5.5 Post-medieval Christchurch (AD1540-1799)

5.5.1 Historical Summary

Christchurch seems to be relatively unaffected by social and political changes during the early post-medieval period. It was a poor town before the dissolution, with an economy based on fishing, milling and a small market, and remained so afterwards. The negative effect on the economy caused by the removal of the Priory during the 16th century seems to have been ameliorated by improvements in communications such as the Avon Navigation during the 17th century. Christchurch was a Royalist town during the civil war, although largely undefended. It was captured for Parliament in 1644 but again the garrison was insufficient and had to be relieved the following January. The castle was slighted in the 1650s.

High Street, Castle Street, Bridge Street, Milhams Street, Ducking Stool Lane and Church Lane are all named in documents from the 16th-17th centuries. There is also a depiction of the town on Ogilby's road map dated 1675 (HRO 9M73/G288/3). This shows Bridge Street (Purewell), Castle Street and High Street all lined with double rows of houses. No other streets are depicted because they did not fall along the course of Ogilby's road. The drawing is highly stylised and yet details such as the arches on the town bridges and the Priory Church are included to give a recognisable impression of the town.

Although the various documentary and architectural sources provide a clearer picture of the form of Christchurch in the 16th-17th centuries than for any preceding period, archaeological evidence can still provide a little filler. A rescue excavation in advance of the Dolphin development, Church Street, Christchurch, during 1974-5 (site X11.3) revealed several post medieval walls and robber trenches. From the evidence available it is not clear whether the walls were part of structures or boundary walls, although two in particular were in logical places for the demarcation of plots. The excavations also revealed three post medieval wells and many post-medieval pits clustered along the SW edges of the excavation area. The overall impression gained from the excavated evidence is of intensive activity at the rear of the plots fronting on to the market place in the 16th and 17th centuries. A further excavation in a tenement strip at the rear of the High Street frontage, during 1976 (Staggs Site X12 revealed a post medieval terrace that approximately continued the line of medieval boundary ditches and may mark the continuation of long burgage plots at the north end of High Street well into the 18th century (Jarvis 1983, 37-49).

Christchurch is fortunate to have an early 18th century map of the town. The earliest is one of a pair painted parchment maps deriving from the Mews estate thought to date from c. 1715 (HRO 1M53/1175/1). The map is not accurately surveyed and the buildings are oblique pictorial representations. Nevertheless, there is some very informative detail contained within it. This includes a depiction of a small portion of the Priory ruins, and 'the gardens of severall people' burgage plots running down from High Street to the Mill Stream. Place Mill is also depicted as well as both town bridges with 5 and 2 arches.

In 1620 Christchurch market was said to be *a poor* one for which the town paid 30 shillings to the lord of the manor (Penn, 1980, 39). An early 18th century map has a depiction of the market place at the junction of Castle Street and High Street (HRO 1M53/1175/1). The market place seems to have moved from High Street to the junction of High Street and Castle

Figure 22: The 17th Century Iford Bridge

Figure 23: The Chandlery on Bridge Street. 18th century re-facing of a late medieval building.

Street during the 16th century.

A briefly significant late 17th century development was the construction of the Avon Navigation between 1674 and 1684, allowing the navigation of the river from Salisbury to Christchurch, a distance of 36 miles. Work commenced in 1675 and was eventually completed in 1684. The Navigation was in use until circa 1715. Interest was briefly revived in 1771 but was abandoned when the Salisbury-Southampton Canal was completed. In 1695 the entrance into Christchurch Harbour was improved as part of the Avon Navigation. This involved the construction of a channel, *the Clarendon Cut*, through the Mudeford sandspit with a breakwater on its south-east side. The channel silted up rapidly (Cross, 1970).

The Mews Estate maps dating to c. 1715 indicate the position of a Salmon House on the mill stream, adjacent to The Priory, and 'Sir Dewey's fishing hatches' a weir between the Avon River and the Mill Stream, just south of the Constable's Hall, now called Gin Door from its use as an eel trap. Later maps suggest that this fresh water fishing industry was able to thrive through utilising abandoned locks originally constructed for the Avon Navigation. Sea fishing has also been a traditional industry in the Christchurch bay area. One particularly early reference dates from the reign of Charles I when there was a sea fishery at The Run using a 'Ram's Horn' seine net (Heringshaw, 2004, 1). The town had a small cloth industry as well as fishing and was described by Camden as '*a small and populous seaport*'.

The monks' school at Christchurch was maintained following the dissolution by retaining a master to teach the boys grammar. Subsequently a free grammar school was founded, housed in St Michael's loft in the church from 1662 until the school ceased c. 1870 (Page, 1912, 83-101).

5.4.2 Town Layout

Post medieval Christchurch seems to have remained very similar in plan to medieval Christchurch. Major changes include the dissolution of the Priory and the ruination of the claustral buildings. The castle was slighted following the civil war. Nevertheless, the 18th century provides the first detailed maps of the town, including the depiction of burgage plots, some of which have been demonstrated through excavation to have been medieval in origin. The major post-medieval developments are described below with numbers corresponding to those on Map 8.

5.4.3 Post-medieval Town Plan Components

The main plan components of the post-medieval town are shown on figure 26 and are listed below.

1. Parish Church of the Holy Trinity. The Priory church of the Holy Trinity became the parish church following the dissolution of Christchurch Priory in 1539 and the grant of the church to the parish by Henry VIII. The conventual buildings appear to have fallen into only gradual decline, substantial remains survived until the late 18th century.

