good survival of regular plots from early-twentieth-century development despite much amalgamation and development of large-footprint built form
- A consistent building line almost throughout with shops to the back of pavement
- A wide variation of materials with some red brick surviving, but much render and painted brickwork, and a mix of slate and clay tile roofs and modern flat roofs (usually seen to three-storey buildings)
- A mix of two- and three-storey buildings (usually shops with mostly offices above with some flats)
- A mix of small and large commercial users and independent retailers and ‘high street’ names. Also amenities such as library, post office, churches and chapels and public houses
- Playing fields and sports facilities to the north of Ashley Road to the rear of the commercial core, this is tree lined to Ashley Road, some street trees to Station Road and to the rear service areas, particularly to the east
- Highway and traffic-dominated spaces but good wide pavements and some variation to surface materials, some street trees
- Access and connectivity is good throughout for car user and pedestrian. The area is well-linked to transport routes and the wider transport network (via the main line train station)

#### 2.1.3 Boundaries and setting

The commercial core of New Milton is surrounded by the early residential expansion (NMBS05a). It includes the train station at the northern end which stimulated the growth of New Milton along Station Road. It also includes the prominent Grade II listed water tower, a notable landmark in the town, built to provide utility infrastructure for the rapidly expanding town.

The setting of the character area is that of residential suburbs. There is a clear change in scale and use to the north of the railway line with the setting of the commercial core comprising larger blocks of flats lining Fernhill Lane on the approach to the railway bridge. Elsewhere the commercial core of shops and offices quickly changes to residential suburbs with a corresponding significant increase in trees and greenery to the roadsides.

Views into the character area, particularly from the east, focus on the water tower and its distinctive battlemented parapet. The relatively flat topography does not provide significant views into or out of the commercial core. However, the straight roads and enclosure of townscape to the core tend to allow distant views to be achieved.

#### 2.1.4 *Designations*

The water tower, built circa 1900 to the east of Station Road, is Grade II listed and is a prominent landmark in New Milton. There are no designated conservation areas within or adjacent to the character area.

#### 2.1.5 *Townscape types present*

TCT09, 10, 12, 24, 30 and 31.

#### 2.1.6 *Topography*

The area is very gently undulating but this is barely discernible on the ground. The land gently falls south and north to the train station.

#### 2.1.7 *Layout and Pattern*

There is regularity to the plots laid out along Station Road. Some have been amalgamated but there is a general fine to medium grain to the area, largely dictated by the traditional width of shop fronts and rhythm to the facades, despite the presence of very-large-footprint buildings.

Shops are to the back of pavement. The pavement width varies but the generally wide carriageway is well-enclosed by built form. Some prominent corners are characterised by architectural features such as towers with turrets (for example, the corner of Osborne and Whitefield Road with Station Road).

The long and well-enclosed Station Road lends itself to extended views south and north along its length.

#### 2.1.8 *Buildings and materials*

Scale of built form varies between two, two and a half and three storeys. To the more traditional buildings of two and a half storeys, the dormer window is a prominent feature in the design and forms an important part of the rhythm and grain of Station Road. Shops have flats and offices above but almost all are purpose-built and, despite changes to windows and shop fronts, many have retained their early-twentieth-century quality and character.



Most buildings are constructed of brick and many have retained their unpainted facades, although some have been painted or rendered. There are good examples of faux timber-framing, pebbledash and some tile hanging; materials and methods loosely associated with the Arts and Crafts period of civic and residential building in the early part of the twentieth century. Many of the buildings retain these materials and material features, such as exposed rafter feet. There is an even mix of clay tile, natural slate and flat roofs.

#### 2.1.9 *Predominant land use*

There is a mix of commercial uses with residential and office units above shops. Individual retailers, restaurants and takeaways add further character to the shopping mix.

#### 2.1.10 *Public realm*

There are wide pavements and street trees to Station Road, and despite the road being a busy traffic thoroughfare, the public realm is comfortable and well-enclosed by built form. There is some variation to surface materials and finishes and a generally uncluttered appearance which gives the town a well-maintained character. There is some on-street parking but the wide section of the road enables this to be accommodated easily. Most parking is to the rear of Station Road.

#### 2.1.11 *Open space*

New Milton Recreation Ground is a well-used, public, open green space to the west of Station Road fronting Ashley Road. This includes bowling greens and tennis courts and is a valuable amenity space for both residents and people working in the town. The Ashley Road boundary is tree lined and is the subject of attractive views from the Station Road/Ashley Road junction. Importantly, this space visually links Station Road to the junction with Old Milton Road and the further mixed-use buildings to this part of the character area.

Much of the open space to the immediate rear of Station Road is given over to public and private surface-level parking. These areas are landscaped to varying degrees.

#### 2.1.12 *Biodiversity*

There is limited opportunity for significant wildlife habitats in this very urban, commercial core, although the presence of the large green space to the west of Station Road and a number of street trees provide some urban habitats. The narrow green corridor along the railway also provides some linkage with nearby habitats.

