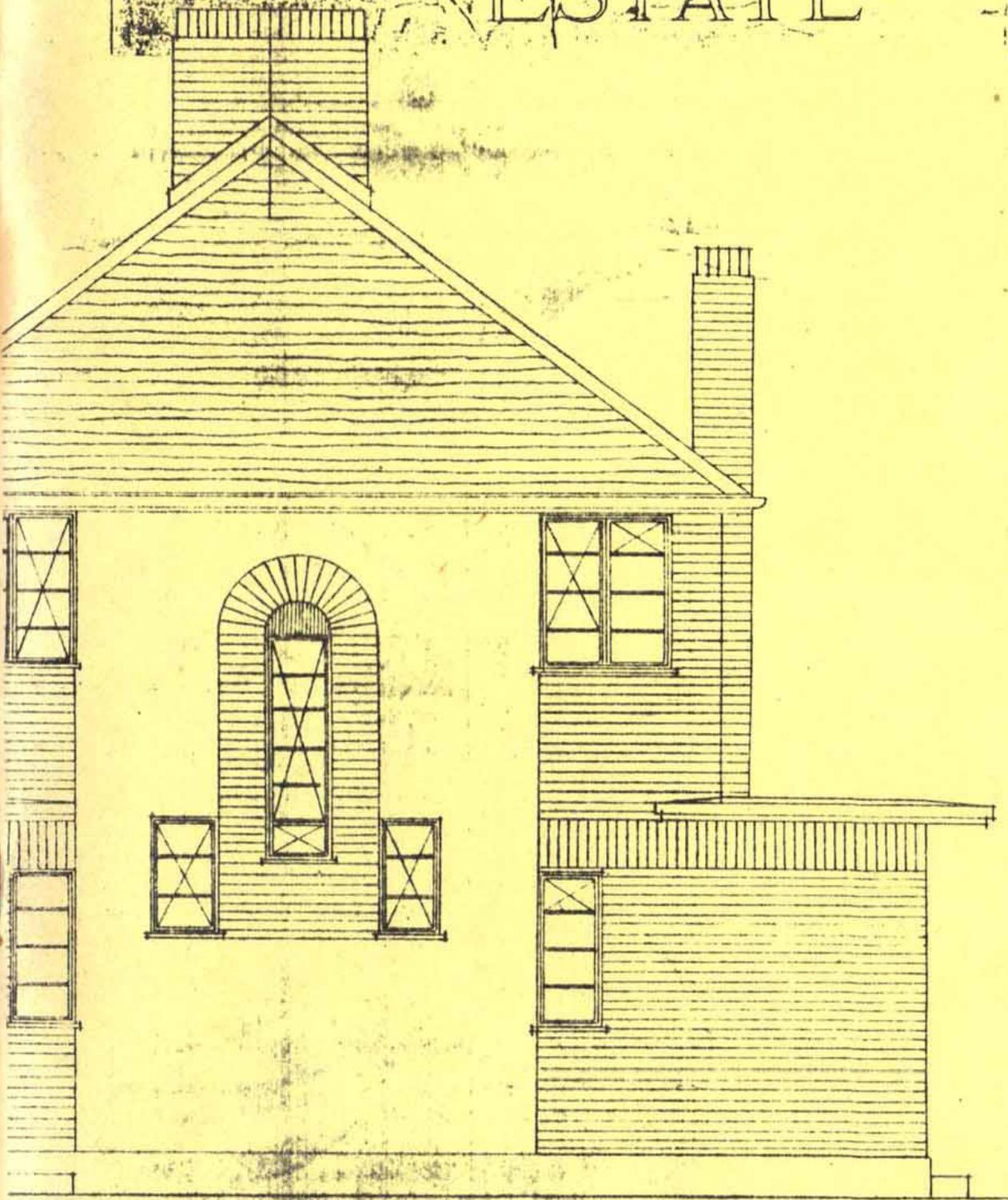


THE
ILLEYBOURNE
ESTATE



FLANK ELEVATION

DAVIS ESTATES LIMITED
350, HIGH ROAD KILBURN
N.W. 6.

PLAN shewing
a portion of the
LEYBOURNE ESTATE
ENSBURY PARK
BOURNEMOUTH

To be offered for Sale by Auction

ON

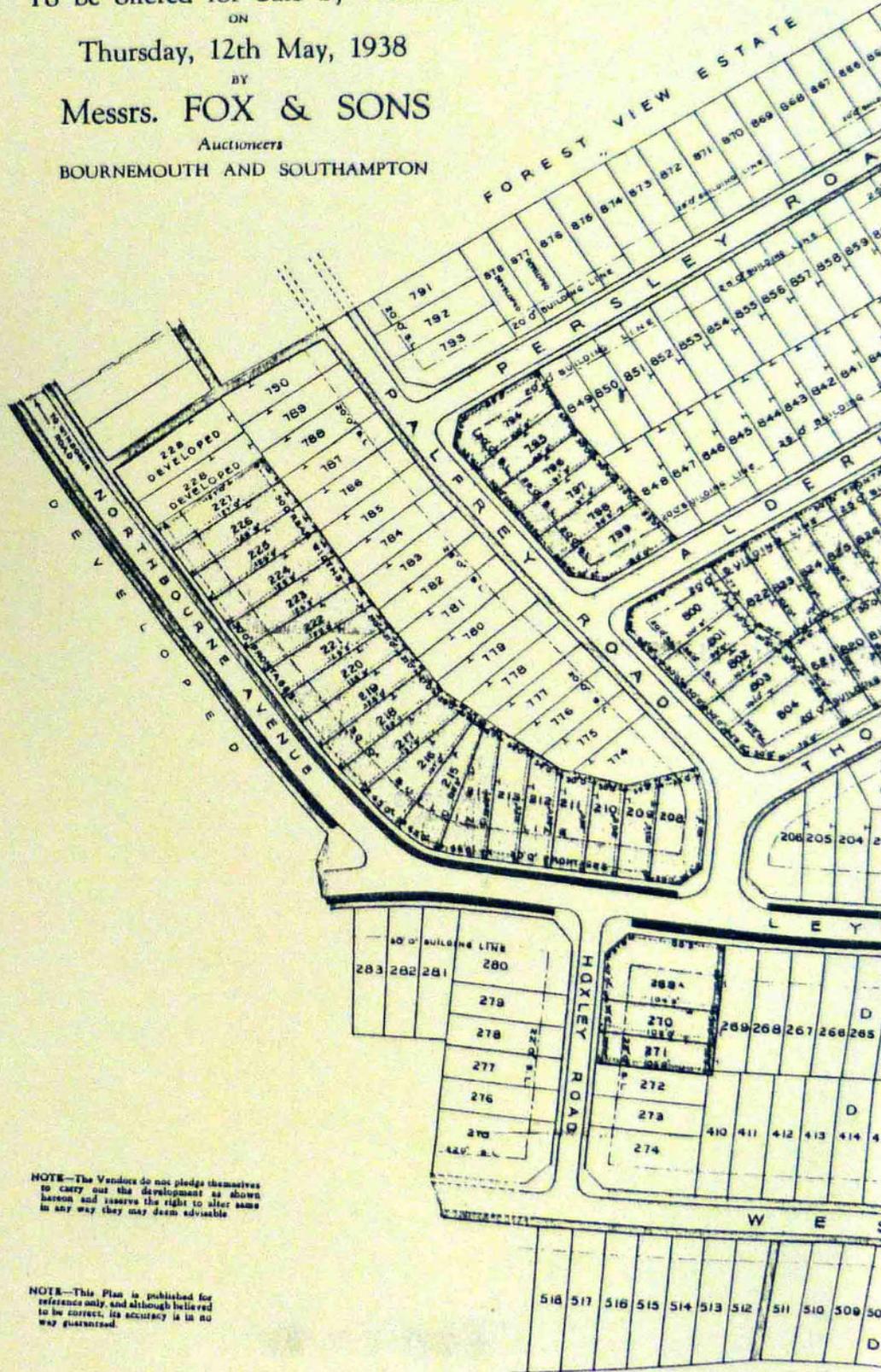
Thursday, 12th May, 1938

BY

Messrs. FOX & SONS

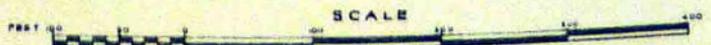
Auctioneers

BOURNEMOUTH AND SOUTHAMPTON



NOTE—The Vendors do not pledge themselves to carry out the development as shown hereon and reserve the right to alter same in any way they may deem advisable

NOTE—This Plan is published for reference only, and although believed to be correct, its accuracy is in no way guaranteed



THE LEYBOURNE ESTATE

M. STEAD

This booklet looks at suburban development, often unrecorded in local history studies, in an area of Bournemouth over a period of 50 years. I hope it shows that much effort went into planning discussing and building streets and houses which have now become unqueried solid realities. The fact that incorrect pegging out on site shortened the gardens of houses destined to be on the odd numbered side of Aldridge Road is now hardly the subject of fierce debate that it once was.

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THE LEYBOURNE ESTATE

The race-course was put up for auction on Thursday, 13th December, 1928 by Messrs. Fox & Sons, at St. Peter's Hall, Bournemouth, and bought in by the auctioneers at £54,000.

The land came under the Bournemouth Town Planning Scheme No.1, for Kinson, administered until 1931 by the Poole Rural District Council. The plan was approved by Bournemouth Council, before the 1931 Borough extension, on 24th July, 1928. It received Ministerial approval on 9th May, 1929.

The land was adjacent to the Redhill Heights, West Moordown and Ensbury Mount Building Estates. To the North ran Wimborne Road lined with occasional buildings. East Howe Lane to the West was scheduled for road widening and development on a 25 foot building line.

The land from "Woodside", Hillview Road to "Hillside", East Howe Lane was zoned for residential development at one house per acre, whilst the racecourse was zoned for 6 to 8 houses per acre. The footpath across the course, from Hillview Road to Ensbury was to be stopped up and a new road 50 ft. wide with a 25 ft. building line was to be constructed, from Coombe Avenue to the footpath, turning sharply there and continuing to Ensbury. This road, along which Northbourne and (partly) Leybourne Avenues run, formed the backbone for the private Estate.

The first Estate Plans, which an exotic plan by C. H. Frost dated 9th August 1929 failed to supersede, were drawn for Fox & Sons in June, 1929. The plans submitted on behalf of the Ensbury Park Racecourse Co. Ltd. to Poole Rural District Council, as reported in the 'Echo' of 29th June, 1930, caused concern that 800 proposed plots would be excessive, too small and out of keeping with the neighbourhood. Careful consideration attended the plans as the area was likely to become a part of Bournemouth, whose Council would deprecate overcrowding.

The 1929 Estate Plan consisted of six main parallel routes, these being Hillview Road ending at the footpath to Ensbury and further North, Western Avenue running down to East Howe Lane. Further North again, Leybourne and Broughton Avenues, the only roads named at this time, went as far as Northbourne Avenue. The next road branched from Broughton Avenue along Broughton Close and Romney Close, continuing along Romney Road to meet Garfield Road. The last road was Headswell Avenue.

Other roads were:-

- (i) 'Earle Road': that part of Headswell Crescent that runs parallel to Deanscroft Road.
- (ii) A road following the present Saxonhurst Road from Western Avenue across Leybourne and Broughton Avenues to the Garfield-Romney road.
- (iii) Northbourne Avenue, starting at the present intersection of Western Avenue and Hoxley Road, joining Leybourne Avenue and meeting Broughton Avenue at the top of Ensbury Gardens.
- (iv) A Close, running North from Western Avenue, between Northbourne Avenue and East Howe Lane, similar to Broughton and Romney Closes of today.

Broughton and Western Avenues were to be 40 feet wide. The average density was to be ten plots, measuring 30 feet by 150 feet, per acre. The 'Garden City' approach to planning at this time set houses back from the roads to give vistas of well-kept plots along the streets. The houses of the Lansdowne Park Estate, built at the turn of the century, North of the cemetery at Rush Corner (Cemetery Junction), give the impression of crowding onto the street. The spacious Leybourne Estate was achieved by using Building Lines, marking the foremost point to which buildings may be placed on each plot. On the West Moordown Estate this line was 15 feet back from the road. In Leybourne and Northbourne Avenues this line was 30 feet back, and in Western Avenue 22 feet back. Along minor roads like Brockley, building lines were staggered, 20 feet at either end, 25 feet in the middle. Today building lines are blamed for leaving streets with depressingly uniform lines of identical dwellings. South Kinson Drive illustrates such depressing uniformity.

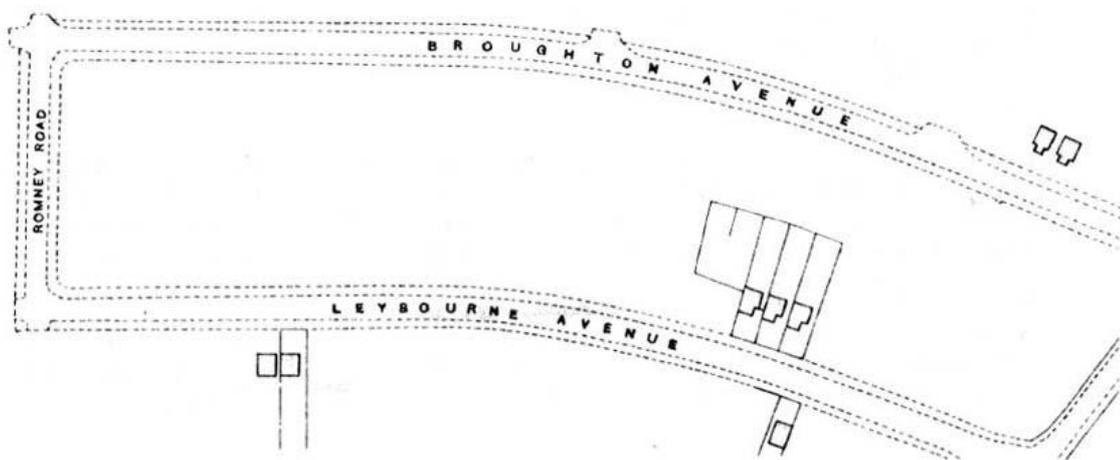
Bournemouth Council granted permission for the development in 1931, when permissions were also granted for the first houses, 178 Hillview Road, 111 Redhill Drive and 51, 49, 22, 20, 18 and 9 Leybourne Avenue. Permission for the last four was given by the Rural District Council.

It took eight months to build a house; however, in the first half of this century, having obtained planning permission, builders could leave land undeveloped for years before starting work. The reorganisation of local government in 1974 ended this practice. Since then, permissions not used within five years become invalid.

The builders of the first house on the Estate were Harris and Sons. Mr. F. J. Harris (jn.) aged 19 laid the first brick, placing a coin beneath it, in No.8 Broughton Avenue. The houses built on £110 plots were sold for about £700. After the second World war, plots alone fetched £1,000. Mr. Harris remembers the turf had the feeling of virgin land when the house footings were dug. Galvanised iron fences enclosed the racecourse and had to be shifted whenever building supplies arrived by lorry. Bi-planes still used the airfield whilst building work progressed.

Mr. Harris recalls the great impact of the Davis Estates' arrival. They were considered by others to be 'Jerry' builders, but their revolutionary house designs were admired. The final work of the Davis Estates was on the shops 6 -11 Hillview Parade, as a monument to their work in the area.

The first houses built on the Estate were 173 Hillview Road, 9, 18, 20, 22, 49 and 51 Leybourne Avenue and 8 and 10 Broughton Avenue.



In 1932, permissions were granted on the first portion of the estate, around Leybourne and Broughton Avenues, up to Saxonhurst Road (then called Romney Road) - the first roads to be constructed. 1933 and '34 saw this area further developed. Sunny Homes Bournemouth Ltd. was given permission for Nos. 23 -77 Broughton Avenue. Permissions were also granted around Earle Road, already laid out for the Redhill Heights Estate, and Hillview Road from 104 to 176, excluding 142 and 144. Nos.90 -126 Hillview Road, which would be built on the site of some of the racecourse buildings, were known as the 'Racecourse Estate' and like Nos.128 -178, had their own system of plot numbers. The "Echo" of 23rd April, 1934, reported the demolition and removal of the grandstand at the racecourse, to make way for building work.

On 2nd October, 1934, permission was granted to Fox and Sons to develop the whole estate with 878 plots. The plan showing these approved plots has the basic appearance of the estate today. It changed the '29 plan slightly and has since been modified itself.

Garfield Road, renamed when Bournemouth absorbed Kinson, as there was a Garfield Avenue in Springbourne, originally extended to meet Broughton Close, Romney Road being a side road to Western Avenue. Now Garfield was extended along this side road instead and renamed Saxonhurst Road, after No.1 Garfield Road. The original extension became the present Romney Road; this was now severed from Broughton Avenue, the corner turning split to form Romney and Broughton Closes. Deanscroft and Aberdare Road were added to the Estate, as was Hoxley Road, shortening Northbourne Avenue. Leybourne Avenue was projected beyond Northbourne to meet East Howe Lane. This change left areas of grass at the top of Northbourne Avenue. The verge in front of Nos.97-101 marks the planned position of the curving roadway; the space next to No.100 would have been part of a row of building plots. Instead of one close beyond Northbourne Avenue, two were now planned: the top one was to be called Dudley Close, the one nearer East Howe Lane, 'Etchley Close', leading onto plots 340-349.

Another change curtailed Broughton Avenue to allow integration of the Leybourne and Forest View Estates. This was achieved by extending Palfrey and Brierley Roads up to Leybourne Avenue, with Thornley, Alderley and Persley Road running between them. Brockley Road filled in the space between Broughton Avenue and Thornley Road, running perpendicular to them, as it could have become a bypass to Leybourne Avenue, had it joined the others end to end. The first road on the estate, Old Stables Road, which passed the stables that once served the racecourse, was re-named Broadhurst Avenue. A bungalow built in 1933 stood where the Crown and Sceptre's car park is sited.

Two small rights-of-way were planned, one between Western Avenue and Hillview Road, the other between Leybourne and Western Avenues. They were never built, but resulted in 95 Leybourne Avenue and 126 Hill View Road having extra wide plots.

In 1935 there was a large number of permissions granted as the Davis Estates Company arrived. Most of the Racecourse was developed by the Leybourne Estate Company. The land in the South-East corner around Broughton Avenue and Romney Road was developed by the London-based Davis Estate Company. With Estates in London, Gosport, Horsham and Reigate offering 'unequaled...value for money', and varied elevations to avoid monotony, it boasted its Estate designs allowed fresh air and sunshine to all houses, and had broad tree-lined roads and paths with grass verges. These claims were used to persuade the public to buy British built Davis Houses rather than rent properties they would never own.



One of the Estate's attractions was its proximity to Bournemouth Town Centre. The No.3a bus ran along Lansdowne Road, Withermoor Road and Redhill Drive, stopping at Hillview Road for access to the Estate. From London, Leybourne was reached by taking a Southern Region train to Bournemouth Central Station (fare 18/- monthly return ticket) and then a tram to Cemetery Junction to catch the No. 3a bus.

The Davis Company chose the 'high, healthy and level' ground at Bournemouth for the 'unrivalled!..climatic advantages...and surroundings of natural beauty and historical interest' - e.g. the New Forest and Christchurch Priory. The Estate Office (midway between where Nos.16 and 18 Hillview Road now stand) could be contacted by 'phone on winton 1023.

The Corporation Rate for Kinson was 9/- in the £ per annum, due to be reduced by 4d. a year until level with the rate for the rest of the Town, viz. 7/4d.

The Bournemouth Gas and water Company supplied water for 5% of the net assessment and gas for 8/2d. per therm, or 3/1d. per 1000 cubic feet.

The Bournemouth and Poole Electricity Supply Company charged 6d. per unit for lighting, 2d. for heating and cooking, or an all-in Domestic rate of 10% of rateable value plus ¾d. per unit for any use, expecting to level the charges with the rest of the Borough at 5d. for lighting and 1½d. for heating and cooking. The Estate enjoyed the facilities of the Hillview Road School, the local churches and the many acres of Redhill Common.

Three house types were used by the Davis Estates:-

TYPE B1: detached or semi-detached, with large windows in the hall and a two-way switch to control the landing light. A 12'3" by 10'3" dining room with tiled surround fireplace and a combined point for radio and aerial. A 12'10" by 11'3" drawing room with a bay window and tiled surround fireplace. A kitchen equipped with a gas copper for laundry, an enamelled draining board, a point fixed for the gas cooker, hired and fitted free of charge and an electric point for an iron. The walls tiled halfway up and the fittings, chromium plated. A ventilated larder and a glazed casement door to a sheltered lobby with a fuel store and N.C. The first bedroom 13'5" by 10'3" with a bay window, a gas fire and an extra electric light point. The second bedroom 12'3" by 10'2" with a gas fire, a built-in wardrobe and a heated linen cupboard. A spare room or nursery, 10'1" by 6'4". A tiled bathroom with built-in panelled bath and shower, a basin with chromium taps, a soap dish over the bath and a mirrored cabinet. A separate, second W.C.

TYPE B2 was similar to B1 with minor amendments in the design: a larger dining room 12'6" by 11'1", with access to the garden via French Windows; a drawing room 13'1" by 12'4"; a kitchen cabinet fully furnished prior to occupation; a first bedroom 13'8" by 11'5" with a half-curved bay window and tiled fireplace; a second bedroom 12'6" by 11'3" with a tiled coal fireplace. The third bedroom, 9'1" by 6'8" had a panelled electric fire installed.

The famous "Davis 'Jubilee' House" (Type B7), shown at the Ideal Home Exhibition at Olympia in 1935, boasted many improvements, from long and successful building experience. The hall had a distinctive corner entrance, a telephone recess, a cloak cupboard beneath the stairs, and an Oregon Pine floor. The dining room (11'10" by 11'1") was smaller than type B2, with metal casement windows, a French door onto the garden, an installed coal fire, a portable electric fire and the usual lighting and radio facilities. The drawing room 13'9" by 12'6" had a curved metal casement window, a coal fireplace and an electric point. The kitchen had a ventilated larder, fitted cabinet, broom cupboard, store cupboard, an enamelled boiler supplying the kitchen and bathroom with hot water, a stainless steel sink and draining board, with a gas copper in the cupboard below and points for a gas cooker and an electric iron. The walls were tiled. All fittings were chromium plated and a casement door led onto the garden. The first bedroom (12'10" by 11'8") had a coal fire. The second bedroom, (11'1" by 11'0"), had an electric fire. The spare room had an electric fire and two windows. The bathroom was tiled to dado height, and had a square panelled bath and basin. The shaving mirror had a patent mirror front and there was a towel rail, shower spray and a heated linen cupboard. The W.C. was separate but decorated to match.

81 and 83 Saxonhurst Road are of the B7 type, whilst type B2 is illustrated by Nos.69 and 71. In Deanscroft Road, Nos.1-13 and 2-12 are examples of the B1 design.



ABOVE:- DAVIS ESTATE HOUSE TYPE B7

A variety of frontages were used with each type to avoid monotony. In Headswell Avenue there are two types of Davis bungalows, BB28a and BB34. In both types all rooms connect onto the hall. The BB28a living room was larger (13'0" by 12'0"). Light entered through bay windows, a coal fireplace heated the room. The electrical points accommodated a radio with roof aerial. The first bedroom was larger in BB28a (12'0" by 11'3") and overlooked the rear garden. Both types had installed electric fires. The second bedroom was larger in BB34 (13'0" by 9'3") and overlooked the rear garden. In type BB28a this room had a corner casement window. Type BB34 had an additional nursery or spare room (10'0" by 6'6"). The BB34 was the more expensive, costing £665 freehold with mortgage repayments from 15/5d per week. The leasehold price was £535 with a ground rent of £6 10s per annum. The BB28a type cost £575 freehold or £465 leasehold. House type B1 cost £635 freehold and detached or £595 freehold and semi-detached. B2 cost £730 freehold detached, or £690 freehold semi-detached. B7 was available only semi-detached as were the bungalows, costing £765 freehold with mortgage repayments of 17/9d weekly. Road charges, survey fees and legal costs were inclusive. All external walls had 11" cavity work and all houses had separate garage spaces to one side.

The typical colour scheme of a Davis House was: facings - sand faced flettons; tiles - dark brown; pointing - cream; stucco - cream; paintwork - green & cream. Soil drains serving the Davis properties were 4" glazed stoneware pipes.

The Davis builders started in 1935 by obtaining permission for nos.72 and 74 Leybourne Avenue, 74-118 and 69-91 Saxonhurst Road, 42-70 Broughton Avenue, 1-5 Broadhurst Road, 63-67 Headswell Avenue and all of Deanscroft Road's even side. A Mr. Lancaster got approval for 65-79, 83 & 85 and 89-97 Leybourne Avenue, where Sunny Homes had previously planned several semi-detached houses. Permissions were also issued for nos.77, 94, 96, 98 and 100 Northbourne Avenue.

With permissions granted for nos.72-84, 90-102, 142 & 144, most of the properties in Hillview Road were either developed or had planning permission. Work on nos.72-84, on the site of the jockeys' weighing room, ended the plans to extend the Hillview shopping parade to Western Avenue.

While building work progressed, a find of Iron Age remains was made outside 33 Romney Road. In 1934 the point of a late Bronze Age sword had been found outside 105 Leybourne Avenue.

In 1936 permissions were granted for a wider area of the estate, including Headswell Avenue, nos. 56-72 and 67-93, and tracts in Western Avenue: 136-154 and 59-103, exclusive of no.83 which was left until 1938. Much of the South-West of the Estate, including most of Hillview Road, Western Avenue, up to nos. 133 and 134 and Broughton Close, where permissions were first granted that year, was developed by Mr. Etches, who built bungalows rather than houses.

In Northbourne Avenue, permissions were granted for nos.75 and 88. During the development of the Estate, the footpath from Howeth Road to Ensbury had to be de-classified. Its course had already been altered for the Ensbury Mount Estate. Now it was diverted as it ran into western Avenue from the end of Hillview Road. The rear boundary of the odd-numbered plots in Northbourne Avenue marked its path, until the point where today it runs from Northbourne Gardens to Wimborne Road.

Also in 1936, the bungalow built in Old Stables Road by Mr. Etches was demolished to make way for a public house, the siting of which aroused local residents' opposition. The planned building, provisionally named "The Leybourne" was of a similar size and shape to the present building, but with the heavy stonework design of many banks. The design eventually used was in the Mock Twin style. Application was first made on 14th September, 1936, for a licensed residential hotel, similar to the Strouden Park Hotel in Castle Lane, designed for Eldridge Pope & Co., by the applicants, H. E. Hawker Mountain and Bailey. This was recommended for approval by the Planning Committee on the 17th, and approved on 7th October. On the 22nd December a new design was submitted and the Committee recommended approval, but on 5th January, 1937, the Council refused permission, saying the proposals were inconsistent with the residential zoning of the area. On the 21st, an amended plan was submitted, recommended for refusal on zoning grounds and refused on February 2nd. The Town Clerk submitted a letter from the Ministry of Health to the Committee on 5th March regarding the refusals. On 18th March to Committee reconsidered the plans and recommended approval, and this was given on 23rd September, 1937.

The design has been criticised by local Art Historian Miss B. Dale, B.A., who says that the Mock Tudor style fails to recapture the character of Tudor buildings, derived from the natural shape of the materials such as the wooden beams, due to the precision working of modern materials.



ABOVE:- 'PART OF THE FRONTAGE OF THE PUBLIC HOUSE AS ORIGINALLY PROPOSED.

Of the permissions granted in 1937, were those for: 118-134, 105-133 (excluding 125) and 149-163 Western Avenue; 84-90 Leybourne Avenue and 32 and 34 Persley Road. In 1938 development bordering on the Forest View Estate was accelerated, with permissions for; 5-15 Palfrey Road; 7-33 Persley Road; 106-118 Brierley Road and 5-23 Brockley Road. Mr. Etches continued to develop Headswell Avenue - obtaining permissions for 111-119.

The shop sites between Leybourne and Broughton Avenue were auctioned on Thursday 12th May 1938, along with 77 plots in Hoxley Road, Leybourne Avenue, Northbourne Avenue, Palfrey, Brierley, Alderley and Thornley Roads and Broadhurst Avenue. The particulars of sale noted that by this time 400 houses had been erected on the Estate, most being occupied, and three roads had been taken over by the local authority. Bungalows were allowed on any roads except Leybourne and Northbourne Avenue.