6. The Mill Stream. Archaeological evidence from the rear of The Kings Arms, Castle Street, suggests that the Mill Stream may have been wider than today until the 18th-19th centuries when the ground on the west bank was raised by the addition of a substantial amount of material (Barton & Reeves, 2006).

7. The Bargate. It is possible that the Bargate continued in use as late as the 18th century. In 1727 there are entries in the Borough accounts concerned with its repair. It is recorded as being removed in 1744.

Figure 24: Staple Cross and 16th Century buildings.

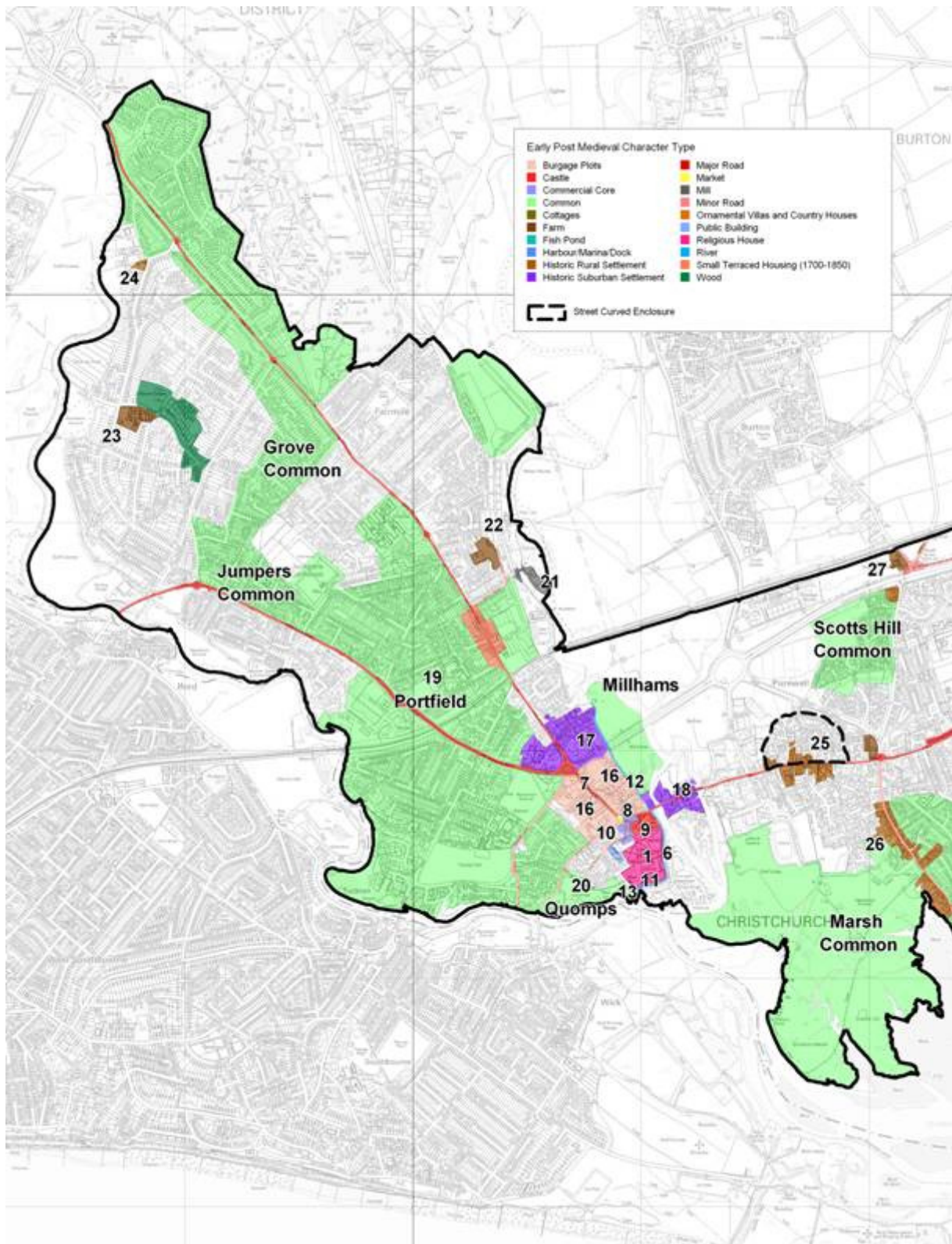*Figure 25: Two early 19th century cottages lie on Scotts Hill Lane, Purewell*

Figure 26: Christchurch post-medieval plan components (west)

8. The Market. Jarvis has noted that 15th century documents refer to the market place being located at the junction of High Street and Milhams Street This is likely to represent the northern limit of the market place. By 1572 however, the market Hall had clearly moved to the junc-

tion of High Street and Castle Street. The move may have been connected with the dissolution of the Priory and a possible contraction of the market (Jarvis, 1883, 14).