#### 2.1.13 *Access and connectivity*

There is good access and connectivity throughout the character area with linking to adjacent residential suburbs. Both the car user and pedestrian have multiple options for accessing the town. There are also good transport links to the region and nationally through the main line station at the northernmost point of the character area.

## 2.2 NMBS02 Old Milton

### 2.2.1 Character Summary

**The historic core of Old Milton is distinctive for its limited but important survival of a key group of older buildings, including the Grade II listed St Mary Magdalene and its setting. These are focused around the remnants of a green at the junction of Old Milton Green and Southern Lane. Their use of local materials such as red brick, cob and ashlar stonework and tile and thatch distinguish the group from surrounding later development.**

**The A337, running across the top of the green, is a busy transport route and has seen much recent development which has somewhat eroded the village character of this older part of the conurbation.**

### 2.2.2 Key characteristics

- A small district centre with an older core centred on the green. The sense of local identity has been eroded by recent development and excessive traffic
- Topography is flat
- Mostly larger-sized plots, some survival of an early fine grain
- An irregular building line throughout, contributing to a lack of visual cohesion
- Red brick, painted brick and render with clay tile and concrete interlocking tiles, some natural slate. Cob and thatch are a valuable survival of the local vernacular
- Mix of one-, two- and two-and-a-half-storey buildings
- Mix of uses to historic core including church, public house, shops (with residential above), residential and offices (purpose-built)
- Trees to the green and open green space to the east, and good tree cover to the edges of the churchyard
- Car-dominated public realm, busy traffic thoroughfares, narrow pavements in places relieved by the green space adjacent to the highway. Parking forecourts break down the visual unity of the street
- Good access and connectivity, particularly for the pedestrian, with footpaths linking north to Gore Road

### 2.2.3 Boundaries and setting

The character area is surrounded by the residential suburbs of New Milton and northern edges of Barton on Sea (NMBS05). The immediate boundary comprises: to the west, enclosed fields and sports grounds; to the north, the extensive graveyard of the church of St Mary Magdalene and the playing fields of The Arnewood School; and to the east and south, the urban expansion of New Milton and Barton on Sea which has engulfed the former historic settlement of Old Milton. The designated conservation area (designated in June 1993) and, more particularly, views to the church are best appreciated in views from the west across Fawcetts Field.

#### 2.2.4 *Designations*

The Church of St Mary Magdalene is a Grade II listed building. The earliest reference to a chapel is in 1270 but the present church has an ashlar tower dated to 1695. The remainder of the building (in red brick) is an 1830 rebuilding of the medieval church which was further extended in 1928. It is the only listed building in the conservation area. Its nineteenth-century churchyard walls are still largely intact.

The Old Milton Conservation Area covers the village centre of Milton (now Old Milton) around the green and the parish church. It identifies a number of buildings which still survive in some form of their original condition and are considered to make a positive contribution towards the character and appearance of the conservation area.

#### 2.2.5 *Townscape types present*

TCT02, 12, 15, 17, 22 and 28.

#### 2.2.6 *Topography*

There is a very gentle change in level up to the church but this is barely discernible on the ground.

#### 2.2.7 *Layout and Pattern*

The green is the focus of the area, but its historic character has been eroded by traffic and a clutter of signs and posts. Church Lane still retains a semi-rural feel in places with some old boundaries, hedges and walls, surviving.

Buildings are set on regular, large plots with much of the historic layout having been lost through amalgamation of smaller plots. There is some consistency to building lines in small groups and these, in part, define the main route through the former historic settlement. New development has helped maintain some of the important historic relationships of built form to open space, particularly to the east side of the green.

#### 2.2.8 *Buildings and materials*

The predominant building types are the small two-storey house (on a cottage scale), public houses (current and former), purpose-built shops and offices (some are two and a half storey and three storey) and the church. The former George Inn, dated 1905, is an original, purpose-built inn which replaced an earlier building, now offices. On approaching the green from the south, along Southern Lane, a single-storey thatched cob cottage survives at the southern end, along with other buildings of a similarly modest scale, such as Myrtle Cottage. The principal walling material is red brick. Painted render is also seen in numbers, some of which is over cob. Roofs are a mix of natural slate clay tile and modern concrete interlocking tiles. There is a notable survival of thatch at the southern end of the green and ashlar stonework to the tower of the church.

#### 2.2.9 *Predominant land use*

The area is predominantly residential but also includes church, chapel, school (within and adjacent to the boundary), public houses and shops.

#### 2.2.10 *Public realm*

There is a busy traffic thoroughfare (the A337) running east–west through the settlement and this is characterised by excessive signage and lighting in places. This also restricts pedestrians' enjoyment of this area as pavements are relatively narrow in places. By contrast, Church Lane leads the pedestrian north along a quiet lane lined by traditional boundary walls and mature hedges and trees through to Milton Mead. There is on-street parking throughout the character area and parking forecourts to commercial premises. This is not well-defined or formalised and tends to increase the sense of street clutter to most parts of the character area.

