

04

design process issues

The last section provided a recap of the main issues from the Stage 1 Report. This section involves the next stages of the design process.

It starts by examining some overall guiding urban design principles, taken from best practice, which should be applied to the schemes. It then examines each location by firstly looking at key design concepts and then moving onto a concept masterplan. Further illustrations show wider area masterplans, where relevant, illustrating how the development fits into the overall town and surrounding countryside. Character area information is also provided.

Before looking at the particular design concepts for the site, there are a number of overall urban design objectives that the development should seek to address. There are a wide range of urban design objectives and principles set out in best practice and one of the most robust and recognised is contained in “By Design – Urban design in the planning system: towards better practice”. This document was prepared by CABI for the then DETR in 2000.

The guidance sets out a number of objectives that we consider should be applied to the new neighbourhood sites. These are listed opposite, with thoughts as to how the masterplans should respond:

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These guiding urban design objectives should inform the structure, form and layout of the masterplans, ensuring the developments achieve the highest quality in terms of design, function and sustainability and meeting best practice.

Objective	Response of the masterplans
Character – a place with its own identity	Each development should seek to achieve its own special character, whilst responding to the existing surrounding townscape character and landscape.
Continuity and enclosure – a place where public and private spaces are clearly distinguished	Each development should seek to clearly define public and private spaces. This can be most readily achieved through the use of a perimeter block structure where the roads, footpaths and parks are public and the rear gardens and/ or parking courts are private.
Quality of the public realm – a place with attractive and successful outdoor areas	Each development should seek to have high quality public spaces and routes that are attractive, safe and usable. This will not only serve the new residents, but also those that live in the settlements today.
Ease of movement – a place that is easy to get to and move around	Each development should be well connected into the existing urban area and the wider countryside by way of clear and direct links – particularly for the pedestrian and cyclist. They should also be easy to move around within with direct links to key facilities. People should come before vehicular movement, thus creating a safe and pleasant environment.
Legibility – a place that has a clear image and is easy to understand	Each development should provide recognisable routes and paths to help people find their way to, from and within. Landmarks (both natural and built) can help to achieve this as can nodes of activity such as a local centre.
Adaptability – a place that can change easily	Each development should be able to respond to changes in social, environmental and economic conditions. The urban structure and fabric should be adaptable to change.
Diversity – a place with variety and choice	Each development should seek to provide a variety of land uses and building types/ styles to create interest and not mono-use housing estates.





North Wimborne Minster and Stone Lane Industrial Estate

A series of key concept diagrams have been prepared for the area to the north of Wimborne Minster, which includes both the North Wimborne site and the site at Stone Lane Industrial Estate. The concept plans are essentially illustrations showing the key guiding design principles underpinning the masterplan framework design. The intention is to gain an understanding of the current site situation and the potential to build on key defining elements to enhance the character of the development. The concept diagrams, therefore, act as a rationale and basis for the development of the scheme's design.

Landscape and open space

1. Existing landscape and vegetation structure:

The concept plan shows the existing key areas of vegetation in and around the sites. Catley Copse in the north west is an Ancient Semi-Natural Woodland and a Site of Nature Conservation Interest. Leading south from Catley Copse, 'The Row' is a stretch of mature trees bordering the western edge of the North Wimborne site which create a strong natural green edge to any development. There are further trees along the top of the ridgeline which form a natural edge to any northward expansion of the town. A number of linear tree belts run in an east-west direction out along the River Allen corridor and open up towards the Area of Outstanding Natural Beauty to the west. Further pockets and clusters of trees exist to the east, including a strong linear row of trees that could frame a new green walkway/link. The Stone Lane Industrial Estate has a row of trees on its western boundary, helping to soften the edge of the development site and, thus, impact on the countryside.

2. Existing topography:

The western half of the North Wimborne site rises from 20 metres in the River Allen valley to a peak of 38 metres at Walford Hill. The ridge to the north of the site is topped by mature trees creating a significant landscape feature and settlement edge, which must be treated sensitively. The eastern segment of the site falls in height where a small stream passes through, causing a rise and fall in the landscape between Cranborne Road and Burts Hill. The landscape contours will have a significant influence on the urban form and should be treated sensitively through new development. The Stone Lane Industrial Estate site drops from its southern end which is at 28 metres, down to 21 metres on the rural edge and next to the river corridor. This helps create a strong setting to the river corridor and views across the site from the south.

Movement and linkages

3. Possible future access:

Cranborne Road is the key spine route through the site and a potential main access point for vehicular traffic. Vehicular access points could be created off Cranborne Road, thus linking the site with the main north-south route and link into the town centre. Another key route into the town is via Allenvie Road. Existing and proposed pedestrian/ cycle routes connect into the site creating foot/cycle linkages both to the town centre and wider countryside as well as the new facilities within the site such as the local centre and first school. At the Stone Lane Industrial Estate, access is taken from Stone Lane itself. Pedestrian access is also provided down to the river and helps connect the two sites together.

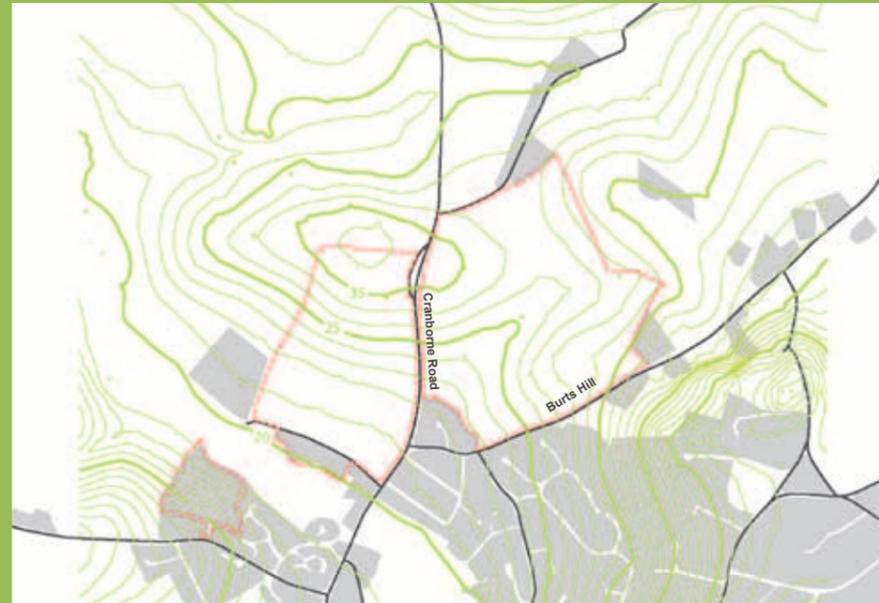
4. Access to the River Allen:

Both sites benefit from having close proximity to the River Allen and there is the opportunity for key pedestrian linkages from the centre of the sites to the river walkway and, thus, the wider green network in and around the town.