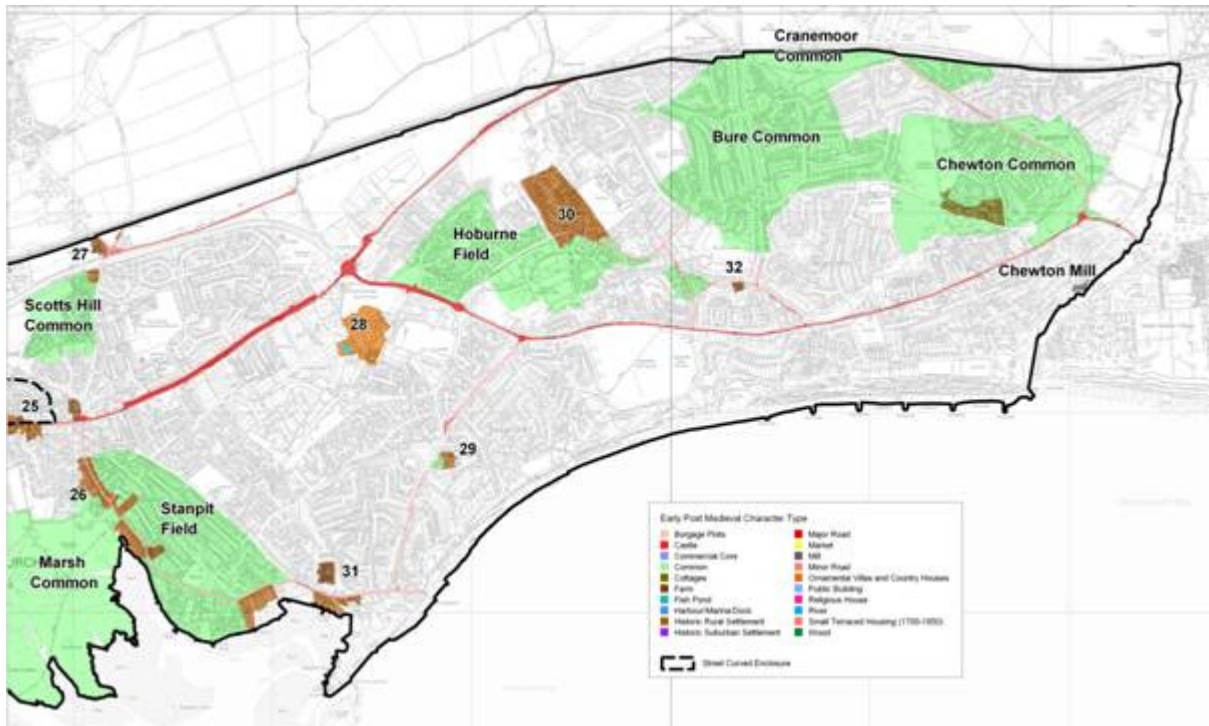*9. The Castle.* During the civil war Christchurch was a Royalist town but largely undefended

Figure 27: Christchurch post-medieval plan components (east)

apart from the castle being used as a gun fort; a three-day siege centred on the castle and church. The castle was slighted in the 1650s (Penn, 1980, 39).

10. Wick Lane. An archaeological evaluation and watching brief at 14 Wick Lane during 1991 revealed that large pits, possibly for sand extraction were present during the post-medieval period in this part of Wick Lane. It may only have been in the later post-medieval period that this area was occupied by houses.

11. Place Mill. Place Mill continued to be used after the dissolution of Christchurch Priory, although in private hands.

12. Millhams Mill. The mill burnt down in 1562 and seems not to have been replaced.

13. The Harbour and Quays. It may have been

after the dissolution of Christchurch Priory that Place Quay became the Town Quay.

16. Burgage Plots. An 18th century painted parchment map shows *'the gardens of severall people'* running down from High Street to the Mill Stream. These take the form of burgage plots and it is clear from the tithe map that burgage plots extended from both sides of High Street at that time. Some were lost to 19th century developments such as Millhams Street, although some survived at the northern end of town until relatively recently only to be lost to commercial development during the 1970s.

17. Bargates suburb. There is no surviving fabric from the early post-medieval period in the Bargates suburb. This may be due in part to the construction of the Christchurch by-pass in

Figure 28: Mudeford Quay

Figure 29: Staple Cross

1958 which led to the demolition of much of the historic part of the suburb.

18. Bridge Street suburb. A number of early 18th century buildings survive along the south side and the eastern end of the north side of Bridge Street. Perhaps the most notable being the Chandlery . The eastern most of the bridges (Waterloo Bridge) may have been demolished in the late 17th century as part of the construction of the Avon Navigation. The present Waterloo Bridge dates from the early 19th century.

19. Portfield. The open strips of Portfield remained intact until the 19th century when this area was enclosed and then developed for housing (Jarvis 1983, 11-13).

20. Quomps. There were no significant developments during this period

21. Knapp Mill. Knapp mill was destroyed by fire in 1760 but rebuilt. The 18th century mill was demolished in 1921 after being purchased by the West Hants Water Co to make way for a pumping and treatment station, which is still working today.

22. Latch Farm. Latch Farm is first mentioned by name in 17th century documents. However, its site may represent one of three halls recorded for the Knapp estate at the time of Domesday. An early form of the name; *Long Lathes* may derive from the *OE laedan* pertaining to a way, journey or watercourse, possibly referring to the River Avon. Alternatively *Lathes* or *Latches* may refer to weirs on the Avon at this point.

23. Grove Farm. The building itself dates from the 16th-17th centuries but may represent the site of a medieval hamlet, being associated with Grove Common.

24. Bosley. Bosley Farmhouse is a grade II listed 18th century thatched cottage with rendered façade. However, excavations in the garden to the rear of the house revealed pottery of 9th-14th century date.