This year war broke out, there were three small areas of permissions. One being the Romney Close/Broughton Close area, leaving in the latter only Nos. 10, 15, 19 and 20 untouched. Another was at the top of Brierley Road where Nos. 4-12 Thornley Road, 75-83, 87 and 91-95 Brierley Road and 6-18 Brockley Road were given approval. The third was in the then recently auctioned shopping parade, where permissions were granted for shop sites 6-11, on the site of the hangers, used when the area had functioned as an airfield. Sites 1-11 formed an angular crescent of shops, with a ten foot gravel tree planted border to Hillview Road, a sixteen foot service road behind this, and an eighteen foot back service road, separating the shops from the residential area. Twelve further shops were originally planned for the sites of 4-18 Hillview Road, in a similar crescent.

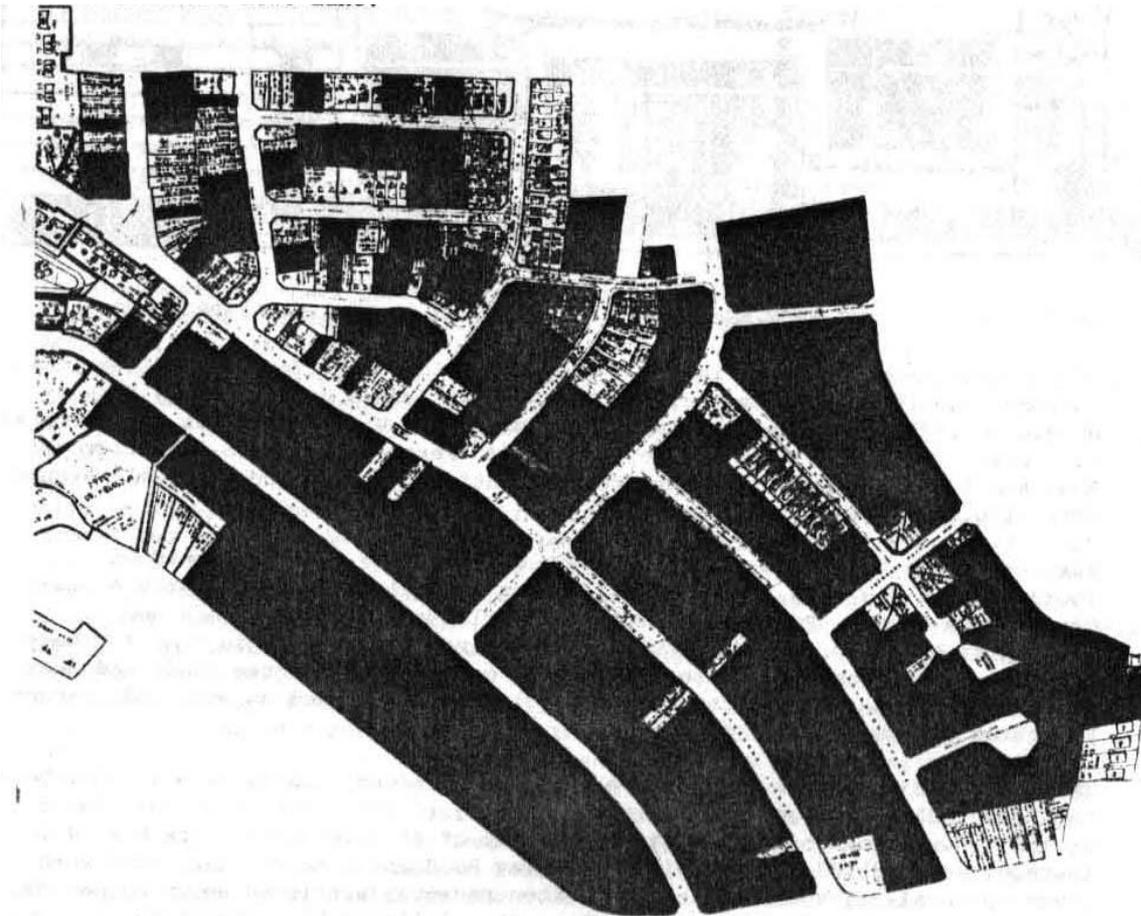
Originally, the development of shops was rejected on 5th December 1933. The Council considered the area already well served.

Fox and Sons objected to the refusal, claiming their clients, 'wealthy and responsible men' would press ahead with the proposals as there would eventually

be eight hundred properties on the Estate. A letter dated 7th December 1933 said that the clients would go to appeal if necessary.

After an interview on the 10th January 1934 between Mr. William Fox and planning staff, renewed application was made, with the undertaking not to build for three years. The Council again refused to grant permission, but indicated that a smaller parade would be considered, and on 5th March 1934 an amended plan was approved. One of the early shops, at Nos. 9-11, managed by the locally popular Mr. Mussclewhite up to the time of his death, was "Robsons", an old firm based at the Triangle.

By 1939, the areas not started were out to the South Eastern area of the Estate, around Romney Road: The Palfrey/Brierley Road area and the land between Hoxley Road and East Howe Lane.



A MAP OF PART OF THE ESTATE
SHOWING PLOTS HAVING PERMISSIONS, BY 1939 SHADED BLACK

POST-WAR DEVELOPMENT

After the Second World War, a new Labour government, with a policy of building houses for the working classes, gained power, causing part of the area to become a Council Estate. Other than the addition of roads to the Council Estate later, hearing names of Bournemouthians killed in the war, this seems to be the limit of the material effects of hostilities.

Most of the permissions given in 1945/1946 were in the Palfrey/Brierley Road area, many others merely filled in gaps in predominantly developed areas. By 1947/1948 work on the Estate was dwindling and only seventeen permissions were granted.

In 1949 the Bournemouth Council bought a large area of land. In their own words, '...had it not been for the war and the restrictions placed on materials, it is possible that this land would have been completely developed.' This included much of the Leybourne Estate, where Mr. Etches had permission to build bungalows. On the rest of the Estate, permission was given for only ten houses in 1949.

THE COUNCIL DEVELOPMENT

The layout of the Leybourne Council Estate was ready by the 12th May 1949. This plan omitted Elgar Road, the area was to be a three and a half acre school playing field, of which part survives on the corner of Howeth Road and East Howe Lane, and illustrated the Kinson bypass, which met, with an extension of Leybourne Avenue and several other roads, at a roundabout, thoughtfully placed to obliterate as much of Duke's Coppice as possible. Though not yet started this road may still be constructed. Aldridge Road was shown to end in a close, with a side road running between it and Long Road.

A Compulsory Purchase Order for the land was approved by the Town Planning Committee on the 26th September 1949. The Council ratified this decision on the 6th October 1949.

The Leybourne Estate development had been nearing the land sought by the Council.

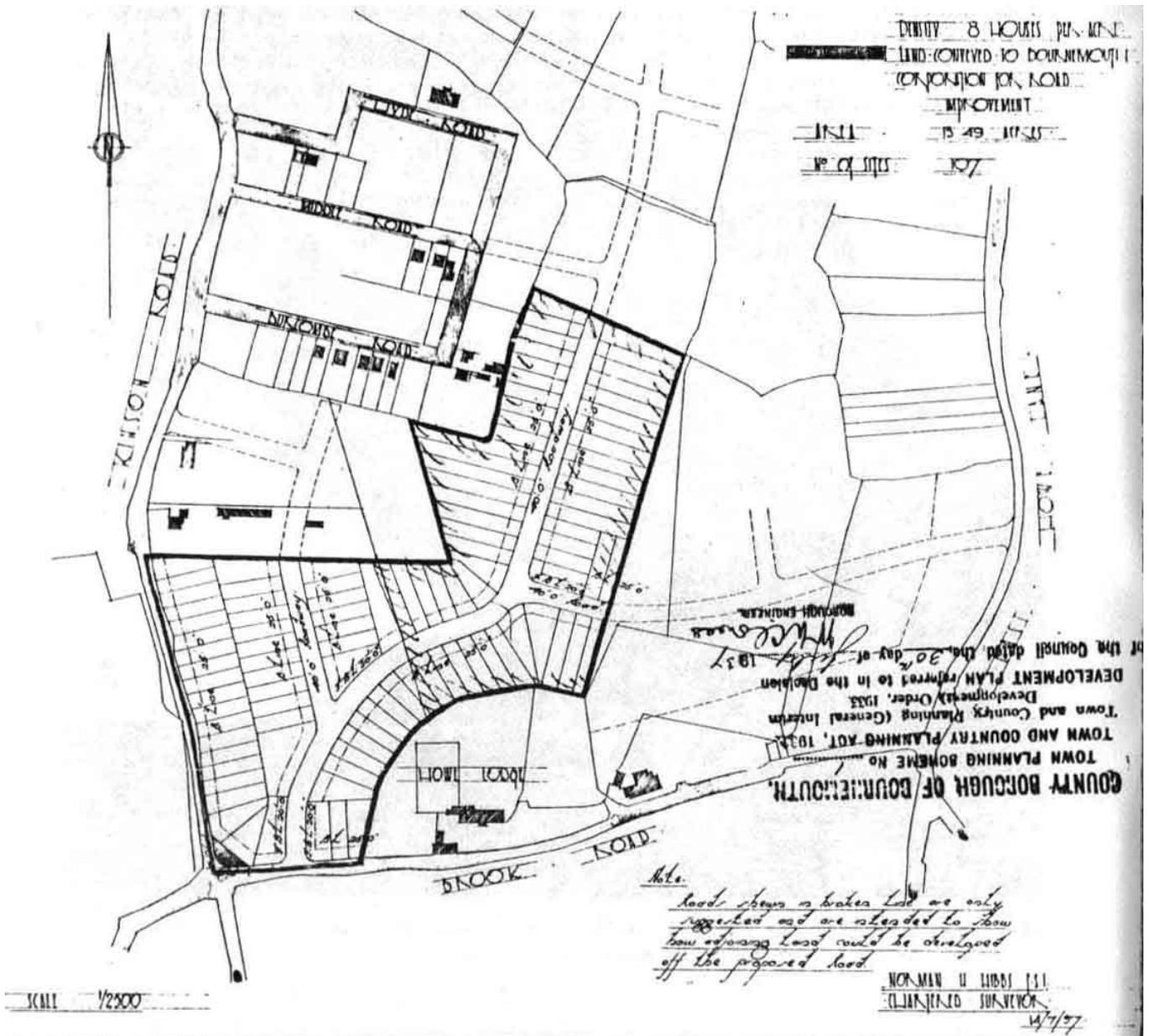


The land to be used for Council Housing, seen, beyond the private houses of Leybourne Avenue, from Brierley Road, in c.1950.

In 1936 permissions were granted for dwellings in Hoxley Road and in 1937 for Nos. 149 - 163 Western Avenue. In 1938 permissions came for houses on the North side of Hoxley Road and in the Brierley/Palfrey Road area. In 1939 no

work was done North West of Hoxley Road. The war halted work on the Estate for its duration and until 1949 none was attempted on the area then bought by the Council. The Corporation's files on the Compulsory Purchase Order record that during the war, the land was farmed for the corporation. In 1944 the War Agricultural Executive Committee had a crop of scots oats sown, which failed. From then on the land remained fallow.

Council Estate Development in the fifties resulted from the Housing Act, which made local authorities incumbent to provide working class housing. Ministerial approval of the local authorities' proposals was required when planning and building these Estates. Bournemouth developed the Kinson Estate to house 5000 to 6000 people, providing 1150 dwellings before November 30th 1949, with 516 in preparation for 1950. The Council fell 20 short of the number of dwellings for 1949 on the Kinson Estate and needed more land for future developments. To deal with this problem Compulsory Purchase Orders had been made possible under the Acquisition of Land Act 1946, introduced by the unleashed socialist ideology of the new Labour Government under Atlee. Strides were being made to provide Council Housing and a National Health Service.



Bournemouth Council decided to provide 409 houses, to satisfy the law for 1949 and 1950. Three hundred of these were to be located on the Leybourne Council Estate, which was to be located adjacent to the private Leybourne Estate and was to extend beyond East Howe Lane towards Kinson Road. This lower land had already been set aside at one time for housing as part of the 'Highlands Estate'.

Prior to Council development the land between Hoxley Road and East Howe Lane had been crossed by footpaths: one led from the Leybourne/Northbourne junction to a point opposite No. 158 East Howe Lane, another led down from Hoxley Road, along the same path Western Avenue now takes. These paths were joined by two others. The higher of these is still a right of way, now diverted, around the cycling proficiency centre. The lower took the routes of Gillam Road and Dudley Close. The Council development appears to have largely preserved these four routes in the roads they built.

The land west of East Howe Lane, forming part of Ensbury Vale, was drained by a stream and ditches, crossing the gardens of cottages Nos. 133 to 160 East Howe Lane. These ditches were replaced by a 30" diameter concrete pipe for surface water and a 12" diameter glazed stoneware sewer to serve the new residential development. The main ditch, now long dry, marks the rear boundaries of the cottages, whose gardens were partly taken under a compulsory purchase order.

When work began on the Estate, the Council aimed to 'follow the best practises of Estate development and cause the least inconvenience to persons already living in the area chosen'. The 300 new houses adding 1250 people to the local population, would make a neighbourhood unit of about 5500 people, a total deemed compatible with the aims of the Council to:-

- a) 'promote the social health of the Town through personal contacts', and
- b) 'establish a more convenient arrangement ... between different kinds of utilities necessary for everyday living'.

Demand 'a' could be met by developing the Estate to a size and arranging houses in groups, that would forge neighbourly relationships between people living close to each other. Demand 'b' was met by ensuring the new population became an extension of the existing community, rather than a new unit, too large to share existing facilities, but too small to warrant its own. The new Estate was planned to allow integration of the Council tenants with the surrounding private residents. The Planning Officer stated it was more successful as a planned economical community than the private estate.

One priority of the Council was tree preservation, influenced by both the Housing Manual of 1959 (paragraph 64) and Dr. Thomas Sharp's "Oxford Re-planned" (page 161), which suggests that tree preservation makes new estates look less raw. The Corporation intended to preserve most of the mature trees when developing the Leybourne Council Estate, so it would "Arise as one already richly clothed and not as so many naked houses in a desert". They hoped to avoid a repetition of the treeless Kinson Estate. Brook Road and East Howe Lane were widened to permit the commencement of construction. However to keep the rural character where possible, existing hedges and trees were retained, thus Brook Road and Howeth Road had dual carriage ways at their junctions with East Howe Lane. New stretches of road were laid next to the existing lanes, leaving the tree lined banks between the two.

A local resident wrote on the 9th August 1949, asking for the preservation of open land at the top of Northbourne Avenue for its commanding view, illustrating the local desire for amenity space on the new Estate. The planning committee decided that development surrounding the area would detract from its suitability and chose another area, but when this first area was developed, it was kept

spacious to preserve some of its amenity value. The area chosen for open space, "Puck's Dell", sloped down from Leedham Road to East Howe Lane, covering two and three quarter acres. The gradient of this land made it unsuitable for development and so open space could be provided more cheaply here than on valuable building land. The retention of this land preserved a pleasant view and some mature oaks. Other open space was provided between Gillam Road and Hoxley Road, between East Howe Lane and Long Road and at the junction of Long Road with Leybourne Avenue. Additionally careful planning of the housing layout could create the illusion of further open space. This amenity totalled 3.035 acres per 1000 people, short of the Housing Manual's recommendation of 4.00 acres per 1000.

The Housing Manual cited building lines as a basic cause of monotony on Estates and the corporation hoped the Estate would appear more spacious if unexpected volumes were introduced along the streets by avoiding their use.

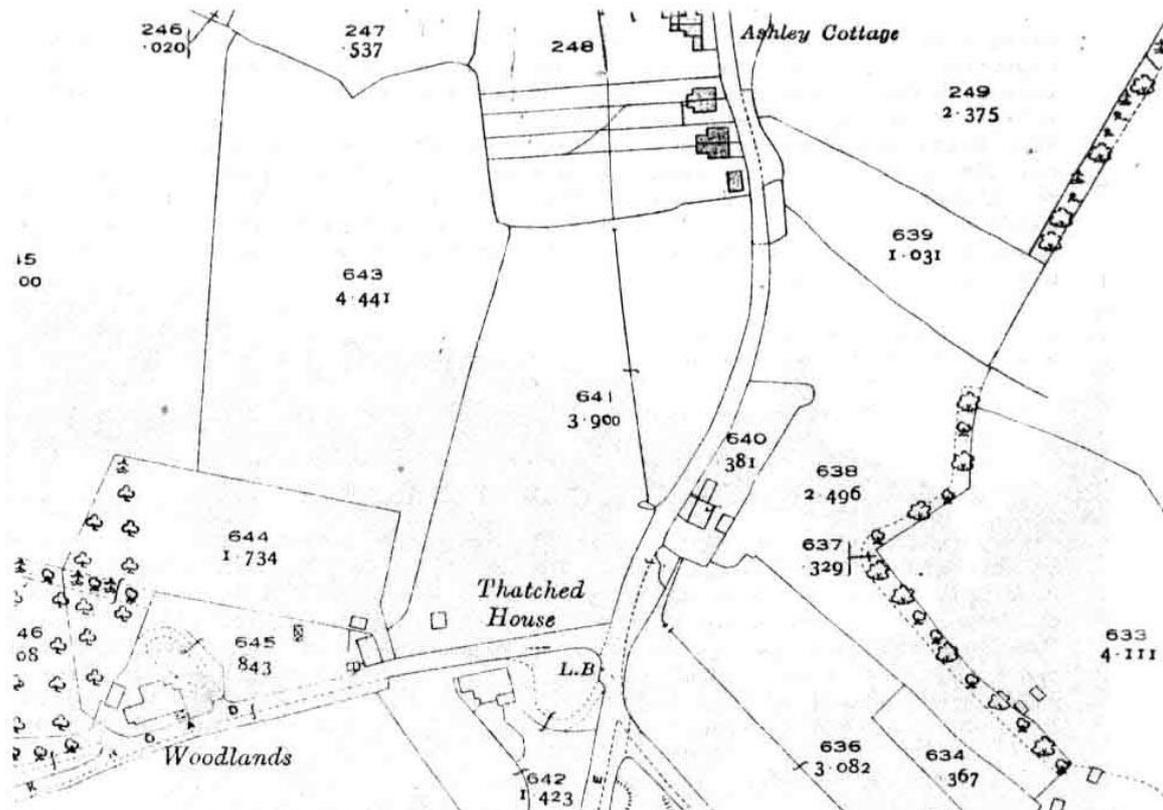


Above:- THE JUNCTION OF LUNG ROAD AND AND LEYBOURNE AVENUE. ATTEMPTS HAVE BEEN MADE TO INTRODUCE OPEN SPACE AND DEFORMALISE BUILDING LINES.

This was not how the Manual intended open space to be provided. It suggested an additional acre of open greens per 1000 people.

The Manual made three main points about Estate design:-

- i) Planning should draw inspiration from the area being developed, fitting the contours, roads, drainage and existing trees of the land.



Above:— THE EXISTING LANDFORMS AROUND EAST HOWE LANE

ii) Buildings should be designed to relate to each other and the landscape.

iii) Groups of buildings should be designed as interesting individual units. "An estate composed almost entirely of two storey semi-detached houses is monotonous some of the monotony can be overcome by skillful grouping"

On the Leybourne Estate the Council sought to reflect preserved tree groupings, in the groupings of houses and develop undulating land with characteristically appropriate units. To avoid exposing rear gardens, corner houses were used as screens. There were six main groupings on the Estate:-

i) The houses in Dudley Road and between Leybourne and Western Avenue, down to Gillam Road.

ii) All of Leedham Road and Western Avenue numbers 165-191.

iii) The shops and flats in Gillam Road and Western Avenue.

iv) The group bounded by Gillam Road, Leybourne Avenue, East Howe Lane and Western Avenue.

v) Brook Road Nos. 57 - 83 and East Howe Lane Nos. 123 -137 and Nos. 94 - 126.

vi) The properties in Long Road and Aldridge Road. (On a site of 17.4 acres).

The habit of using building lines proved hard to break. Houses set at angles to or back from the roads, were still lined up along the roads crossing the Estate. Modern designs employ cul-de-sacs with houses grouped informally around them. This reduces traffic in residential areas. The Estate was to have a gross

density of 5,580 houses or 20 people to the acre. Families on the Estate were expected to be larger than average and so 2, 3 and 4 bedroom houses of all types were provided. The density below the Housing Manual's 30-40 people per acre was felt to show the high standard of the development. Reporting on the estate the Town Planning Officer praised the 1947 Town and Country Planning Act for assisting positive planning and allowing the amendment of approvals given prior to 1943. Mr. Etches' permissions to develop the land wanted by the Council had to be thus amended. The Planning Officer stated that houses at ten per acre with no communal facilities would 'considerably detract from the amenity value in this particular vicinity'.

The Leybourne Council Estate Plan was based on surveys for the Corporation, statistical evidence and Sir Patrick Abercrombie's "Advisory Report for the Three Town Conurbation." The proposals, approved by Council on the 17th March 1947 were to be used whether the land was developed privately or by the Corporation.

THE COMPULSORY PURCHASE ORDER

The Compulsory Purchase Order on the land drew objections from property owners. Mr. Richard Neil Pollard, owner of 166 and 168 East Howe Lane, letting 166 to Mrs. Mary Lucas for 25/- was upset by plans to extend Leybourne Avenue over his properties to Cuckoo Woods. Mrs. Nancy Jeffs owned 'Hillside', 170 East Howe Lane, a detached property, containing two living rooms, a kitchen, four double bedrooms, a bathroom, an outside stable and coach-house with a loft above. The Jeffs grew and sold fruit, flowers, bulbs and firewood as a family business which involved the whole family, including six children. They objected to plans to demolish their house as finding another in the area, large enough for them and their business, would be difficult.

Miss Gwladys Elme, recipient of a blind person's pension, and owner of 'Abinger', No. 172 lived there with Miss Collier. She objected to her property being demolished for the extension of Leybourne Avenue, which she felt would turn East Howe Lane into two cul-de-sacs.

The most vociferous objection was received from Mr. L. B. Burrow of 176 East Howe Lane, who complained directly to the Rt. Hon. A. Bevan, Minister of Health. Mr. Burrow was using his land to grow, produce and breed valuable fish to supplement his income, after his life in the 'struggle and toil of industry', where factory owners turned 'old folk' out of the factory houses when they were too old to work. It was proposed to build two council houses on part of Mr. Burrow's garden. He believed the operation would be too costly. He did not see in the plans of the Bournemouth Corporation ('... a stronghold of toryism ..'), the 'greatly laudable scheme generally purported'. Rather a successful attempt by 'their class' to keep council estates away from "their beloved Queen's Park". He believed that a Council Estate should be built between the Golf Course and Castle Lane to achieve a mingling of classes. He wanted the Leybourne Estate left undeveloped to give Kinson an area of green similar to the golf courses at Queen's Park.

Mr. F. Dunning of 'Kitscroft' Wimborne Road, who bred poultry on his land felt, that if it was taken by the Council, his income and the value of the property would suffer. He feared for the health of himself and his wife, both over sixty five, if his fowl houses were moved nearer the dwelling house, and was concerned that this would provoke complaints from the neighbours.

Geoffrey L. Ratcliffe of 'Ashridge' Hogue Avenue, whose land was not required, applauded the scheme for badly needed housing and requested continued use of a gate for access to Leybourne Avenue. The Borough Engineer assured him that this was possible.



Above:- NUMBERS 170 & 172 EAST HOWE LANE, SCHEDULED FOR DEMOLITION

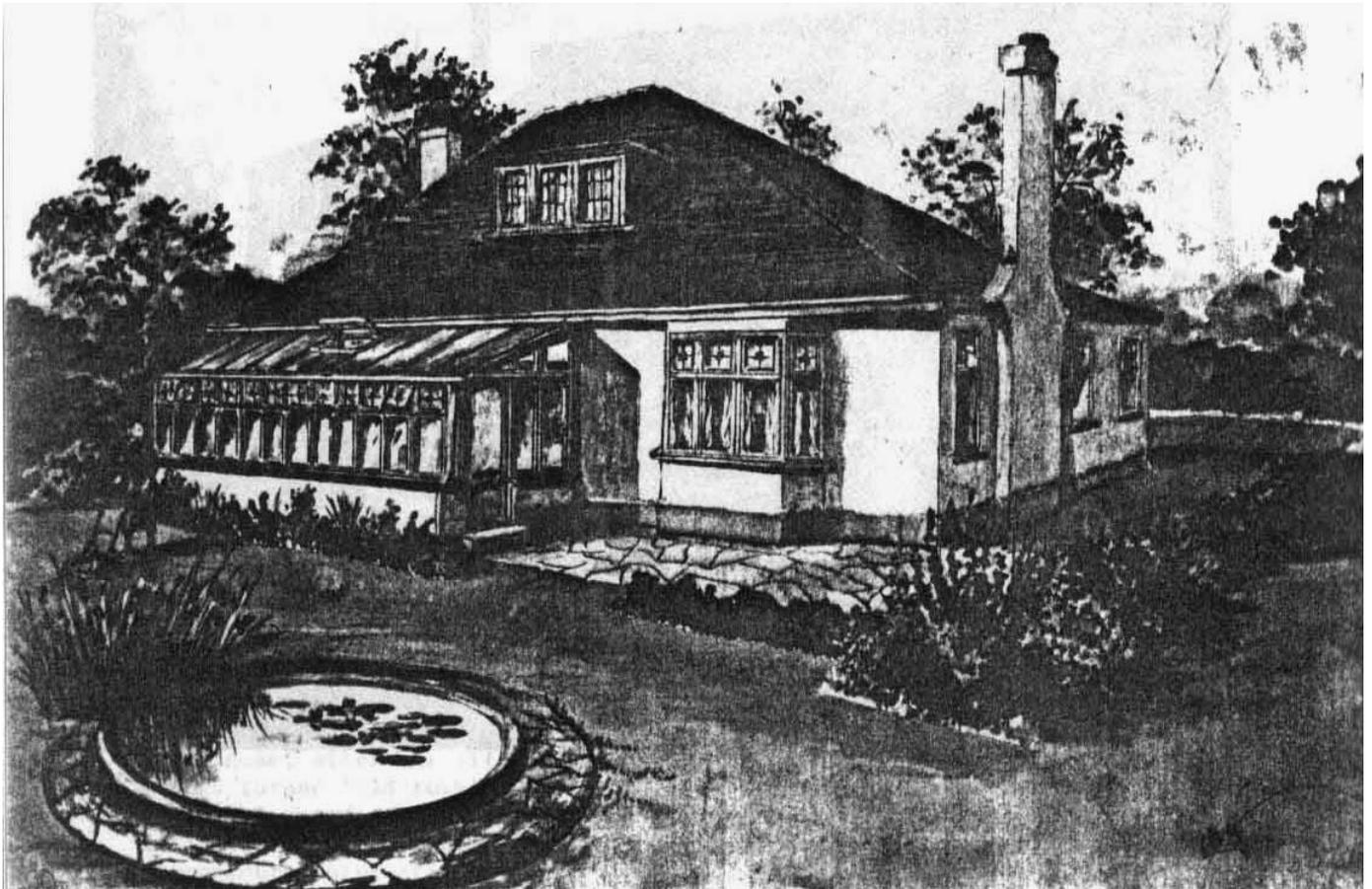
The Corporation answered the objections in the following ways:-

To Mr. Dunning they said only 125ft of his 625ft garden were needed and suitable compensation would be made. They believed the objector's fowls could still be kept 120ft from the house, but they suggested the best way to avoid neighbours' complaints was not to keep fowl.

To Miss Elme they replied that East Howe Lane would not become two dead-ends, and that the continuation of Leybourne Avenue, as a backbone to the development was vital to the Estate. It was designed to link up with the Cuckoo Woods roundabout. The only alternative to crossing Miss Elmo's land was the unsatisfactory design of three reverse curves of 365ft, 625ft and 1040ft in succession, to take the road between Nos. 172 and 176.

To Mrs. Jeffs the Council said they did not expect her business to suffer from being dislocated, due to her considerable 'goodwill'.

To Mr. Burrow the Council stated, his land was probably not as suitable for growing produce as he claimed and, as the trees on his land were quite small, it would be cheap to develop. His other objections were dismissed as irrelevant political comment, with no bearing on the soundness of the Leybourne layout. To all displaced residents, the Council affirmed their moral obligation to re-house them. The representations were made before an inspector from the Ministry of Health, at the public enquiry, on Tuesday the 20th December 1949. Subsequently on the 11th January 1950, the Town Clerk received a letter from the Ministry. The Minister had decided to confirm the order, excluding a strip of land 10 feet wide along Mr. Burrow's property. It was recommended that demolition of properties should be deferred as long as possible.