#### 2.2.11 *Open space*

The green is an important open space, albeit dominated by the A337. The trees in the Rectory grounds, the churchyard and cemetery, as well as those to the east of the green, are an important part of the amenity of these open spaces and their contribution to the setting of traditional buildings.

A considerable amount of open space is given over to hard-surfaced car parking areas, particularly defining forecourts to commercial premises.

#### 2.2.12 *Biodiversity*

Old Milton is to the edge of the conurbation and adjacent to an important green gap between New Milton and Walkford and the developed southern coastal strip of Christchurch, Bournemouth and Poole. The green spaces within the character area are linked to adjacent sports fields and enclosed fields beyond. There are important trees on the green and nearby in The George car park. The extensive Rectory grounds contain valuable trees which form the setting to this building and the church and a backdrop to other development. Groups of trees in the churchyard and to the east of the green are also significant.

#### 2.2.13 *Access and connectivity*

There is good access and connectivity for both car users and pedestrians (despite the busy thoroughfare through the character area). The pedestrian has links via footpaths north through the churchyard or through Milton Mead linking to Gore Road and eventually New Milton and the railway station. There is also good connectivity south, via road and footpath, to the sea.

## 2.3 NMBS03 New Milton Industrial Estates

### 2.3.1 *Character Summary*

**Medium to high density, medium to coarse grain mix of small and medium-sized industrial units with ancillary office uses (usually fronting up industrial space behind). Buildings are generally surrounded by areas of hardstanding used for parking and/or storage. The mainline railway divides the character area into two industrial estates but both sections share common characteristics (with the one exception that south of the railway the units are generally larger) and are not sufficiently different to warrant separate consideration. This area is, by virtue of the nature of the use, poorly connected.**

### 2.3.2 *Key characteristics*

- Enclosed industrial estates in two sections north and south of the railway line
- Flat topography throughout
- Regular grid of plots of varying sizes; those to north of the railway parallel to the tracks and more consistent, to the south, the grid is offset and less consistent
- Consistent building lines throughout, relating to the railway line grid (north) and Gore Road (south)
- Profile metal cladding and asbestos cement sheeting to steel frames, some brick to plinths and gables and to office block facades (mostly north side)
- Industrial shed-like structures, the equivalent of up to two-storey domestic buildings (to eaves height)
- Industrial manufacturing, storage and distribution and associated ancillary uses (offices)
- Almost no tree cover to character area other than limited ornamental landscaping and some screening to edges and railway line
- Poor public realm favouring the car user, but with some green areas adjacent to the carriageway to the north of the railway
- Poor connectivity but footpath (over railway) links north and south industrial areas (to the eastern edge of the industrial estates)

### 2.3.3 *Boundaries and setting*

The character area sits at the western edge of the New Milton and Barton on Sea conurbation with open countryside to the west. To the south, other than houses lining Gore Road adjacent to the character area's boundary, there are also open fields. To the east and north are the residential suburbs of New Milton (NMBS05). The setting comprises open views across farmland on approaching New Milton from the west, with a contrasting suburban setting to the eastern edge.

### 2.3.4 *Designations*

There are no statutory listed buildings or designated conservation areas in this character area.

### 2.3.5 *Townscape types present*

TCT15.

### 2.3.6 *Topography*

The land is low lying and predominantly flat.

### 2.3.7 *Layout and Pattern*

Building footprints are varied (almost entirely rectangular in plan) and laid out on a simple grid, in line with the railway line to the north but slightly skewed to the south, with larger units being roughly parallel with Gore Road. Building lines are consistent to the grid or Gore Road or both. This gives a very uniform and rigid structure to the character area.

### 2.3.8 *Buildings and materials*

The area comprises mostly small and medium, large and some very large industrial units comprising clear-span, steel-framed sheds with various modern cladding materials; mostly profiled metal. Brick is used for some gables and plinths and for office blocks forming the facades to industrial units to the rear. Often materials used for the walls are replicated on the roof. Otherwise, asbestos cement sheeting is used. Roofs are low pitched or flat throughout.

### 2.3.9 *Predominant land use*

Use is predominantly small and medium-scale industrial; some manufacturing but mostly storage and distribution with office facilities incorporated (usually as blocks fronting the roadside).

### 2.3.10 *Public realm*

The public realm is very poor for the pedestrian although most units are accessible by pavement. This is less-defined to the south. To the north of the railway line, there are some grass verges and/or landscaping to the roadsides for individual units.

### 2.3.11 *Open space*

There are areas of open space but these are given over to parking areas or storage, or both.

### 2.3.12 *Biodiversity*

There is limited landscaping within this character area. However, the eastern boundary to the residential suburbs is well-treed and provides a green corridor, as does the railway line which passes through the estates.

### 2.3.13 *Access and connectivity*

Due to the nature of the uses within this character area, and the significant barrier of both the railway line and the intentional screen for residential areas to the east, north and south, this area is not well-connected to its surroundings. There is, however, a footpath connection over the railway at the eastern end of the character area.