Facilities

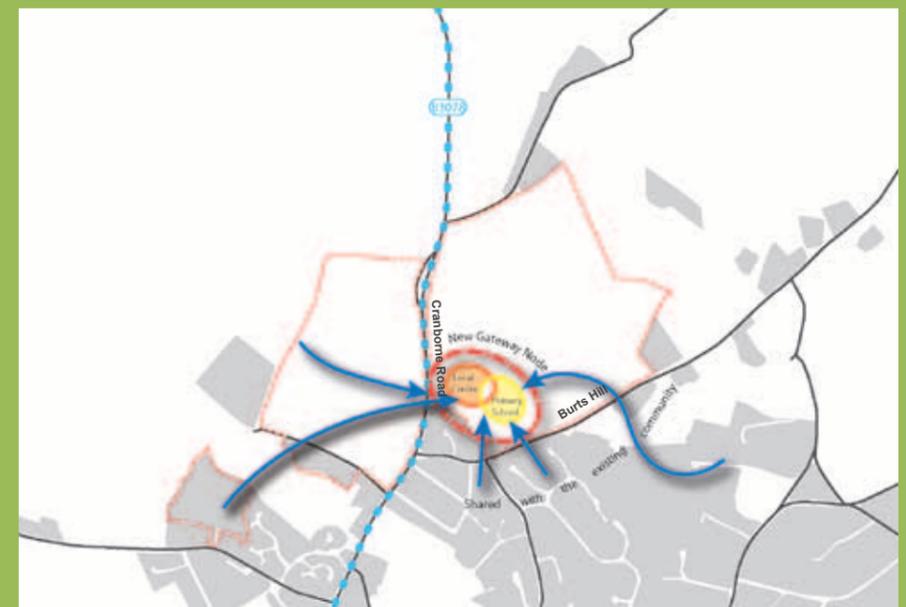
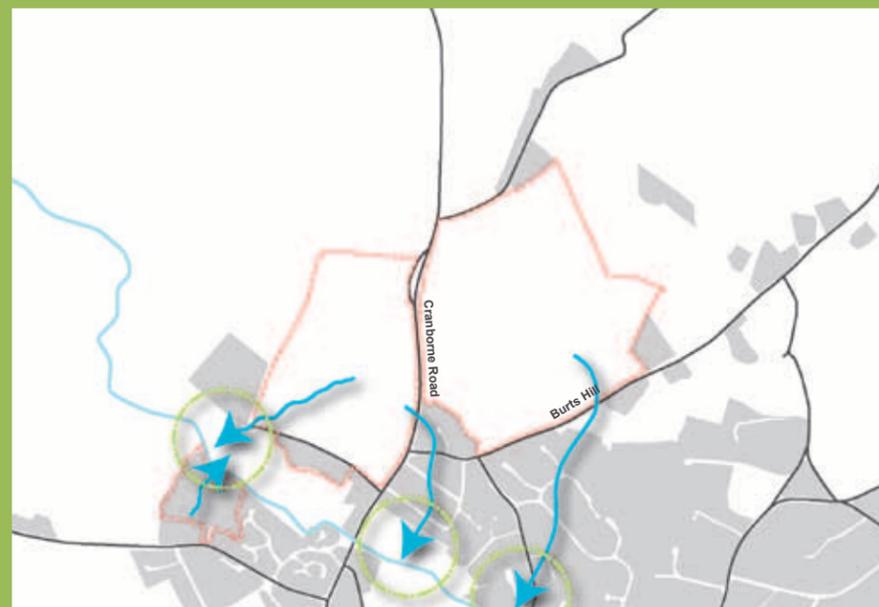
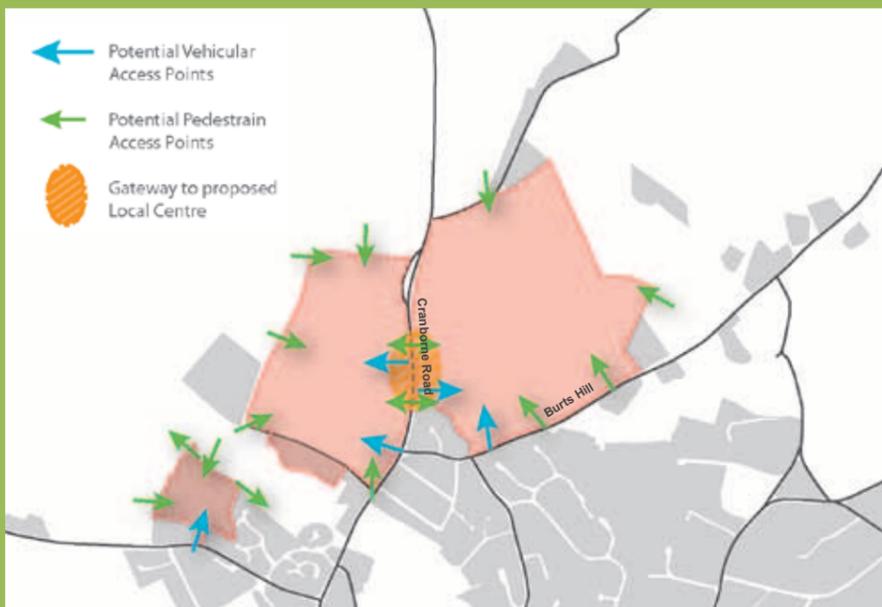
5. Local Centre:

As the North Wimborne site extends the development of the town to the north there is the opportunity to create a new node to act both as a new gateway to the town and to provide local facilities, serving the surrounding community (both new and existing). Small scale shops and a first school could be placed within this gateway node to create an active and accessible local centre and encourage linked trips. The gateway could be situated at the core of the site bordering the existing settlement, whilst fitting seamlessly into the surrounding urban fabric. Accessibility is key and ensured through proximity to Cranborne Road, a key strategic route to and through the town. Other new local links through the site should connect this local centre location to ensure good access by foot or bicycle. The Stone Lane Industrial Estate site will also have good pedestrian access into the new local centre.



- 01**
- 02**
- 03**
- 04**
- 05**

- 01** Existing landscape and vegetation structure
- 02** Existing topography
- 03** Possible future access
- 04** Access to the River Allen
- 05** Local centre



Cuthbury Allotments and St Margarets Close

A series of concept plans have also been prepared for the sites to the west of the town at Cuthbury Allotments and St Margarets Close.

Landscape and open space

1. Existing landscape and vegetation structure:

The Cuthbury site has strong tree belts on its southern and northern boundaries and mature trees along the river frontage. These help define and create soft edge treatments to the development. The St Margarets Close site has a tree belt around its northern and eastern edges, screening the site from the adjacent cemetery and providing enclosure.

2 Topography:

The Cuthbury site is low-lying and relatively flat. The land at Stone Park, to the north west is higher, rising from 26 metres alongside Cowgrove Road to 40 metres at the entrance to Stone Park meaning that the Cuthbury site is quite visible from the north. The flat terrain to the west means that the site can also be seen from a long distance when approaching the town from this direction. It is, therefore, a highly visible location and development must be of a high quality. The St Margarets Close site slopes from the north with a drop of around 1 metre.

3. Open space:

Formal recreation opportunities exist to the east of the sites, within the urban area. There is a great opportunity to provide strong and direct routes through to these areas. The river also forms a strong natural feature to the Cuthbury site and a destination for recreational activities.

4 Key View Corridors:

There are a number of key views out of the Cuthbury site - down the river valley (from the Stour Valley Way). These are important and create a natural edge to Wimborne Minster as it opens out into the wider countryside. There are also a number of key views back into the town. One key view is of the Minster as you approach from the west. The Cuthbury site will be in the foreground of any such view and development will need to respond to this in order to preserve such a setting. Views into the St Margarets Close site are limited to those taken from the road itself. The site lies above St Margarets Hill (B3082) and views in from this road are not possible.

Movement and linkages

5. Access:

There are a number of potential vehicular access points for the Cuthbury site. The main access point could be taken from the south off Julian's Road. The housing development in the east also offers potential road access with a possible entrance from Cuthbury Gardens. There are a number of pedestrian access points from the north, south and east directions. The main feature could be a green riverside pedestrian link. The site at St Margarets Close is limited to an access point off of the existing street network.

6. Access to the river:

The development at Cuthbury has the potential to open up the river frontage with a north-south riverside walkway and open space. This walk way can connect into the existing and proposed east-west routes, thus connecting the new and existing residents in the town to the riverside walkway via direct footpaths.

7. Footpaths:

The Stour Valley Way follows the River Stour along the southern and western boundaries of the Cuthbury site. Development should, therefore, be set back from this key pathway.

Facilities

8. Connection Potential:

There is the opportunity to provide direct connections between the site and key day to day facilities in the town centre.

The adjacent hospital is a major facility lying close to the site. The hospital could be expanded using land within the site. Any new hospital development will be connected into the site.