ABOVE:— A WATER COLOUR, BY MR. BURROW, OF 176 EAST HOWE LANE, WHICH HE SUBMITTED TO THE CORPORATION AS PART OF AN APPLICATION.

On the 19th April 1950, the regional offices of the Ministry of Health, in Reading, wrote to confirm that road works could start immediately on the Estate. Several plan amendments were suggested:-

- a) old person's dwellings should be provided close to the shops.
- b) provisions should be made for garages on the Western part of the Estate .
- c) long rows of similar, semi-detached, houses should be eliminated from the detailed layout.

d) the Regional and Borough Architects should meet to discuss detailed revisions of the plans.

The local residents, not party to the official deliberations, were concerned about their futures. Mrs. Lucas of 'Elm Cottage', wanted to know when she would have to leave, as her cesspool needed attention and if she would be offered new accommodation. She also enquired if her move would be financed by the Council. The Town Clerk, Mr. A. Lindsay Clegg, told her that no dates would be set for the acquisition of the properties, until the C.P.O. had been confirmed. He affirmed that the Council would pay her removal costs and arranged for the cesspool to be emptied.

Mr. Pollard, in Brompton Sanatorium, with tuberculosis, decided not to contest the C.P.O. as long as he received suitable compensation. The Town Clerk sent plans of Mr. Pollard's properties, to the District Valuer for evaluation.

In March 1950, Miss Elme was informed that the Council wished to delay purchasing her property for as long as possible. In May, Mr. R. F. Lucas, son of Mrs. Lucas, travelled from Paris, because of his mother's deteriorating health. He believed her condition had been precipitated by the C.P.O. which had made her landlady unwilling to spend any money, to repair the roof. Mr. Lucas was told by Councillor Mrs. Kent, that the Housing Committee was unlikely to provide alternative housing for some time. He wrote to the Town Clerk suggesting that this would merely prolong the stress on his mother. The Council then decided to purchase the properties soon and effect repairs or demolition. As the situation was so uncertain, Mr. Lucas found a new property in Tollpuddle for his mother and requested financial help for repairs there. The Town Clerk informed him that the Council had no legal prerogative to pay for such repairs, but would finance the move. Mrs. Lucas moved to Jasmine Cottage and on the 20th July the Town Clerk sent her a £9 cheque.

Mr. Kenneth Saunders, resident at 168 East Howe Lane, wrote to the Council, requesting to move into Mrs Lucas' vacated dwelling, as his own had no bath and was infested with rats and mice. Both properties were surveyed on the 14th June 1950 for the Council. The report suggested they had been used until 1924 as stables and then converted to cottages

No. 166, a four roomed, two storey dwelling, with a bathroom and W.C., needed £10 spent on repairs and £40 on a new cesspool, 166 and 168 being too low to use the sewer. The property was judged suitable for an undesirable, sub-standard, or rent arrears family. No.168, occupied by Mr. Saunders, his wife, their daughter of 3½ years and son of 3 months and rented for 30/s per week, had four rooms, a W.C., but no bathroom. It too was deemed suitable for 'unsuitable tenants'.

The Council decided to purchase 166 and 168 immediately and let them to Mr. Saunders and Mr. Pollard respectively. Mr. Pollard was still indefinitely confined to Brampton, where he had been an intermittent patient for 18 years. Mrs. Pollard, working nearby, had asked their local council to house them, so that she could keep her job. In January 1951, Mr. Pollard severed his ties with East Howe Lane and had his furniture removed.

By the 10th June, Mr. Scruton, the Housing Manager, had promised Miss Elme tenancy in 21 Wicket Road, the vacancy having been created by the Council. The District Valuer set compensation for Miss Elme at £450 for her 0.164 acres of land and £2,200 for the buildings, estimating that they could last for sixty years. The Council paid by borrowing money from the Ministry of Housing and Local Government, on a sixty year loan. They used her property to house Mr. and Mrs. J. F. Reedman and their seven children, for a rent of 27/6d a week.

In 1947 a tax had been imposed on developing undeveloped land, if no permissions had been granted there, to end the financial advantages of over-development. Section 80 Certificates were issued upon payment of this tax. The Town Clerk was worried, that, having compensated owners who had been thus taxed, good planning might dictate the erection of less houses than the private owners had paid for. He suggested a charge should be made for the whole Estate, allowing certificates, not used in one area, to be used elsewhere on the Estate. The Regional Manager of the Central Land Board agreed to this.

To speed development, the Town Clerk asked the Minister of Health for a conditional planning consent for the Estate, as soon as possible.

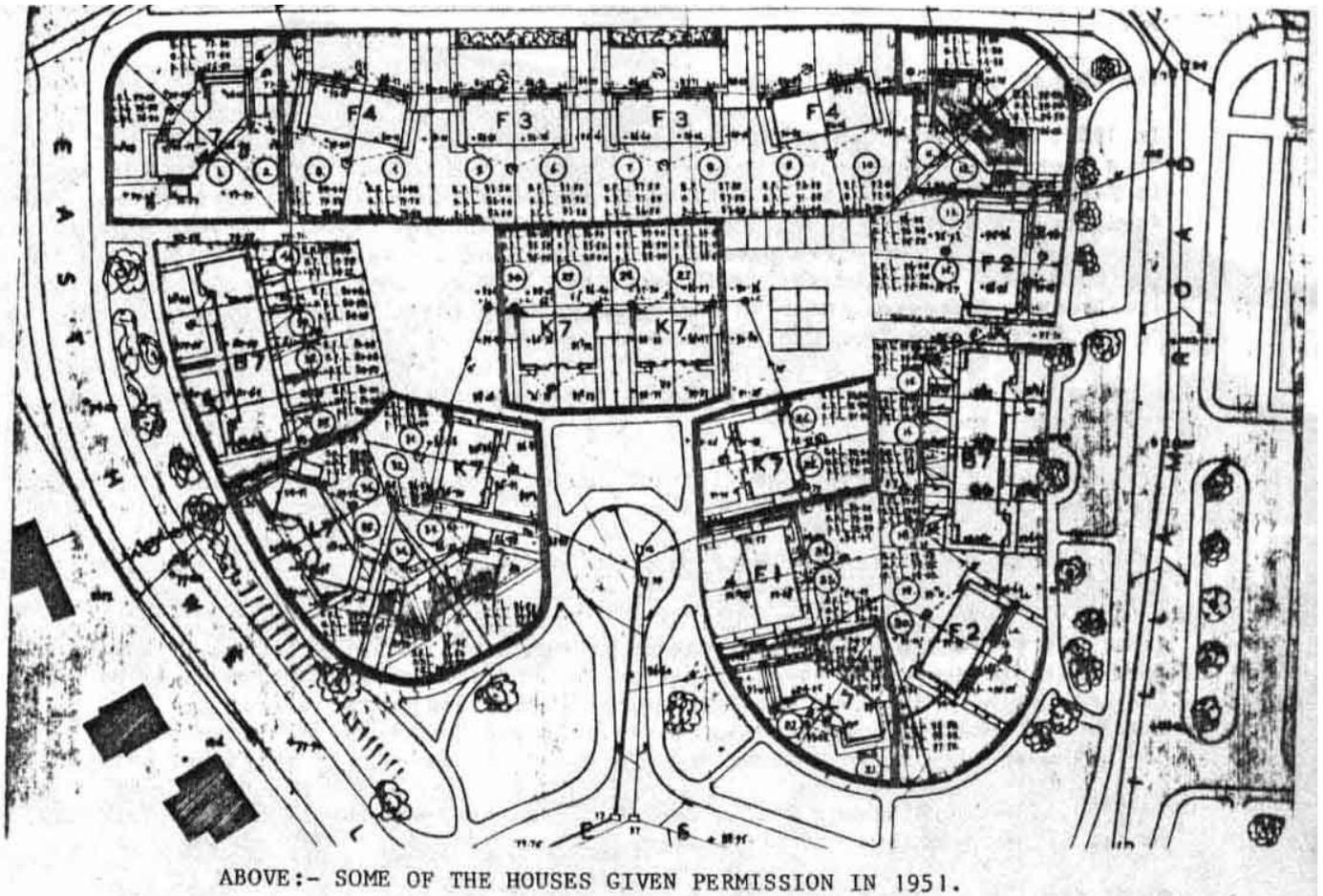
On the 29th September 1950, the Corporation bought 'Howe Lodge' and the adjacent property 'Woodlands', both in Brook Road. The former was then let to Mr. William Charles Veal, at £116 per annum, with a monthly rate of £9 13s 4d. It was planned to demolish Howe Lodge and build a road from the junction of Merryfield Lane and Kinson Road, across Brook Road, to Duke's Coppice. 'Howe Lodge' was pulled down in the early sixties, but the road was never built.



ABOVE:- 'HOWE LODGE', LOOKING EAST FROM BROOK RD

No private permissions were granted in 1950 and in 1951 there were only two: 114 Leybourne Avenue and 21 Palfrey Road.

In 1951, Council House development occurred around Western Avenue, Leybourne Avenue and Dudley Road. The principal builder was a Mr. Dacombe. The block around Western Close (shown below) was granted permission in the same year and a Scout Hut, situated where 73-75 Brook Road stand, relocated to Puck's Dell, where it is still in use.



In the Bournemouth Times, dated 16th February 1951, the proposed erection of a licenced hotel, by the shops in Hillview Road, was announced. This drew a storm of protests, one from Mr. A. B. Roberts, of 22 Leybourne Avenue, who claimed he had been the Estate's first resident, twenty years earlier. The residents' most often stated objections were:-

- i) An off-licence had recently been granted permission on the site which adjoined the proposed hotel.
- ii) The area was already served by the Ensbury Park and Crown and Sceptre hotels.
- iii) In View of the shortage of building materials, in the aftermath of war, it would be wrong to build a licenced hotel, rather than houses.

The licenced hotel was not built. Thirty years later it was proposed to change one of the shops, erected on the site, from a draper's, to a fish and chip shop. Again there were objections:-

- 1) The 'wrong type' of people would be attracted to the hot food shop.
- 2) There would be an increase in litter.
- 3) The adjoining launderette would be used to consume 'take away' food.
- 4) There would be late night disturbance of residents, and increased vandalism.
- 5) Cooking fumes would add to those from the launderette, already polluting the air.

The change of use was allowed.

In 1952, Mr. Burrow contacted the corporation, asking to view a plan he had seen, of a roundabout between his property and that of Mr. Carter of 'Wimborne House', in East Howe Lane, which, he contended, was substituted for a different one when submitted at the C.P.O. enquiry. He also complained of Council employees' attitudes toward him. The Town Clerk passed the request and accusations to the Borough Engineer, who suggested that Mr. Burrow had been confused by a sketch plan from 1945 (never approved). No plan was found showing the alleged roundabout. Replying to Mr. Burrow, the Town Clerk stated that:-

- a) When the road, next to his property had been constructed, he could buy back any unused land.
- b) If he would not accept the District Valuer's offer of compensation, the matter could be taken to the Land Tribunal.
- c) The Borough Engineer couldn't help in the matter of the plan, as it seemed unlikely that it had ever existed.

About ten private plots got planning permission in 1952. The Council development meanwhile progressed at speed. Flats at 180 and 182 Western Avenue were approved. The Leedham Road area was developed with 32 dwelling units, stretching into Western Avenue. Development also occurred around Long Road, Aldridge Road and the Leybourne Avenue extension, where Mr A. E. Adams was the principal builder.

In 1953, 180-186 Hillview Road, 72-88 Brierley Road and the remaining plots in Romney Close, were granted permission.

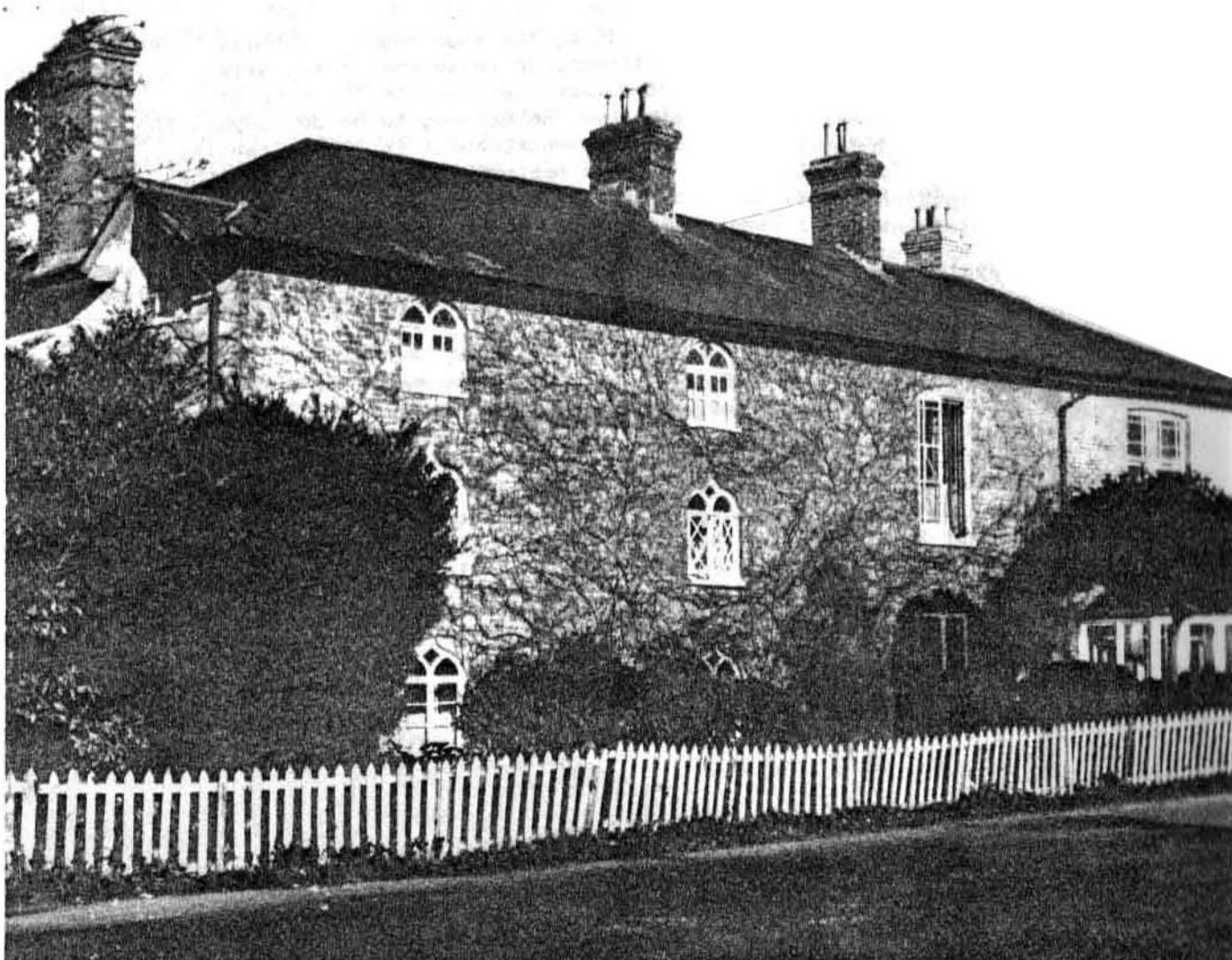
After the six main phases on the Council Estate had been approved, permission was now given for a seventh, comprising Nos. 196-236 Howeth Road and 1-12 Elgar Road.

On the 16th March 1953, the Town Clerk was informed that the 'Development Charge' for the Estate was to be £15,225. This was paid by the 18th September 1953.

In 1954 more private permissions were granted, including those for 90-96 Brierley Road and 4-18 Hillview Road (part of the site once planned for shops). 96-106 Headswell Avenue were granted permissions in 1955. Plans for the remaining shop sites in Hillview Road (1-5 New Parade) were granted approvals in 1957, 14 and 16 Broadhurst Avenue in 1958 and in 1959, the grounds of 'Wimborne House' were built on. 'Wimborne House', East Howe Lane, became 176 Leybourne Avenue, standing in what is now the back garden of the new 176. Also in 1959, permission was granted for No. 9 Brook Road, a block of flats, slightly to the West of where 'Howe Lodge' had stood.

Nos. 113-119 Redhill Drive were approved in 1961. In the same year permission was granted for Nos. 158-164 Leybourne Avenue, on an orchard that had belonged to 'Ashridge', the large house in Hogue Avenue, and No. 193 Western Avenue, an old

people's homes. Also in 1961, on the site of 'Woodlands' in Brook Road, permission was given for twelve flats, in two blocks.



ABOVE:- 'WOODLANDS', VIEWED FROM BROOK ROAD, WAS USED AS A FLATLET HOUSE, FOR THE LATTER PART OF ITS LIFE, UNTIL BEING DEMOLISHED TO MAKE WAY FOR BLOCKS OF PURPOSE BUILT FLATS.

In 1962, the only permissions granted, were for 82 Northbourne Avenue and a children's toilet in Puck's Dell, which has since been demolished. Permission was granted for 27 Alderley Road in 1963 and for 97 Northbourne Avenue in 1964. In 1965, an old people's home was approved in Leedham Road, on the site of 'Mount Merris', No. 113 Hillview Road. 91 Northbourne Avenue was approved in 1967.

1971 saw the development of Mr. Burrow's property, with four dwelling houses and of half an acre of allotments behind 142-156 Leybourne Avenue, as 'Dudley Gardens', with four elderly persons' dwellings, having vehicular access to Dudley Road and pedestrian access to Leybourne Avenue.

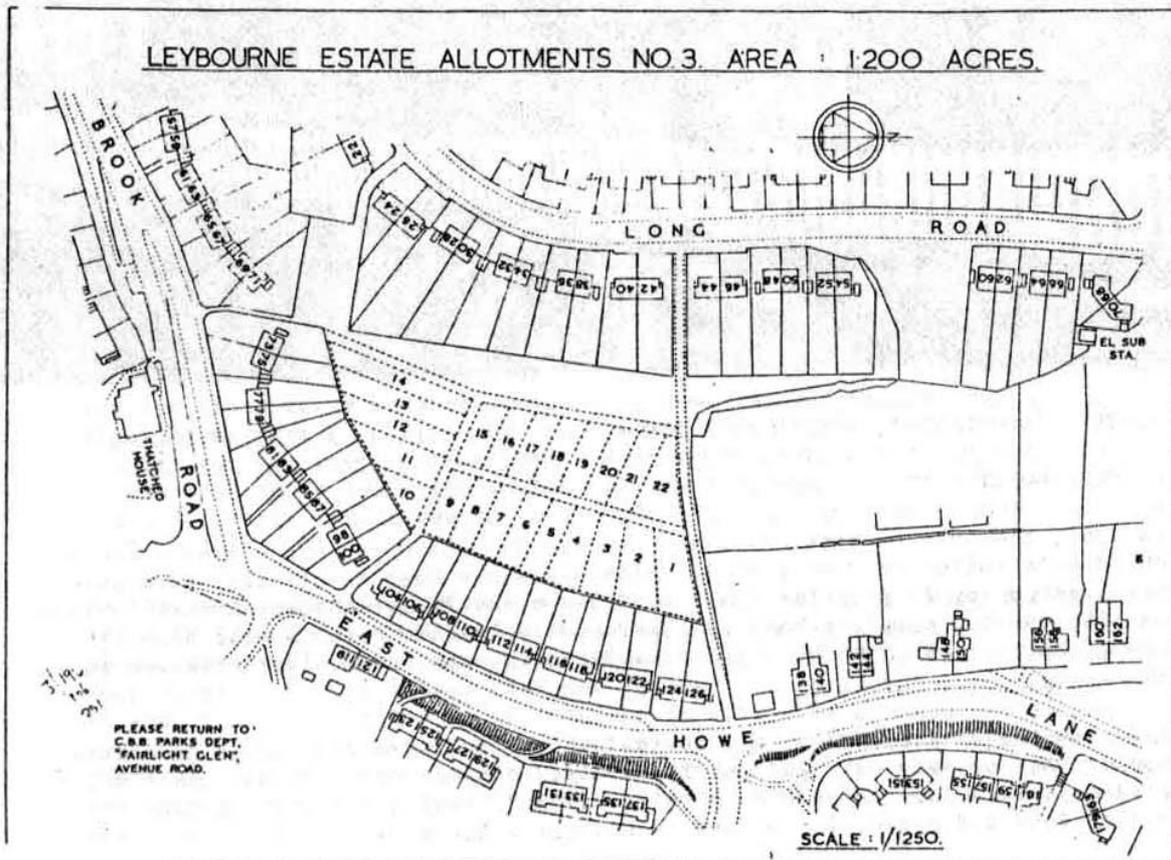
In 1973, consideration was given to developing the 1.306 acres of land between Hoxley Road and Gillam Road. The consent, sought by the Housing Committee, in 1963, for twelve flats in three blocks on the site, had been disapproved by the

Planning Committee, but approved by Council. The land was used in 1966 partly as allotments. In 1968, 0.38 acres had been leased to the Disabled Drivers' Association for sixty years, with a nominal rental of £2 per annum. At a cost of £7,000 the remainder was developed as the Cycling Proficiency Training Centre. The 1973 proposal, by the Planning Committee, was for eight bed-sit units and ten one-bedroomed units. It was proposed to move the Cycling Centre to the land between East Howe Lane and Long Road.

97 Headswell Avenue gained permission in 1976, the same year that three blocks of elderly and handicapped persons' dwellings, in Leybourne Close, were approved. 1977 saw permission granted for four bungalows on the site of 'Wimborne House', the last multiple site, on the Estate, to be developed. The latest house on the Estate is 97 Leybourne Avenue, built in 1984. Standing between houses of the late thirties, certain features become apparent, the integral garage, for example, illustrating the massive increase in car ownership over the years.

Large scale development of the private Estate, after the interruption of the war, ended in the 1950's, when the Council bought the land onto which the private developers would have moved.

Three double plots remain on the Estate now; 10 Persley Road; 85 Northbourne Avenue and the space beside the surgery in Leybourne Avenue. Infilling on the Estate (the subdivision of existing plots, to allow further building) is not likely, as there is not enough space and development seems, for now, at an end, until houses age and have to be replaced. On the Council Estate land however, there is plenty of 'open space': the three acres of land between Long Road and East Howe Lane have been the subject of several applications, but so far all have been refused, on the grounds of 'loss of open space'.



APPENDIX ONE

The farm land at Ensbury was suburbanised, in the 1930's, as a result of being on the outskirts of a major, new and rapidly expanding Victorian town, and much of the area's residential architecture derives from the suburban villas of the Victorian period.

The early workers' cottages of the area, described by Pascoe Marshall as "two up and two down, with nine inch brick walls" were echoed in early estate development cottages, still to be found at Pokesdown, Hinton, Moordown and Wallisdown. They have basically rectangular floor plans, the longest sides being the front and back of the building, with a central two storey projection at the back. The typical front elevation is a symmetrical pattern of three windows on the upper floor and three corresponding openings below them, the outer two being windows and the central one the front door. Grander versions of this design, having gables and bay windows are to be found in Western Avenue, on the West Moordown Estate.

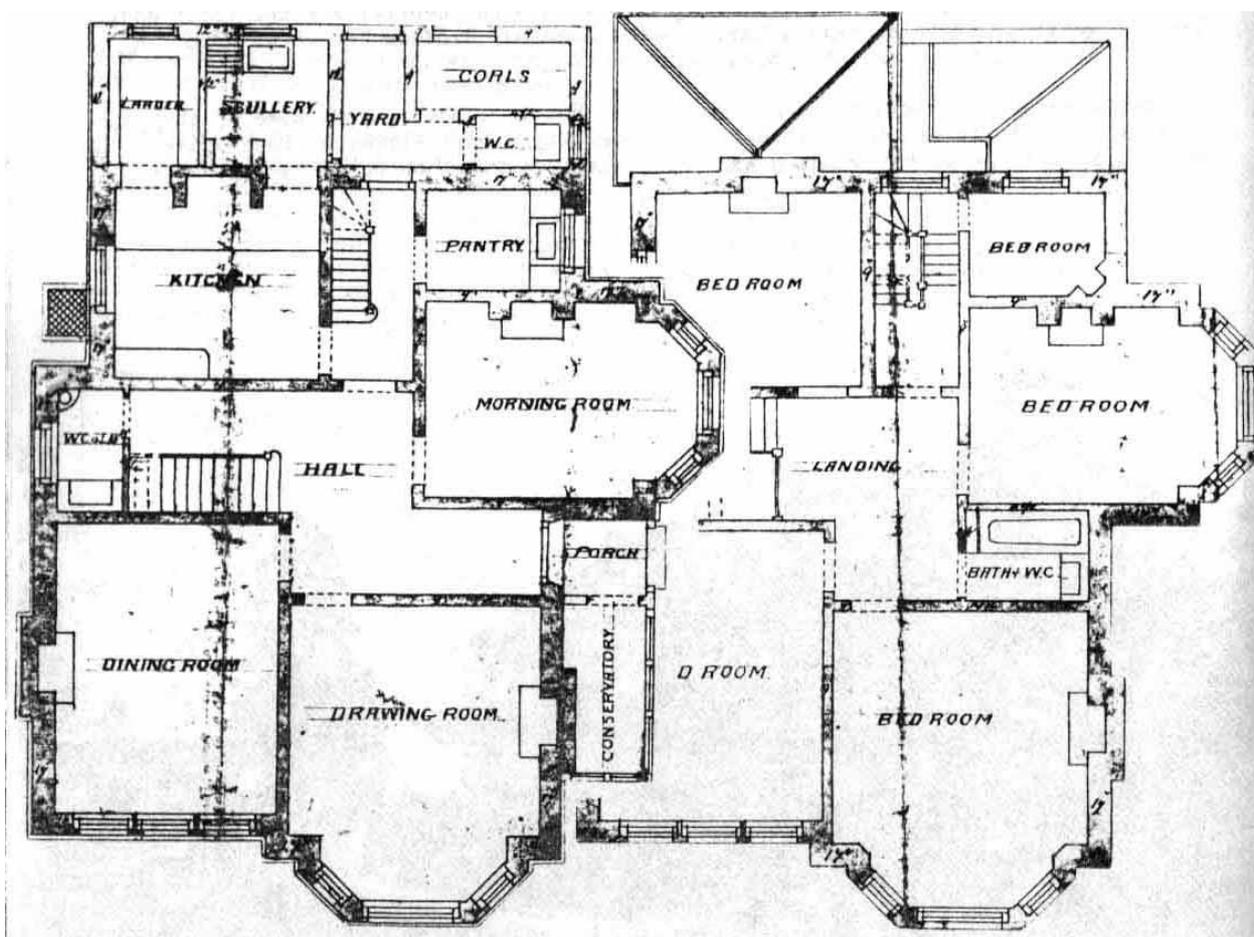
The Barnes-Rigler buildings in East Howe Lane, built c.1870, employ some of the cottage style features, however there is a similarity with Victorian town house design, in the use of bay windows and variegated brickwork on outer facing walls.



ABOVE:- 156-162 EAST HOWE LANE, LATE VICTORIAN COUNTRY DWELLINGS

Victorian houses, if they were large, tended towards overly complicated designs. On the Dean Park Estate the building plots were large, being out of the town centre. The houses, built for the relaxation of the 'well-to-do' families attracted to Bournemouth towards the end of the last century, helped to earn the town the title 'Garden City of the South'. The typical floor plan of a Dean Park Estate house is spacious and sprawling, with a vigorously complicated internal arrangement of rooms.

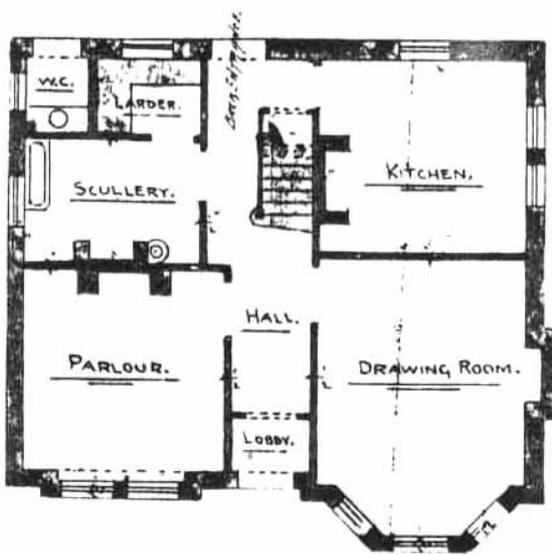
The vestibule, acquiring the appellation 'Hall', due to fashionable medieval romanticism, is a conspicuously focal part of the house plan. Functioning only as a passage, it has no fireplace. To keep family and staff separate the larger family rooms are placed at the front of the house and the smaller service rooms at the back. There are two stair cases, to further ensure that there is no improper social intercourse between servants and the served. Bay windows are incorporated as an essential Victorian device for avoiding the plainness of older Georgian houses. The intricacy of Victorian middle class domesticity is reflected in the variety of room uses.