## 2.4 NMBS04 Barton Court Avenue

### 2.4.1 *Character Summary*

**A linear ‘dogleg’ character area, stretching from New Milton to Barton on Sea, which developed in late Victorian times to connect the railway station at New Milton with the coast. The character area is one plot deep either side of the road. Buildings are detached, of individual style and predominantly built in the first half of the twentieth century. Properties are well set back from the road with wide verges and street trees.**

### 2.4.2 *Key Characteristics*

- Large detached properties, chalet bungalows and two-storey houses in varied styles, predominantly inter-war period
- Very gradual slope to the south
- Good survival of regular plots from early-twentieth-century development despite much amalgamation and development of large-footprint built form
- A consistent building line set well back from the road with good-sized front gardens
- Arts and Crafts influenced design, brick and render with dormers, some examples with tall chimneys, leaded windows
- A mix of chalets and two-storey buildings
- Residential throughout
- Wide pavements with grass verges and street trees, giving a very leafy feel
- Off street parking, straight roads
- Historically, developed to connect the old town of New Milton with the sea

### 2.4.3 *Boundaries and setting*

Northern boundary with NMBS01 coincides where there is a change in the predominant land use from retail to residential and where Station road crosses Barton Avenue. The character area is one plot deep east and west of the avenue where estates have been developed behind.

### 2.4.4 *Designations*

There is a Grade II obelisk at the southern end which provides a focus to the view south. The obelisk commemorates the establishment, at Barton on Sea in 1914, of the “Convalescent Depot for Indian Troops who fought in Europe during the Great War”.

There are no designated conservation areas in or adjacent to the character area.

### 2.4.5 *Townscape types present*

TCT 07, 08, 10.

### 2.4.6 *Topography*

The land gently falls to the south.

#### 2.4.7 *Layout and Pattern*

The plots are of varying width along the avenue but of similar depth. Properties are well set back from the road with large front gardens. The space between the detached houses gives an open feel to the road. There is a spur road of similar layout along Moorland Avenue.

#### 2.4.8 *Buildings and materials*

Building height is one and a half to two and a half storeys. Dormer windows form an important part of the street rhythm. There are a few flatted /retirement home developments which are larger in scale but similar in height to the existing rooflines on the street.

Most buildings are constructed of brick and many have retained their unpainted facades, although some have been painted or rendered. There are good examples of faux timber-framing, pebbledash and some tile hanging; materials and methods loosely associated with the Arts and Crafts period of civic and residential building in the early part of the twentieth century. Many of the buildings retain these materials and material features, such as exposed rafter feet. There is an even mix of clay tile, natural slate and flat roofs.

#### 2.4.9 *Predominant land use*

Use is residential throughout.

#### 2.4.10 *Public realm*

There are wide pavements with grass verges and street trees to Barton Court Avenue, giving a leafy setting to the street. Most parking is off street and there are few road markings, making the street feel residential rather than like a main road.

#### 2.4.11 *Open space*

There are no public open spaces in this character area. Originally there were fields right down to almost the cliff edge. There is a coastal strip of common above the cliffs to the south of the character area.

#### 2.4.12 *Biodiversity*

There is limited opportunity for significant wildlife habitats in this residential area but the mature gardens, often with a significant number of trees and shrubs, potentially provide some good habitat.

#### 2.4.13 *Access and connectivity*

There is good access and connectivity throughout the character area which links to adjacent estates. The avenue provides the most direct link between New Milton and Barton Cliffs.



## 2.5 NMBS05 Residential suburbs

### 2.5.1 Character Summary

**The areas known as New Milton and Barton on Sea comprise a large suburban area of relatively recent (within the last century) sustained suburban growth, which has subsumed older individual houses, groups of houses and villages (Old Milton NMBS02). Despite a diversity of layout in terms of grain, block size and housing type within this large character area, no areas are considered to be sufficiently unique or strongly defined as to be separate character areas. However, sub-areas have been defined where there are combinations of different estate styles and layouts. Seven sub-areas have been defined.**

**The essential broad characteristics of the New Milton and Barton on Sea conurbation are low to medium grain, semi-detached and detached housing in wide, sometimes meandering, roads with later higher density development forming pockets of edge of town and infill between the large estates.**

### 2.5.2 Key characteristics

Sub-areas of NMBS05

#### 05a. Ashley north-eastern suburbs and Forest cottages

- Inter and post-war development, some houses but mostly bungalows, laid out in a coarse to medium, open grain. Together with surviving Forest cottages. Gently undulating topography. Many detached with small car-width gaps between properties
- Good-sized, regular plots to streets and roads
- Buildings lines are consistent within streets and roads, with buildings set back in own grounds although Forest cottages can be on different building lines
- Brick or render with tile and slate roofs, some concrete interlocking tiles, occasional thatch
- Mixture of bungalows and two-storey houses with shallow and steeply pitched roofs, mostly with ridges parallel to the road
- Almost entirely residential; generally medium to large private dwelling houses but includes the small district centre of Ashley; shops, church and community facilities with a large school site on southern boundary
- A high number of mature trees (single and sometimes in large groups) to rear gardens, and in spaces left at the back of plots, some trees to front gardens. Also gardens backing on to woodland and informal open space along parts of the southern and eastern edges of the character area. Two allotment sites
- Varied width to roads, from wide with grass verges to relatively narrow lanes in places, very limited on-street parking. Notable absence of street trees
- Access and connectivity is relatively good but railway line (passing through the sub-area) has limited crossing points

