

## Wimborne Minster Historic Urban Character Area 3 New Borough and Leigh Park

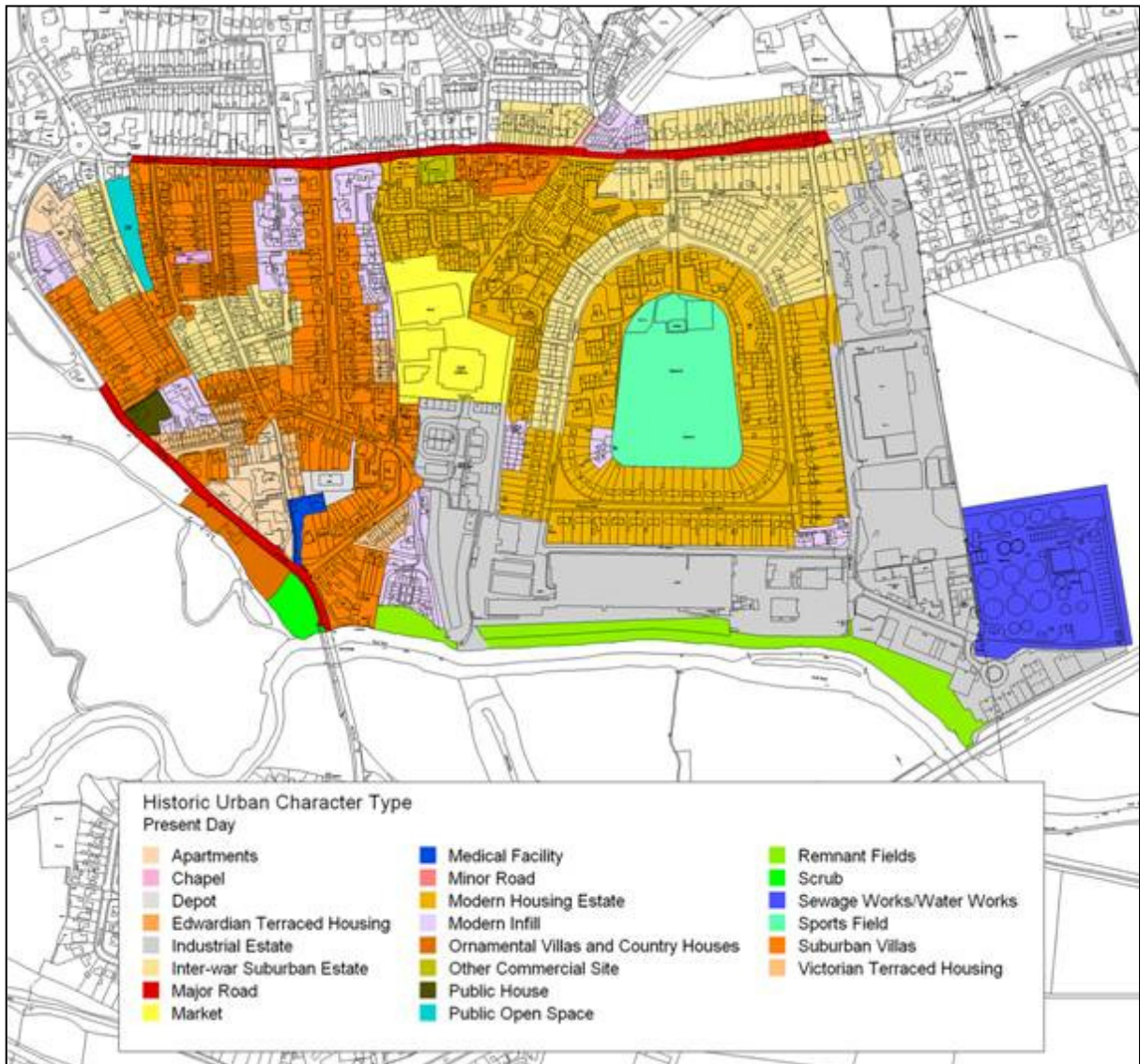


Figure 64: Map of Historic Urban Character Area 3, showing current historic urban character type



Figure 65: The Coach and Horses, 73 Poole Road; 17<sup>th</sup> century Inn



Figure 66: Stourfield House, 16 Poole Road

### Wimborne Minster Historic Urban Character Area 3 Structure of Character Area

#### Overview

New Borough and Leigh Park lie east of Eastbrook and south of Leigh Road, they form two distinct sub areas both united and divided by the former railway line.