ABOVE:- THE FLOOR PLANS OF A LARGE VICTORIAN HOUSE, IN WELLINGTON ROAD.

The less prosperous of the middle classes had smaller houses built to a simpler formula. The floor plan is orderly and nearly symmetrical and the hall is less important. There are four main rooms on each floor. The large bedrooms and reception rooms (drawing room and Parlour) are at the front of the house, with the smaller bedrooms and service rooms (kitchen and scullery) at the back, as was the case with the larger house. On the front elevation of the house, the main area of interest is the bay window, with a gable above it. The rectangular sash windows are neatly positioned and emphasise height, rather than width, in deference to the shape of the

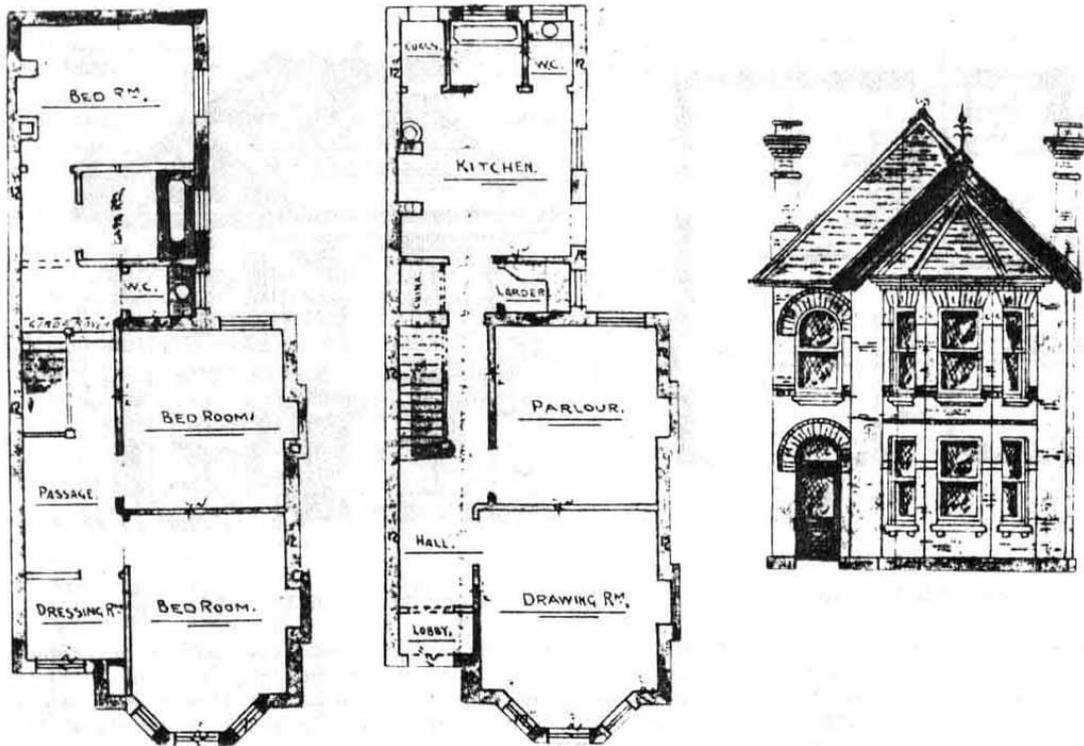
door, for the sake of proportion. The simple roof had decorative ridge tiles and chimneys.



ABOVE:— GROUND FLOOR PLAN AND FRONT ELEVATION OF A LOWER MIDDLE CLASS HOUSE.

The working classes had still more modest houses, which were basically smaller versions of the type just discussed. The working class house plan is arrived at, from the middle class house plan, by taking away two rooms from the side of the latter and then adding a projecting kitchen at the rear. In this type of house, the hall is merely a corridor to allow movement between other rooms, whilst at the same time maintaining the privacy of each room. The services area of the house has been reduced to a single kitchen. The house shows an indication of being a good quality dwelling in the placing of the parlour behind a drawing room, rather than as a front room itself. There are two large bedrooms, one smaller bedroom and a bathroom upstairs. A first floor bathroom, indicating a circulating water supply, is another sign of affluence. The front of the house appears very strikingly to be a reduced form of the smaller middle class house: the bay window is retained, as a standard feature of interest, and the gable is also employed, though the roof is less expansive. Decorative chimneys and roof tiles are still used to add interest. The walls of the house feature some interesting brickwork around the windows and doors and in the coursing. Wide spans for windows are not common in this type of house, and the bay window is composed of three narrow windows on each floor, with brick piers at the corners.

This type of house plan, two up and two down, with a rear projection, was used extensively throughout the 19th Century. In Bournemouth this house represented a step down the social scale, though elsewhere it was often an improvement on the high density terrace houses, built during the Industrial Revolution. When farm workers flocked to the towns, in search of work at the mills, they had little money to spare on proper housing and so were housed in over crowded, unhygienic houses, which were put up without guidance from any legislation. The houses usually had a front room for cooking, eating and generally 'living', with a wash house behind and two bedrooms above. Running water was as rare as a clean or healthy house or back yard. Houses were built to the maximum density thought possible and consequently living conditions were uncongenial. This type of house was improved on by adding a projection at the rear for a scullery, leaving the front room free for use as a parlour, which was seldom used and kept as a spotless shrine and symbol of family pride in harsh times. A bedroom could be added over the scullery, and a passage was provided, so that access could be provided to any room, without infringing on the privacy of any other room. The Bournemouth working class house was, as has been said, somewhat grander than those built in the industrial towns, but the basic design represents a convergence of modest building costs and progressive design standards.



ABOVE:- FLOOR PLANS AND FRONT ELEVATION OF A WORKING CLASS HOUSE IN BOURNEMOUTH.

The bad housing conditions for the poor led, inevitably, to problems of ill health and lawlessness, which a number of people tried to solve: building villages, based on medieval ideals, to keep workers healthy and happy enough to work hard. Cadbury built houses for his workers at Bourneville, giving them gardens to properly occupy their spare time. Georgina Talbot built Talbot Village, South of Ensbury, c.1840 providing almshouses for the poor.

According to Engels the wealthy recognised the necessity of proper housing for the poor when they realised that they too could suffer the diseases spawned in the slums. There was therefore, a Public Health Act passed in 1875. This ensured that all streets over 100 feet in length consisted of 24 foot wide roads, with 6 foot wide pavements on either side. Two storey houses, with adequate sewers could be placed along these roads, instead of being grouped in cramped courts with open foul sewers and seldom emptied privies. Little attention was paid to the houses, built at 41 to the acre.

Ebenezer Howard, of the Garden City Movement, proposed lower densities of 11 houses per acre, combining housing needs with the environmental advantages of the countryside in new cities. Land in existing towns was too expensive to be developed at low densities. Raymond Unwin believed that low density development avoided costly road construction, by using land for house plots rather than roads.

Economy was essential when planning for the poor's housing needs: the average wage being 70-80p for slum dwelling classes. Unwin wanted houses to cost at most £200. He regarded Victorian ornateness as a sham and used gables or bay windows only when the internal structure demanded them. The Liverpool University proclaimed 'tightness of form' in preference to decoration, seeing the Georgian period as the model of proportion of doors and windows in vernacular buildings. Unwin related different sized windows by building them up from different sized basic common units. The University argued that the housing of 'communists' rather than anarchists, required simple repetition, rather than wild individuality. Instead of decorating houses, Unwin skillfully grouped them to create a pleasant environment of short enclosed spaces, setting some houses back

from the roads, with screen walls between them to give a continuity of design.

Baines suggested that cheaper houses would differ regionally. Where clay tiles, rather than slates were cheapest, roofs needed a pitch of 45°, rather than 27°, as clay is more porous than slate. This meant costlier, higher roofs, unless houses had narrow 'L' shaped plans, or the roofs were lowered into the first floor, creating 'non-sham' dormer windows, approved of by the Housing Manual which was a 1919 document prepared largely by Unwin.

Garden City ideals influenced the 'Housing of the Working Classes 1890'. To ease the housing problem of the poor, Councils could now buy and re-develop slum sites, or outlying areas of land for low density development. Councils could control the standards of speculative building with bye-laws. From 1909 they could approve Town Planning Schemes.

War made the Government act to staff munition factories and house, locally, imported workers. Rising building costs and falling land values gave low density developments a cheap appeal. The Government decided to adopt high building standards, rather than add to the housing problem, which would inevitably re-surface after the war.

Economical 'cottage-flats' were built extensively, particularly on the 'Well House Estate'. These consisted of four flats in a two storey block and are also to be found on the Leybourne Estate, built over 30 years later.

After the war soldiers returning to unemployment and bad housing, boycotted the 1919 Peace celebrations. The Government saw improved housing, fit for the returning heroes as a propaganda weapon against the threat of revolution. It had the Tudor Walters Report prepared in 1913, largely by Unwin, who recommended the building of houses without parlours or halls. Unwin wanted to give houses maximum sunlight and disliked rear projecting sculleries, which shadowed the house. He favoured rectangular floor plans.

In Unwin's designs the living room, as the most used room, faced South to get the most sunlight. North facing houses had Earth Closets at the front and living rooms at the back. He omitted Parlours to give some living rooms the whole depth of the house, with windows at either end, and thus more daylight. He provided tunnels through houses to replace costly back lanes, as a means of entering back gardens without going through the house. These tunnels are another feature to be found on the buildings of the Leybourne Estate.

The Housing Manual, published in 1919, favoured non parlour houses, but Local Authorities, generally disliking Unwin's plans, used them as guides, not blueprints. Unwin in turn, criticised them for over ornamentation and bad grouping.

The housing programme proved too expensive for the Government and was given little encouragement when the threat of civil unrest was seen to have passed, but in 1924 the first Labour Government passed a new Housing Act, to keep up the supply of better housing. Councils built 1,000,000 new homes between the wars. As costs fell, speculative builders matched Government standards.

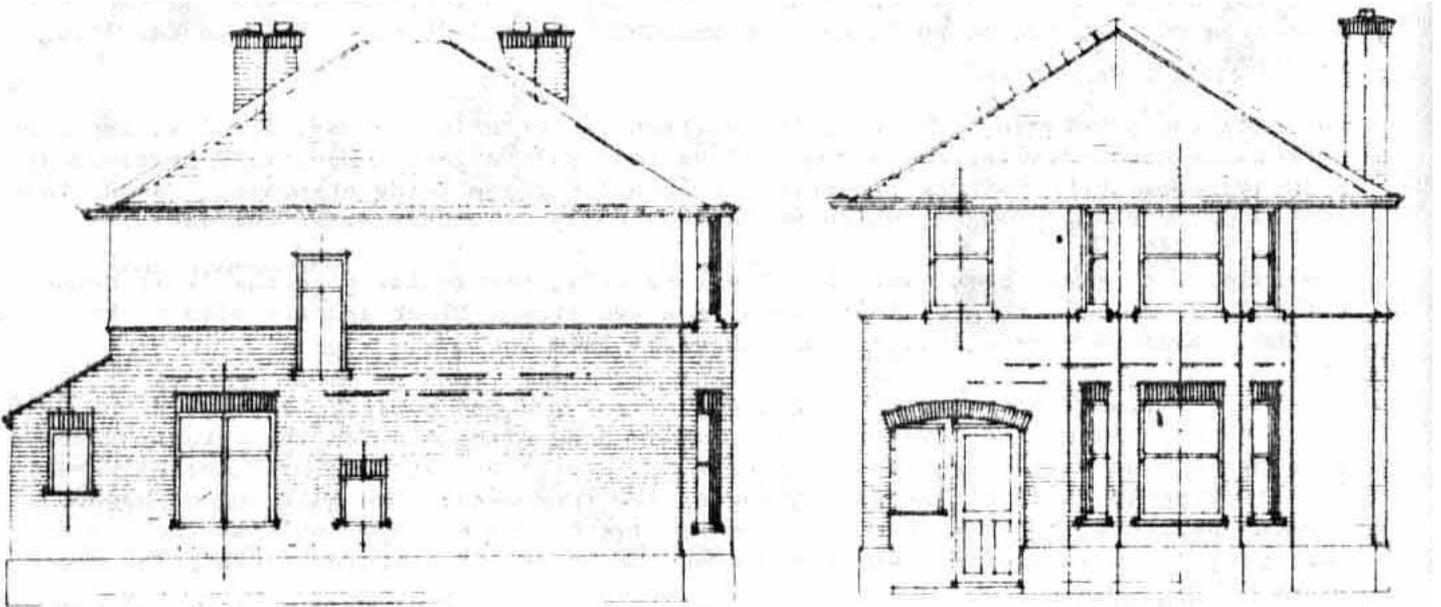
Old heavy industries failed and money was invested in housing, making mortgages easily available to workers in the new light industries of the South. By 1939 one third of houses were owner occupied and 4,000,000 houses, one third of the housing stock was under 20 years old. The new Middle Classes who owned these houses were educated by the work of Garden City Reformers to expect high standards, so the builders copied many of Unwin's ideas.

Builders like 'Morrell's', 'Walter's' and 'Davis' used similar mass produced advertising to extol the virtues of their similar, mass produced houses. Built in three weeks, with 'Modern Style' external finishings and costing £650, these dwellings were aimed at those on above average wages of £5 per week. There were many gadgets to help the housewife (stereotyped in the advertising culture that was lapped up by the middle classes) maintain her husband's house, to standards previously achieved by an efficient staff to a large house. The increased cleanliness improved health so that

women had to spend less time in child birth as less children died.

With the advent of cleaner homes, the parlour became obsolete and front rooms were used for relaxing with gramophones and wirelesses.

During the 1930's there was great hardship for the working classes. The Barlow Commission reported that economically planned towns would give an efficient, stable economy and reduce hardship. After the Second World War, building was seen as a remedy for social ills and Government legislation as a means-of control. This idealism, coupled with a housing shortage, encouraged a renewed housing programme, which included Bournemouth's Leybourne Estate.



ABOVE:- A PRIVATE HOUSE ON THE 'LEYBOURNE ESTATE'.

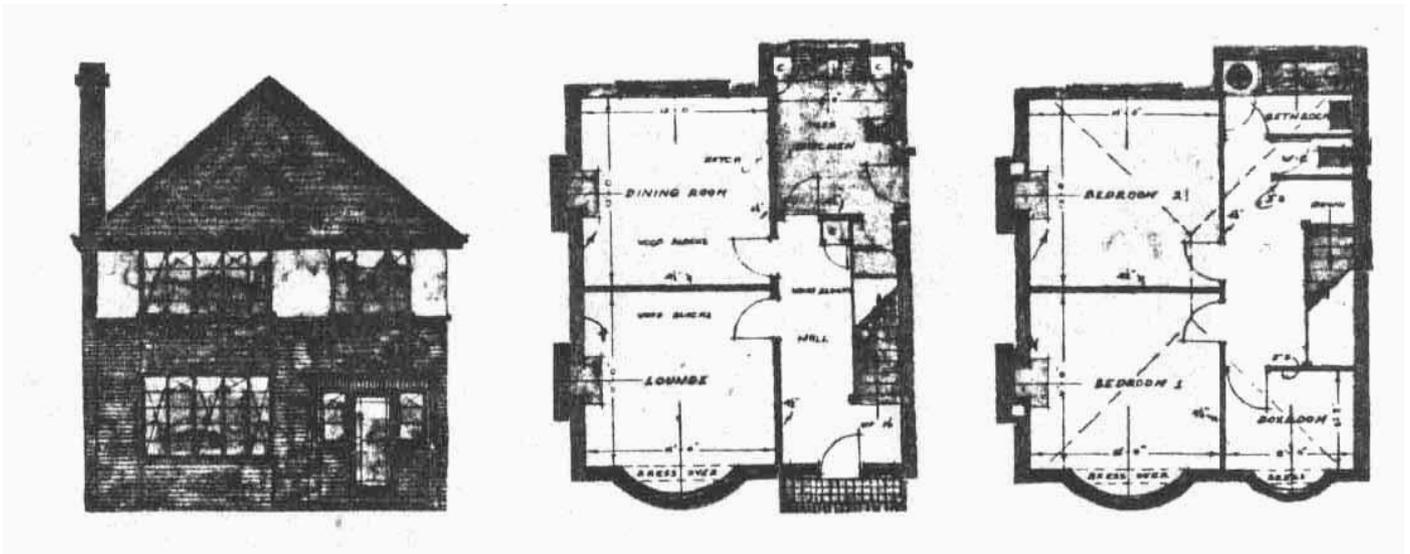
Although there is a considerable time gap between the building of the working class house previously described, built c.1890, and the houses on the Leybourne Estate, Housing Reform has prevented a decline in standards and building styles have not greatly changed.

The important differences are:-

- i) the loss of the gable above the bay window,
- ii) the use of clay tiles, rather than slates,
- iii) the simplification of chimney design
- iiii) the use of render or pebble dash to replace brickwork at first floor level,
- v) the use of an entrance porch to the front door, incorporated within the body of the house,
- vi) the use of more rectangular floor plans, favoured by Unwin, bringing the kitchen into the main body of the house,
- vii) the phasing out of brick piers at the corners of bay windows.

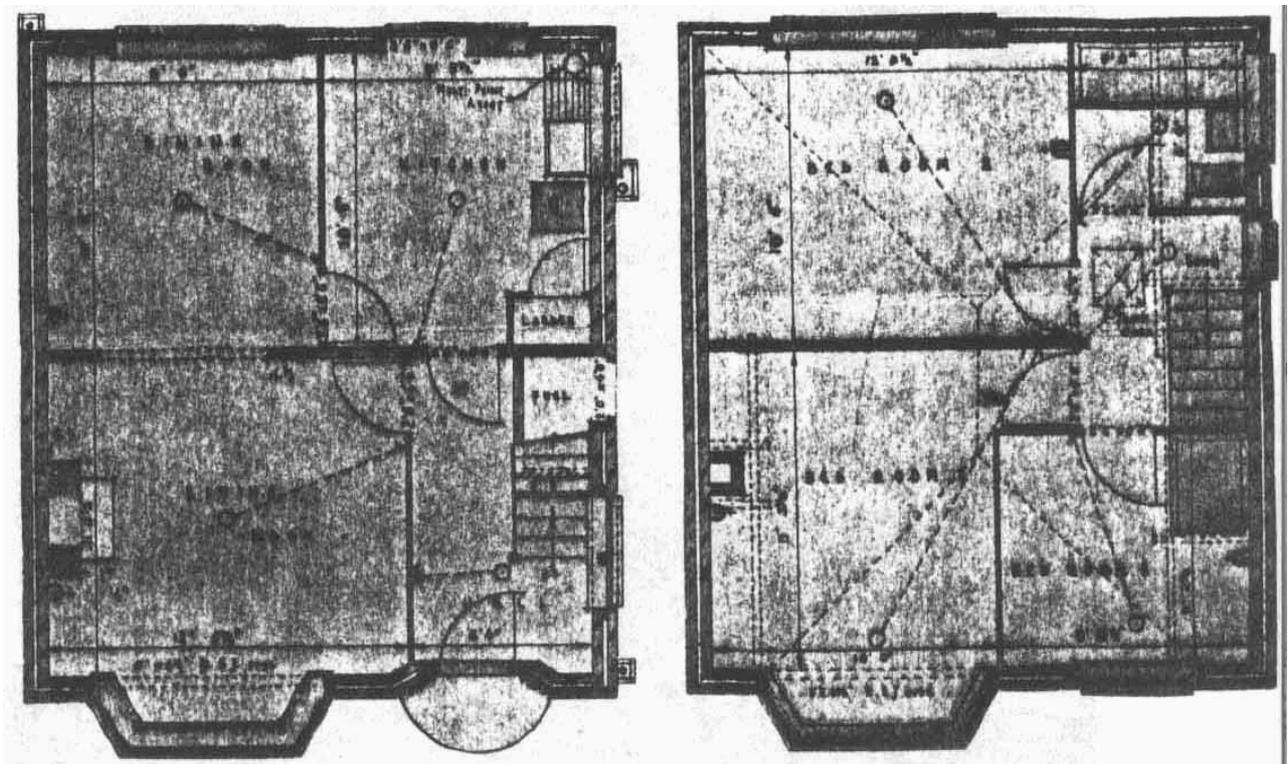
The proportions of the houses are still similar to their Victorian predecessors.

Inside the houses the term 'Scullery' disappears from use and the drawing room and parlour become the 'lounge' and 'dining room'. The house is divided into four sections on each floor. On the ground floor are the dining room, lounge, kitchen and the hall. On the first floor there are a large bedroom and a bathroom at the back of the house and a master bedroom and spare room at the front..Access to the rooms from the stairs is by means of a small landing.



ABOVE:- THE PLANS OF A TYPICAL 'LEYBOURNE ESTATE' HOUSE AND THE FRONT ELEVATION.

As well as the house designs of Victorian ancestry on the estate, there are a number of 'Modern Style' houses built by the Davis Estates Company. These are to be found around Saxonhurst, Romney and Deanscroft Roads and Broughton Avenue. Four Davis houses form a grouping at the junction of Saxonhurst Road and Leybourne Avenue. These houses are typical of the mass produced houses erected during the building boom of the 1930's with emphasis on modernity, both outside in the watered down 'art deco' finish and inside in the fittings for a new range of household tools. Early houses of this type, usually built semi-detached, had a shared entrance porch which, intentionally, gave to the small semi-detached houses the appearance of a larger detached dwelling. This style later gave way to that of the Leybourne Estate houses where front doors occupy opposite ends of the front wall.

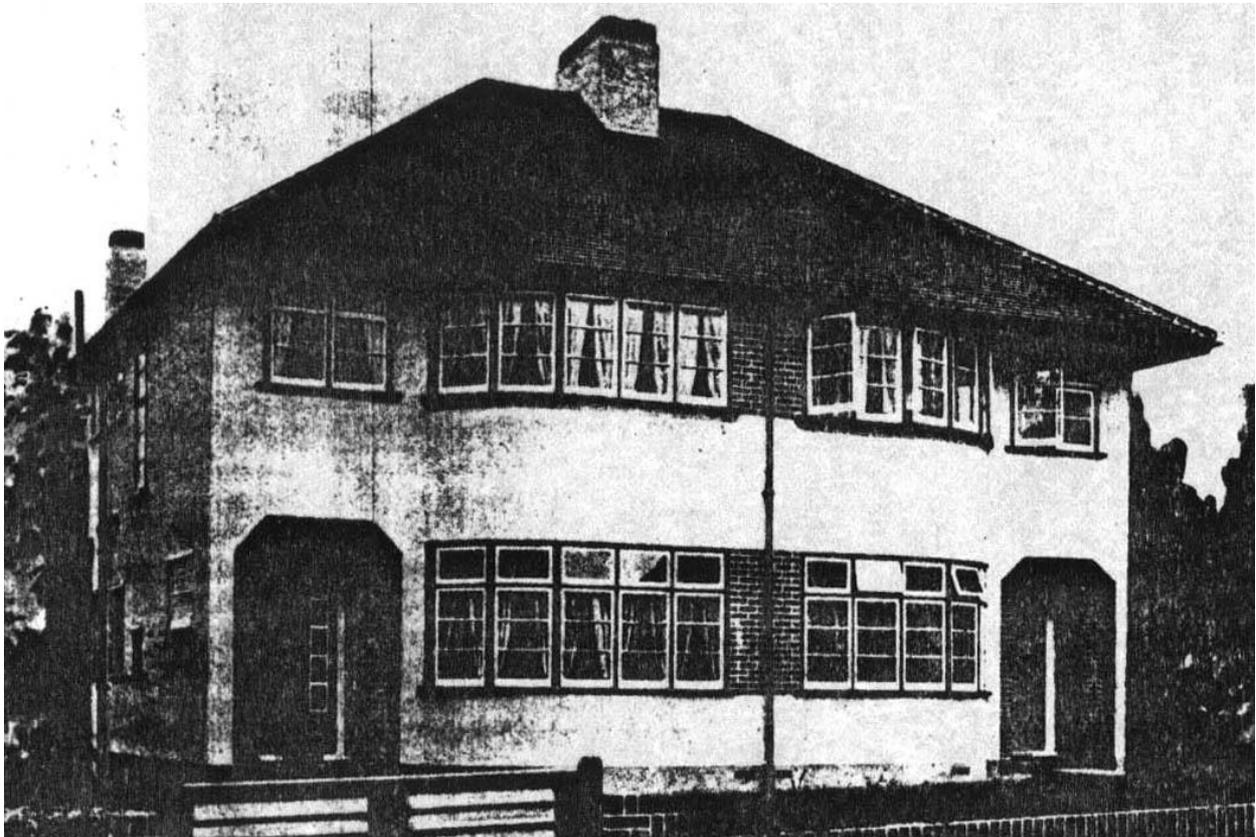


ABOVE:- THE INTERNAL ROOM LAYOUT OF A DETACHED DAVIS ESTATE HOUSE

AN AERIAL VIEW OF THE LEYBOURNE AND FOREST VIEW ESTATES C.1939. WESTERN AVE IS IN THE BOTTOM LEFT HAND CORNER. THE CAMERA IS POINTING NORTH



The typical 'Davis Estate' house, despite superficial differences to the surrounding properties, is basically as much a derivation of Victorian houses as the non Davis houses. Internally the room layout, within a roughly square base, as championed by Unwin, follows the regular pattern of Hall and Lounge at the front, downstairs, with Kitchen and Dining Room at the back, whilst upstairs a large and small Bedroom are at the front, with a second large Bedroom and a Bathroom at the back. The traditional, Victorian, bay window, adapted to 1930's fashion is an important feature on the front elevation of the house.



ABOVE:- A PHOTOGRAPH OF A SEMI-DETACHED 'DAVIS ESTATE' HOUSE, IN THE 'MODERN STYLE'.

One of the main external design differences to be found on a Davis house results from the opportunity to create wider window openings for smaller houses. On the small Victorian houses narrow windows predominate and give a vertical emphasis. The use of wider openings allowed windows to be arranged in long horizontal bands. The horizontal emphasis being strengthened by the absence of gables above the bay windows. In the picture above, a band of brick work between adjacent bay windows gives a horizontal strength that unifies the two halves of the building.

White render is used extensively on the house and where brickwork shows through, it is confined to specific areas, in an apparently ornamental rather than structural role. The new houses are thus made to look very different from older Victorian dwellings, where brick is used for structural work and aesthetic effect, with decorative mouldings used to liven up blank expanses of wall. On the rendered houses, the separate areas of brick work form abstract, cubic elements around porches, doors, windows and at corners, which are grouped together, in the space defined by the render to form the whole building.

A major change exhibited on Davis houses is the shape of the bay windows. There has already been an emphasis on horizontal windows introduced, which has led to the use of porches and small windows beside the front door, to lessen the contrast of form between the horizontal windows and necessarily vertical door. The next stage in the development of window design introduced the use of rounded bay windows, often echoed in the rounded

shape of the porch. On non-Davis houses these rounded bays have up to six sides, giving a smoother appearance than the angular, three sided bays on older houses. These rounded bays had predecessors in conical towers occasionally found on large houses c.1900, where up to eight sides of the tower wrap around the corner of the house. The Davis type of bay was rectangular, with rounded corners. This adaptation is at its most striking when two semi-detached houses share a single bay across the front of the building.

The Davis style follows Unwin, in relating different sized windows to each other, by the use of a standard sized window light, used in different numbers to fill each window space.