05b. *East New Milton*

- Some early-twentieth-century and some inter-war housing, but mostly detached post-war houses and bungalows laid out in a medium open grain with car-width gaps between buildings
- Topography is very gently undulating in places but mostly flat
- Good-sized, regular plots to streets and roads
- Buildings lines are consistent within streets and roads with buildings set back in their own grounds
- Mix of brick and render with mostly orange/red clay tile roofs, some slate and some later concrete tiles
- Mix of one- and two-storey houses throughout, some shallow (mostly bungalows) and steeply pitched roofs. Relatively consistent scale and proportion of building to garden ratio. Variation of ridges parallel to the road and hipped roofs
- Residential throughout; generally medium-sized private dwellings
- Mostly ornamental trees to rear gardens, isolated/island tree groups in centre of housing blocks, some street trees (notably to Barton Court Avenue) and some trees to front gardens, adding to the tranquil character of many of the roads
- Mostly wide roads with some grass verges, very limited on-street parking and minimal street lighting
- Good access and connectivity throughout, including footpaths linking streets

05c. *West Town*

- Detached and semi-detached early-twentieth-century housing, laid out in a medium to fine grain in regular width plots, which have had little redevelopment or enlarging
- The land rises slightly from south to north
- Straight roads forming medium-sized blocks of housing
- Consistent strongly-defined building lines, parallel to street, with occasional surviving buildings and cottages – pre suburb development
- Mixture of brick type but consistent within the various periods of development
- Predominantly two-storey buildings with a mixture of street elevation styles from gable end on to roof ridge lines parallel to the street
- Residential throughout; flats and houses
- Large pine trees to rear of plots
- Few grass verges
- Good access and connectivity, within the character area and to Old Milton

*05d. Great Woar – north-west New Milton diverse suburbs*

- A mixture of discrete areas of small housing estate styles
- Fernhill suburbs, north of the railway station, Victorian/Edwardian regular straight blocks, medium grain but fairly closed because properties are closely spaced
- To the west of Fernhill suburbs is the Radburn-type estate layout with 1970s houses (some bungalows) and flats, with a single perimeter loop road – Marryat Road. Housing is arranged around rectangular communal open spaces
- West of Marryat road is a tight-knit group of 1970s and 1980's semi-detached and terraced housing, in small plots with numerous cul-de-sacs. There are a couple of communal green open spaces
- North of these 1970s estates is a coarser-grain mid-twentieth-century estate of bungalows, with wide roads (Hazelwood Drive area), over a former woodland site of Woar Copse and Dark Lane. Plot size is similar to the earlier development around Fernhill. Front and rear gardens are well treed giving a very leafy character and backdrop to housing
- To the northern boundary there is a late-twentieth-century estate built within the setting of, and separated from development to the south by, Great Woar Copse. The grain is fine with an irregular plot and building layout

*05e. Bunny Becton Valley suburbs*

- Almost entirely post-World-War-II development, predominantly detached bungalows and some two-storey housing of mixed architectural styles, medium to coarse grain and open in character with car-width spacing between buildings
- Separate small area of modern villas of varied architectural interest on south-east corner of the character area which enjoys coastal views over the golf course
- Small late-twentieth-century estate of Silverdale in the south-east of the character area developed with smaller plot size and irregular layout and at a finer grain
- Entirely residential, with a large school site in the southern half of the area
- Brick and concrete render with a mixture of clay and slate shallow pitch low roofs
- Properties well set back from the road with low boundary hedges and walls, often with grassy verges
- Developed over a shallow valley landscape, running roughly north–west to south–east. The variation in topography allows views to Christchurch Bay
- Remnant rural lane characteristics of mature trees and hedges with coastal species. Key routes such as Becton Lane. Some tree and hedge lines reflect previous field patterns
- Some isolated islands/groups of trees and shrubs in the centre of housing blocks
- Connectivity within the character area is limited by number of cul-de-sacs
- Adjacent to area of well-used coastal common open space to the south-east

*05f. Barton Gardens bungalow and chalet suburbs*

- Late-twentieth-century predominantly bungalow-style housing which has totally overwritten the underlying field layout and boundaries unlike NMBS05e
- Consistent grain throughout, medium/coarse, with car-width gaps between buildings
- Building line set well back from the street with low boundary walls and hedges and mown grassy verges with occasional trees
- Brick and concrete render with a mixture of clay and slate, shallow pitch low roofs
- Entirely residential
- No large open spaces. Grass verges and wide streets are the dominant landscape in the public realm. Contained by development or surrounding farmland
- Island tree groups isolated in the centre of housing blocks