25. Street or Purewell. In the late 18th century, this area, now known as Purewell, was counted as a separate tithing of Christchurch. The 18th century settlement was centred on the junction of Purewell and Scotts Hill Lane. Circa 1800 two large houses, Avon Manor and Hengistbury House faced each other on either side of Purewell, as they do today. Two early 19th century cottages lie slightly further north along Scotts Hill Lane.

26. Stanpit. During this period it consisted of a linear settlement along the Stanpit road. Stanpit Field comprised the open arable field for the hamlet. This lay immediately to the north east of the road and was enclosed in 1827.

27. Staple Cross. Staple Cross is a small hamlet on the road between Purewell and Burton. It is first mentioned in 17th century documents (Page, 1912, 83-101. The cross is thought to represent a post-medieval wayside cross at the junction of five roads and on a parish boundary. This cross lies at the heart of the village on a small green. Fronting onto this green are 1 Salisbury Road, a 16th-17th century timber framed house, and two 18th buildings.

28. Somerford Grange. The medieval grange was pulled down by Gustavus Brander in 1781 and a new house built on the site. A pair of fishponds lies on the River Mude close to the former grange site, one of which probably represents a monastic fishpond.

29. Bure. In the 18th century Bure was a small hamlet arranged around a village green through which the Bure Stream flowed. The north western side of the green was bounded by a wide track which also incorporated the brook within its course (HRO 9M73/139).

30. Hoburne. During the 18th century Hoburne comprised a cluster of buildings arranged around a sub-rectangular green.

31. Mudeford Farm. Mudeford Farm is first depicted on Isaac Taylor's map of Hampshire dated 1759.

Figure 30: Early 18th century buildings on Bridge Street

Figure 31: Nea Farmhouse

32. Nea. Nea is similarly first depicted on Isaac Taylor's map of Hampshire (1759), but is first mentioned in 1603. Nea Farmhouse is depicted on the Malmesbury estate map dated 1796 as is Nea House. Although Nea House was demolished during the 20th century, it lay on the current site of Nea Meadow and a linear lake there is contemporary with the house.

Highcliffe. The medieval settlement of Chewton disappears from the records, it is possible that it was lost to coastal erosion, there is no evidence for any settlement at Highcliffe at this period.

5.6 Late 18th and 19th Century Christchurch (1800—1913)

5.6.1 Historical Summary

The 19th century is particularly significant in the history and development of Christchurch. Census records show that the population of the borough began to rise rapidly during the 19th century, from 265 in 1801, to 11,155 in 1901. In the 1840s 40% of the population were employed in Agriculture and 30% in the service industry. By 1881 only 10% of the population were employed in Agriculture and nearly 60% were employed in the service industry. These changes occurred at a time when the population of Christchurch was rapidly expanding. The figures do not necessarily reflect a decline in agriculture but rather a rise in population accompanied by a huge increase in jobs servicing this new population. The total percentage employed in manufacturing, construction and utilities remained constant (approx. 30%) through this period suggesting that these industries expanded at a rate commensurate with the population.

Early Ordnance Survey maps provide evidence of the traditional fishing industry continuing into the 19th century. Numerous landing piers are recorded in the vicinity of Quomps, Stanpit and Mudeford. The creeks of Stanpit marsh also provided covert access for smugglers from the late 18th century. One creek in particular became known as Mother Sillers Channel because it led directly to *The Ship in Distress* and *The Haven Inn* at Mudeford, smugglers' pubs where contraband tobacco could be store, the latter run by Hannah Sellers (Hodges, 2003a, 122 & 124). It was here in 1784 that the Battle of Mudeford took place between Crown vessels and smugglers. It appears that these smuggling activities in the 18th and early 19th centurys may have boosted the economy of Christchurch. This may be reflected in the dis-proportionately high number of 18th and 19th century listed buildings in Purewell, Bridge Street and Mudeford, compared to the rest of Christchurch. Even though smuggling was under control by the early 19th century, aided by the establishment of the barracks and the coastguard (Powell, 1995, 52-3), money from the illicit trade had been directed into legitimate industries such as tobacco factories and breweries. Brewing and Agriculture were the main legitimate industries in Christchurch during this period 1770s (White, 1973, 5-6), whilst legitimate maritime trade was also on the increase by the early 19th century. In 1803-4 there were two quays in Christchurch harbour; Town Quay and Mudeford Quay. A large amount of wheat was imported from Cowes and milled at Christchurch due to its great milling capacity.

The arrival of the railway in 1862, is associated with the development of Christchurch's first planned suburb; the Portfield and Jumpers estates. The Christchurch Tithe Map shows that the modern street plan of the town centre was fully established by 1843, although there had still been very little development in the High Street burgage plots. The cartographic evidence highlights a significant increase in development in the final 20 years of the 19th century. From the moment that the enclosure of Portfield occurs in 1878 there is a sudden and rapid increase in suburban development in the Christchurch region.

A watch, clock and fusee chain factory was established in Bargates in 1845 by William Hart. Christchurch was the most important centre for this industry which began in the 18th century (Page, 1912, 83-101) and was also carried on in the workhouse and as a domestic or cottage industry. There were three factories; at Bargates, Millhams Lane and Bridge Street.

The Red House on Quay Road was built as a

Figure 32: The late 19th Century Railway Station

Figure 33: Christchurch Barracks

parish workhouse in 1763-4. Christchurch Poor Law Union was established in 1835 and covered the parishes of Christchurch, Holdenhurst and Sopley. Due to overcrowding at The Red House plans were drawn up for a new building to accommodate 200 inmates on Fairmile Road in 1877. The building was erected in 1881

The ecclesiastical parish of Highcliff was established in 1843, St Mark's church was built in 1842-5 on land donated by Lord Stuart de Rothesay of Highcliffe Castle. All Saints' Church Mudeford followed in 1869.