01

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01 Existing landscape and vegetation structure

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02 Existing topography

03 Open space

04 Key view corridors

05 Access

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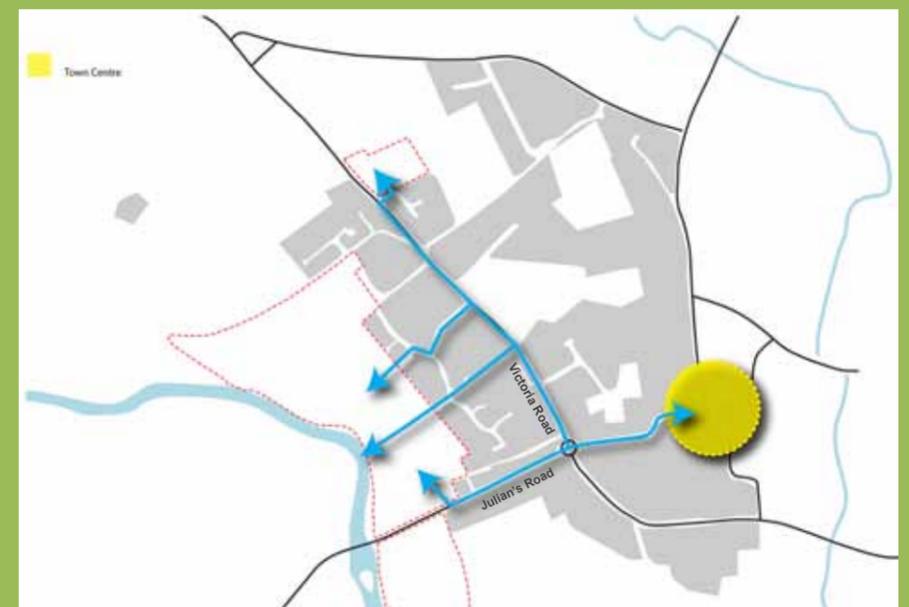
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06 Access to the river

07 Footpaths

08 Connection potential



East Wimborne

Landscape and open space

1. Green gap retention

The land between Wimborne Minster and Colehill is one of the narrowest parts of the Green Belt in East Dorset and has been identified as a “Critical Gap”. The development of the site must not infringe on this gap any further and new built form should not go any further east than Brookside Manor

2. Country park and playing pitches

A key open space resource for both Wimborne Minster and Colehill could be created to the south of the A31 in the form of a new country park. This could also comprise a SANG. The site should open up the opportunity to access this country park, by providing footpaths and limited car parking. Land to the east of the site provides the opportunity for a new area of sports pitches, which will help to address the existing shortfall in the area. The design allows for approximately 8ha to meet existing demand. This would also ensure that the green gap is maintained between Wimborne Minster and Colehill. This site also offers the opportunity for relocated allotment provision (from Cuthbury) and a new BMX / youth / skate park facility.

Movement and linkages

3. Pedestrian linkages

The site lies between areas of open countryside, existing residential areas and employment sites. In order to ensure its sustainability it needs to be well connected by foot and, therefore, pedestrian links are very important. Key pedestrian links and desire lines should be taken from the residential areas to the north and the employment areas to the west. Links connecting into the pedestrian footbridge to the country park to the south are also of key importance.

Facilities

4. Relocation of sports clubs

The key land uses on the site, and the justification for its development, are the sports clubs – football and rugby clubs. The football club is being relocated from Cuthbury and the rugby club is being relocated from Gordon Road. Both require flat land and both could potentially be located within the sewage treatment plant odour contour area, where residential development is undesirable.

5. Local centre

There may be scope for this development to have a small local centre that serves the existing residents to the north as well as the occupants of the new housing on site, to ensure that they have access to day to day essentials. This should, therefore, be placed in relatively close proximity to the residential areas on Parmiter Drive, Brookside Road and Leigh Road and well connected by way of pedestrian links. There is also the potential for a new first school on the site. This could be placed close to the local centre. Its playing fields could help secure the rear back gardens of the properties to the north as well as providing a green buffer.

Other

6. Odour contours

No residential development should be located within the 145m radius of the sewage treatment plant

7. Water mains

There are two east-west running water mains that dissect the site. There should be a buffer around the mains of 4m on either side.

8. Protecting backs of properties

The residential properties to the north currently back onto the site. There is the opportunity here to ensure that these “exposed backs” are made more secure by wrapping development around them to the south, or by providing more secure forms of green space such as allotments / school playing fields.



01

02

- 01 Green gap retention
- 02 Country Park
- 03 Pedestrian linkages
- 04 Relocation of sports clubs
- 05 Local centre
- 06 Odour contours
- 07 Water mains
- 08 Protecting backs of properties

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The urban design objectives and the key concepts have helped to inform a concept masterplan for the **Wimborne Minster North and Stone Lane Industrial Estate** sites.

The key features are as follows:

Land use

- The sites predominantly comprise residential uses. On the North Wimborne site, residential densities range from higher density in the south of the site, adjacent to the urban edge, to lower density close to the sensitive ridgelines and the rural edge. At Stone Lane, densities are medium to high, helping to create a strong frontage that helps frame the River Allen green space.
- A small local centre is located off Cranborne Road which provides a strong gateway to the town, is central to the main North Wimborne site and is close to the existing urban area for the existing population catchment.
- A first school is located close to the local centre for linked trips and close to the existing urban area for the existing population.

Urban form

- Strong perimeter block structures help to ensure clear public and private space delineation.
- Development addresses the existing urban edge e.g. new frontage facing existing frontage to create a seamless transition between the old and new development.
- The block structure follows natural landscape contours.

Access and movement

- The road layout is based on a distorted grid that follows the natural east-west landscape contours on the North Wimborne site.
- For North Wimborne, the main vehicular access is taken from Cranborne Road (the main link through the site) and Burt's Hill (which has a deflected link with Allenview Road to slow traffic). Additional traffic calming measures will be required on Burt's Hill to prevent it becoming a "rat-run". For Stone Lane Industrial Estate, access is taken from Stone Lane itself.
- Pedestrian / cycle access routes on all sides of the developments create permeable and walkable places. They also help to link the two development sites.
- Strong north-south/ east-west links have been created, connecting into existing footpaths/ roads.

Open space, green links

- Strong linear east-west green spaces and routes have been created making development permeable and helping to link it to the wider countryside. These green areas also penetrate into the site to help break up and soften the new urban form.
- Green open space at the northern edge of the site has been designed to prevent development from being viewed north of the ridgeline.

Landscape and vegetation

- The sites retain natural tree belts, particularly to the west and north of the North Wimborne site and along Cranborne Road. This helps to soften the urban edge and create a green boulevard into the town.
- The field in the south east corner of the North Wimborne site has been retained to protect the Conservation Area.

SANGs

Potential locations for future SANGs, outside of the site's red line boundary, have been shown on the plan. Potential locations include the River Allen corridor and land to the north and west.

Cuthbury Allotments and St. Margarets Close

At the Cuthbury Allotments and St. Margarets Close sites, the key features are as follows:

Land use

- The sites comprise predominantly residential uses. Residential densities are generally high on the Cuthbury site to help frame the river setting, provide a strong gateway frontage to the town and make the most of the site's proximity to the town centre. Lower densities towards the north western part of the site help create appropriate and sensitive edge conditions. St Margarets Close has a low residential density to reflect and respect the surrounding development to the south.
- Land is reserved on the Cuthbury site for the potential expansion of Victoria Hospital and associated healthcare facilities.

Urban form

- On the Cuthbury site, backs of new residential blocks meet the backs of the existing blocks in the adjoining housing area to create new perimeter blocks and no front/ back conflicts. At St Margarets Close, due to the constrained nature and size of the site, the housing faces inwards, but its external boundaries are all defensible due to topography, planting and existing buildings.
- At Cuthbury, development faces out onto the river providing surveillance of the riverside area and good views from the properties.
- A more formalised urban form, matching the surrounding urban townscape pattern is established at Cuthbury, thus creating a different offer from the North Wimborne site. St Margarets Close provides an urban form similar to that to the south of the site.

Access and movement

- At Cuthbury, the main vehicular access routes comprise Julian's Road and Cuthbury Gardens. Both help to create a highly permeable street layout that is well connected into the urban area to the east and the main movement corridor to the south. The St Margarets Close site is accessed off of the adjacent street to the south.
- A series of direct pedestrian links into the town centre and other key open spaces (e.g. recreation ground on Victoria Road) help create a highly sustainable, walkable development.
- No vehicular access from Cowgrove for the Cuthbury site.

Open space and green links

- At Cuthbury, a public river front pedestrian link and green space provides access to the river frontage and connects the open countryside (and Stour River Way) in the west with the site. It also connects these areas to the new cricket ground to the south of Julian's Road.
- Open space provided between Julian's Bridge and the new built form helps protect the setting of the bridge and provides a softer edge to the site.
- Public green open spaces penetrate into the urban form at Cuthbury to, again, help break up the edge of the development and link into existing routes and connections within the existing urban area.

Landscape and vegetation

- Mature trees are retained on the southern and northern boundaries of Cuthbury to help contain the development and enhance its character. The vegetation around St Margarets Close is also retained to provide a strong boundary to the site and to provide a green edge to the adjacent cemetery.