*05g. West Garden suburbs*

- Late-twentieth-century irregular-plan layout housing of single and two-storey dwellings, closely spaced buildings and small varied-width plots giving a fine grain. To the west is the edge of a holiday park with static homes and chalets in very small plots and tightly spaced
- Clearly separated from development to the east by a belt of pine trees. The mature pines punctuate the development and are a strong characteristic of the backdrop to the townscape
- Variety of building materials and colours, gables often face the street
- Entirely residential
- Narrow feeder road with cul-de-sac spurs resulting in limited connectivity across the estate
- Off-street parking
- Incidental small open space, between groups of buildings, development and farmland, encloses the character area

*05h. Caird Avenue late suburbs*

- Late-twentieth-century housing
- Varied topography with a shallow valley and its stream running west to east in the north part of the character area. Caird Avenue spine road follows this stream
- Small closely spaced plots laid out in an irregular pattern of short terraces set in groups or around small open spaces and car parking, creating a fine grain. There are cul-de-sacs
- Inconsistent building lines due to the tight sinuous road and plot layouts
- Red and buff brick and some use of render, modern dark brown and red clay tile and other modern interlocking tiles
- Two-storey houses and some single-storey
- Entirely residential; single-family dwelling houses with edge of town retail store
- Some areas of open space with wooded sections between and through estates. A thick belt of trees separates the extraction site to the east of the character area, creating a substantial woodland backdrop

- Shared pedestrian spaces, footpaths with grass verges sometimes separate from the street, through housing areas, grass verges to access roads, with small incidental communal open spaces between developments to main feeder roads
- Access and connectivity is good for the pedestrian and often poor for the car user

*05i. The Lanes north-eastern suburbs*

- Mostly mid-twentieth-century development in medium-sized plots of detached properties, typically bungalows and chalets, but interspersed with two-storey development, set well back from the street with common building lines and occasional Forest cottages, particularly along Cull Lane. Overall, resulting in medium- to coarse-grain housing
- The northern part of the town is a later twentieth-century addition, characterised by a less regular layout and cul-de-sacs
- Laid out over nurseries, allotments and a small field and scrub on a new road layout, with little of the historic landscape pattern reflected in the southern estate, apart from some remnant mature woodland-origin trees in isolated locations at the centre of housing blocks. The northern estate appears to have retained more of the original field boundary layout
- Avenues of small trees, set in grass verges, within the southern part of the character area. Mainly off-street parking that results in a feeling of well-maintained public realm
- There are some incidental open spaces on road corners and there is more publicly accessible green space in the north
- To the east and west there is a woodland backdrop of Stanley and Fish Pond copses, which are accessible from the character area and are important local habitats

**2.5.3** *Boundaries and setting*

This large character area covers most of the conurbation known as New Milton and Barton on Sea, with other character areas (forming enclosed sections of different uses or markedly different periods of townscape form) within and to the edges. The edge of the character area is largely open countryside to the north, east and north-west with the New Forest National Park boundary running to the north of the B3055 and skirting development along Holland Wood Drive (part of the NMBS05f sub-area). To the south is Christchurch Bay and Barton Cliffs leading to the shoreline.

The setting is often that of open farmed countryside with a narrow but important gap of fields between the conurbation and Hordle to the east. The developed sections of the fields could be considered to form part of the wider setting to both. There are some notable areas of adjoining common and woodland by NMBS05a, NMBS05d, NMBS05e and NMBS05h.

#### 2.5.4 *Designations*

There are a number of statutory listed buildings within the character area. These mostly comprise small (often only one-and-a-half-storey) eighteenth- and nineteenth-century houses and remnant Forest cottages, reflecting the local vernacular; cob and render and thatch roofs. Examples are; Holly Cottage, Ashley Common Road; No.114 Ashley Common Road; Smugglers Cottage, Barton Common Lane; No.104 Ashley Road (west side) and No. 55 (Polar Cottage), Lower Ashley Road. There are many examples in NMBS05a.

Notable exceptions to this include Ashley Arnewood (a medium-sized manor house, now a residential nursing home) and two memorials; the New Milton War Memorial in the recreation ground to the west of Station Road circa 1918, and

There are no designated conservation areas within the character area but Old Milton Conservation Area is adjacent to the boundary and would be considered to form part of the setting to the character area in part.

#### 2.5.5 *Townscape types present*

TCT05, 07, 08, 11, 12, 14, 17, 24, 25, 27 and 28.

#### 2.5.6 *Topography*

To the south of the railway the topography is predominantly flat. To the north, there is more gentle variation in levels but this is never pronounced or area-defining. Shallow stream valleys have an impact on the townscape in NMBS05e and NMBS05h in particular. The area to the south of Ashley, where the land drops away to the valley, contains a series of tributaries which feed Danes Stream to the east of the settlement.

#### 2.5.7 *Layout and Pattern*

There is some variation in layout and pattern across the character area, reflecting in part the site constraints, density of housing, and periods of development. There are some notable distinct phases of development which are reflected in the sub-areas identified within this character area. The following is a broad overview of the key layout patterns seen within NMBS05.