The Non Conformist church was constructed in 1866-7; it was Congregational, then United Reformed and now Elim. At around the same time the Cranemoor United Reformed Church and Christchurch Baptist Church were built.

The original Highcliffe school building is grade II listed and now houses a Youth Centre. The school was recently amalgamated with Highcliffe Juniors to form Highcliffe St Marks primary school.

5.6.2 Town Layout

During the later 18th and 19th centuries a number of plan components are established outside the medieval core of the town for the first time. These include the Barracks, the new Union Workhouse, the railway station, small gravel extraction sites and an embryonic suburban housing estate on the site of the Portfield, enclosed in the late 19th century. The numbered descriptions below relate to maps 9a and 9b.

5.6.3 Town Plan Components

The main plan components of nineteenth and early twentieth century town are shown on Figures 36 & 37 and are listed below.

1. Parish Church of the Holy Trinity and Priory House. The remains of the Priory precinct were purchased by Gustavus Brander before 1777.

Brander cleared and described the ruins of the claustral buildings before knocking them down and constructing his private residence.

6. The Mill Stream. Archaeological evidence from the rear of the Kings Arms Hotel suggests that the Mill Stream was narrowed during the 18th and 19th centuries through the building up of ground levels on the west bank (Barton & Reeves, 2006).

8. The Market. Christchurch Market was closed in 1872. It was not reopened for another 100 years.

9. The Castle. The Castle remained a ruin throughout this period.

10. Wick Lane. By the late 19th century a substantial portion of Wick Lane, Church Lane and Silver Street was occupied with small terraced housing. Quay Road was also constructed around this time, along with a number of important buildings including the Christchurch Workhouse or Red House (1763-4) and The Priory Primary School on Wick Lane (1867). Both the Wick Lane and Millhams Street quarters were developed at this time and retain significant period character.

11. Place Mill. Christchurch Borough Council acquired Place Mill in 1888, it closed as a mill in 1908, and is now a museum.

13. The Harbour and Quays. The Town Quay appears to have continued to develop during this period. A new road was constructed to connect the Quay with Church Lane (Quay Road) during the 19th century.

16. Burgage Plots. The 1st and 2nd edition OS maps clearly show that the burgage plots continue throughout this period on both sides of High Street northwards as far as Bargates and then continue on the east side of Bargates as far as Avon Buildings. However, burgage plots to the south of Millhams Street were broken up during the 19th century in the construction of