SANGs

The surrounding area comprises open countryside to the west. However, a number of potential SANG opportunities have been explored to date without a deliverable outcome. A suitable location will need to be found prior to the site's development.



East Wimborne

At the East Wimborne site, the key features are as follows:

Land use

- The site comprises a recreation led mixed use development. The key land uses here comprise the new facilities of both Wimborne Football Club and Wimborne Rugby Club. These have been placed next to the sewage treatment works and A31 as both constrain residential development in close proximity. Both sports clubs have their own clubhouse facilities and parking areas to meet their differing requirements. The football club has two floodlit pitches, whilst the rugby club has three floodlit pitches.
- The site also provides an additional 8 ha of sports pitches helping to both address existing identified shortfalls as well as helping to retain the Green Belt gap between Wimborne Minster and Colehill.
- The site also comprises a range of lower, medium and higher density residential uses which reduce in density towards the urban edge. A local centre and a new first school have also been included, which, although not previously identified in the Stage 1 Report, could provide local, walkable facilities for the new and existing residents in the area.
- Two additional formal parks/ play spaces are provided, one at the heart of the development, around the local centre, the other between the two sports clubs. The site between the sports clubs could provide an opportunity for a new BMX / youth / skate park away from the existing and new residential population.
- Allotments are provided. These could potentially help replace those lost at Cuthbury. Their position also helps provide a green buffer between the existing and new residential development.

Urban form

- The design seeks to ensure that the existing backs of the residential properties on Parmiter Way, Brookside Road and Leigh Road are protected.
- The rest of the site comprises perimeter blocks which permeate from the centre of the development out towards the edge.
- The southern boundary of the built form largely follows the route of the existing water mains.

Access and movement

- In terms of vehicular access, the site is connected into the main road network at Leigh Road, with an access point taken to the east of Brookside Manor.
- From this main access road, a series of further road connections link into the housing areas, whilst the access road continues down to service the sports clubs and their associated car parks. A further “emergency only” vehicle access point is taken off Parmiter Drive.
- Overall, the street network around the site is highly permeable, with development fronting on.
- A network of pedestrian footpaths are provided across the site. Wider connections into the site are provided at Parmiter Way, Brookside Road and the new access road as well as across the A31 to the proposed new country park to the south. Further links are provided down to the south of the sewage treatment works and to the adjacent employment areas.
- The local centre lies at the cross roads of the north-west/ south-east pedestrian links, thus ensuring that it is highly connected to its surrounding residential areas.

Open space and green links

- In addition to the relocated sports clubs, the site has two key green spaces.
- The first space lies at the heart of the residential area with the local centre framing its eastern edge. This will be at the heart of the new and existing community and could provide a space for meeting and social interaction which is connected to the wider site through a series of urban boulevards.
- The second space is the park between the residential areas and the sports clubs. This provides a potential location for a BMX / youth / skate park facility.
- A major feature of this site could comprise the country park to the south of the A31, which could give the town a wider recreational resource and potential SANG.

Landscape and vegetation

- The site has little existing vegetation. The design shows additional planting throughout to create a greener and more varied landscape.
- Of key importance is the north-south linear planting along the eastern edge of the development. This helps to buffer the development from the wider landscape and help retain a soft edge to what is a critical gap within the Green Belt.
- Planting is also used to buffer the site from the noise and visual impact of the A31 and the sewage treatment works.
- The boulevards running through the site also contain landscape planting to make them attractive routes, particularly for the pedestrian and cyclist.

SANGs

The country park to the south of the site provides a wonderful opportunity for a SANG.



KEY

- Extent of site
- Education
- Community and local retail
- Residential - higher density
- Residential - medium density
- Residential - lower density
- Residential - very low density
- Potential SANG's
- Key pedestrian route
- Key pedestrian/ cycle route
- Vehicular access point
- ✱ Focal building
- Children's play provision

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Wimborne Minster wider context

The plan (far right) shows the new neighbourhoods in relation to the towns of Wimborne Minster and Colehill. Key points to note are:

- The four sites in the north and west of Wimborne Minster are all close to the town centre and on key routes in, thus making them highly sustainable locations.
- They are also in close proximity to the town's only secondary school - Queen Elizabeth.
- These four sites all act as gateway developments when arriving from the north and west, reinforcing the need for their high quality design.
- The development at Wimborne East provides for new and relocated sports, recreation and open space provision whilst crucially retaining the Green Belt gap between Wimborne Minster and Colehill.
- The two largest sites; Wimborne North and Wimborne East, provide local centre hubs (local shops and schools), serving the wider community in Wimborne. They are highlighted on the plan (near right).
- All five sites are close to the main river corridors, creating attractive and desirable residential settings.





River Allen

Cranborne Road

Colehill

Queen Elizabeth School

Wimborne Road

Wimborne Town Centre

Leigh Road

Julian's Road

River Stour

A31



Landscape and open space concepts for Wimborne Minster North and Stone Lane Industrial Estate

The plan (right) shows a number of different types of open spaces found within the site. These open space typologies are taken from those set out in the Urban Design Compendium and will help create character and a number of different amenity areas for a wide range of people. The open space types are broken down into the following categories and addressed in the table, right.

- Greenway
- Waterway
- Woodland/ Nature Reserve
- Playing field
- Park
- Playground

SANGs

SANGs are shown, but are not integral to the design of the site as they are not, at this stage, 'fixed'.

Open Space Type	Character and Function	Wimborne Minster North and Stone Lane Industrial Estate
Greenway	A network of spaces and links encompassing cycle and footpath routes. Also act as key bio-diversity corridors allowing wildlife to live within the urban areas. Typically follow streams, disused railway lines and key desire lines.	<ul style="list-style-type: none"> • The greenway creates east to west linkages through the site and across Cranborne Road. • Provide pedestrian pathways and cycleways connecting key open spaces within and around the site.
Waterway	Comprises lakes, ponds, rivers, canals and streams, which provide rich wildlife habitats, offer recreational value and can be used as movement corridors.	<ul style="list-style-type: none"> • The River Allen flows south of the main site connecting each of the new neighbourhoods to the wider area and the town centre. • Paths from the greenway through to the linear SANG area provide recreational value and access to this waterway.
Woodland / Nature Reserve	A wood or a coppice of trees left in the natural state with internal footpaths, sometimes designated as a nature reserve, with restricted access to areas rich in wildlife.	<ul style="list-style-type: none"> • A well established tree line forms the western boundary of the North Wimborne site. This is known as The Row. • Additional woodland planting is proposed in the north east of the site.
Playing Field	Open spaces formally laid out for active recreation. Management/ ownership can be shared between schools, clubs and the wider community to ensure facilities are well used.	<ul style="list-style-type: none"> • There is a playing field situated beside the primary school at the core of the site.
Park	A semi-formal area of green space. A variety of such parkland distributed within the urban area ensures a range of recreational needs close to homes and workplaces.	<ul style="list-style-type: none"> • Ridgeline park in the north eastern edge of the site provides a natural rural edge and affords views towards the town centre. • A further linear park is created at the eastern end of the site, following a natural tree lined corridor. • The park area north of Burt's Hill helps to protect the Conservation Area and allows wonderful views of the Minster from its northern edge.
Playground	A small area dedicated for child's play, fenced and located within close walking distance to nearby houses, overlooked by residents.	<ul style="list-style-type: none"> • Potential locations for playgrounds are shown on the plan. • Surrounding housing fronts onto these spaces to ensure natural surveillance. • Playgrounds could comprise Local Areas of Play (LAP), Local Equipped Areas of Play (LEAP) and Neighbourhood Equipped Areas of Play (NEAP).



KEY

-  Local centre
-  Primary school
-  Greenway
-  Waterway
-  Woodland /nature reserve
-  Park
-  Playground
-  Potential SANG
-  Playing fields

Landscape and open space concepts for Cuthbury Allotments and St Margarets Close

The same approach to landscape and open space has been undertaken at the Cuthbury Allotment and St. Margarets Close sites.