The inter-war and mid-twentieth-century estates which dominate much of the sub-areas in the character area are characterised by a layout providing an uncrowded, low-density settlement grain, with generous single- and two-storey detached and semi-detached dwellings set in large front and rear gardens. Boundaries vary but are often low brick boundary walls and/or hedges. There is limited loss of boundaries due to most houses having driveways. Roads are often long, wide, straight or sweeping meanders. There are some crescents and cul-de-sacs but these do not dominate.

NMBS05a, NMBS05b, NMBS05e, NMBS05f and NMBS05h are notable for their medium to coarse grain, mostly large detached bungalows set on generous plots, often with space all around the building. These have good-sized front and back gardens with off-street parking, detached garages and varied but mostly robust mature boundary treatments. Roads are laid out on informal grids often with turns,

long meandering bends and staggered junctions. Some are truncated by cul-de-sacs. Trees and historic field and lane boundaries figure most highly in sub-areas NMBS05a and NMBS05e of the character area.

The Marryat road area of NMBS05d is a good example of 1970s development following the principles of the 'Radburn estate'; houses and three-storey town houses with integral garages set in short and medium-sized terraces (of between four and up to twelve houses), arranged around open, square plan greens incorporating parking courts, which allow access to shared public green spaces and are linked. There is only a limited survival of mature trees and no significant groups of trees within this development.

The late-twentieth-century infill and town edge development, within the character area, is located in the outer parts of NMBS05d, NMBS05e and NMBS05h and dominates NMBS05g. It comprises short terraces or semi-detached and sometimes detached houses, set in groups or around small cul-de-sacs, often with shared surfaces and are of a fine irregular grain. There are some areas of open space and tree groups between and through estates. Trees sometimes form the backdrop to development. This period of residential development is often characterised by a single 'spine' or through-road, providing connection with the areas beyond, but with most (if not all) housing facing onto secondary roads, and a series of short, curved cul-de-sacs opening off them. This can result in the main roads through the estates having areas of dead frontage, as they are invariably flanked by the rear garden fences of the inward-facing housing.

#### 2.5.8 *Buildings and materials*

Bungalows and chalets predominate throughout the town. The later developments and NMBS05c have a higher proportion of two-storey developments.

The predominant building materials used for the older houses within the character area are red brick, and the combination of brick and painted render. Roofs are plain clay tile or modern concrete interlocking roof tiles. There is some survival of natural slate but this is limited. There has been much replacement of traditional roof materials with modern replacements throughout the character area. Vernacular materials, include cob and thatch, are seen on the limited but notable surviving historic buildings located mostly in NMBS05a.

Housing dating from the 1970s is often characterised by the use of non-local, non-traditional textured and coloured brickwork, with tile hanging (in greens and browns) or weatherboarding (often replaced with uPVC boards), and low-pitched roofs of interlocking tiles, often coloured.

In the late-twentieth-century developments, brick is the predominant walling material throughout. There are many different colours, textures and finishes, from red, orange and buff bricks in straight colour and multi-bricks. Roofs are mostly clay tile, machine-cut or concrete interlocking tiles of various styles. Houses will often adopt traditional features such as decorative barge boards, timber porches, mock timber-framing to upper storeys, mock sash windows and the use of decorative tiling for hanging tiles and roofs.

### 2.5.9 *Predominant land use*

The area is almost entirely single-family dwelling houses. There is some flatted development (retirement flats and sheltered housing schemes) and some blocks of flats interspersed with houses and flats, most notably in parts of sub-areas NMBS05b, NMBS05c and NMBS05d. There are small district parades of shops and corner shops within estates and on the main roads through sub-areas. Churches, chapels, community facilities, schools and colleges are key land uses dispersed within the character area.

### 2.5.10 *Public realm*

The quality of the public realm is generally very well maintained. There are some distinct characteristics of sub-areas, e.g. in NMBS05a and NMBS05e, where the survival of historic field boundaries forming the backdrop to development is an important component of the urban grain of this part of the character area.

There are a lot of estate roads with grass verges rather than through roads. This, when combined with low roof lines and boundaries adjoining the open coastal plain, gives a real impression of uncluttered townscape and spatial quality. Late-twentieth-century development (such as that found in the extremities of NMBS05d, NMBS05e, NMBS05e, NMBS05g and NMBS05h) have, in places, varied colours to tarmac, denoting changes to the hierarchy of streets, and granite sett crossovers both to the streets and side roads. These add quality to the public realm.

Many street trees throughout the character area are small species examples set in grass verges. There are some older lanes which retain a more treed and hedged character such as in NMBS05a and NMBS05e. Most greenery is contained within front gardens and comprises small and large hedges and ornamental trees. This is seen to best effect in sub-areas NMBS05e, NMBS05f and NMBS05h.

### 2.5.11 *Open space*

There are a number of recreation grounds and sports fields connected to medium to large school complexes. Almost all of these are to the south of the mainline railway track. There are relatively limited areas of planned amenity green space found throughout the character area. Old Milton playing fields in NMBS05c is the main large public sports facility.