Figure 34: late 19th century terraced housing on Church Lane

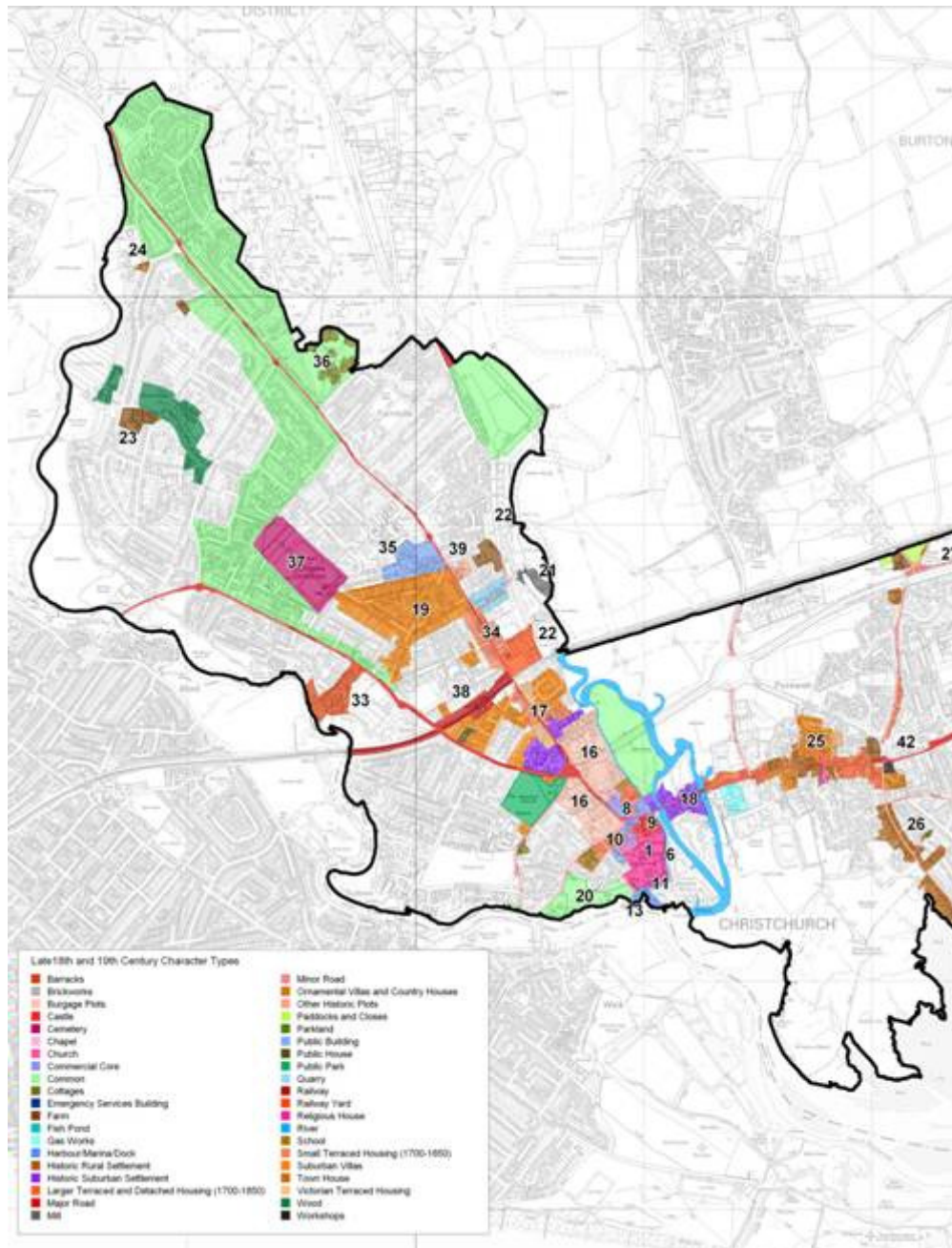*Figure 35: Fisherman's Bank*

Figure 36: Christchurch eighteenth and nineteenth century plan component (west)

terraced housing along the southern extension of the street.

17. Bargates suburb. There was significant expansion of the Bargates area during the later 18th and 19th centuries with the construction of terraced housing at Avon Buildings. By the middle of the 19th century the triangle of land between Barrack Road, Bargates and Silver Street was fully developed with closely packed small terraced housing. During the late 19th century expansion continued, with the construction of brick Victorian terraces at Beaconsfield Road and in the vicinity of the Station, as well as detached and semi-detached suburban housing at

Fairfield, Barrack Road, Stour Road and Station Road.

18. Bridge Street suburb. During the late 18th and early 19th centuries Bridge Street had been fully developed, so that the street frontage then would have been similar to that of today.

19. Avon Park Housing Estate. A new planned suburban housing estate called 'Avon Park' was planned on the site of the former Portfield in 1881. Several new roads were laid out at this time (Avenue Road, Avon Road West, Avon Road East, Grove Road West and Grove Road East) and Saplings were planted at regular intervals. By 1901 there were 25 houses in the Avon Park estate (Donachie, 2005, 14-33).
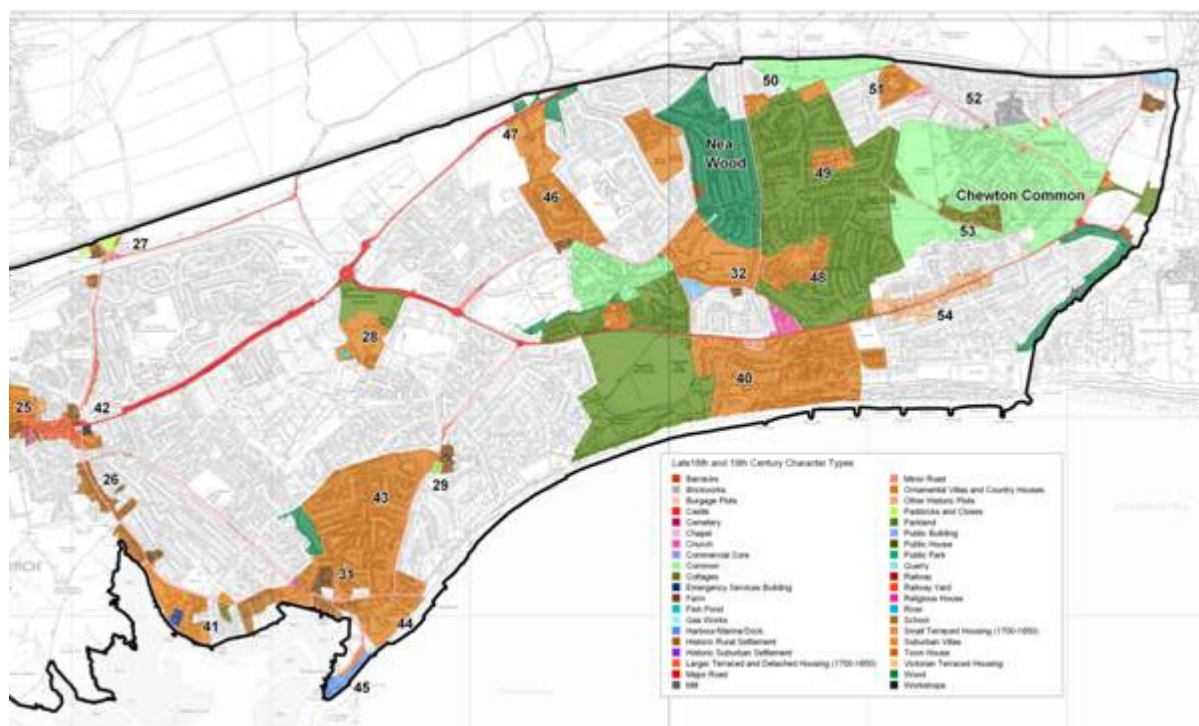
Figure 37: Christchurch eighteenth and nineteenth century plan components (east)

20. Quomps. Quomps remained unenclosed common during the late 18th and 19th centuries, although a fishpond is depicted on the 1st edition OS map.