Open Space Type	Character and Function	Cuthbury Allotments and St Margarets
Greenway	A network of spaces and links encompassing cycle and footpath routes. Also act as key bio-diversity corridors allowing wildlife to live within the urban areas. Typically follow streams, disused railway lines and key desire lines.	<ul style="list-style-type: none"> The greenway creates linkages from the residential areas within Wimborne Minster through the Cuthbury site and to the river edge. This strategy helps to allow pedestrians and cyclists to connect to the Stour Valley Way.
Waterway	Comprises lakes, ponds, rivers, canals and streams, which provide rich wildlife habitats, offer recreational value and can be used as movement corridors.	<ul style="list-style-type: none"> The River Stour flows along the southern/ western side of the Cuthbury site, providing a riverside edge to the development. The Stour Valley Way follows the river and connects to pathways within the development.
Woodland / Nature Reserve	A wood or a coppice of trees left in the natural state with internal footpaths, sometimes designated as a nature reserve, with restricted access to areas rich in wildlife.	<ul style="list-style-type: none"> Small pockets of woodland exist in and around the sites, particularly along the northern edge.
Playing Field	Open spaces formally laid out for active recreation. Management/ownership can be shared between schools, clubs and the wider community to ensure facilities are well used.	<ul style="list-style-type: none"> The recreation ground off Victoria Road provides a local green space with playing fields within. This is linked to the Cuthbury site via a public footpath. A cricket pitch is located to the south of the site.
Allotments	An agglomeration of gardening plots. All allotments in Wimborne Minster are privately owned and may stay that way when replaced.	<ul style="list-style-type: none"> There is potential to relocate some of the allotments to the south west of the Cuthbury site on the settlement edge (south of Julian's Road). This site benefits from its linkages to the pedestrian footpath network.
Park	A semi-formal area of green space. A variety of such parkland distributed within the urban area ensures a range of recreational needs within a close proximity to homes and workplaces.	<ul style="list-style-type: none"> These sites both benefit from their proximity to a number of local parks.
Playground	A small area dedicated for child's play, fenced and located within close walking distance to nearby houses, overlooked by residents.	<ul style="list-style-type: none"> Potential playspace locations for LAPs, LEAPs and NEAPs are shown.



KEY

-  Greenway
-  Waterway
-  Woodland /nature reserve
-  Playing field
-  Churchyard / cemetery
-  Allotments
-  Park
-  Playground
-  Stour Valley way

Landscape and open space concepts for East Wimborne

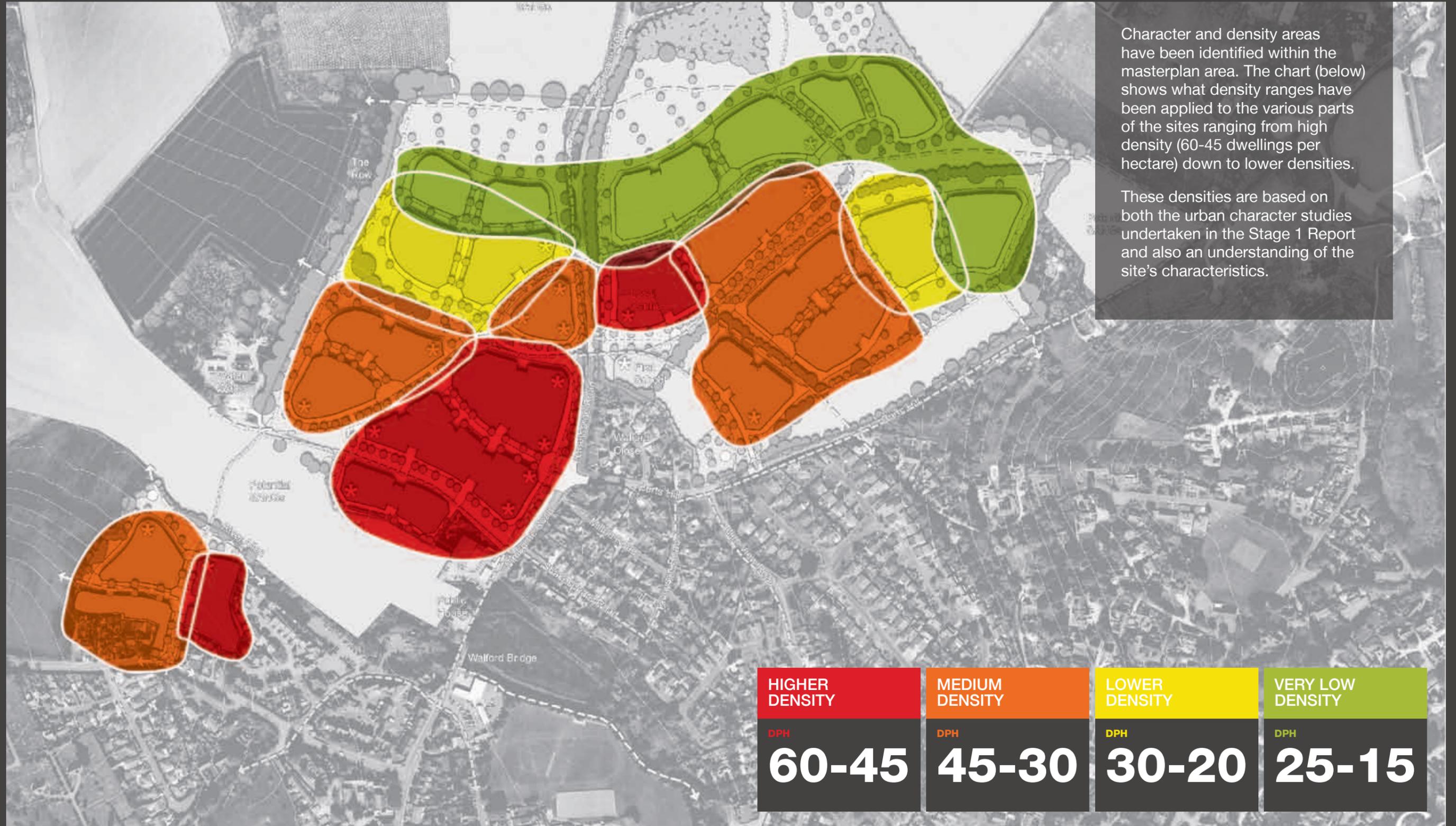
Open Space Type	Character and Function	East Wimborne
Greenway	A network of spaces and links encompassing cycle and footpath routes. Also act as key bio-diversity corridors allowing wildlife to live within the urban areas. Typically follow streams, disused railway lines and key desire lines.	<ul style="list-style-type: none"> Greenways link the key spaces and places together, including the local centre, surrounding residential areas and pocket parks. They provide attractive routes linking these places together.
Waterway	Comprises lakes, ponds, rivers, canals and streams, which provide rich wildlife habitats, offer recreational value and can be used as movement corridors.	<ul style="list-style-type: none"> The River Stour flows to the south of the site (and south of the A31) creating a riverside edge to the proposed Country Park. The River Stour will be a key recreation destination in this part of the town.
Woodland / Nature Reserve	A wood or a coppice of trees left in the natural state with internal footpaths, sometimes designated as a nature reserve, with restricted access to areas rich in wildlife.	<ul style="list-style-type: none"> Leigh Common is a Site of Nature Conservation Interest and nature reserve, located to the north of the area. It provides a bio-diverse habitat and local area of dense woodland.
Playing Field	Open spaces formally laid out for active recreation. Management/ownership can be shared between schools, clubs and the wider community to ensure facilities are well used.	<ul style="list-style-type: none"> Recreation is a major part of this site. Both the football and rugby clubs are relocated onto this site creating a sporting hub whilst also freeing up land for development elsewhere in the town. New sports pitches (8 ha) are provided on land to the east.
Allotments	An agglomeration of gardening plots. All allotments in Wimborne Minster area privately owned and may stay that way when replaced.	<ul style="list-style-type: none"> Replacement allotments for Cuthbury are provided on the northern edge of the site.
Playground	A small area dedicated for child's play, fenced and located within close walking distance to nearby houses, overlooked by residents.	<ul style="list-style-type: none"> There are opportunities to provide children's playspace in both the village green (adjacent to the local centre) and in the community park which is located between the two sports clubs. Playspace opportunities could comprise: LAPs, LEAPs and NEAPs.
Park	A semi-formal area of green space. A variety of such parkland distributed within the urban area ensures a range of recreational needs within a close proximity to homes and workplaces.	<ul style="list-style-type: none"> A Country Park is proposed. This lies to the south of the A31 and is accessed across the existing footbridge. This has the potential to become a wonderful, natural park for the town and potential SANG for the new development. Two other smaller parks lie within the site. One forms part of the local centre, creating a meeting place/ area for local gatherings. The second is a larger community park at the heart of the wider site providing an area to sit out. It is south facing and helps buffer the housing from the nearby sports pitches.