Gardens are generally medium to large with relatively limited mature tree cover, giving houses good, private, open spaces almost throughout.

### 2.5.12 *Biodiversity*

Land adjacent to the south-western boundary of NMBS05e is designated as part of Barton Common SINC for its heathland habitats. Brockhills Lane Balancing Pond and Woodland SINC lies within the north-east part of NMBS05d.

The main habitat, other than amenity green spaces, is the medium to large gardens which interlink to form green corridors throughout the character area, often directly linked to open countryside or other semi-natural and natural environments such as the coastal fringe, Walkford Brook or the southern edges of the New Forest



National Park. Some of the mature tree groups are isolated in the centre of housing blocks. A small brook running to the back of houses in NMBS05e also provides a narrow green corridor to the coast at Beckton Bunny. There is another small stream valley in NMBS05h.

Trees and woodland sometimes form a backdrop to development but large tree groups do not form a significant part of the character of the area. However, there are some notable survivals of former field boundaries; most notably seen in NMBS05a and NMBS05e and in the Ashley environs (to the south-eastern corner of this sub-area).

#### 2.5.13 *Access and connectivity*

There is reasonable to good access throughout this character area, but mostly for the pedestrian, although the mainline railway splits the area east to west and is a significant barrier in places (sections of NMBS05b in particular). There is good access to the surrounding landscape including the New Forest, Walkford Brook and the coastal fringe.

## 2.6 NMBS06 Barton on Sea – seafront

### 2.6.1 Character Area Summary

**Laid out in the inter-war period as a direct result of Barton Court Avenue being constructed, to connect the coastline with New Milton and the railway station. The character area is centred on Barton Court and Barton Court Farm. It is a predominantly inter-war development of large detached villas exploiting views over Christchurch Bay above Barton Cliffs.**

### 2.6.2 Key Characteristics

- Mostly inter-war but some post-war expansion along the coastal fringe
- Land is flat and elevated (fronting low cliffs to the sea)
- Mostly large, detached houses and some detached bungalows and blocks of flats
- Consistent building line throughout relating to roadside or cliff/water's edge
- Large houses set back from road in large, front gardens and blocks of flats set in generous grounds
- Mix of brick types and colour and painted render, clay tiles and concrete interlocking tiles and flat roofs
- Mostly two-storey houses, blocks of flats are generally two and a half to three storey (the latter mostly with flat roofs)
- Almost entirely residential; mix of single-family dwelling houses and private flats
- Very wide roads, often with green space adjacent. Limited on-street parking, no street trees, mature boundaries to some roads
- Good tree belts to rear gardens (mostly ornamental trees), good open green spaces to Marine Drive but no trees, ornamental trees or large hedges to some front boundaries
- Good access and connectivity throughout, especially to coast and seafront. Footpaths access Barton on Sea Golf Course

### 2.6.3 Boundaries and setting

Marine Drive and Barton Common above Barton Cliffs form the southern boundary. To the north the character area stretches to Seaward Avenue, two roads further back, and represents where there is a change in character from the first phase of development associated with the inter-war period and the later mass planned estate housing to the north.

### 2.6.4 Designations

There are no listed buildings or conservation areas – however the obelisk at the end of Barton Court Avenue is referred to in NMBS04.

### 2.6.5 Townscape types present

TCT08, 09 & 10.

### 2.6.6 Topography

Flat and elevated above the cliffs a short distance away to the south.

#### 2.6.7 *Layout and Pattern*

Fairly regular-width plots are laid out around a series of parallel roads to the coastline. Housing comprises speculatively developed, detached two-storey villas, larger and grander along Marine Drive. Regular through roads to streets behind creates small-sized block layouts of houses. Small plot redevelopments of smaller properties around the cul-de-sac leading off Marine drive.

#### 2.6.8 *Buildings and materials*

Large single dwellings and flats with some purpose-built medium-rise development (five-storey and above). Brick and render construction, some with verandas, dormers and large windows to exploit the sea views. The eastern end of the character area has smaller-scale development. There are numerous alterations and extensions to buildings.

#### 2.6.9 *Predominant land use*

Use is residential, with occasional retail around the junction with Barton Court Avenue.

#### 2.6.10 *Public realm*

Open frontages with low boundary hedges and walls give spaciousness to the public realm along the sea front.

#### 2.6.11 *Open space*

A deep grass verge along Marine Drive provides the only green public open space in the character area but Barton Common, directly adjacent to and giving access down the cliffs, offers a popular destination for locals and visitors. The junction with Barton Court Avenue is a hard open space dominated by the highway rather than a specific pedestrian area.

#### 2.6.12 *Biodiversity*

Gardens provide the main habitat resource, in particular where plots back one onto another, which results in isolated patches of mature ornamental trees and shrubs.

#### 2.6.13 *Access and connectivity*

Good access within the character area is provided by interconnecting through route streets between the parallel coastal roads.