21. Knapp Mill. Knapp Mill remained in use throughout the late 18th and early 19th centuries.

22. Latch Farm. This was the largest gravel extraction site in the Christchurch area during the 19th century. It began as a series of small pits depicted on the 1st edition 25 inch OS map. By the early 20th century it had developed into a large site between Fairmile Road and the LSWR line.

23. Grove Farm. The House remained unchanged, although some of the surviving outbuildings, including a wooden weather boarded barn, may date from the late18th-19th centuries.

24. Bosley. Bosley Farmhouse is an 18th century thatched cottage with outbuildings which also date from the late 18th-19th centuries.

25. Street or Purewell. A significant number of buildings, particularly on the south side of Purewell, date from the late 18th-early 19th centuries. A number of early 19th century cottages and terraced houses lie slightly further north along Scotts Hill Lane. St Joseph's Catholic Church was built in 1866 and a Victorian terrace was constructed on the east side of Livingstone Road. By this time the medieval settlement of Street was losing its rural identity and the name Purewell seems to have come into popular use for this area due to the Purewell Dairy.

26. Stanpit. Stanpit Field was enclosed in 1827 whilst the *Ship in Distress* was at the centre of the smuggling trade. By the late 19th century the

Figure 38: 19th century buildings in Bargates

Figure 39: St Mark's Church, Highcliff

Avon Brewery had been established adjacent to The Ship in Distress and the Stanpit Brewery lay close to the Tutton Well. A mixture of Victorian terraces and suburban houses plugged the gaps in the street frontage.

27. Staple Cross. There was no significant change at Staple Cross during the late 18th and 19th centuries

28. Somerford Grange. The old grange was pulled down by Gustavus Brander in 1781 and a new house built on the site. This, together with the tythe barn and prior's lodging, seems to have survived into the 20th century when they were all demolished to make way for Christchurch Airfield.

29. Bure. In the late 18th century Bure was a small hamlet arranged around a village green through which the Bure Brook flowed. The green appears to have been emparked during the 19th century in order to create the parkland around Bure Homage.

31. Mudeford. Mudeford may originally have formed part of Marsh Common and represents a 'squatter' settlement, having no land associated with it but with a workable economy derived from the sea. By the end of the 18th century it comprised a few cottages which were probably supported by fishing and smuggling. Mudeford seems to have had a reputation for lawlessness though by the early 19th centuries it began to gain a reputation as a retreat and inspiration for notables (Powell, 1995, 51). The owner of Sandhills, Sir George Rose, was host to Sir Walter Scott and Coleridge. With the advent of the railways in the late 19th century Mudeford expanded rapidly as a coastal resort.

32. Nea. Nea is first depicted on Isaac Taylor's map of Hampshire (1759). Nea Farmhouse is depicted on the Malmesbury estate map dated 1796 as is Nea House. The latter was demolished during the 20th century, but lay on the current site of Nea Meadow and a linear lake there is contemporary with the house.

Figure 40: Highcliffe Castle

33. Barracks. The original barracks were established in the late 18th century. Two of the original buildings survive to this day, although the entire area has now been turned over to business units, a motel and a modern housing estate.

34. Gravel pits Squatter settlement. Squatter dwellings existed on a common called gravel pits prior to 1825 at which time they were rebuilt following a fire. They were finally demolished during the 1950s as slums (Newman & Tizzard, 2007, 57).

35. Christchurch Union Workhouse. The site for the new Union Workhouse, built in 1881, comprised a small part of the former *Portfield*, enclosed in 1878. The workhouse had previously been located at the Red House on Quay Road. A men's pavilion was added to the new site in 1895 and the infirmary in 1913. Most of the workhouse has now been demolished to make way for a housing estate, although part of the entrance block at the corner of Fairmile and Jumpers Road still survives and the infirmary now forms part of the modern Christchurch Hospital.

36. St Catherine's Hill estate. This small estate of 11 cottage style properties was established in the late 18th-early 19th centuries within a small area of unenclosed common at the south west corner of St Catherine's Hill. The houses are set within generous plots of land, each detached from the other by a tract of common, and linked to Fairmile Road by a series of curving drives. Two of them, *The White House* and *The Limes,* are grade II .

37. Jumpers cemetery. The cemetery was opened in 1858 on a 14 acres site carved out of Jumpers Common. Listed structures within include two mortuary chapels, an entrance Lodge and the boundary wall.

38. Christchurch Station and railway. The present red brick station building on the west side of Fairmile Road was built on the arrival of the new main line from Southampton via Brockenhurst and Milton in 1888. An earlier station had been built on the eastern edge of the medieval open field *The Portfield* circa 1862. This building initially remained in use as goods sheds but was demolished in the 20th century.

39. Cottage Homes. Four cottage homes for the welfare of 20 boys and girls in each were constructed on the east side of Fairmile Road, close to the workhouse, between 1894 and 1896.

40. Highcliffe Castle. The first High Cliff House was constructed in 1773 for the Third Earl of

Bute. The present grounds of Highcliffe Castle were laid out at the same time by Capability Brown. The original building was set much nearer to the cliff and had to be demolished in 1811 when threatened by coastal erosion. However, two lodges survive from the original complex a large part of the estate was sold but bought back by Lord Stuart de Rothesay circa 1830 and the house now known as Highcliffe Castle was completed by 1835 using materials purchased in France.