KEY

	Local centre
	Primary school
	Greenway
	Waterway
	Woodland /nature reserve
	Park
	Playing Field
	Playground
	Allotments

Character and density summary – Wimborne Minster North and Stone Lane Industrial Estate



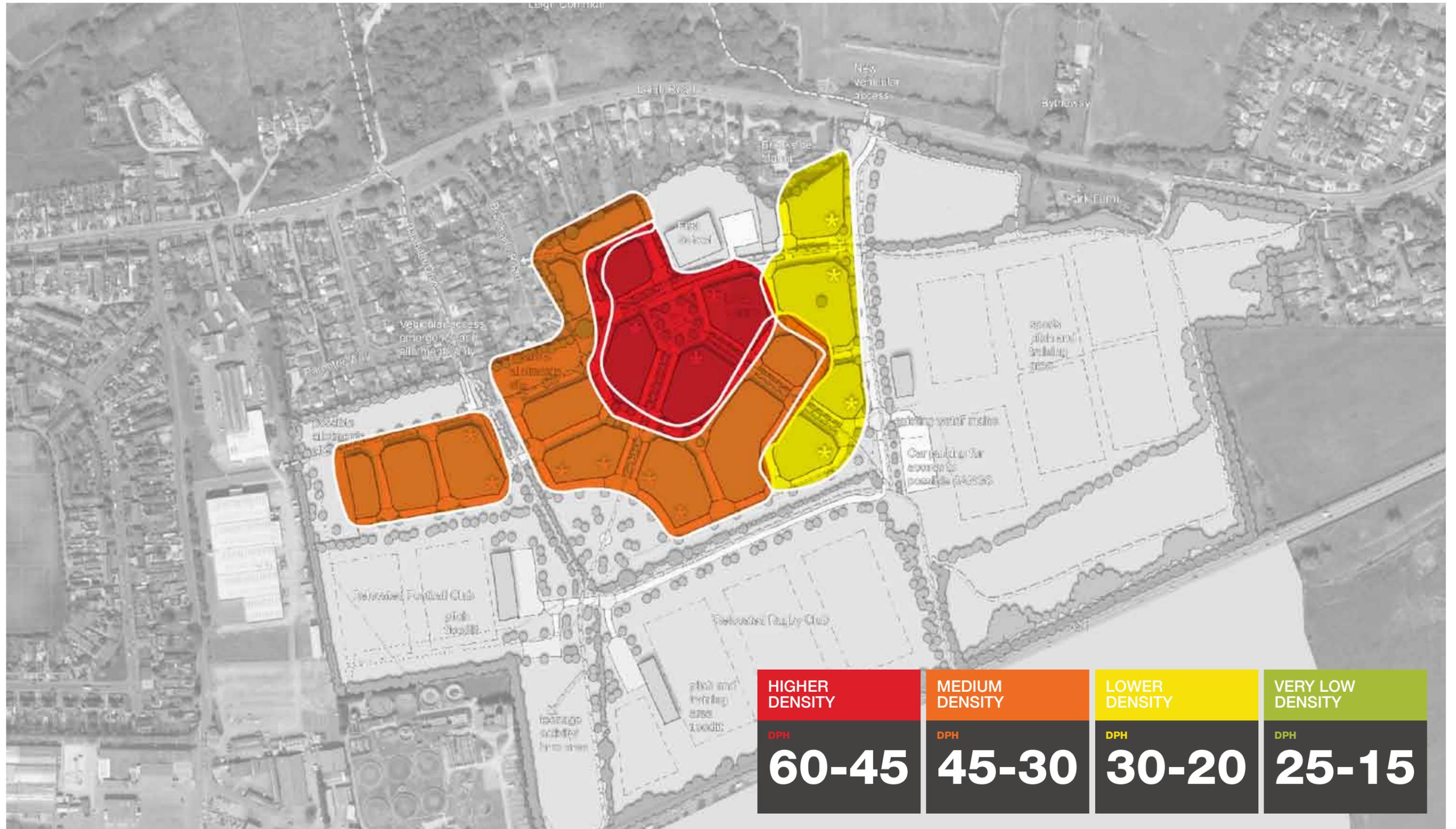
Indicative sketch of park area within
the North Wimborne site



Character and density summary – Cuthbury Allotments and St Margarets



Character and density summary – East Wimborne





As with Wimborne Minster, a series of concept diagrams have been prepared for the site.

Landscape and open space

1. Open Space

The surrounding area has a hierarchy of surrounding green open spaces – both formal and informal as well as public and private. Informal open space is provided for in abundance to the east and north and is well connected into the site via existing footpaths. Formal recreation space is provided for in the recreation ground at the north of the settlement. This area includes cricket, tennis courts and football pitches. The site has the potential to link into these green spaces to the north. Private green space is located to the south of the site at Lockyers School.

2. Topography

This diagram clearly shows the benefits of the land in terms of siting new development as it is mainly located on flat terrain. It is, therefore, easier to develop and encourages walking and cycling trips. This is in contrast to the areas to the east and west of the settlement, which fall away steeply. The site also sits far enough away from the ridgeline at the northern end of the recreation ground so as to not be seen from long distance views to the north of the A31 and the River Stour.

Movement and linkages

3. Connection Potential

New connections could help link the recreation areas to the north of the site to Wimborne Road and the school site to the south. The routes through the site could be inspired by significant existing tree lines and hedgerows which run in a north-south direction and help to create potential green corridors and boulevards. These strong green linkages stitch the development into the surrounding recreation ground and countryside. They also enable the northern end of the village to become much more permeable, thus encouraging walking and cycling.

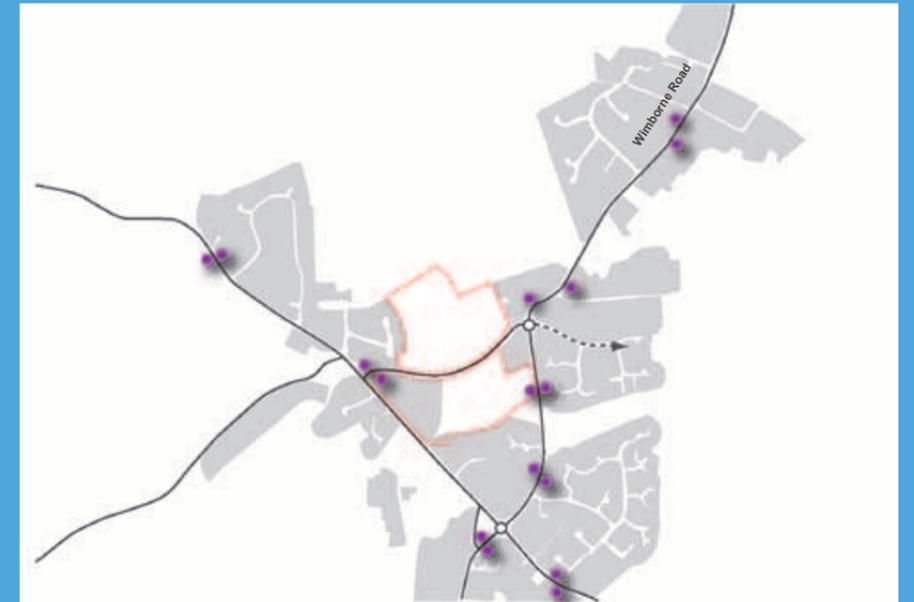
4. Access

Vehicular access points can be taken from Wimborne Road. Pedestrian / cycleways run through the site providing north-south links through to the recreation areas to the north.

5. Bus Stops

Existing bus stop locations are marked to indicate the accessibility of sustainable transport modes in relation to the site. Bus stops located at the eastern and western edge of the site could help encourage a modal shift to the bus for certain journeys e.g. Wimborne Minster.

- 01
- 02
- 01 Open space
- 03
- 04
- 05
- 02 Topography
- 03 Connection potential
- 04 Access
- 05 Bus stops



Concept masterplan Corfe Mullen

At Corfe Mullen, the key features are as follows:

Land use

- The site predominantly comprises residential uses. The housing is medium density to reflect the surrounding properties and its location within the village. There are pockets of higher density housing, due to its location close to the new local centre.
- A new local centre is provided for. This is on the site of the existing school, but would incorporate the main historic building. The local centre would contain small scale local shops and potentially a small / medium sized convenience store.
- The existing recreation ground to the north east of the site could provide land for a replacement school. This land is currently owned by the County Council.
- The existing allotments site could either be relocated in the Waterloo Valley (in a suitable location) or to the east of the village (off of Merley Park Road). However, the latter location is outside the existing parish and East Dorset District.