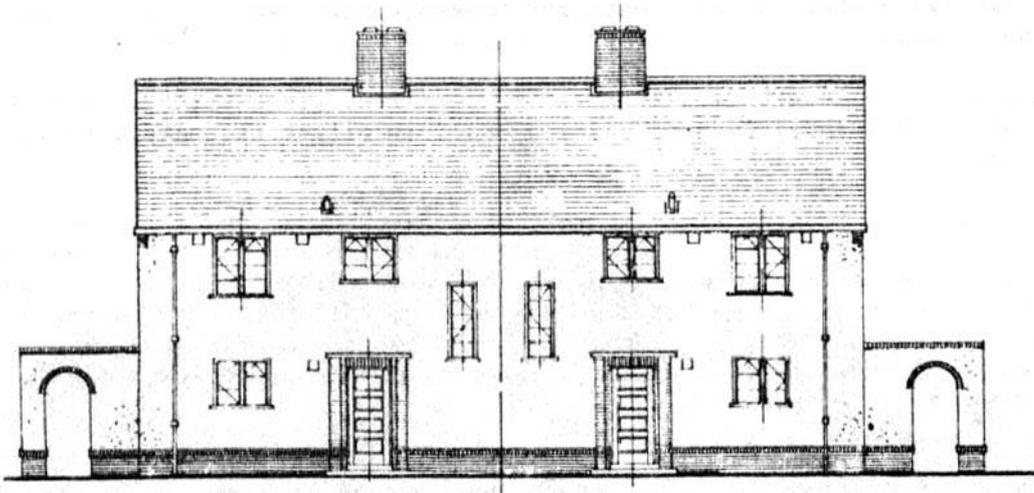
The 'International Modern' style in which the Davis houses were dressed demanded the imposition of design. To this end colour schemes, similar to those favoured by the 'Arts and Crafts Movement', which influenced Garden City ideas, were proposed for different house types. On colour scheme 1 houses, rustic fletton facing bricks were used, with dark red tiles, white pointing and stucco and black and white paintwork. Colour scheme 2 houses had sand-faced flettons, dark brown tiles, cream pointing and stucco and green and cream paint.

The slow changes in design between Victorian and 1930's houses can be observed by journeying from Boscombe to Ensbury Park, passing through successful stages in the spread of Bournemouth. The changes do not conform to a rigid set of guidelines, but to the gradual evolution of tastes and to declining affluence in the town. Builders and architects have occasionally incorporated features in their houses, which do not fit into the general trend of the time. Gables for instance were sometimes used after they had generally gone out of fashion. Deviations in design also occurred in larger houses, which would not follow the common style that had evolved for the smaller house.



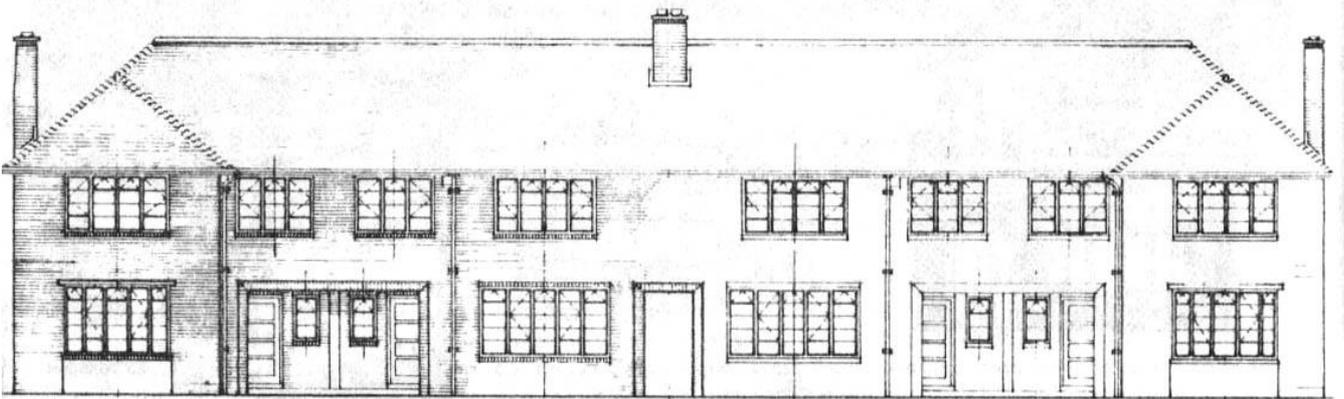
ABOVE:- VARIATIONS IN HOUSE DESIGN ON THE LEYBOURNE ESTATE, FIVE EXAMPLES

The Leybourne Council Estate houses form a distinct architectural unit within the estate. They owe much of their design to the inter-war 'Housing Manual' and therefore there are Georgian proportions in some designs. Basically though the dwellings are built in the vernacular style of the local cottages with 'Arts and Crafts' overtones.



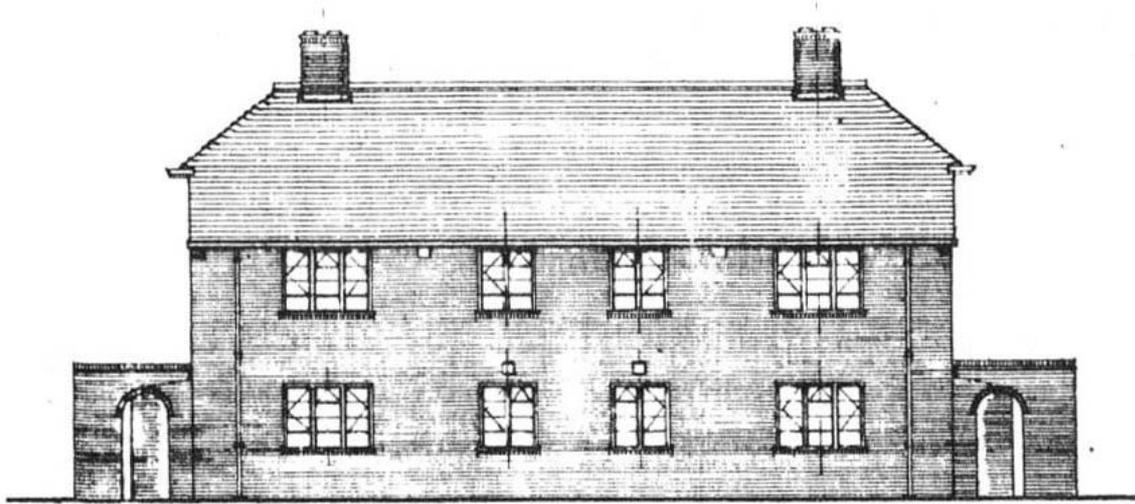
ABOVE:- A SEMI-DETACHED UNIT, ON THE LEYBOURNE ESTATE, BUILT IN THE VERNACULAR STYLE.

Based on Unwin's suggestions, the body of the Council Houses are basically rectangular with simple gable ended roofs. The longest sides of the rectangle form the front and back of the buildings. All the Council Houses or Bungalows are semi-detached or terraces. One of the most distinct differences from the design of the private houses is the general absence of bay windows, which if present are confined to ground floors only. The private houses conversely had bay windows as a matter of course, often with an additional oriel window.



ABOVE:- A TERRACE OF COUNCIL HOUSES. THE GEORGIAN INFLUENCE IS DETECTABLE IN THE PROPORTIONS OF THE WINDOWS. A CENTRAL TUNNEL LEADS TO THE BACK GARDENS.

Similarities to the Davis houses can be seen in the windows of some Council Houses. The Unwinian practice of building window forms from unit lights is employed in both cases. Tall narrow windows, lighting staircases, between ground and first floor level are common to both types. Another similarity is the use of concrete slabs over front porches, when used on Council Houses with gable windows, this slab often extends over the window. There is also a common use of largely rendered exteriors to be found in both types of design. The screen walls recommended by Unwin between some of the houses to maintain the privacy of rear gardens, are built with a top course of headers and occasionally incorporate an arch or curve. Georgian style brick porches are often used around front doors.

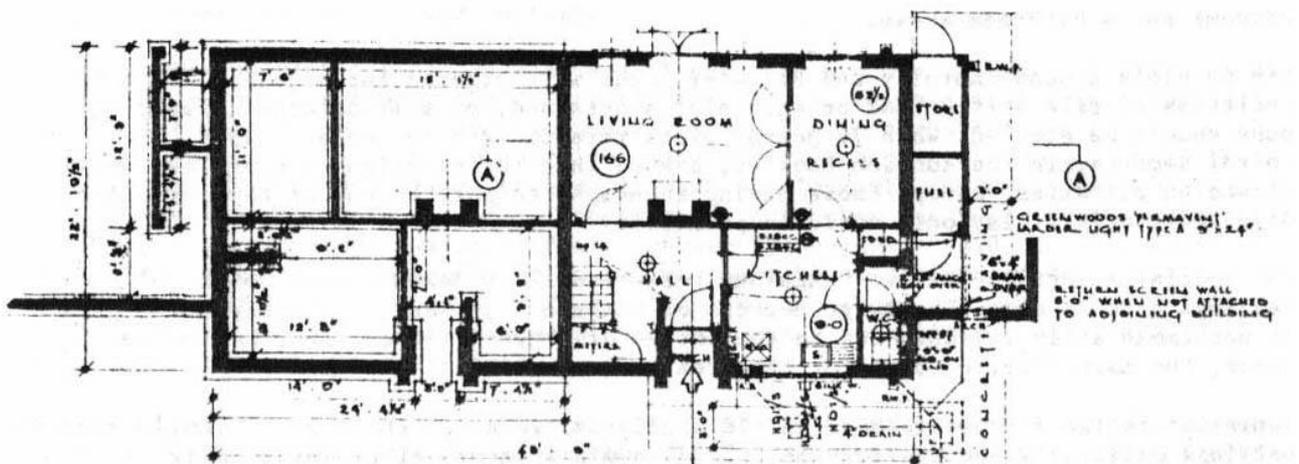


ABOVE:- A GEORGIAN PROPORTIONED COUNCIL HOUSE, WITH CROPPED CABLE ENDS TO THE ROOF.

An important facet of design on the Council estate is the grouping of the houses, which played a major role in Unwin's plans. Attempts have been made to create small intimate units of dwellings, rather than long rows of houses. The undulating shape of the land, the curving roads and the use of cul-de-sacs, all break the whole estate up into smaller areas. Western Close, Leedham Road and Elgar Road, the three cul-de-sacs, are the most obvious examples of the effort to form groups. The cul-de-sac as a concept featured regularly in the work of housing reformers, both for the opportunity of grouping houses and for the savings on road construction costs inherent in their design.

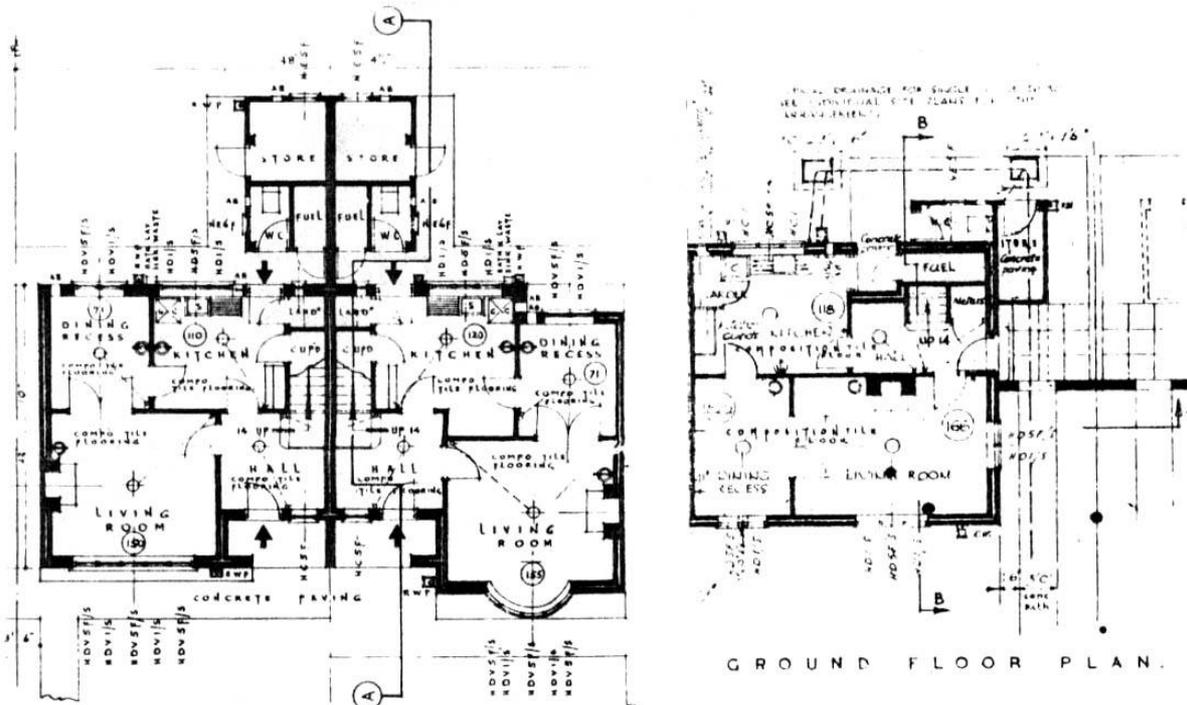
To further avoid monotony within the development, the Council built a mixture of houses and bungalows, of varying size and appearance. The main visual variety was provided by the mixture of rendered and brick faced houses.

Where possible, natural features, such as hedgebanks and mature trees, were preserved by carefully planning the Estate to fit in with the landscape, rather than re-shaping the land to accommodate the houses. This ideal is typical of the Garden City belief. Open spaces were left in the middle of the development, to add a natural charm to the development. A much greater effort was made planning the layout of the houses on the Estate, on top of the work on individual buildings, than is displayed in many of Bournemouth's residential estates .



ABOVE:- HALF FOUNDATION/GROUND FLOOR PLAN DESIGNED WITH SOUTH FACING LIVING ROOM

The variations in size and style of the houses, were internally reflected in the different layouts of rooms. Some houses followed the style evolved from the Victorian design, with living room and hall at the front of the house, kitchen and dining room at the back and a rear projection. This design of house had a front main entrance, whilst some of the houses had the main door at the side, in the tradition of many country cottages, with dining room and living room at the front and kitchen and hall at the back.



ABOVE:- LEFT, A FRONT ENTRANCE HOUSE GROUND FLOOR PLAN. RIGHT, A SIDE ENTRANCE PLAN.

In some designs the kitchen is at the front of the house with the hall. This type of house would be North facing, so that the rear living room had a South aspect, for the maximum amount of sunlight. This also marks a move away from the Victorian attempts to keep the service rooms at the rear of the house, out of site.

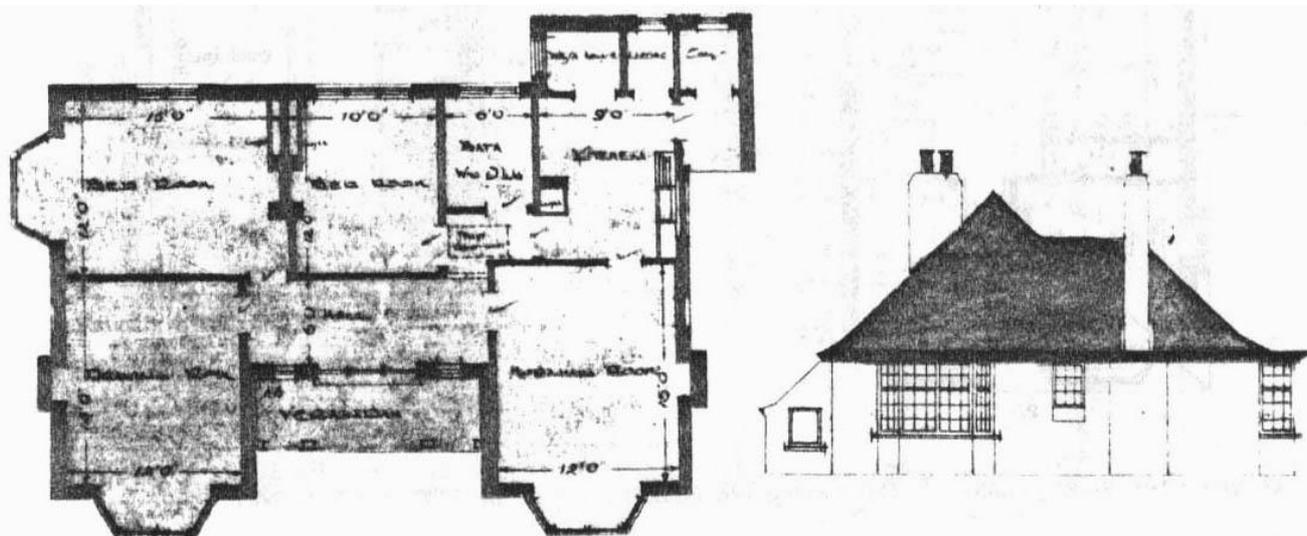
The smallest houses had only a living room and kitchen/diner downstairs, with two bedrooms and a bathroom above.

When 60 plots around Thornley and Brockley Roads were offered for sale, in 1937, the conditions of sale stated that on each plot a detached, or semi-detached, dwelling house should be erected. When 77 nearby plots were offered for sale in 1938, the General Remarks, in the auction booklet, stated that the erection of bungalows would be allowed on all sites, except those having frontages to Northbourne or Leybourne Avenues, where two storey villas only would be permitted.

The special attention paid to bungalows reflected the widescale development of these dwellings at that time. The large numbers of bungalows present on the Leybourne Estate are not immediately evident, due to the screen of houses erected along Leybourne Avenue, the main traffic route for the area.

‘Bungalow’ is the corrupt form of an old Hindustani word for the type of single storey dwellings originally erected for the British administrators of colonial India.

Bungalows first appeared in the Bournemouth area toward the early part of the twentieth Century. The First World War robbed Britain of a generation of potential colonials and this, alongwith the great financial drain of war, put the British Empire into a state of rapid decline. As the Empire contracted, retiring colonial officers returned home, bringing with them ideas gleaned from other cultures, and the bungalow was one of them. There are a number of early bungalows on the estates being developed at the time, at Redhill Heights and West Moordown. The basic structure of design seems to have divided the dwelling into three adjacent sections. The outer two sections contained two rooms each, which could be drawing rooms bedrooms or kitchens. The central section usually contained a veranda, porch, hall, bathroom and one other room.



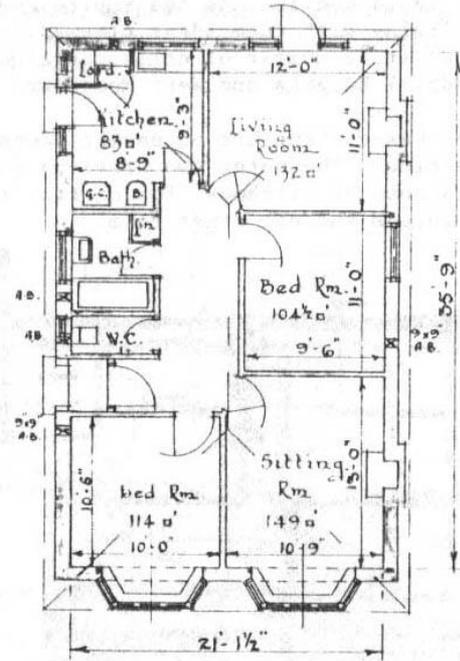
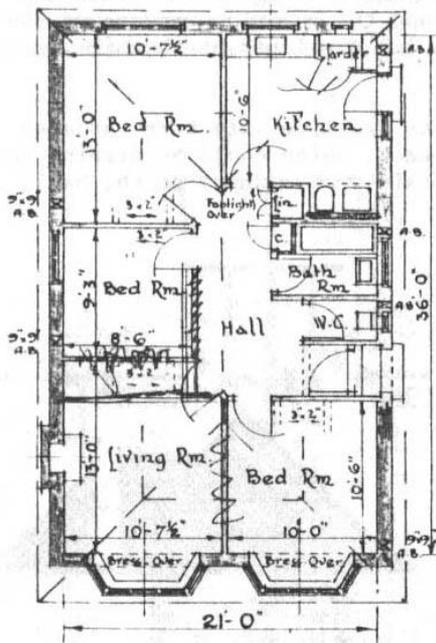
ABOVE:- FLOOR PLAN AND SIDE ELEVATION OF A BUNGALOW ON THE REDHILL HEIGHTS ESTATE.

The style of building had not settled down so far as to organise each room into a particular place: bedrooms could be at the front or rear of the sections and dining rooms, drawing rooms and morning rooms were added or omitted on a whim. It was usual to have a front, centrally placed entrance, with a veranda. The total floor area could be from around 1000 square feet, to around 1200 square feet. The third part of the Schedule in the 'Special Conditions of Sale' for the 1938 portion of the Leybourne Estate, stipulated that all houses of two floors should have not less than 950 square feet of floor area and all bungalows, not less than 700 square feet. The floor plan of a pre-Leybourne bungalow was usually nearly a rectangle, with the longest sides being the front and back of the building.

Bungalows were popular for the several advantages they had over houses. Firstly, as all rooms were on the same floor, the difficulty for very young, old or infirm occupiers of negotiating stairs was avoided. Secondly there was a less obstructive effect on the landscape, particularly when the bungalows were built on a gentle slope, as were those on the Forest View Estate of Mr. Etches. In such developments residents may enjoy scenic views from the ground floor of their dwellings, over the roofs of the properties below them. Thirdly bungalows offered a conveniently designed residence on a small scale. These pleasant advantages led to an inter war boom in bungalow development, alongside the housing boom. As an enthusiast for modern ideas, it was not surprising that Mr. Etches set about a programme of vigorous bungalow building, which spread across much of the Leybourne Estate.

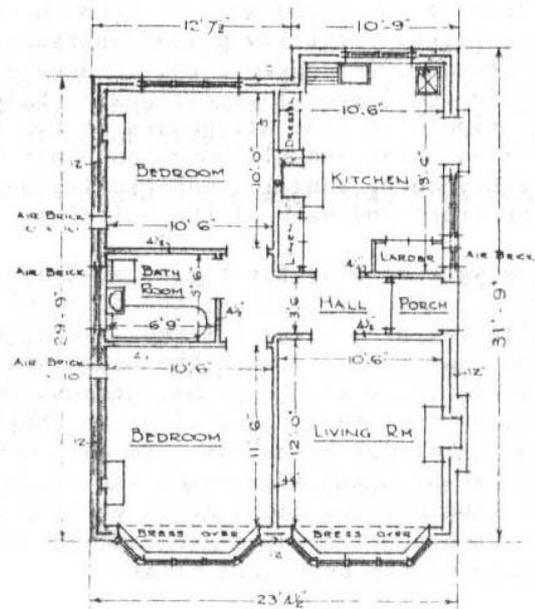
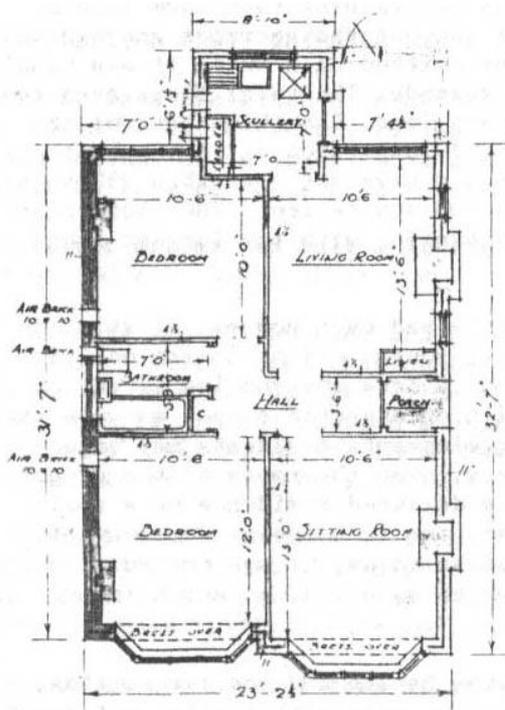
The main difference between bungalows on the Leybourne Estate and earlier estates, was the orientation of the dwellings. The Leybourne Estate plots, with thirty feet frontages were ten feet narrower than plots at Redhill Heights or West Moordown. This fact dictated that the shortest, rather than the longest sides of the rectangular base should

form the front and back of the building. The main entrance thus now located at the side of the bungalow, as the three element composition of rooms was maintained.



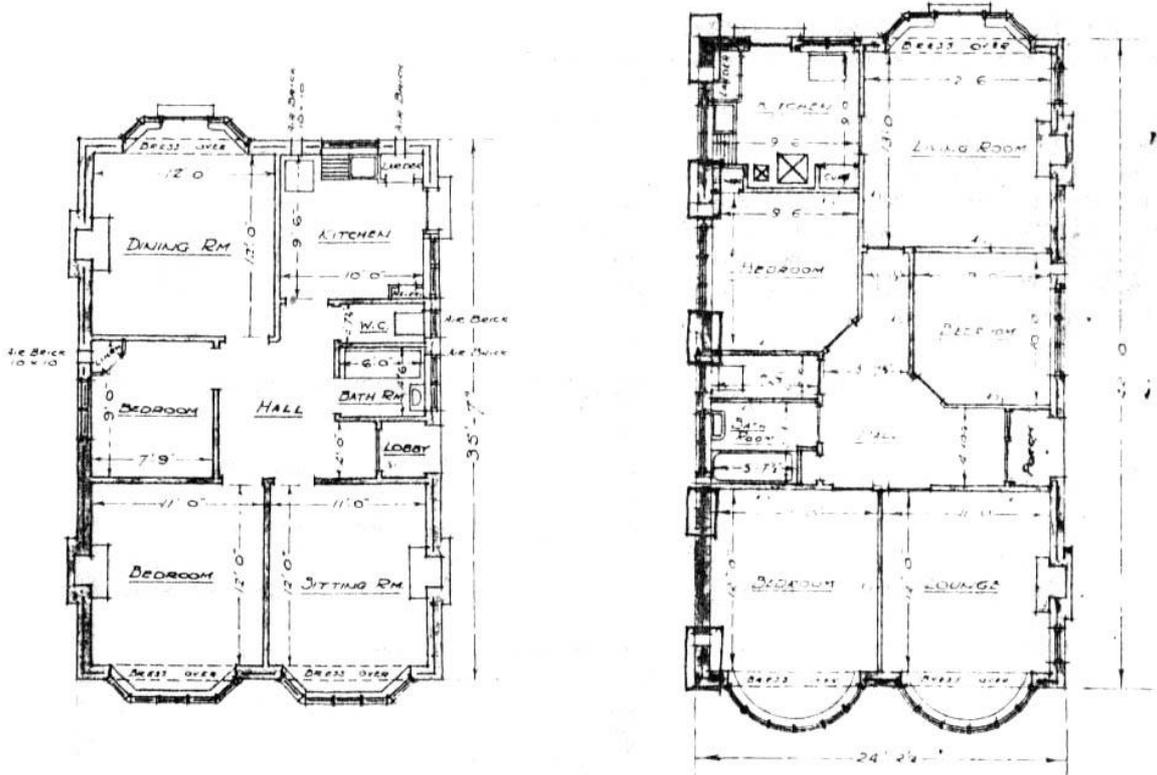
ABOVE:- THE FLOOR PLANS OF TWO LEYBOURNE ESTATE, THREE ELEMENT, BUNGALOWS.

Usually at the front of the building would be a drawing room and bedroom, in the middle a hall, bathroom and second bedroom and at the rear a kitchen and a living room or third bedroom. Each developer, whilst following these ideas, tended to add their own peculiarities.



ABOVE:- THE FLOOR PLANS OF TWO LEYBOURNE ESTATE BUNGALOWS, BUILT BY MR. ETCHES

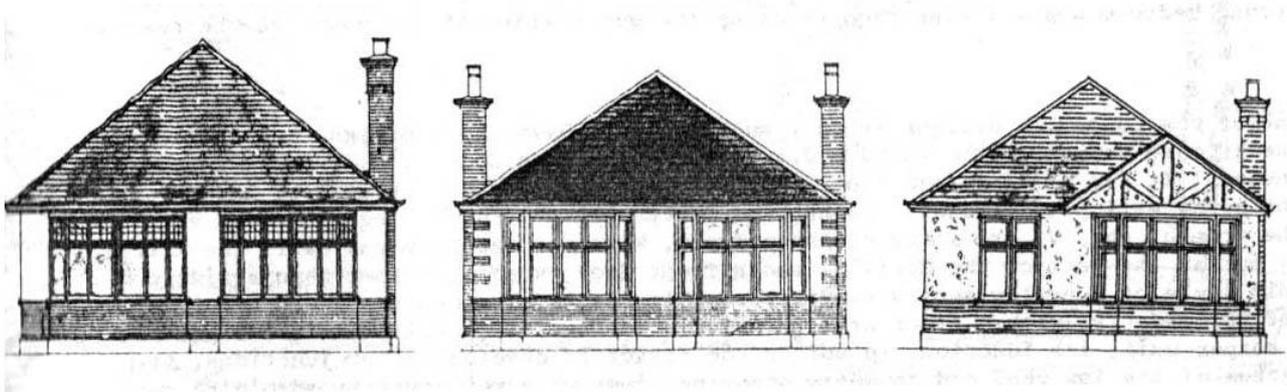
Mr. Etches adopted the three element design. At the front of the bungalow, the first element contained a bedroom and sitting room, the second, middle element, contained the hall and bathroom and the third, rear element, the living room and second bedroom. A scullery was an additional isolated unit at the rear of the bungalow. A variation on this layout omitted the scullery and turned the rear reception room into a kitchen. These dwellings had a floor area of around 750 square feet.