41. Fisherman's Bank. Fisherman's Bank was historically an area of unenclosed beach on the east side of Christchurch Harbour between Stanpit and Mudeford. It formed part of Marsh Common, an area that included Stanpit Marsh as well as what is now known as Stanpit Recreation Ground. Fisherman's Bank was traditionally utilised by fishermen to land their boats and mend their nets. A source of fresh water was available at Tutton Well. It was also used by smugglers during the 18th century precipitating the construction of the Coastguard Station there in the early 19th century. The remaining area was partially enclosed and developed later in the 19th century, although not extensively developed until the late 20th century .

42. Purewell Cross. The settlement at this junction seems to originate from Purewell Farm. This building is recorded an early 19th century farmhouse, although the 1796 Malmesbury estate map suggests that the east front is on the site of an 18th century building. This map shows linear settlement running near continuously from Stanpit, through Purewell Cross and up Burton Lane towards Staple Cross; a situation also depicted on Isaac Taylor's map of Hampshire in 1759. There is no earlier documentary evidence to suggest a date for the origins of this settlement.

43. Bure Homage. Bure village and green were emparked during the 19th century in order to create the parkland around Bure Homage, a French-style mansion created in the 1840s for Sophie

Figure 41: The Run, Mudeford Quay

Dawes.

44. Sandhills. Sandhills House was built c. 1785 by Sir George Rose as a seaside resort for indulgence in the newly fashionable practice of bathing. It is a large house of irregular plan in painted brick with a slate roof. The grounds are now turned over to a caravan park, for which the house forms the reception and clubhouse. The neighbouring Gundimore House was completed by 1796 as a row of white-washed seafront cottages. It famously was designed to resemble a Persian tent.

45. Mudeford Quay. On Isaac Taylor's map of Hampshire (1759) a single house is depicted on Mudeford Quay called Haven House. This building is thought to be the present Haven House; a grade II listed house dating from c. 1695. It is built in brick with tiled roof and wooden porches and two hipped dormers on the west side. It was the original Haven Inn used by Hannah Sellers, who gave her name to Mother Siller's Channel The Haven Inn is though to date from c. 1830.

46. Hoburne House. During the 18th century Hoburne comprised a cluster of buildings arranged around a sub-rectangular green. This green was also emparked c.1809 for the creation of Hoburne House. The house was demolished during the 20th century and the site is now occupied by a modern housing estate. The north lodge to Hoburne House, on Verno Lane survives in a modified state.

47. Verno House. Verno Lane was designated a conservation area in 1988 and includes the north lodge to Hoburne House. Verno House was also built in the 19th century and lies to the NW of Verno Lane. The House and landscape gardens, including a thatched cottage in the NW corner, survive from the 19th century.

48. Wolhayes. This 18th century House is depicted on the 1796 Malmesbury estate map as *Belvoirdere* and occupied a roughly oval shaped unit of land belonging to Milton parish. This land was handed over to Highcliffe in 1843 on the creation of the new parish there. Wolhayes became the Marydale Convent School, was demolished in 1970 and replaced by the Wolhayes housing development. Wolhayes and Belvedere were both set within extensive landscaped parkland during the 19th and early 20th centuries, carved out of the former Bure Common.

49. Belvedere. The name Belvedere seems to have been transferred from an 18th century mansion to the south, later known as Wolhayes, to this 19th century House.

50. Cranemoor House. Cranemoor House and Lodge were both built during the early 19th cen-

tury on Hinton Wood Road, at the north end of an extensive area of parkland created from Bure Common and associated with Belvedere, Latimers and Wolhayes houses (all now demolished). Both Lodge and house survive at the junction of Cranemoor Avenue and Hinton Wood Road. The Lodge is listed as of local interest. Cranemoor House is a grade II listed house with stucco façade and slate roof and is now divided into apartments.

51. Amberwood. Amberwood House was also constructed in the early 19th century and set within landscaped gardens. The house remains, although altered today. The house is of two storeys, built in brick with a tiled roof and with timber framed wings. The gardens have been developed as a modern housing estate of pale brick bungalows with tiled roofs set around a curving cul-de-sac called Amberwood Gardens. Amberwood forms one of the primary settlement components of Walkford.

52. Walkford. Walkford is a small linear settlement set out along the Ringwood Road between Cranemoor and Chewton Commons, with modern housing estates behind. It has a cluster of modern shops at its centre, but seems to have originated in the 19th century. At this time it included a non-conformist chapel, a few cottages and Amberwood House. Nearby gravel pits and brickworks may have provided the impetus to this new settlement.

53. Bramble Lane. These cottages may have originated as a squatter settlement within Chewton Common during the 18th century and may have had associations with smuggling or woodland industries. 19 Chewton Common Road is a good unlisted late 19th century red brick house in a prominent position.

54. Highcliffe. The village of Highcliffe was created in 1830 within a group of enclosed fields to the south of Chewton Common. Initially, Captain Hopkins of Hoburne bought a field known as Slop Pond and built twenty houses there. A second field was donated in 1837 for the construction of a non-conformist meeting house. The late 19th century 1st edition OS map of the area suggests that the size and shape of the village was defined by the area of pre-existing enclosed fields. Many modern property boundaries in the town follow the line of the 19th century field boundaries. Development was rapid and by 1843 a new ecclesiastical parish of Highcliffe was formed from parts of Christchurch and Milton parishes. The parish Church, St Marks, was built opposite the lodges to Highcliffe on land donated by Lord Stuart de Rothesay. The civil parish of Highcliffe was formed in 1897 (Heringshaw, 1981).