#### Topography and Geology

The area lies on the north side of the River Stour, partially within its flood plain, and entirely below the 20m contour. The Geology of the area is complex and consists of London Clay in the central and western parts and Lower Bagshot Beds to the east. The southern strip, alongside the river Stour, lies upon alluvium of recent geological origin.

#### Urban Structure

The structure of this area is primarily suburban in nature, lying on either side of the former railway line to the south of Leigh Road. On the western side of the line there is a regular grid of parallel N-S aligned roads, lined with suburban villas. To the east there is more geometric housing development, around a large playing field. To the south and east lie a complex of industrial estates.

#### Present Character

Figure 64 shows the present day historic urban character types. The western side of the area is dominated by Victorian suburban villas interspersed with inter-war suburban housing, apartments and modern infill. An area of former industrial activity south of New Borough Road is now marked by a depot, a medical centre and apartments. The site of the former Wimborne station is marked by the Cattle Market and industrial units on the east side of the suburban villas (Figure 67). This industrial estate continues to the south and east of Leigh Park.



Figure 67: Riverside Park; Wimborne Station formerly lay in the left foreground. A remnant of the railway embankment can be seen on the right.

Leigh Park is an area of inter-war and modern housing arranged around a central sports field (Figure 68).

#### Time Depth

The Roman road between Winchester and Lake Farm is likely to have passed through the area in an approximately E-W direction but south of the Leigh Road, which is likely to be of medieval origin, linking Leigh Common with Wimborne Minster. The earliest surviving building in the area is the 17<sup>th</sup> century Coach and Horses public house. Wimborne Station opened in 1847. New Borough was built shortly after, followed by suburban villas along The Avenue and further suburban development along St Catherine's, Crescent and Grove Roads. Manufacturing industries were established on New Borough in the late 19<sup>th</sup> century. In the inter-war period the Leigh Park estate was developed, followed by industrial development on the south side of Leigh Road, east of the estate, although it was not until the later 20<sup>th</sup> century that the industrial estates spread along the River Stour.

#### Settlement Pattern and Streetscape

There are three distinct components to the settlement pattern in the area. The Victorian suburb of New Borough comprises mainly large detached or semi-detached suburban villas, complemented by a small number of short Victorian terraces. The second component comprises the inter-war suburban estate at Leigh Park which includes semi-detached and short terraced housing arranged around a geometric cul de sac surrounding a central playing field. Further inter-war suburban housing has been developed on the north side of Leigh Road and in previously undeveloped parts of New Borough. The third component comprises modern housing estates along the line of the former railway. These consist of short terraces of small houses set within small plots arranged around linear and curvilinear culs de sac.

### Wimborne Minster Historic Urban Character Area 3

## Built Character

### **Building types**

The area is characterised by 19<sup>th</sup> and 20<sup>th</sup> century suburban housing estates. The only earlier buildings comprise the 17th century Coach and Horses pub on Poole Road which is built on an L-shaped plan with the main wing at right angles to the road. The lower wing along the road was probably originally outbuildings. Stourfield, on the opposite side of the road, is a pleasant Regency style house of 2 storeys and attics at right angles to the road. The Victorian suburbs around the station are exemplified by Avenue Road which forms part of a gridiron of streets with single and paired villas and the occasional group of three. Each house or group of houses is clearly defined and separated by garden areas, allowing glimpses between the buildings to the rear (Figure 69). This characteristic distinguishes the area from contemporary developments in New Borough, Station Road, Grove Road (Figure 70), Crescent Road and St Catherine's, which tend to have smaller and more tightly packed semi-detached houses and short terraces (EDDC 2006; 2005, 45). The inter-war housing at Leigh Park comprises semi-detached houses with hipped roofs or short terraces of four houses. Modern developments comprise short terraces of small houses and blocks of flats.