ABOVE:- TWO LARGE BUNGALOWS. THE LARGER ONE ON THE RIGHT HAS FOUR ELEMENTS TO THE LAYOUT

Larger dwellings, at around 850 square feet would have an added bedroom in the central section. One of the largest of Mr. Etches designs, with a floor area of over 1000 square feet, consisted of four sections: a bedroom and lounge at the front, behind this a hall and bathroom, next two more bedrooms and at the rear a kitchen and a living room.

Another prolific developer of bungalows on the estate was Mr. J.C. Jones, who often built to the standard design already described. One of his designs however broke up the normal layout and divided the bungalow into two halves. In one half was a lounge and a bedroom and in the other half, a bedroom, hall, kitchen/living room and a scullery at the back .

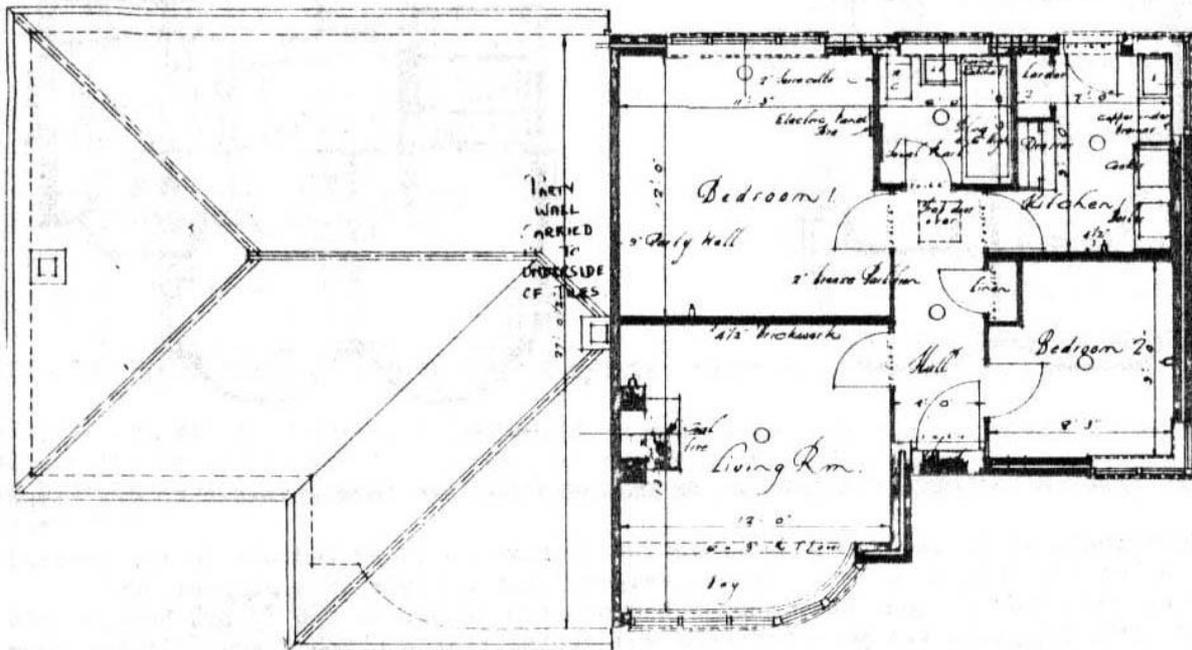


ABOVE:- THE FRONT ELEVATIONS OF THREE SLIGHTLY DIFFERENT LEYBOURNE ESTATE BUNGALOWS

From the outside the bungalows appear to owe little to Hindu tastes. They have mainly been built in the style of neighbouring houses, occasionally using gables and bay windows, which unlike those on early houses in the area, do not have brick piers at the corners as the bungalows had no higher storey to support. As explained, a door is absent from most front elevations, usually being placed at the side.

The Davis Estate and the Council Estate also consist of a number of bungalows, which unlike the ones so far examined were semi-detached.

The Davis company built two types of semi-detached bungalows on their land. Type BB34 had bay windows at either end of the front elevation. Inside was a square floor plan, which had little similarity to the three element bungalow design. From the front door, the hall ran to the centre of the dwelling, leading to a bathroom in one corner, a bathroom, kitchen and small bedroom in another corner, a living room in the third corner and another large bedroom in the last corner. The other Davis design, type BB28a had a central front projection, with a shared bay. The floor plan, seen below, is in two halves, for each dwelling unit.

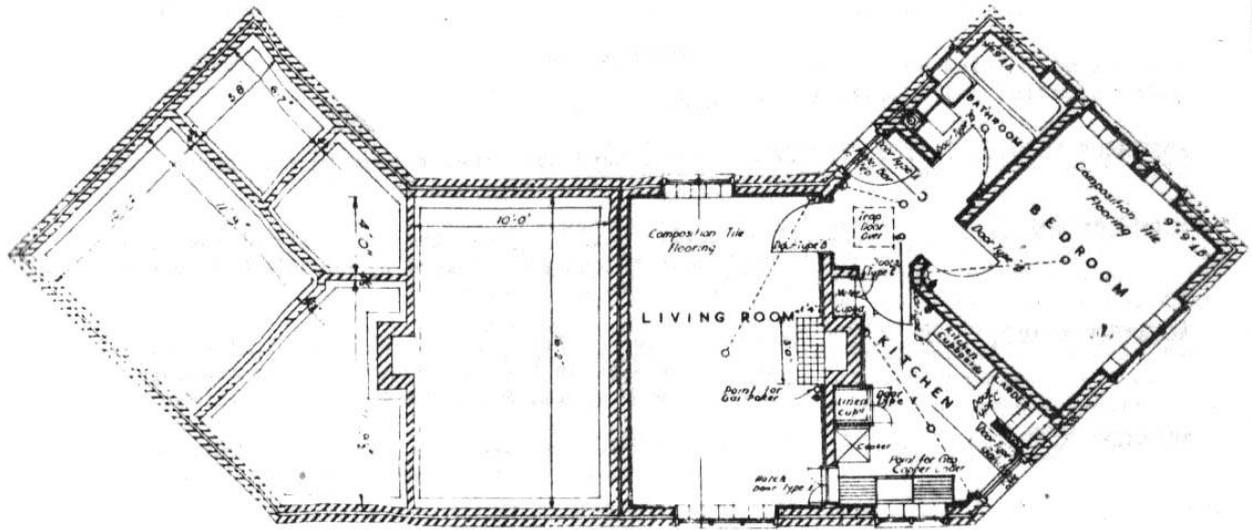


ABOVE:- THE TYPE BB28a DAVIS ESTATE'S BUNGALOW DESIGN, SHOWING THE SHARED FRONT BAY.

In one half of the bungalow is a living room and large bedroom, in the other half, a hall, kitchen, bathroom and smaller bedroom. Only one of the Davis designs, for a detached bungalow, is divided into three sections. A projecting bedroom at the front forms the first section, in the middle section is the hall, bathroom, kitchen and second bedroom and a living room takes up the whole width of the house at the rear.

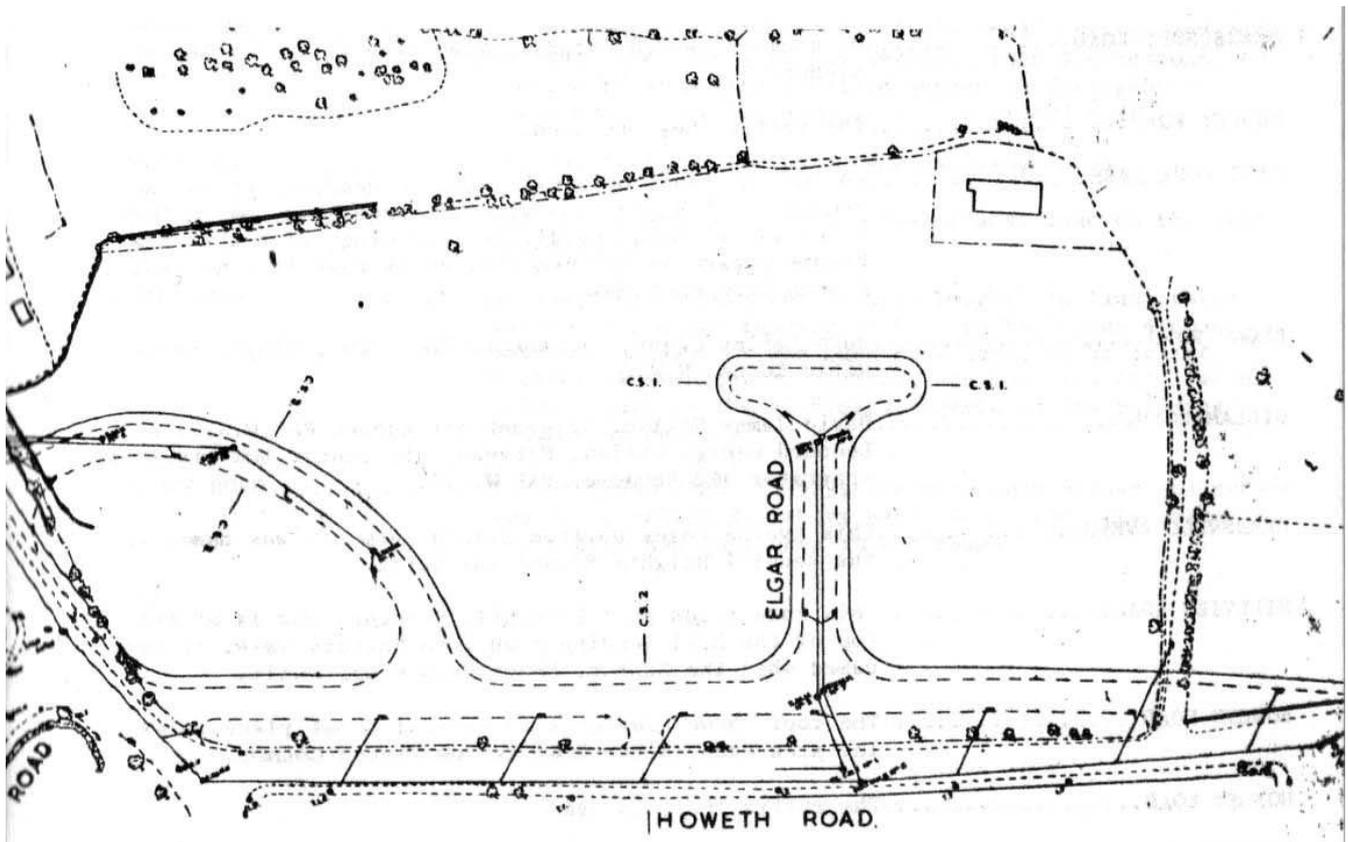
One of the Council's designs is very much like the Davis BB34 design, but it enlarges the kitchen and omits the third bedroom. Another of the Council's designs is more unusual. It has a 'V' shaped floor plan, but the point of the 'V', which incorporates the party wall is flattened. Against the party wall are the living rooms. In each of the arms of the 'V' are situated the bedroom, kitchen, bathroom and hall. The kitchen is put at the back of the dwelling and a front door is used, rather than a side door. This style of bungalow serves two purposes: inside it provides residence specifically for the elderly, with a floor area of 459 square feet. Externally it is designed as a corner unit, its function: to soften the impact of development at junctions, by virtue of its low roof and to unify opposing lines of development in adjoining roads, by virtue of its angular shape.

The area of land at the junction of East Howe Lane and Howeth Road was developed, by the



ABOVE:- A CORNER UNIT BUNGALOW OF THE LEYBOURNE COUNCIL ESTATE, WITH A 'V' SHAPED PLAN.

Council as a mini bungalow estate. It incorporates such features as a close -- Elgar Road and a green area of undeveloped land at the end of Howeth Road. The buildings are informally grouped and surrounded by a number of preserved, mature oaks. It even appears that the shape of Elgar Road was designed to fit in with the shape of the Council's corner unit bungalows which it serves. This is a suitable illustration of the standards for which housing reformers were aiming and contrasts very favourably with the many high density estates which have been built in the past.



ABOVE:- THE ELGAR ROAD DEVELOPMENT AREA ON THE 'LEYBOURNE ESTATE'

APPENDIX TWO

ORIGIN OF ROAD NAMES ON THE LEYBOURNE ESTATE.

| | |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ABERDARE ROAD..... | There was a Lord Aberdare present on the opening day of racing at the racecourse in 1925. |
| ALDERLEY ROAD..... | The suffix 'Ley' is used. The root 'Alder' may be a compliment to the part played by Council Aldermen in the racecourse activities. |
| ALDRIDGE ROAD..... | Roads on Council Estates are often named after local citizens killed in the World Wars. Edward Aldridge, Private 2nd Dorsets, was killed in the Great War. |
| BRIERLEY ROAD..... | The suffix 'Ley' is used. The root 'Brier' may be connected with the root 'Thorn' of neighbouring Thornley Road. |
| BROADHURST ROAD..... | Originally called Old Stables Road, because it ran past the stables serving the racecourse. The suffix 'Hurst' may be connected with the same suffix in Saxonhurst Road. |
| BROCKLEY ROAD..... | The suffix 'Ley' is used. |
| BROOK ROAD..... | An ancient lane, running from East Howe Lane to the brook on Kinson Common. |
| BROUGHTON AVENUE..... | Sir Henry John Delves Broughton owned the land on which the Leybourne Estate was built. |
| DEANSCROFT ROAD..... | Originally called 'Studley Road': see entry for Leybourne Avenue. |
| DUDLEY ROAD..... | The suffix 'Ley' is used. |
| EAST HOWE LANE..... | An ancient lane, originally called Headless Cross Lane, because of its junction with Wimborne Road, which formed a 'cross' with no 'head'. Its renaming, when the area became a part of Bournemouth, shows that it runs from Kinson into East Howe. |
| ELGAR ROAD..... | Hugh Smiley Elgar, Lieutenant 2nd Btn., King's Royal Rifle Corps. W.W.2. |
| GILLAM ROAD..... | David James Gillam, Sergeant air gunner RAF W.W.2. and Leonard George Gillam, Sergeant air gunner and wireless operator 142 Squadron RAF W.W.2. |
| HEADSWELL AVENUE..... | This Avenue leads up from Head's Farm. It was named when the Redhill Heights Estate was built. |
| HILLVIEW ROAD..... | This road leads past Doves Hill Crescent and is at the top of the hill leading down into Ensbury Vale. It was named when the Ensbury Mount Estate was built. |
| HOWETH ROAD..... | The root 'Howe' features in several local place names. The area once called Howe is now Kinson Common. |
| HOXLEY ROAD..... | The suffix 'Ley' is used. |
| LEEDHAM ROAD..... | Originally called Hillview Road North. William Herbert |

- LEEDHAM ROAD (cont.)..... Leedham, Pilot Officer 53rd Squadron RAF W.W.2.
- LEYBOURNE AVENUE..... The name derives from the name of the Estate. An extract from the Memorandum of Association of the Fairmile Estate Company Ltd. reads:- 'At an extraordinary general meeting of the Company duly convened and held on the 18th day of September 1930 ; at 50 Pall Mall LONDON SW1, the following resolution was duly passed as a Special Resolution:- "Resolved that owing to local associations, reported to the Company, it is desirable to change the name of the Company and that the name of the Company be changed from 'The Fairmile Estate Company Ltd.' to 'The Leybourne Estate Company Ltd.' The name Leybourne seems to be composed of two parts: the ending 'Bourne' from Bournemouth and the beginning 'Ley' from the name 'Studley Growers Ltd.' a company owning part of Ensbury Farm in 1915. The full form would be STUD(LEY BOURNE)MOUTH. See also Deanscroft Road.
- LONG ROAD..... Albert Edward Long, Leading Seaman HMS 'Paragon'. Great War.
- NORTHBOURNE AVENUE..... An existing road, called 'Ensbury Gardens' was renamed and extended when the area was absorbed by Bournemouth. Both this road and the whole area were known by the new name of NORTHBOURNE, as the area is North of Bournemouth.
- PALFREY ROAD..... Possible Racecourse connection: a Palfrey is a small horse.
- PERSLEY ROAD..... The suffix 'Ley' is used. The root is a tribute to a director of the racecourse, horse owner Mr. H.S.Persse of Stockbridge.
- ROMNEY ROAD..... Unknown.
- SAXONHURST ROAD..... An existing road, called 'Garfield Road' was renamed and extended when the area was absorbed into Bournemouth, to avoid confusion with Garfield Avenue in Springbourne. 'Saxonhurst' was the name of No 1, Garfield Road.
- THORNLEY ROAD..... The suffix 'Ley' is used. (See Brierley Road).
- WESTERN AVENUE..... This is an extension of the westernmost road on the West Moordown Estate.
- ETCHLEY CLOSE..... At one time, before the Council bought the land, there was to be a close running North from Leybourne Avenue, between Dudley Road and East Howe Lane, to be called Etchley Close after Mr. Etches, who had been the leading local figure in the airfield, racecourse and building estates at Ensbury.
- SALISBURY ROAD..... On the Frost Plan of 1929, the main road across the estate was to be called Salisbury Road, after the city where Mr. Etches had interests in a cinema.

APPENDIX THREE

PLOT NUMBERS

When a building estate is developed, each plot is usually given its own reference number, until a postal address number is allotted to it. On the Branksome Estate and those like it, plots are numbered as they are sold off and plot number one may be nowhere near plot number two. On the Leybourne Estate plot numbers were planned before the plots were sold and there are stretches of road where neighbouring houses have consecutive plot numbers. In the following list where consecutive numbering occurs, only the first and last in the series are given. Unless otherwise specified a series of postal numbers beginning and ending with either odd or even numbers will consist entirely of odd or even numbers respectively.

| PLOT NUMBER | POSTAL ADDRESS | PLOT NUMBER | POSTAL ADDRESS |
|-------------------------------|------------------------|---------------------------------------------------------|-----------------------|
| 1-29..... | 10-66 Leybourne Ave. | 230-232..... | 82-86 Northbourne Ave |
| 29a..... | 68 " | 233..... | 86a " |
| 30a..... | 59 " | 234-240..... | 88-100 " |
| 30-55..... | 57-7 " | 242-269..... | 65-119 Leybourne Ave. |
| 55a..... | 5 " | 270-274..... | 5-13 Hoxley Road |
| 56-89..... | 9-75 Broughton Ave. | 275-280..... | 14-4 " |
| 89a..... | 77 " | 281-322..... | (Leybourne Avenue) |
| 90a..... | 68 " | 323-334..... | (Dudley Close) |
| 90-114..... | 66-18 " | 335-339..... | (Leybourne Avenue) |
| 114a..... | 16 " | 340-349..... | (Etchley Close) |
| 115-118..... | 14-8 " | 350-367..... | (Leybourne Avenue) |
| 119..... | 109 Saxonhurst Road | 363-379..... | (East Howe Lane) |
| 120..... | 92 Western Avenue | 380-409..... | (Western Avenue) |
| 121-125..... | 101-93 Saxonhurst Rd | TOTAL 129 PLOTS BOUGHT UNDER C.P.O. FOR COUNCIL HOUSES. | |
| 126..... | 61 Leybourne Avenue | 410-419..... | 154-136 Western Ave. |
| 127..... | 70 " | 421-436..... | 136-104 " |
| 128-132..... | 91-83 Saxonhurst Road | 437..... | 28 Saxonhurst Road |
| 133..... | 79 Broughton Avenue | 438-459..... | 90-48 Western Avenue |
| 134..... | 70 " | 461-502..... | 51-133 " |
| 135-139..... | 81-73 Saxonhurst Road | 504-518..... | 135-163 " |
| 140..... | 6 Romney Road | 519-548..... | (Western Avenue) |
| 142..... | 102 Western Avenue | TOTAL 29 PLOTS BOUGHT UNDER C.P.O. FOR COUNCIL HOUSES. | |
| 143..... | 100 " | 549-557..... | 3-19 Broughton Close |
| 144-148..... | 126-118 Saxonhurst Rd. | 558-566..... | 20-4 " |
| 149..... | 63 Leybourne Avenue | 567..... | 7 Aberdare Road |
| 150..... | 80 " | 568-581..... | 14-I Romney Close |
| 151..... | " " | (inclusive) | |
| 152..... | 74 " | 582..... | 5 Aberdare Road |
| 153..... | 72 " | 583-599..... | 40-8 Romney Road |
| 154-158..... | 116-108 Saxonhurst Rd. | 600..... | 69 Saxonhurst Road |
| 159-177..... | 126-90 Hillview Road | 601-607..... | 14-2 Deanscroft Rd |
| (aka the 'Racecourse Estate') | | 608..... | 65 Headswell Avenue |
| 178..... | 45 Western Avenue | 609..... | 63 " |
| 179..... | 46 " | 610-616..... | 13-1 Deanscroft Rd. |
| 180-186..... | 84-72 Hillview Road | 617-631..... | 67-95 Headswell Ave. |
| 187..... | 3 Leybourne Avenue | 632..... | 4 Aberdare Road |
| 188-204..... | 82-114 " | 633..... | 1 " |
| 205..... | 116 " | 634-646..... | 99-123 Headswell Ave. |
| 206..... | " " | 648..... | 6 Aberdare Road |
| 207..... | 14 Broadhurst Avenue | 649..... | 8 " |
| 208-214..... | 120-132 Leybourne Ave. | 650-669..... | 39-1 Romney Road |
| 215..... | 101 Northbourne Ave. | 670..... | 71 Saxonhurst Road |
| 216..... | 99 " | 671..... | 15 Deanscroft Road |
| 217..... | 97a " | 672-685..... | 106-80 Saxonhurst Rd |
| 218-222..... | 97-89 " | 686-700..... | 32-4 Brockley Road |
| 223..... | 85 " | 701-710..... | 5-23 " |
| 224..... | " " | | |
| 225-229..... | 83-75 " | | |

| PLOT NUMBER | POSTAL ADDRESS | PLOT NUMBER | POSTAL ADDRESS |
|----------------|----------------------|--------------|--------------------|
| 712..... | 25 Brockley Road | 773..... | 78 Saxonhurst Road |
| 713-722..... | 106-124 Brierley Rd. | 774-780..... | 3-15 Palfrey Road |
| 723-726..... | 95-89 " | 782-788..... | 17-29 " |
| 727..... | 2 Thornley Road | 789..... | 31 " |
| 728..... | 4 " | 790..... | " " |
| 729-742..... | 85-59 Brierley Road | 791-793..... | 36-40 Persley Road |
| 743-745..... | 6-2 Persley Road | 794-804..... | 2-22 Palfrey Road |
| 746-756..... | 72-88 Brierley Road | 805..... | 16 Broadhurst Ave. |
| 756-759..... | 90-96 " | 806-811..... | 16-6 Thornley Road |
| 760..... | 104 " | 812-821..... | 1-19 " |
| 761..... | 23 Broadhurst Avenue | 822-834..... | 27-3 Alderley Road |
| 762 & 763..... | 21 " | 835-848..... | 4-30 " |
| 764 & 763..... | 17 " | 849-863..... | 33-5 Persley Road |
| 765-772..... | 15-1 " | 865-878..... | 3-34 " |

Within the confines of the Council Estate, each of the separately developed areas, with the exception of the shops and flats in Gillam Road, was given its own series of plot numbers.

AREA ONE

| PLOT NUMBER | POSTAL ADDRESS |
|-------------|-----------------------|
| 1-10..... | 178-160 Western Ave. |
| 11-28..... | 125-159 Leybourne Ave |
| 29-36..... | 56-142 " |
| 37-40..... | 3-9 Dudley Road |
| 41-50..... | 22-4 " |
| 51..... | 136 Leybourne Avenue |
| 52..... | 134 " |
| 53..... | 138 " |
| 54..... | 2 Dudley Road |
| 55..... | 1 " |
| 56..... | 140 Leybourne Avenue |

AREA TWO

| PLOT NUMBER | POSTAL ADDRESS |
|--------------|---------------------|
| 1 & 2..... | 65 Western Avenue |
| 3 & 4..... | 67 " |
| 5-9..... | 169-177" |
| 10-14..... | 1-9 Leedham Road |
| 15 & 16..... | 11 " |
| 17 & 18..... | 13 " |
| 19-25..... | 14-2 " |
| 26-32..... | 179-191 Western Ave |

AREA THREE

| PLOT NUMBER | POSTAL ADDRESS |
|-------------|---------------------|
| 1-3..... | 214-218 Howeth Road |
| 4-9..... | 2-12 Elgar Road |
| 10-15..... | 11-1 " |
| 16-24..... | 220-236 Howeth Road |

AREA FOUR

| PLOT NUMBER | POSTAL ADDRESS |
|-------------|-----------------------|
| 1-14..... | 57-83 Brook Road |
| 15-18..... | 94-100 East Howe Lane |
| 19-30..... | 104-126 " |
| 31-38..... | 137-123 " |

AREA FIVE

| PLOT NUMBER | POSTAL ADDRESS |
|-------------|-----------------------------------|
| 1..... | 163 East Howe Lane |
| 2-11..... | 179-161 Leybourne Ave. |
| 12-20..... | 2-18 Gillam Road |
| 21..... | 184 Western Avenue |
| 22-33..... | 12-1 Western Close (inclusive) |
| 34-40..... | 149-161 East Howe Lane |

AREA SIX

| PLOT NUMBER | POSTAL ADDRESS |
|----------------|------------------------|
| 1-8..... | 3-17 Long Road |
| 9 & 10..... | 19 " |
| 11 & 12..... | 21 " |
| 13 & 14..... | 1 Aldridge Road |
| 15 & 16..... | 3 " |
| 17 & 18..... | 5 " |
| 19 & 20..... | 7 " |
| 21-44..... | 9-55 " |
| 45-68..... | 48-2 " |
| 69-87..... | 23-59 Long Road |
| 88..... | 50 Aldridge Road |
| 89-92..... | 216-222 Leybourne Ave. |
| 93-100..... | 214-200 " |
| 101-104..... | 190-184 " |
| 105 & 106..... | 183 " |
| 105 & 106..... | 185 " |
| 109 & 110..... | 187 " |
| 111 & 112..... | 189 " |
| 113-118..... | 70-60 Long Road |
| 119 & 120..... | 58 " |
| 121 & 122..... | 56 " |
| 123-148..... | 54-4 " |

ADDITIONAL PLOTS IN HILLVIEW ROAD

| PLOT NUMBER | POSTAL ADDRESS |
|-------------|-----------------------|
| 1-23..... | 178-134 Hillview Road |
| 25-27..... | 132-128 " |

APPENDIX FOUR

The development of the Leybourne Estate put an end to the usefulness of the racecourse buildings, which were therefore pulled down. The table below shows which properties have replaced the earlier structures. The position of the older buildings is described by listing where they stood in terms of the geography of the Estate.

| | |
|-----------------------------------------|-----------------------------------------------------------------------------------------|
| PUBLIC STANDS..... | along the rear gardens of 75,77 & 79 Western Avenue and 118,120 & 122 Hillview Road. |
| LAVATORIES..... | 124 Hillview Road. |
| TATTERSALLS AND MEMBERS STANDS..... | 51,53,55,57 & 59 Western Avenue. |
| TATTERSALLS AND MEMBERS LAVATORIES..... | 94 Hillview Road. |
| SADDLING BOXES..... | 82 & 84 Hillview Road. |
| JOCKEYS' WEIGHING ROOM..... | 76,78,80 & 82 Hillview Road. |
| STEWARDS' STAND..... | in the road outside 62 & 64 Western Avenue. |
| JOCKEYS' STAND..... | 52 Western Avenue. |

The following list of modern houses on the Estate includes just those which were built on the race track.

Gillam Road Nos. 1,3,5,7,9,11,13,15,17,19,21,23,25 & 29.

Leybourne Avenue Nos. 3,5,7,10,65,49,51,53,55,57,59,72,74,80,83,84,85,86,87,88,157 & 159.

Dudley Road Nos. 4 & 6.

Northbourne Avenue Nos. 81,83,85,86a,88 & 90.

Palfrey Road Nos. 20,23,25 & 27.

Brockley Road Nos. 4,5,7,9,11,13,20,22,24,26 & 28.

Saxonhurst Road Nos. 69,78,116 & 163.