Urban form

- Development is organised as a series of robust perimeter blocks, ensuring the fronts of the buildings front onto public spaces and the backs of the buildings face onto secure private spaces.
- The backs of the new residential blocks adjacent to Violet Farm Close meet the backs of the existing housing on this road to create new perimeter blocks and no front / back conflicts.
- The urban form is structured around key north-south links that connect the existing urban area with the recreation ground to the north.
- A space is provided in the local centre which could be flexible and used for car parking or as a small public gathering square.

Access and movement

- The access and movement structure is based around a grid of north-south footpaths and streets which help to create a highly permeable layout and one that knits into the surrounding urban structure.
- The north-south links comprise tree lined boulevards, which connect the rest of the urban area to the site. These high quality boulevards will be particularly attractive for pedestrians and cyclists and improve access to the recreation ground.
- Vehicular access is taken off of Wimborne Road.

Open space and green links

- The layout accommodates a network of linked green spaces which help soften the built form, provide attractive places to sit out in, provide opportunities for children's play space and help with the overall legibility and "way-finding" through the development.

Landscape and vegetation

- The layout seeks to retain key existing tree belts and integrate them into the overall development form and open space structure.
- Development is set back from the ridgeline to protect long distance views into Corfe Mullen.

SANGs

A number of potential locations for SANGs exist in Corfe Mullen, subject to land ownership agreement. These areas include land to the north of the recreation ground / south of the A31 and land within the Waterloo Valley.



Landscape and open space concepts for Corfe Mullen

The plan (right) shows a number of different types of open space found within the site. These open spaces will help create character and a number of different amenity areas for a wide range of people. The open space types are broken down into the following categories and addressed in the table, right.

- Greenway
- Playing field
- Allotments
- Park
- Playground

Open Space Type	Character and Function	Corfe Mullen
Greenway	A network of spaces and links encompassing cycle and footpath routes. Also act as key bio-diversity corridors allowing wildlife to live within the urban areas. Typically follow streams, disused railway lines and key desire lines.	<ul style="list-style-type: none"> • Greenways run in a north-south direction through the site. • The greenway and consequent street layout in the Corfe Mullen site has been inspired by a continuation of the existing hedgerow planting linking all parts of the site with the surrounding open space.
Playing Field	Open spaces formally laid out for active recreation. Management/ownership can be shared between schools, clubs and the wider community to ensure facilities are well used.	<ul style="list-style-type: none"> • An existing recreation ground lies to the north west of the site. This area includes football pitches and tennis courts. • The greenway (which includes footpaths and cycleways) links the site to this recreation facility.
Allotments	An agglomeration of gardening plots. Allotment here are privately owned and may stay that way when replaced.	<ul style="list-style-type: none"> • An alternative location could include a suitable site within the Waterloo Valley. • A site at Merley Park Road is also in close proximity to the existing allotment site, but is outside of East Dorset District.
Park	A semi-formal area of green space. A variety of such parkland distributed within the urban area ensures a range of recreational needs within a close proximity to homes and workplaces.	<ul style="list-style-type: none"> • A small pocket park is included in the south east corner of the site.
Playground	A small area dedicated for child's play, fenced and located within close walking distance to nearby houses, overlooked by residents.	<ul style="list-style-type: none"> • A play space is located at the heart of the site and is overlooked by housing. This could be a LAP, LEAP or NEAP.



Recreation Ground

Winborne Road

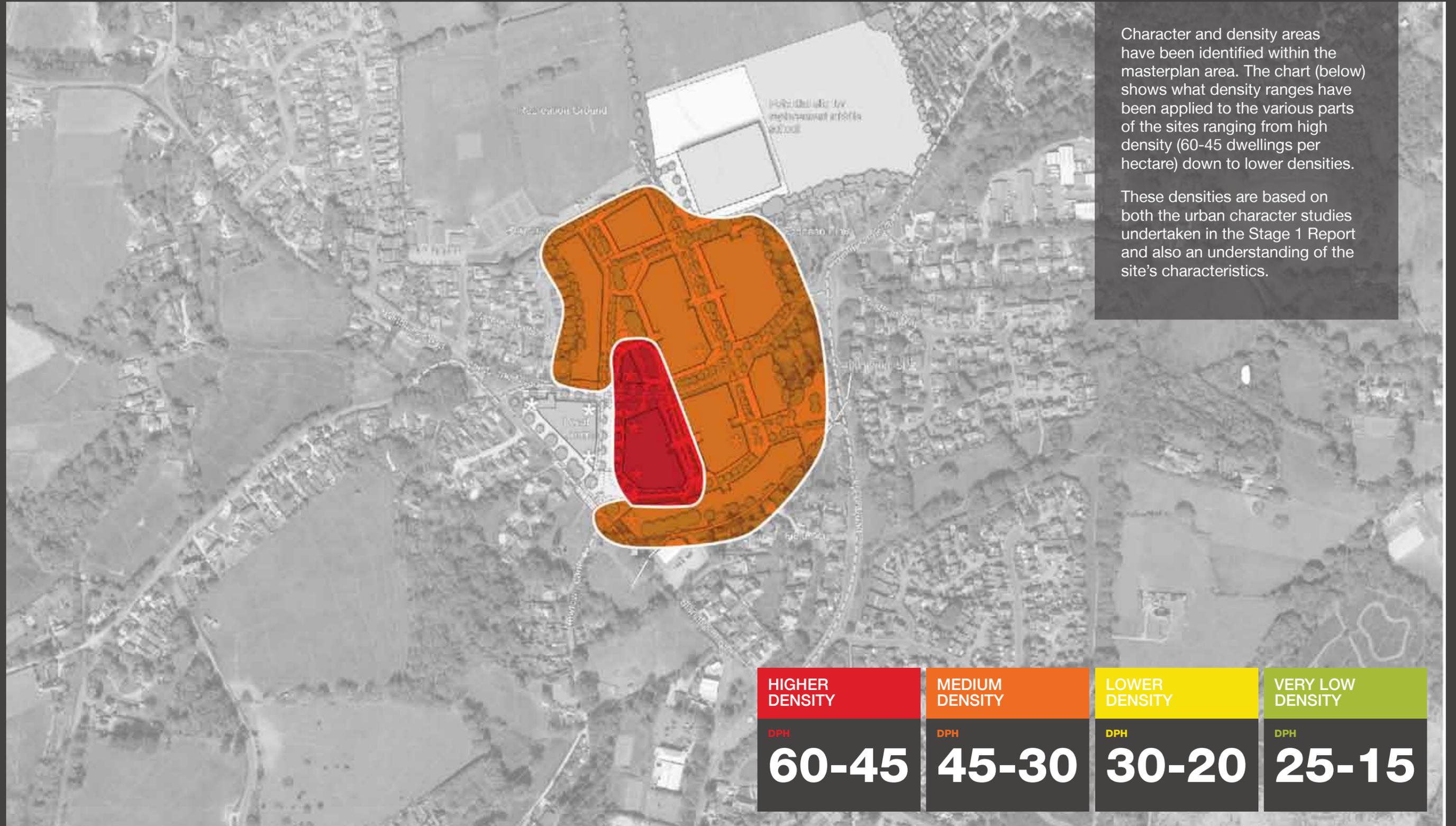
Elanford Road

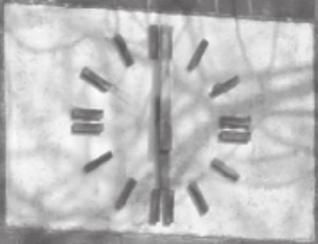
KEY

-  Greenway
-  Park
-  Playing field
-  Local centre
-  Potential school
-  Playground
-  Woodland



Character and density summary – Corfe Mullen





7
PICK IT UP



Land east of New Road and land west of Ridgeway

A series of concept diagrams have been prepared for the site. These are shown opposite and described below.

Landscape and open space

1. Topography

The site that comprises land to the west of Ridgeway lies on sloping land (sloping in a west to east direction) overlooking the Stour Valley at a height of between 15m and 30m AOD. The river cliff edge to the south of Dudsbury Camp forms a strong and dramatic landscape edge to this area. In contrast the eastern site lies on the relatively flat valley floor along the 12m contour line. The relatively flat nature of this area helps create a higher landscape capacity and potential for higher density development.