### **Building Materials**

The Coach and Horses pub is built in colour washed brick with a thatched roof and brick stacks. Stourfield has rendered walls and chimney stack and a slate roof. The Victorian suburban villas tend to be built in local produced orange-red brick with welsch slate roofs. They are also typified by decorative dressings in render, stone or buff brick and decorative ridge tiles. The inter-war houses are also brick built with hipped slate roofs. Modern housing tends to be

constructed in non-local materials.

### **Key Buildings**

*Early 19<sup>th</sup> century or earlier Buildings:* The Coach and Horses Pub, Stourfield

*Victorian Suburban Villas:* 43 Avenue Road, Lynwood House (25 Station Road).

*Late 19<sup>th</sup> and early 20<sup>th</sup> century industrial Buildings:* Number 1 Station Terrace (Figure 72); Perry Court, New Borough Road



Figure 69: Victorian Suburban Villas, The Avenue



Figure 68: Leigh Park, the home of Wimborne RFC



Figure 70: View south along Grove Road

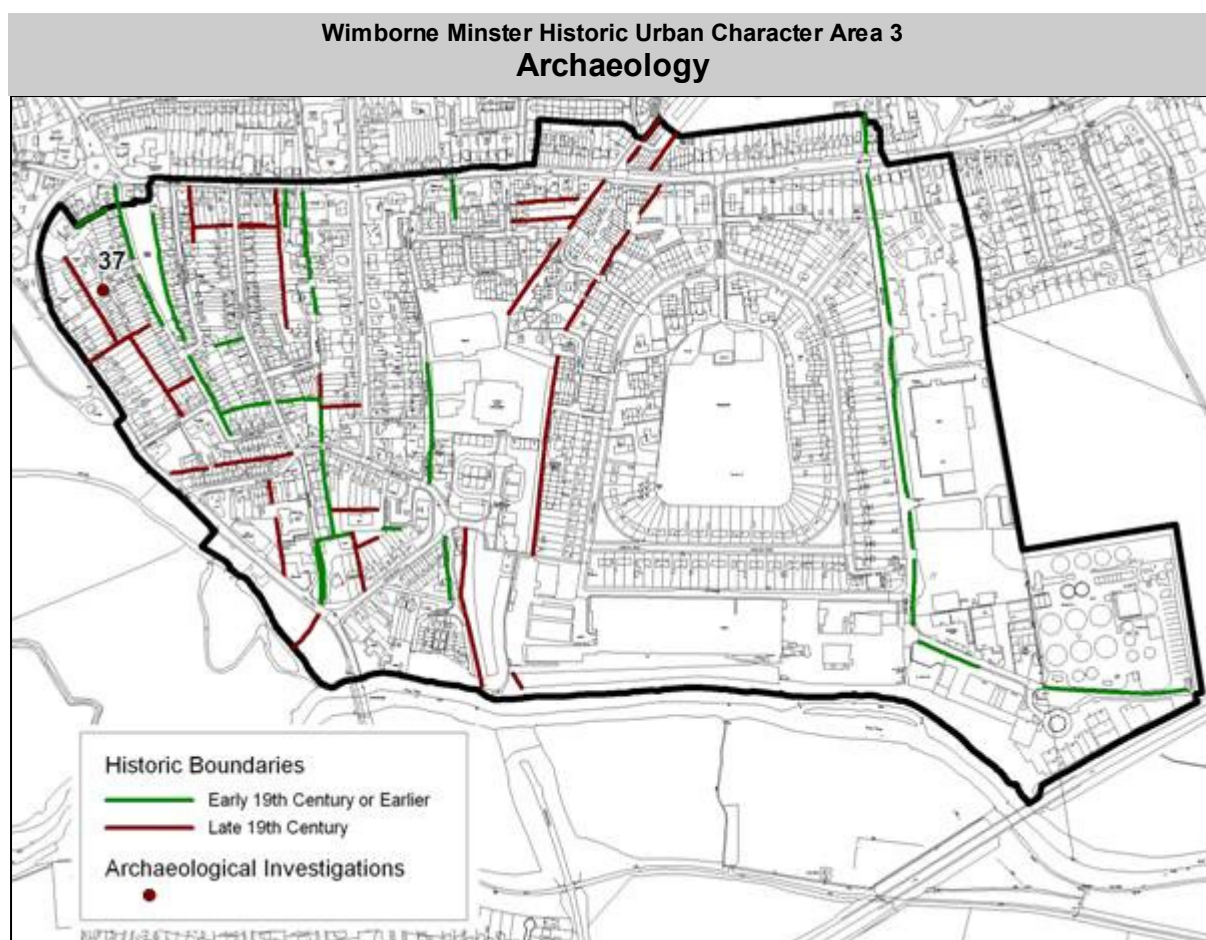


Figure 71: Archaeology of Historic Urban Character Area 3

### Archaeological Investigations

One archaeological investigation has been undertaken in this character area (Figure 71, Appendix 3, No. 37). Site of St Catherine’s Nursery, an archaeological watching brief was carried out during the demolition of nursery buildings and the construction of Stevenson’s Close in 1977. No evidence for the site of St Catherine’s chapel or associated burials was recovered (Woodward 1983, 64).

### Archaeological Character

The archaeological character of this area is dependant on its close association with the River Stour and the medieval manor of Leigh. Leigh was a medieval tithing in Wimborne Minster parish and was largely rural in nature. The southern part of the character area lies within the Stour floodplain and is unlikely to have contained permanent settlement at any period. The projected line of the Roman Road between Lake Farm and Winchester passes through the character area, although exactly where remains unknown. By the Saxon or medieval period this major route had shifted to the north with the establishment of Wimborne Minster. The modern Leigh Road now links the

village of Leigh Common with the town and also forms the northern boundary of the character area. The archaeological character of the Leigh Road and Poole Road areas is likely to comprise remains of low-level medieval and post medieval activity. The western part of the area was characterised by Victorian housing and industrial developments associated with the railway during the 19<sup>th</sup> century. Archaeological deposits in this area will reflect these developments.



Figure 72: ‘The Old Granary’, 1 Station Terrace, the site of the former Dorset Modern Dairy