Broughton Avenue Nos. 7,8,9,10,18 & 20.

Persley Road Nos. 25,27,29,31,33 & 35.

Alderley Road Nos. 9,11,13,18,20 & 22.

Thornley Road Nos. 1 & 3.

Brierley Road Nos. 85,114,116 & 118.

Headswell Avenue Nos. 73,75,77,79,81,83,85,87,89,91,93,95,97,99 & 101.

Deanscroft Road Nos. 3,5,7,9 & 14.

Western Avenue Nos. 62,64,66,68,70,72,76,76,78,80,82,84,86,88,90,92,125,126,127,128,

129,131,133,135,137,139,141,143,145,147,149,151,153,155,157,159,161,163,165,167,169,171,173,175,176,177,178 & 180.

FIELD NAMES AND POSITIONS.

The area on which the Leybourne Estate stands was farmed land before the town of Bournemouth had come into existence. The names of fields in the following list are taken from a survey made in 1860, when Bournemouth was in its infancy. The race track obliterated most of the fields in its vicinity and so many houses were built without reference to the ancient boundaries. In the following list, houses that stand in the place of field boundaries and so occupy, partly the space of two or more fields are recorded against the name of each of those fields.

| <u>FIELD NAME</u> | <u>ADDRESSES</u> | |
|----------------------|-------------------------|--------------|
| "PARRS" | 6-20 Broughton Avenue | (evens only) |
| | 4-18 Hillview Road | (evens only) |
| | 10 & 11 New Parade | |
| | 3-20 Broughton Close | (inclusive) |
| "MIDDLE FIELD" | 1-8 Aberdare Road | (inclusive) |
| | 1-14 Romney Close | (inclusive) |
| | 83-123 Headswell Avenue | (odds only) |
| | 30-40 Romney Road | (evens only) |

| | | |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| "MIDDLE FIELD" (cont.)..... | 23-39 Romney Road 74-104 Headswell Avenue | (odds only) (evens only) |
| "PRITCHARD (No 1)" | 67-83 Headswell Avenue 50-74 Headswell Avenue 15-23 Romney Road 1 & 3 Deanscroft Road | (odds only) (evens only) (odds only) |
| "TWELVE ACRES" | 55-65 Headswell Avenue 52 & 54 Headswell Crescent 2 Deanscroft Road | (odds only) |
| "HOME BUSH CLOSE" | 9-47 Broughton Avenue 16-36 Broughton Avenue 10-44 Leybourne Avenue 3-25 Leybourne Avenue 7 Aberdare Road 1-10 New Parade 72-80 Hillview Road | (odds only) (evens only) (evens only) (odds only) (inclusive) (evens only) |
| "CROFTS" | 13-53 Leybourne Avenue 46-86 Western Avenue 45-75 Western Avenue 82-112 Hillview Road | (odds only) (evens only) (odds only) (evens only) |
| "PRITCHARD (No 2)" | 45-79 Broughton Avenue 38-70 Broughton Avenue 42-70 Leybourne Avenue 45-53 Leybourne Avenue 10-36 Romney Road 19-21 Romney Road 81-91 Saxonhurst Road 102 & 104 Saxonhurst Road | (odds only) (evens only) (evens only) (odds only) (evens only) (odds only) (odds only) (evens only) |
| "NINE ACRES" | 78-100 Saxonhurst Road 67-81 Saxonhurst Road 1-19 Romney Road 6-12 Romney Road 5-15 Deanscroft Road 4-14 Deanscroft Road 56-70 Headswell Crescent 1-9 Broadhurst Avenue 4-8 Broadhurst Avenue 30 & 32 Brockley Road | (odds only) (odds only) (evens only) (odds only) (evens only) (evens only) (odds only) (evens only) |
| "BROOMY CLOSE" | 110-140 Hillview Road 71-101 Western Avenue 86-92 Western Avenue 103 Saxonhurst Road | (evens only) (odds only) (evens only) |
| "LOCKYER'S COOMB (No 1)" | 136-162 Hillview Road 99-111 Western Avenue | (evens only) (odds only) |
| "ROSES QUOMP" | 96-120 Saxonhurst Road 87-103 Saxonhurst Road 53-63 Leybourne Avenue 68-80 Leybourne Avenue 84-92 Western Avenue 4-20 Brockley Road | (evens only) (odds only) (odds only) (evens only) (evens only) (evens only) |
| "HARVEY'S QUOMP" | 90-111 Western Avenue 100-116 Western Avenue | (odds only) (evens only) |

| <u>FIELD NAME</u> | <u>ADDRESSES</u> | |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| "HARVEY'S QUOMP" (cont.)..... | 118-123 Saxonhurst Road 103 Saxonhurst Road 63-87 Leybourne Avenue 80-94 Leybourne Avenue 4 Brockley Road 5-13 Brockley Road 120-124 Brierley Road | (evens only) (odds only) (evens only) (odds only) (evens only) |
| "LOCKYER'S COOMB (No 2)" | 160-164 Hillview Road 109-127 Western Avenue 116-132 Western Avenue 85-111 Leybourne Avenue 194-116 Leybourne Avenue 16 Thornley Road | (evens only) (odds only) (evens only) (odds only) (evens only) |
| "ROSES INNER QUOMP" | 16-32 Brockley Road 19-25 Brockley Road 9-17 Broadhurst Avenue The 'Crown and Sceptre' Broadhurst Avenue | (evens only) (odds only) (odds only) |
| "LONG FIELD" | 72-120 Brierley Road 59-85 Brierley Road 14,16,21 & 23 Broadhurst Avenue 11-25 Brockley Road 2- 6 Persley Road | (evens only) (odds only) (odds only) (evens only) |
| "HOME CLOSE" | 77-95 Brierley Road 96-108 Leybourne Avenue 6-16 Thornley Road 1-17 Thornley Road 4-24 Alderley Road 3-23 Alderley Road 8-26 Persley Road 5-25 Persley Road | (odds only) (evens only) (evens only) (odds only) (evens only) (odds only) (evens only) (odds only) |
| "GREAT DOVESHILL" | 162-186 Hillview Road 123-151 Western Avenue 132-148 Western Avenue 99-105 Leybourne Avenue Old People's Home Leedham Road | (evens only) (odds only) (evens only) (odds only) |
| "DOVESHILL (No 1)" | 151 & 153 Western Avenue 144-154 Western Avenue 109-121 Leybourne Avenue 116-124 Leybourne Avenue 4 Hoxley Road 5-13 Hoxley Road 19 & 21 Thornley Road 4-16 Palfrey Road 25 & 27 Alderley Road 26-30 Alderley Road | (evens only) (odds only) (evens only) (odds only) (evens only) (evens only) |
| "LITTLE DOVESHILL" | 12-16 Palfrey Road 3-19 Palfrey Road 120-132 Leybourne Avenue 121-89 Northbourne Avenue | (evens only) (odds only) (evens only) (odds only) |
| "DOVESHILL (No 2)" | 19-31 Palfrey Road 18-22 Palfrey Road 27-33 Persley Road 28-40 Persley Road | (odds only) (evens only) (odds only) (evens only) |

| <u>FIELD NAME</u> | <u>ADDRESSES</u> | |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| 1822 Award allotment No 963..... | 196-212 Howeth Rd | (evens only) |
| "LITTLE BRAKE"..... | Old People's Home Leedham Road 151-169 Western Avenue 13 Leedham Road 11-14 Hoxley Road | (odds only) (inclusive) |
| "GREAT THREE ACRES"..... | 4-14 Huxley Road 160-170 Hestern Avenue 125-145 Leybourne Avenue 132 Leybourne Avenue 101 & 99 Northbourne Avenue | (evens only) (evens only) (odds only) |
| "LITTLE THREE ACRES"..... | 81-97a Northbourne Avenue 86a-100 Northbourne Avenue 134-138 Leybourne Avenue 2-6 Dudley Road | (odds only) (evens only) (evens only) (evens only) |
| "FIVE ACRES"..... | 75-79 Northbourne Avenue 82-86 Northbourne Avenue 8-22 Dudley Road | (odds only) (evens only) (evens only) |
| "PARK"..... | 1-12 Elgar Road 214-236 Howeth Road | (inclusive) (evens only) |
| "DOMINGS HILL GROUND"..... | Leybourne House Western Avenue Puck's Dell Hoods 127-137 East Howe Lane | (odds only) |
| "BRAKE WOOD"..... | Open Ground in Puck's Dell 20 Leedham Road 212 Howeth Road | |
| "BRAKE"..... | 1-14 Leedham Road Old People's Home Leedham Road 167-191 Western Avenue | (inclusive) (odds only) |
| "HIGHER FIELD"..... | 172-184 Western Avenue 183-191 Western Avenue 145-159 Leybourne Avenue 1-27 Gillam Road Cycling Proficiency Test Centre Disabled Drivers' Association Hall | (evens only) (odds only) (odds only) (odds only) |
| "FOUR ACRES"..... | 153-159 Leybourne Avenue 140-156 Leybourne Avenue 1-9 Dudley Road 1-8 Dudley Gardens | (odds only) (evens only) (odds only) (inclusive) |
| "PRIMROSE COTTAGES, GARDEN AND ORCHARD"..... | 119-129 East Howe Lane | (odds only) |
| "GREAT CLOSE AND LOWER HAYS"..... | 158-182: Leybourne Avenue 161-179 Leybourne Avenue 2-18 Gillam Road 149-185 East Howe Lane 1-12 Western Close | (evens only) (odds only) (evens only) (odds only) (inclusive) |
| "HOME FIELD"..... | 138-164 East Howe Lane | (evens only) |

| <u>FIELD NAME</u> | <u>ADDRESSES</u> |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| "PICKED TAWS" | 73-83 Brook Rd 94-126 East Howe Lane (evens only) Open space, from Brook Road to central footpath |
| HOUSE, YARD, ORCHARD AND GARDEN.... | 134 & 136 East Howe Lane |
| "ACRE" | 70-76 East Howe Lane (evens only) 186b-190 Leybourne Avenue (evens only) |
| DUKE'S COTTAGE AND GARDEN..... | 192 & 194 Leybourne Avenue 178 East Howe Lane |
| "DUKE'S (No 1)" | 198 & 200a Leybourne Avenue All addresses in Leybourne Close |
| "KITSCROFT" | 200-206 Leybourne Avenue (evens only) |
| "DUKE'S (No 2)" | 208-214 Leybourne Avenue (evens only) 50 Aldridge Road 51-59 Long Road (odds only) 56-70 Long Road (evens only) Island open space, Leybourne Avenue |
| "DUKE'S (No 3)" | 210-222 Leybourne Avenue (evens only) |
| "MEADOH" | 183-189 Leybourne Avenue (odds only) Open space, from central footpath, to Leybourne Avenue |
| "LITTLE DUKES" | 38-48 Aldridge Road (evens only) 41-55 Aldridge Road (odds only) |
| "JOLLIFF'S CLOSE" | 21-39 Aldridge Road (odds only) |
| "GREAT DUKE" | 7-49 Long Road (odds only) 1-11 Aldridge Road (odds only) 4-22 Long Road (evens only) 2-36 Aldridge Road (evens only) |
| "HILLEY GROUND" | 18-54 Long Road (evens only) 59-71 Brook Road (odds only) |
| HOUSE, BUILDINGS AND GARDEN..... | 3 & 5 Long Road 59-71 Brook Road (odds only) |
| "PLEASURE GROUNDS" | 9 Brook Road |

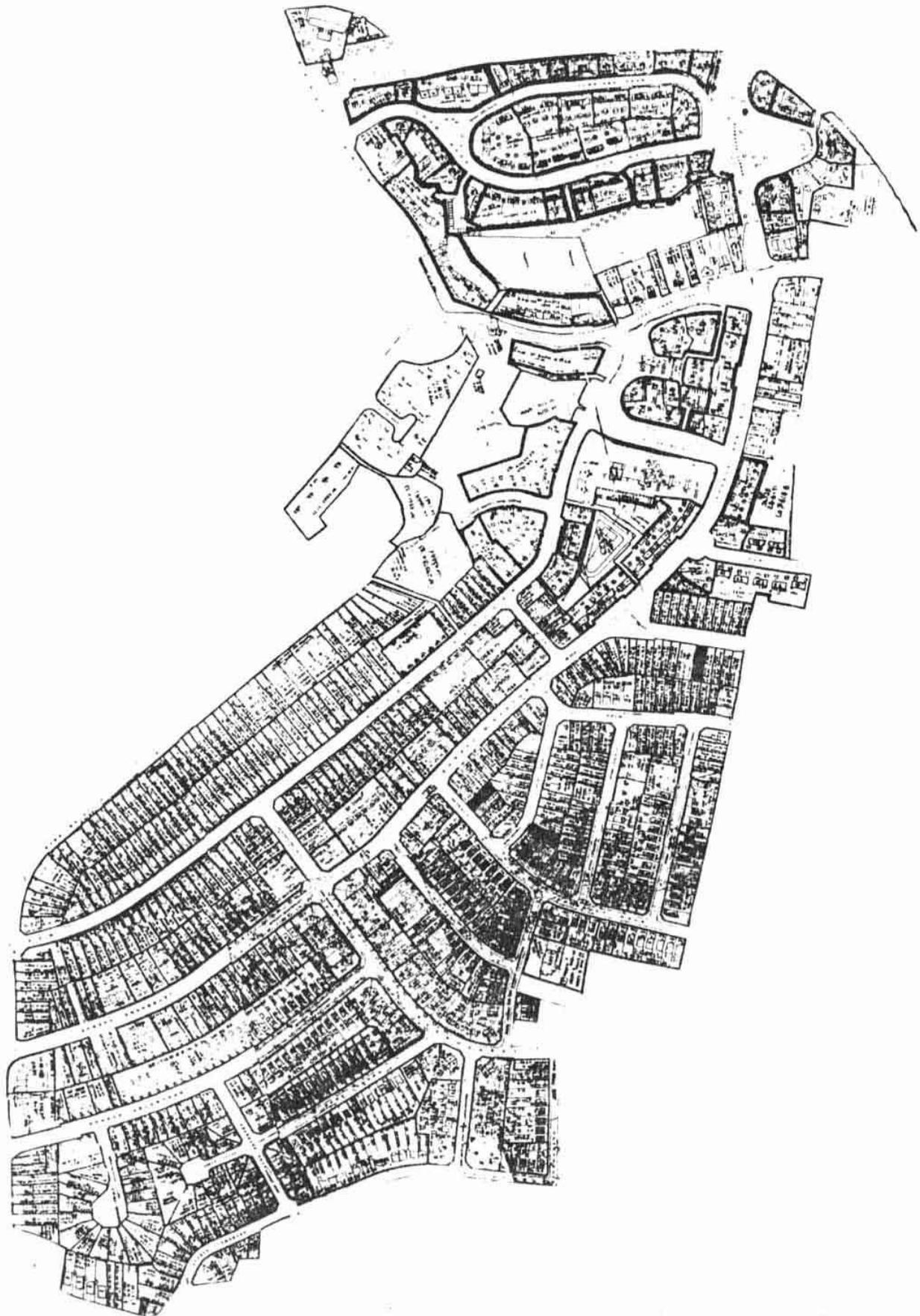
APPENDIX FIVE

PLAN VIEWS OF THE ESTATE

i) Below:- aerial photographic survey, carried out c.1970



ii) Below:- plan showing extents of the planning approvals for house on the estate



LEYBOURNE WANDERINGS

Entering the estate from Coombe Avenue, where tall grey houses crowd onto the narrow road, the first impressions are of deeper gardens and increased spaciousness emphasised by an open area adjoining a parade of shops, set with their own service road behind a boarder of tall trees. The white painted houses in Leybourne Avenue contribute to a more airy feel. The neatness of the building lines, the rows of trees and the curve of the road, impart a simplicity, which is counterpointed by diversity in the individual houses, where there are a variety of slates and clay roof tiles, of brick and plaster finishes of occasional leaded windows, and the wide selection of suburban flora.

Despite the wide roadway and pavement with a bush and tree boarder, the close spacing of the houses and the curve of the road, which obscures the view to Saxonhurst Road, give an enclosed appearance. The flatness of the land is uninteresting until the spacious junction with Saxonhurst Road, where the tall trees which cast a considerable amount of shade have thinned out and end allowing an exposed appreciation of the view ahead. The following stretch of Leybourne Avenue, where grass boarders replace the trees and bushes, is more open to light. The first curve of the Avenue to the left is complimented here by one to the right, not as tight or smooth, but unobscured by trees and lined with more uniform houses: all have clay tiled roofs, most have round bay windows. The building line on the right is broken by road junctions creating an assymetry across the road. Beyond the Avenue curves to the left again, and then falls away to East Howe Lane. There is further assymetry, beyond Palfrey Road, between Council and private houses.



ABOVE:- THE SPACIOUS JUNCTION OF LEYBOURNE AVENUE AND SAXONHURST ROAD LOOKING SOUTH

Broughton Avenue has a different character to Leybourne Avenue: the spacious start between Hillview Road School and the shops does not have the continual influx of traffic of Leybourne Avenue, the trees are smaller and neater and allow in more sunlight. The curve of Broughton Avenue is broken up by junctions with side roads. To the right is Broughton Close, which is free of trees, spacious and isolated. The pine trees of Redhill Common edge the panoramic sky above the close's bungalows.

Aberdare Road looks abandoned, few houses face it and there are too many junctions to allow an elegant appearance. In Broughton Avenue, the flat land and spacing of trees and houses provide views to distant parts of the estate. Attention is drawn to the distinctive 'Davis' houses by the abrupt end to Broughton Avenue, where diagonally placed houses open, unexpectedly, onto Saxonhurst Road. Here relatively small trees allow a good deal of light into an open street scene. House groupings and road junctions give added interest. A bungalow in Western Avenue, visible in one direction, contrasts with the panoramic view available in the other direction. Due to the curve of the road, the front gardens of some properties are pushed into the line of view, giving a sense of intimacy.

At the junction of Hillview Road and Redhill Drive is an open green, with trees and flowers which integrates the estate with the undulating land of Redhill Park. The white house which dominates the corner predates the Leybourne Estate. Four bungalows behind this contrast with the dark, semi-detached houses opposite, the bungalows being built of lighter brick, detached and set further back from the road. The undeveloped Sandy Way adds spaciousness to Headswell Avenue which is not a smoothly curving road: planned as part of the 'Redhill Heights Estate', its course was distorted to accommodate the racecourse. It appears crowded by the tight development of bungalows, with no pavement trees to shield them.

Aberdare Road, from Headswell Avenue to Romney Road is peacefully residential, but it seems barren from Romney Road to Broughton Avenue, with the exception of the garden of No 7. Beyond Aberdare Road, spaciouly set, uniform 'Davis' bungalows enhance the curve of Headswell Avenue, carrying the eye on to where the road charts a broad course between the houses on Redhill Heights. Deanscroft Road, to the left is a typical Davis road, with sufficient variety of house types to avoid monotony. It is a good residential road, for it attracts little traffic onto the estate. From Headswell Crescent the view down Headswell Avenue, over the crest of the hill continues to open up until well onto Redhill Heights.

Headswell Crescent, at the junction with Saxonhurst Road offers a commanding view over Ensbury to the North and a vista to the South of part of the Leybourne Estate.

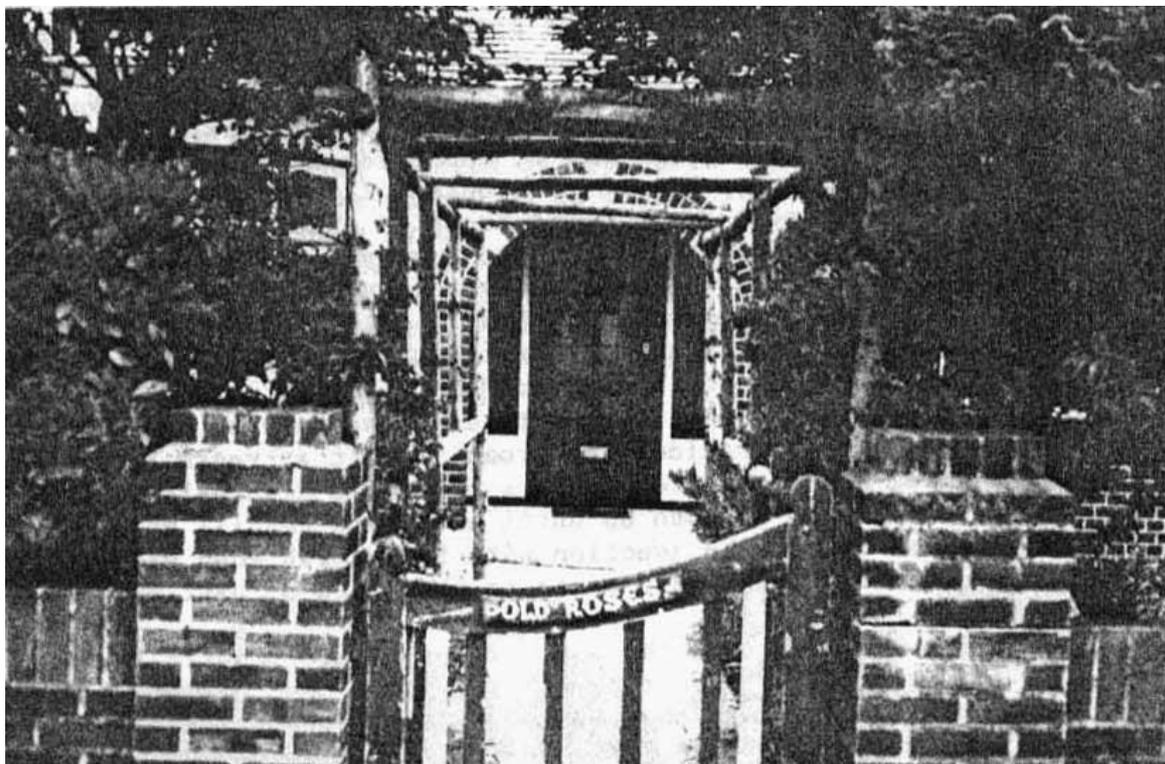
Broadhurst Avenue overlooks the part of the estate, built in the depression of the land in which Brierley Road runs. To the right the 'Crown and Sceptre' Hotel dominates the Avenue, set in a spacious plot before an expansive background sky, which dwarfs the bungalows of the area. To the left the comparatively bustling Leybourne Avenue is seen along Brockley Road, which curves, presenting its bungalows in a crescent, lined with small regularly spaced trees. The house, visible in Leybourne Avenue, from here appears isolated from the sweeping curve into which it fits.

Large trees crowd and over shadow the narrow straight Romney Road. On one side stand Davis houses in well established gardens, whilst the houses on the other side are more diverse in design and have less plants around them, apart from the dense foliage at the junction with Aberdare Road. Romney Close is directly open to view from Aberdare Road, the small bushed island providing little cover, but as these roads are quiet, there is sufficient privacy for the houses.

The earliest portion of Western Avenue, with its variety of buildings, on the 'West Moordown Building Estate' contrasts with the simple lines of the Leybourne bungalow development, dotted with spindly trees and curving away from the junction with Hillview Road. Beyond this curve, at the far end, the vegetation closes in and the road bends out of view again. The tightly developed bungalows are unobtrusive under the long line of roofs. The bungalow named 'Old Roses' which is on the corner of Hillview Road was once the 'show house' for the estate and has exemplary leaded windows. Ageing and chipped curb stones soften the line of the road adding a quaintness to the street. At the junction with Saxonhurst Road is a thickly vegetated view across Leybourne and Broughton Avenues to Romney Road, punctuated by vehicles flashing by along Leybourne Avenue.

Terraced houses at the end of the long stretch of Avenue of bungalows, slant slightly from the line of vision, gently introducing the Council Estate. Between Nos 149 and 151 an alley and a dark passageway beneath tall oak trees lead to Hillview Road. The gardens on the corner of Western Avenue and Hoxley Road provide an interesting feature of bushes and trees. In contrast to Aberdare Road, Hoxley has a neat, well cared for and crowded appearance. Across the unusual treed lawn of 4 Hoxley Road, North East Dorset appears over the edge of the Ensbury plateau.

Hillview Road, previously named 'Oak Road', was part of the West Moordown Estate, between Redhill Drive and Western Avenue. Previously it was only a short path leading from Redhill Drive to a cow shed. From the open green, a row of trees past the bungalows, leads up to the abundantly green verge outside the 'New Parade' shops. The retailers on this part of the estate are presently:- the recently opened Butcher, Estate Agent and Building Society; the established hair stylist, Chemist, Newsagent, Off License, Grocer and T.V. Shop; the successful new Fish Shop and the Hardware shop, currently winding down business. Beyond Leybourne Avenue, a row of South facing bungalows in Hillview Road are followed by a distant row of North facing houses, curving to the right. The strong line of the bungalows brings an ordered calm opposite the jumble of the West Moordown Estate.



ABOVE:-THE SHOW BUNGALOW ON THE CORNER OF WESTERN AVENUE AND HILLVIEW ROAD.

Beyond Western Avenue the natural beauty of tall oak trees is glimpsed across the roof tops of houses and bungalows on the curve of the road, which set the pattern for the curves of the major roads on the estate. On this curve the bungalows which are built where the racecourse buildings stood, are widely spaced and each comes slowly into view. Beyond the curve, on the 'Ensbury Mount Estate', the abundance and stature of the older oaks draws attention from the younger gardens, which brim with plants and trees on the Leybourne Estate side. The street scene is varied. To the left, at the junction of Doveshill Crescent and Abney Road, are the sprawling grounds of the Convent of St. Boniface, with an open field opposite, used for grazing horses. To the right is a row of bungalows, where the similarity of design is offset by various roofs, colour schemes and small design details, such as decorated gable ends and leaded windows. The dwellings of Western Avenue are visible in the distance, between the bungalows. There is a dip halfway along the road, which comes to an end before the metallic barred gates of a mysterious, tree shrouded drive. From Hillview Road a footpath drops away to the left, down to Howeth Road, in Ensburry Vale, giving a view, partly obscured by trees, of the neighbouring lands, once part of East Howe Farm, and the spire of East Howe United Reform Church. At the end of Hillview Road, the footpath resumes leading to the right, to Western Avenue.

Brierley Road slopes away from Leybourne Avenue to the North and is lined with trees and small bungalows. Beyond the first bend of this road is a distant landscape visible over the roof tops. The dwellings on the right, beyond Broadhurst Avenue, built in a natural depression of the land, are below road level. A number of side roads lead up the left side of this depression to Palfrey Road. At Persley Road, Brierley Road steepens slightly but there is no indication of a boundary between the 'Forest View' and the 'Leybourne' estates.

From its junction with Leybourne Avenue, adorned with a letter box, telephone box and a bus stop, Palfrey Road curves to the left. Only a short row of bungalows is visible from the main road. Around the curve there is an attractive scattering of trees in front of the unobtrusive, low dwellings. On the left are several interesting gabled fronts, whilst to the right are several side roads. The straightness of the road carries the eye along to the dominating panoramic view, where the road suddenly drops away at the junction with Persley Road. The commanding View emphasises the height of the land above Ensbury and the Old Vicarage to the North.



ABOVE:- A VIEW FROM THE TOP OF ENSBURY PLATEAU AT THE JUNCTION OF PERSLEY AND PALFREY ROADS

At the footpath to Northbourne Avenue, Palfrey Road steepens again. Above the trees and red and grey roofs is a view across from Dudsbury to Hurn, encompassing Ringwood and part of the New Forest, a vast expanse of sparsely populated or developed land, consisting mainly of hundreds of trees, glimpsed green fields and the far away ridges of the horizon.

In Thornley Road the slight slope of the land is barely visible, apart from the lower bungalows at the far junction with Brierley Road, above which can be seen the roofs of dwellings in Broadhurst Avenue. There is a looseness of layout and few trees in Thornley Road.

Alderley Road gives a clear view out over the low lying bungalows in Brierley Road, past the looming 'Crown and Sceptre', to the last houses at the top of Redhill Heights. The even numbered side of Alderley Road has a greater abundance of trees and plants than the odd side. At the junction with Brierley Road continually humming electricity fan boxes below the pavement send draughts of warm air up through perforated metal covers.

Several roofs in Persley Road have the smoke grey coloured tiles which are used extensively on the 'Forest View Estate'. The odd numbered houses, all with gable fronts, contrast with the lower lying even numbered houses, where there are virtually none. Whilst few trees line the road, the view across to Redhill Heights is blocked by a bank of trees towering over the dwellings of Brierley Road, to which Persley Road steeply descends. The dominant sky sinks down to the horizon, which is glimpsed between the bungalows on the lower side of the road.