**Wimborne Minster Historic Urban Character Area 3  
Designations**

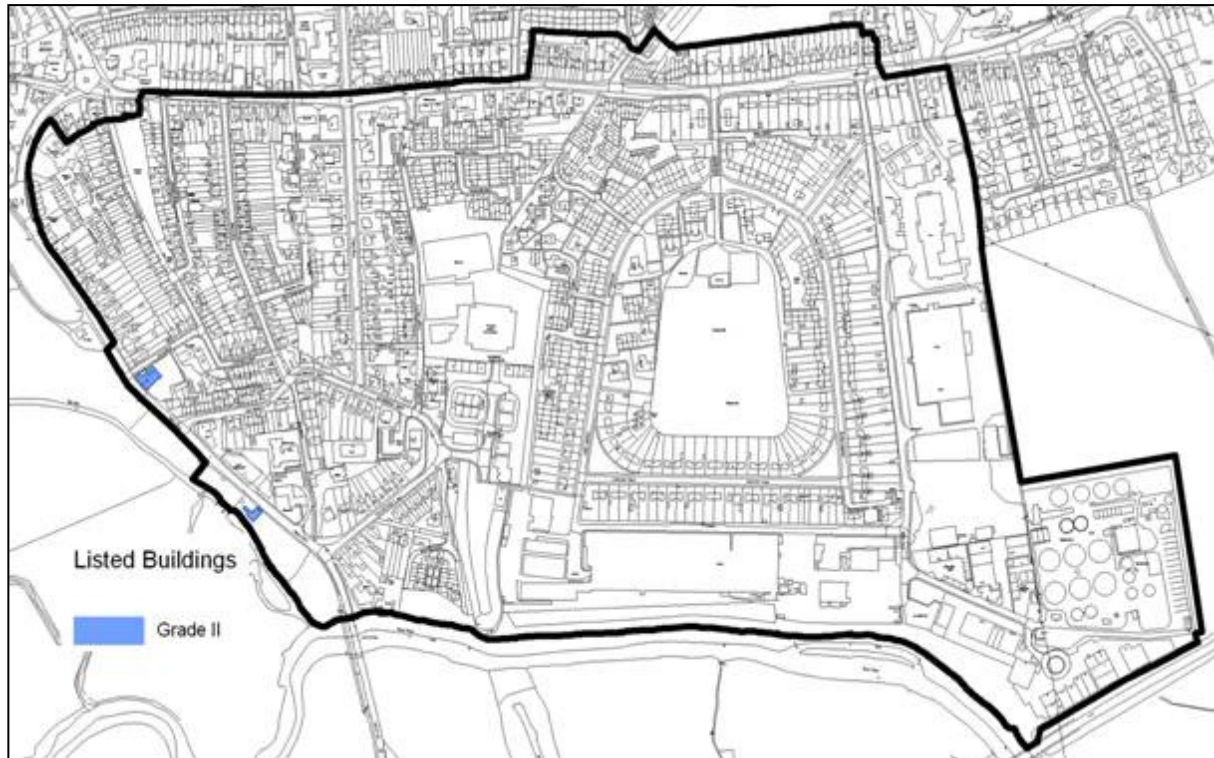


Figure 73: Listed Buildings in Historic Urban Character Area 3

**Listed Buildings**

There are 2 Listed Building designations in the Character Area, The Coach and Horses pub and Stourfield, both grade II (Figure 73).

**Conservation Areas**

Avenue Road lies within the Rowlands Hill/ St John's Hill Conservation Area. The east side of Poole Road north of the Coach and Horses and the west side of Poole Road at Stourfield both lie within the Wimborne Minster Conservation Area (Figure 45). Furthermore, the whole of the former railway town at New Borough (excluding

Avenue Road) has been designated a Special Character Area in the East Dorset District Local Plan (EDDC 2005, 48).

**Registered Historic Parks and Gardens**

There are no Registered Parks and Gardens within the Character Area.

**Scheduled Monuments**

There are no scheduled monuments within the Character Area.

### Wimborne Minster Historic Urban Character Area 3 Evaluation

#### ***Strength of Historic Character***

The strength of character of this area is judged to be **medium**. There are only two listed buildings, and yet the whole of Avenue Road has been designated as part of a conservation area. The western part of the character area is dominated by intact Victorian street frontages and tree lined avenues which enhance the historic character of the area. The layout of the Leigh Park housing estate is also a good example of inter-war geometric suburban planning. However, the former station area has been entirely given over to modern development thus removing the original historic focus of the area. Furthermore, modern industrial estates along the Stour River have detracted from the historic character of the river meadows.

#### ***Sensitivity to Large Scale Development***

The area has a **medium** sensitivity to major change. Large scale development typifies the industrial estates and former railway and these areas have a low sensitivity to major change. However, the Victorian suburb of New Borough is highly sensitive to major change, particularly in the northern part where Victorian street frontages survive intact. The inter-war suburban estate at Leigh Park is also sensitive to major change. Here the surviving street plan provides a good surviving example of inter-war suburban planning.

#### ***Archaeological Potential***

The archaeological potential of this area is judged to be **medium**. Whilst there is little

evidence for settlement in the area prior to the 19<sup>th</sup> century, it is known that a Roman Road ran through the area. The exact course of this road is unknown as is its crossing point over the Stour or Allen rivers. This area has a high potential for surviving deposits relating to these questions. Furthermore, there is the potential for isolated Roman settlement alongside this road. The southern part of the area is likely to have been subject to flooding for the majority of the past and has a generally low archaeological potential. The northern part of the area, sitting above the flood plain has a higher potential for settlement remains dating from any period from the late prehistoric onwards. There is also potential for surviving deposits relating to putative late prehistoric land division identified in the region.

This area has the potential to provide information which would contribute to Research Questions 1, 4-6, 8, 20, 27 and 30-31 (Part 7).

#### **Key Characteristics**

- Former railway and station
- Victorian suburb
- Inter-war planned suburb
- Late 19<sup>th</sup> and 20<sup>th</sup> century industry
- 19<sup>th</sup> and 20<sup>th</sup> century market site