At the far end of the footpath from Palfrey Road to Northbourne Avenue is a group of tall dark oaks and overhead the sky sweeps down to the low plain across the Dorset Hampshire border. Below are the numerous dwellings on the Northern face of the plateau. At night this landscape is dotted with pin pricks of light from

distant roads and houses.

The open spaces at the top of Northbourne Avenue, bring a pause in the street scene of Leybourne Avenue, prior to the introduction of the Council houses. From here is a clear view over Ensbury to the North. The grassed area on the right, where Leybourne sweeps into Northbourne Avenue, compliments the distance with an area of green in the foreground. There are a variety of house designs in Northbourne Avenue, as Mr. Etches kept much of the land near his house here, undeveloped and many plots were not used until building styles had greatly changed. The greenery of far distant trees merges into the trees beyond the first slope of the Avenue, rising up along shrub and tree borders to the tall silver birch at the top of the fall. At the crest of the hill Northbourne Avenue is constructed in a cutting and is lower than the houses. This focuses the view down the centre of the road to the panorama beyond. At the boundary of the estate is a bank of trees to the left, beyond which is a view to the West over the roofs below. To the right is the high walled alleyway through to Palfrey Road.

The Council houses of Leybourne Avenue are of symmetrical uniform design. Some interest is provided by the alternation of brick and render front facing walls and variations in the building line to create small groupings. Part of their charm lies in their resemblance to rural buildings. Below Northbourne Avenue Dudley Road branches to the right from Leybourne Avenue with a repetition of the grassed corners of the previous junction, being used as a device to unify the Council and private estates.

Dudley Road slopes downhill very close to its junction with Leybourne Avenue. Large oaks to the right lessen the impact of the houses set well back behind them, whilst the slope of the hill hides those on the left and brings added interest, by varying the height of successive roofs. Large trees at the bottom of Dudley Road contrast with the small trees in Leybourne Avenue and help, with the slope of the hill to isolate the peaceful 'Ashridge Estate' from Leybourne Avenue. Dudley Road also contrasts with the bleakness of the adjoining Dudley Gardens, an open landscaped development of four bungalows. Flowers surround the buildings, but the banked grounds are featureless bar a few small trees. The bungalows appear insubstantial and are unimaginatively placed. There seems to be little privacy or originality within the group. A footpath, barred by a small gate leads from Dudley Gardens to Leybourne Avenue opposite a sloping wooded verge below Gillam Road. The mature trees there screen the adjacent Council houses. Opposite a steep bank rises up to a row of shops. The wide grass verges and the steep slopes separate the buildings on either side, making Gillam Road a most spacious area. The gradient between either side of Gillam Road compliments a corresponding contrast in architecture. The shops are set behind a grass verge, service road and wide pavement, which provide a pleasant environment for the shoppers. The shopping parade, built in a light brick, with muted red tiles, like the blocks of flats on either side, is designed with large display windows. A number of successful local businesses have been run from Gillam Road in the past:- Sant's the Newsagent, now a fabric shop; Todd's the Butcher, now an electrical shop; Tinsley's the Grocer, now a health food shop the Green Crocer's run by George and Michael, now part of the Driving Test Centre, which arrived, amid local opposition, at the same time as the steps up the bank from Gillam Road. The only shop presently empty is the Ironmongers at the start of the row. The grass verges of Gillam Road are continued in Western Avenue, unifying this part of the estate.

Below Dudley Road Leybourne Avenue curves to the left. The houses on the right form giant steps down the hill, with a distant horizon revealed as they drop away. An area of open grass at the junction with Gillam Road gives an open view of the surroundings. Below Gillam Road the buildings contrast across Leybourne Avenue. On the right is a row of detached bungalows of varying designs, on the left is a crescent of uniform semi-detached Council houses. Small trees and wide pavements allow plenty of light into the street. Beyond the sharp bend where incomplete Leybourne Avenue, enters the Northern Section of East Howe Lane, can be seen the tall oaks of Duke's Coppice.

In Western Avenue a variety of Council House designs are used: terrace and semi-detached houses, bungalows and a block of flats. Nos. 168-174 set further back than their neighbours, have grass verges outside their shared front wall. Western Avenue curves to the left and drops out of sight. To the left preserved trees integrate the buildings into the natural landscape.



ABOVE:- COUNCIL FLATS ON THE CORNER OF GILLAM ROAD AND WESTERN AVENUE.

In Leedham Road the alternation of roof styles, occasional trees and well spaced buildings, create an attractive area of the estate. At the end, much land is taken up by 'Templeman House', an old peoples' home, built similarly to the flats in Gillam Road. The grounds are dotted with mature trees. Nearby is a vacant area of grass, forming part of 'Puck's Dell' left as public open space, the inaccessibility of which prevent the area from being widely used or abused. There are many mature oaks at the bottom of a steep slope in the dell, they are arranged in two rows across the slope, the older trees in the top row, the younger, spindly trees in the bottom row. From the bottom of the slope the whole area of the dell becomes more apparent. The cottage-like bungalows of Elgar Road, visible through the trees add to the rural charm of the area. In one corner a Scout hut lies at the bottom of the slope, in the opposite corner a footpath leads out to East Howe Lane. Another path, to Western Avenue, passing 'Leybourne House', allows a view over the thatched cottages in East Howe Lane, out to Long Road.

Opposite Leedham Road an alley leads to an area of flat, treeless, grassed land, where two buildings, the Disabled Drivers Association Hall and the Cycling Proficiency hut, are overlooked by the rear windows of the Council houses. A grass footpath between broken fences leads to Leybourne Avenue.

From Leedham Road the view down Western Avenue overlooks some 19th Century buildings in East Howe Lane, 'Cuckoo Woods' and the Horizon. To the left Council houses are set behind a few oak trees, to the right is an open area beside Gillam Road 'Leybourne House' an old peoples' home, opposite Gillam Road benefits from the views. There are several steep grassy banks at the junction of Western Avenue and East Howe Lane, setting the houses well back from the road. A footpath leads from Western Close, which is also lined with these banks, to garage spaces for surrounding houses. Between the cluster of various house types is a view of the Dorset horizon.

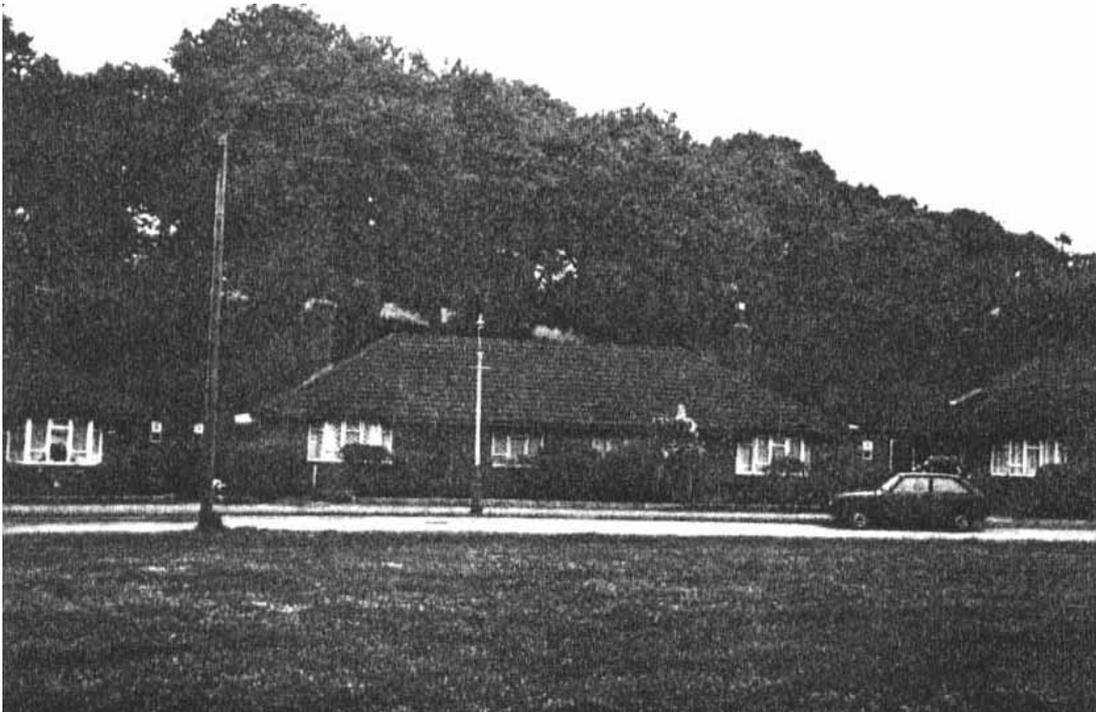
Left from Leybourne Avenue into East Howe Lane, are two mature oaks on a steep bank, which partly blocks from view the Council houses built behind it. Opposite behind a low bank and a wide footpath, the original route of East Howe Lane, are a number of older houses. To the right of these a tangle of bushes and trees marks the sites of 'Hillside' and 'Abinger'. Four semi-detached bungalows stand on the site of Mr. Burrow's bungalow. A footpath along the top of the left hand bank offers an unusual view onto the lane below. From the open junction with Western Avenue, a view of the surrounding estate can be appreciated. Further on East Howe Lane curves away to the right. To the left Council houses are set at the top of a wide steep bank

of large-bushes. On the right a low grass bank of aged oaks originally marking a field boundary separates more Council houses from the road and demonstrate the antiquity of the lane over the surrounding estate roads. Similar boundary banks have been preserved in the centre of Brook Road and Howeth Road. Also in Brook Road, the



ABOVE:- COUNCIL HOUSES IN EAST HOWE LANE, INTEGRATED WITH EXISTING OAK TREES.

Council Houses, stopped well back from the junction have been played across the corner and at Howeth Road a wide green has been left undeveloped. A road curves around it, forming a crescent of bungalows, with the trees of Puck's Dell as a backdrop.



ABOVE:- THE BUNGALOWS AT THE CORNER OF HOWETH RD WITH PUCK'S DELL BEHIND THEM.

Next to the green are a pair of thatched cottages in East Howe Lane, very close to the road. Beyond the central embankment at the junction Howeth Road meanders through a small vale, whose sides are dotted with trees and bungalows. The many faceted, angular appearance of the Elgar Road bungalows, huddled together beneath a wooded slope are reminiscent of a village community. Four semi-detached bungalows end the Howeth Road stretch of the Leybourne Estate, with a simple bold window design and open planned gardens. Behind them are the exotic trees of the 'Ensbury Mount Estate'. Opposite stand the bungalows of the 'Sandy Lane Estate' on the gentle Northern slope of East Howe. The preservation of trees, banks and open space, around the end of Howeth Road, the unstructured road pattern and the two nearby thatched buildings and numerous bungalows, give the area the appearance of a village green.

As Brook Road rises up and curves away from this area the central embankment and its trees hide the view beyond. An uneven line of houses run up the hill, to the corner of Long Road, where two blocks of flats stand well back from the road, on the site of 'Woodlands', loosely hidden behind trees and bushes. The preserved bank of trees in Brook Road, interrupted by the intrusion of the Kinson Estate, returns beyond the junction with Long Road. Where 'Howe Lodge', supposed home of the famous smuggler Gulliver, stood, before being demolished to make way for a road that was never built, is a patch of rough land. In the old grounds stand a three storey block of flats, placed diagonally to the road. Field banks are retained towards the end of Brook Road on both sides of the lane, splendidly preserving for the moment, the old rural character.

From the end of a narrow potholed drive, which curves past the 'Howe Lodge' flats to their garages, a footpath leads to an allotment field. The 'Highlands', 'Hyde' and 'Leybourne' estates all back onto the surrounding undeveloped land. A wide grassy strip of land, sloping down to Duke's Coppice, behind the houses in Aldridge Road, now used for grazing horses, was once to be used for a relief road for nearby Kinson Road. It is now planned for housing purposes.

Long Road curves to the right from Brook Road, with the first houses framed under trees which once belonged to 'Howe Lodge'. Further along are three semi-detached houses built in light brick, once used as Police Houses. The junction with Aldridge Road is spacious and the houses stand well back. There are small areas of grass here, where mature trees grow. The terrace 2-8 Aldridge Road is an architectural anchor for the junction. The curve and slope of the road and variations in house type, create diversities in Aldridge Road, despite the use of rigid building lines. The compactness



ABOVE:- COUNCIL HOUSES AT THE JUNCTION OF ALDRIDGE ROAD AND LONG ROAD

of the houses along the short narrow roadway, with wide pavements and encroaching vegetation, create a peacefully enclosed and isolated area of the estate. Past bungalows at the bottom of the hill, the road curves to the right, past densely leafed trees to meet Long Road, opposite the expanse of open space in Leybourne Avenue.

After the first junction with Aldridge Road, Long Road curves sharply to the left. The houses on the outside of the curve stand apart as individual units. A wide road and staggered building line create an open street scene. Long Road is level for a greater distance than Aldridge Road and then drops away steeply. A number of mature oaks have been preserved at the top of the slope. Long Road opens directly onto the open space of Leybourne Avenue, maximising the accessibility of houses to the view and emphasising the change in land level.

Between Brook Road and Leybourne Avenue is an area of open grass, with a footpath from Long Road to East Howe Lane. This area is a continuation of Ensbury Vale, though the surface water has been piped and the surrounding development masks the slopes. Whilst the houses of East Howe Lane intrude onto the area, those in Long Road do not, spaced further apart and with truncated roofs, they appear less bulky. North of the footpath the houses are shielded by vegetation. A roundabout, slide, rocking horse, climbing frame and two racks of swings, for children, are distributed casually to the South of the footpath, but do not detract from the peaceful atmosphere. Some old trees provide a natural contrast. The footpath emphasises the slope of the land. To the North of the footpath trees and bushes dominate. A bank of nettles, blackberries, long grass and oaks survive the routine maintenance of grass cutters. Soggy ground at the lowest level of the land recalls the original surface drainage and the slope of 19th Century properties' gardens in East Howe Lane illustrate the natural geography.

The site of 'Hillside' and 'Abinger' is now a rough patch of grass, edged with banks of weeds, with footpaths on either side: to the right past three recent dwellings to the left past an old brick wall, overgrown with ivy and surrounded by a wild growth of weeds bushes and small trees. The paths emerge where Leybourne Avenue continues. To the left are two blocks of four flats, built in a light tan brick, with a few oaks preserved in their gardens. Opposite is a deep angular crescent of dark red brick houses, in the centre of which is a large green and a few sizeable trees. There are green areas at the junction with Long Road. Here is a successful unit within the estate, with a charm and character of its own, where dwellings face each other across an open amenity area. The central green distorts the conventional building line, the curving slopes of Aldridge and Long Roads enhance the approaches to the area, whilst the non-completion of Leybourne Avenue keeps this a quiet residential area. The houses are well spaced around the crescent, with a terraced block, surrounded by tall trees, imparting a solidarity to the development and emphasising its privacy. A side road, Leybourne Close, leads to three blocks of flats for the handicapped and elderly, built on the site of 'Shack Nurseries'. They are of light brick with dark roof tiles, contrasting with the darker council houses. The Close divides into several parking areas. The grounds, dotted with grass banks, are planted with shrubs and young trees, whose light green leaves contrast with the dark green of the surrounding tall, old oaks. With trellised brickwork forming alcoves convenient seats are provided, the only intrusion is the sound of distant traffic. At the back of the site is a bank of grass, which separates the well kept lawns from an overgrown strip of land, that provides a home for butterflies grasshoppers and other insects. A footpath, past the flats, by some silver birch trees, leads to an expanse of grass between the Leybourne Estate and the neighbouring community. Along with the overgrown grass land this area is set aside for the construction of the proposed Kinson Relief Road. Adjacent to this are garage spaces. The last properties in Leybourne Avenue are two bungalows, set between the large oak on the corner of the crescent and the field to the West. Unfulfilled road plans have left the Avenue ending abruptly. Beyond is a shallow ditch and a small bank. The pavement to the left changes to a rough footpath over the ditch and runs off across the field. The pavement on the right ends suddenly in the field. From there several footpaths depart. Horses graze in the field, which has low banks of trees at either end and a strip of land to the West containing a large number of oaks. This is Duke's Coppice (aka Cuckoo Woods). At the bases of the old oaks are dense bushes of holly, with blackberries and ferns. Mushrooms and toadstools grow in the shade. This would all be destroyed if Kinson relief road was constructed. The land presently is a valuable amenity area for the surrounding estates and contrasts interestingly with the neat green in Leybourne Avenue extension.

COMPLETED 24th AUGUST 1985 SATURDAY.

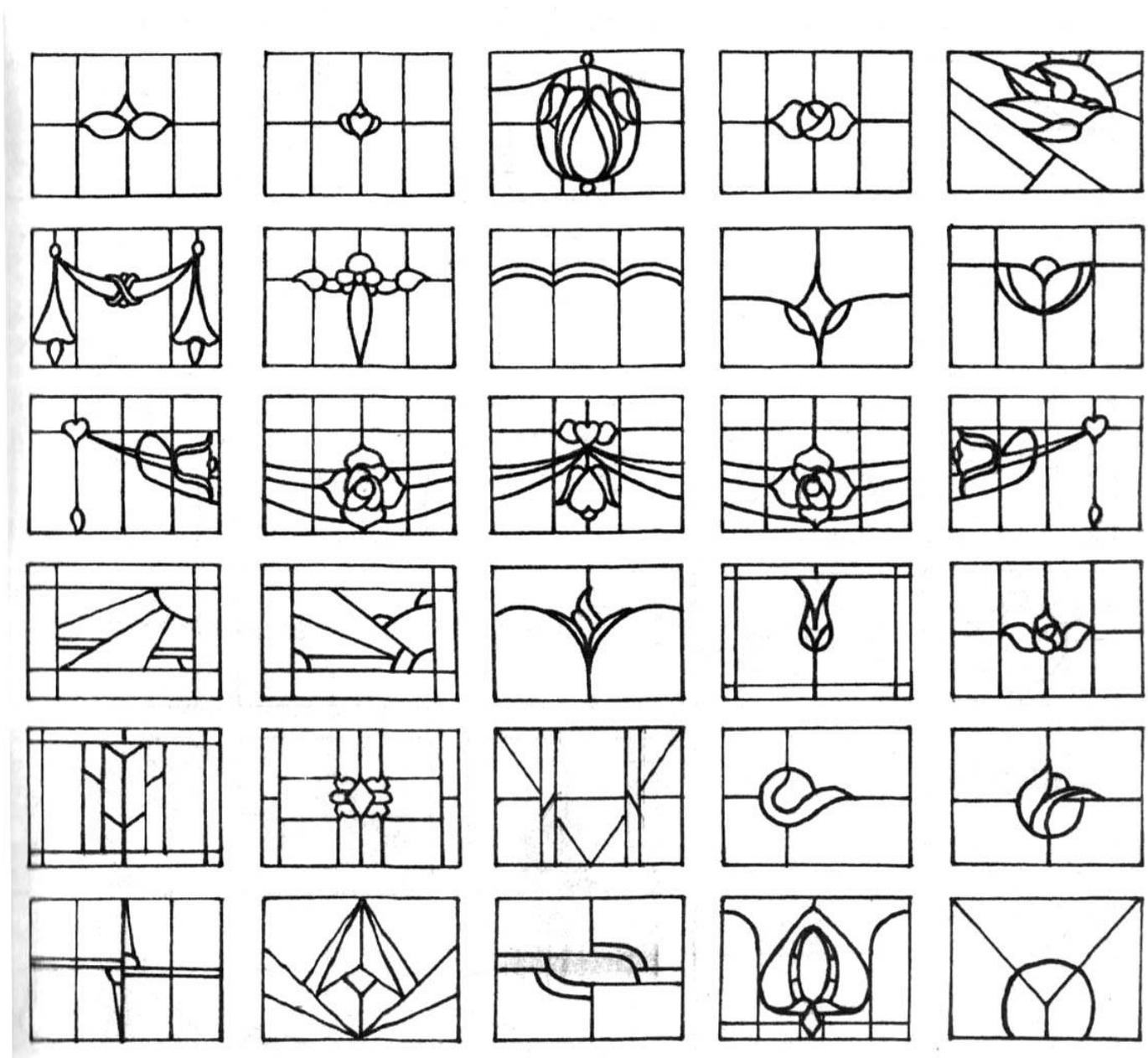
APPENDIX SEVEN

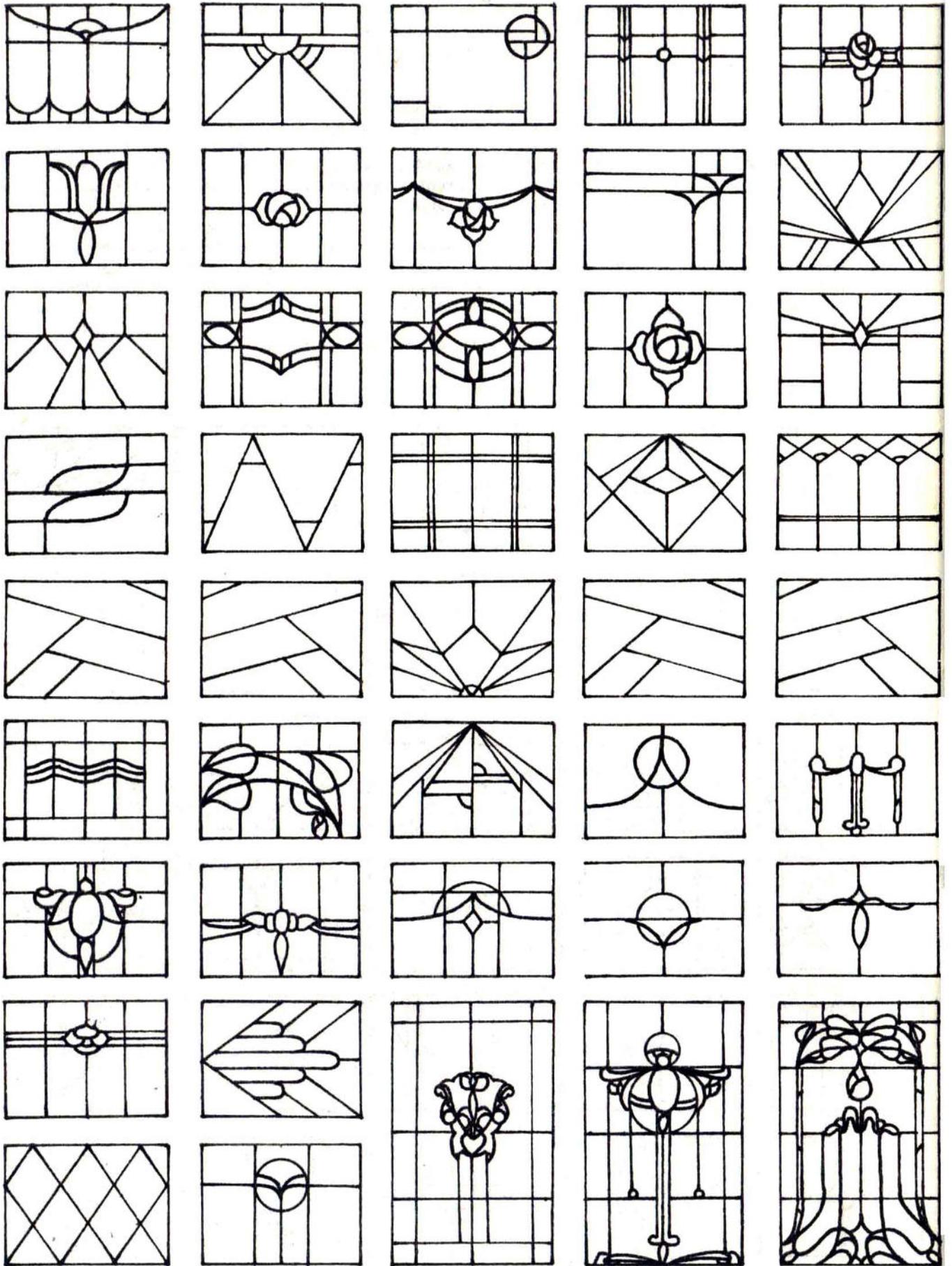
LEADED WINDOWS

Leaded Windows often feature in '30's residential architecture. Usually only fan lights are leaded, though the treatment occasionally extends to casement windows and fixed lights in windows and doors.

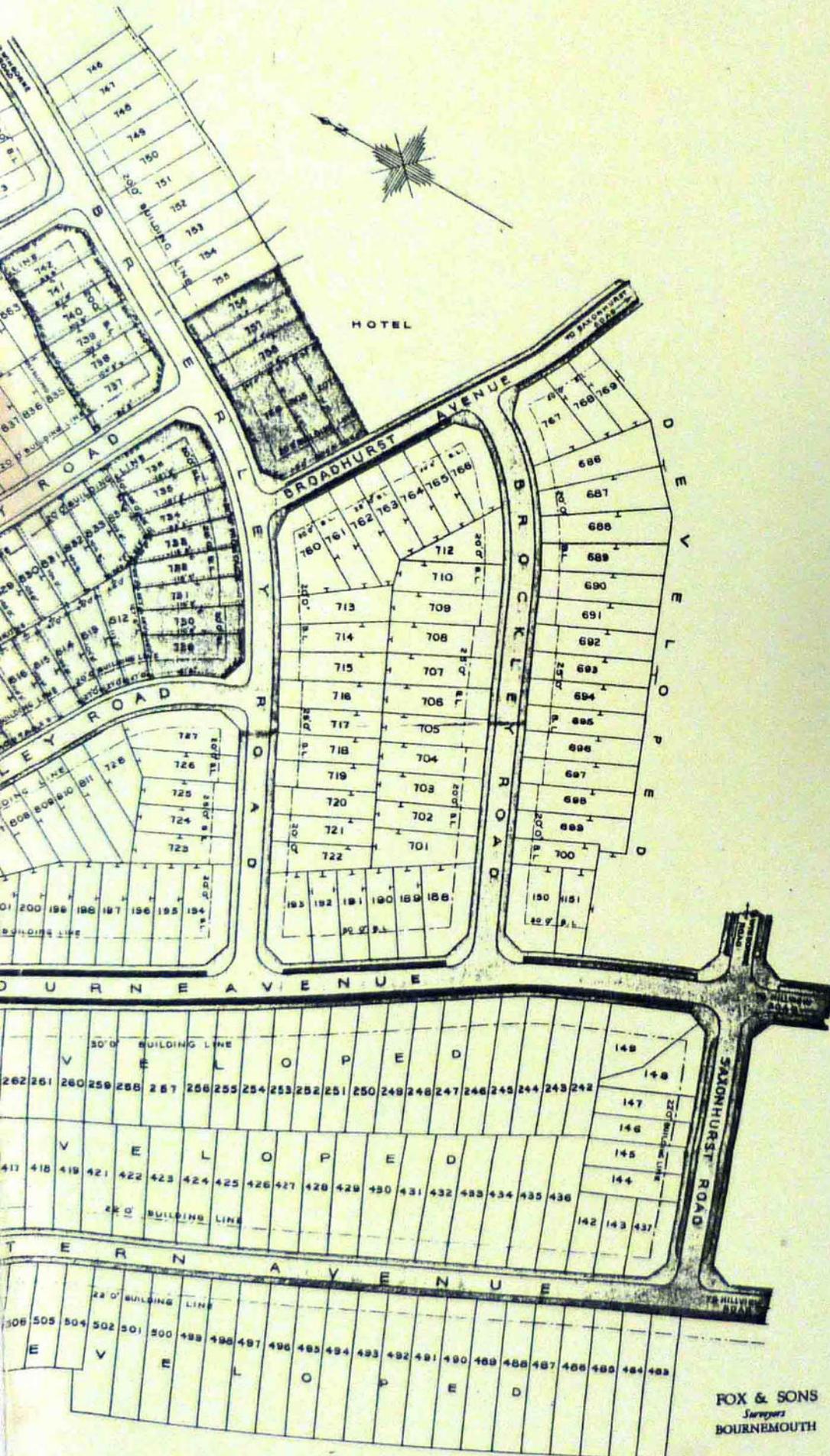
The glass may be clear, mottled or coloured, but the form of the design is mainly picked out in the lead. Designs are usually abstract, occasionally stylisations of lightning or the sun (typical '30's motifs) or flowers, and in a few cases picture birds or landscapes.

Some examples from the Leybourne Estate are shown below:-





PLAN No. 1
BUILDING SITES



FOX & SONS
Surveyors
BOURNEMOUTH