2. Existing landscape and vegetation structure

Land to the west of Ridgeway is surrounded by mature vegetation on its western and southern boundaries. This area helps to visually contain the development site and provides a strong green buffer between the site and the Scheduled Ancient Monument at Dudsbury Camp. The eastern site has less vegetation, although there is a strong tree belt (covered by TPOs) in its north western corner which should be respected (despite this area being a key interface with the local shops at Parley Cross).

Movement and linkages

3. Barriers

The busy A347 divides the two sites and potentially creates a barrier which needs to be overcome in order to develop cohesive and linked developments. Key junctions in the road have been identified to infiltrate into the sites increasing permeability and access to the development, helping to overcome this barrier. Crossing points should also be established in these locations to allow pedestrian movement between the two sites. Whilst the concept is to overcome north-south running barriers, a barrier is needed in an east-west direction at the northern end of the eastern site (Christchurch Road). The road, plus potential land uses, will need to create a barrier to prevent people from walking northwards and onto Parley Common – a Special Protection Area.

4. Desire Lines

There are a number of strong desire lines in this area. These comprise: movement between the east and west sites; movement towards the existing and proposed local centre (shops); connections into the green open space within the sites; and clear and direct routes from the existing urban area, through the site and into the SANGs (thus ensuring that the existing and future residents have good links to the SANGs which encourage use of this open space rather than the heathland).

5. Respecting the street character

The topography and surrounding urban structure pattern has partly influenced the formation of the streets and blocks on the sites. The western site is organic in its form, with streets closely following the contour lines. In contrast the eastern site has responded more to the grid pattern seen in the surrounding street network. These street lines have been extended to link into the site, where possible and knit the site into the surrounding settlement. The organic formation of the western site creates fluid open spaces and curved residential blocks, whilst the eastern site has a formal feel with straighter edged blocks and defined open spaces.

6. Structure of the development

As stated above, the western site is largely defined by its topography, with built form following the contours. There is the potential for a ridgeline park to run along the site boundary creating a green link, whilst also acting as a set back for residential development along this sensitive edge. Residential development on the eastern site has been constrained by a 400m buffer around Parley Common (Special Protection Area) to the north and the Bournemouth International Airport noise contour area to the south. Alternative land uses in these areas could comprise a potential mixed use development (not including residential) to the north of the site and a Gateway Park within the noise contour area to the south. These areas would be linked together to form a joined up and cohesive development.

Facilities

7. Parley Cross

Parley Cross Junction, where the A347 (New Road) meets the B3073 (Christchurch Road) could be a key nodal point for the site and the existing area. Services and facilities are currently located along the western edge of the A347. There is potential to balance facilities provision alongside both edges of the A347 creating a local centre to serve both the new residents and existing community. To the east of the local centre the segment of land constrained by the Special Protection Area 400m buffer has potential for mixed use (e.g. commercial or leisure).

01

01 Topography

02

02 Existing landscape and vegetation structure

03

03 Barriers

04

04 Desire lines

05

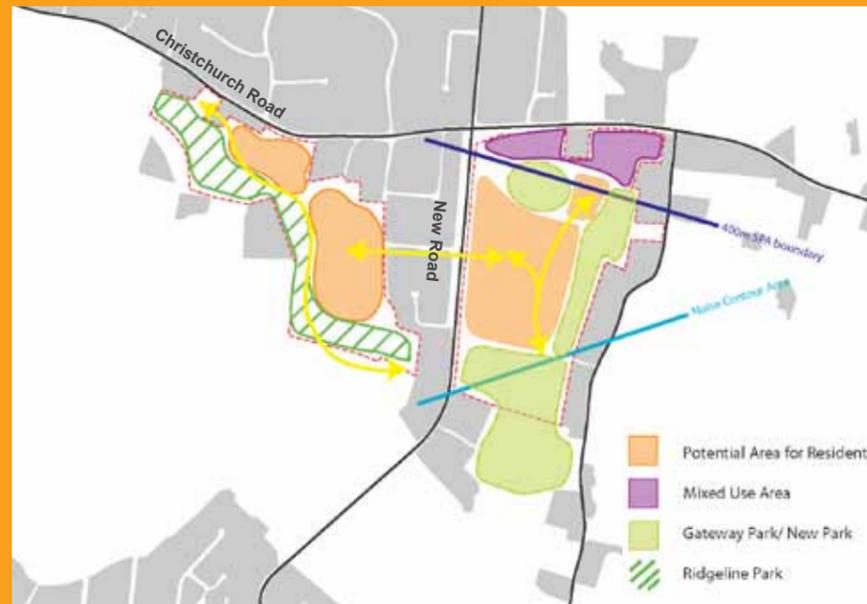
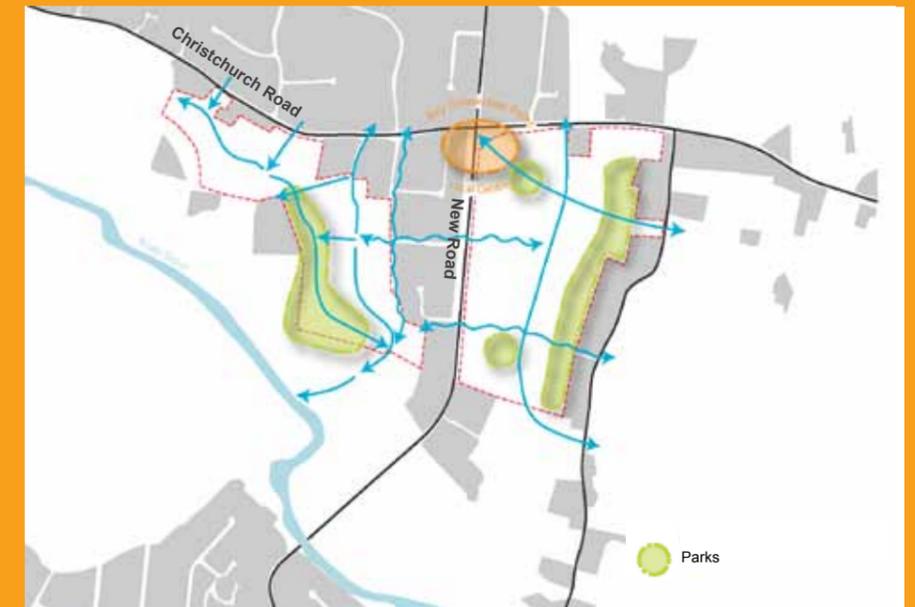
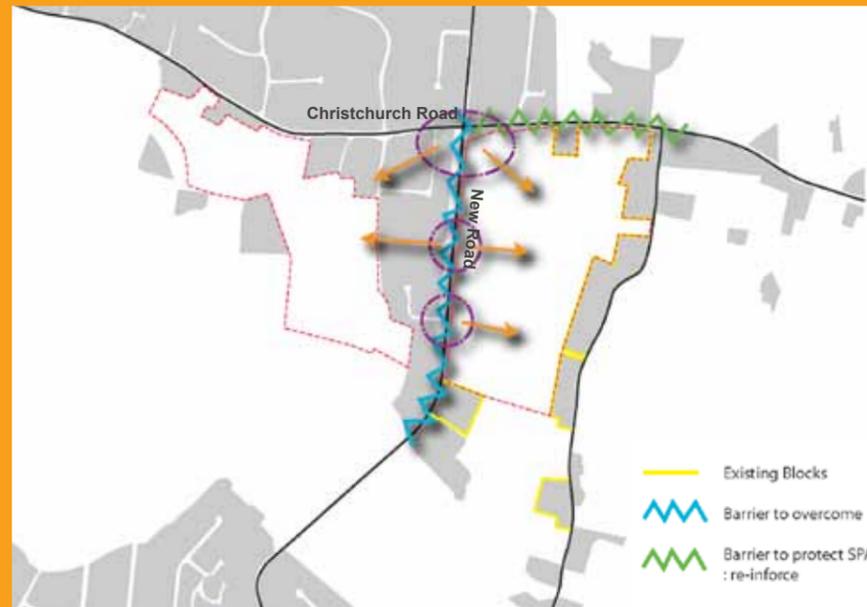
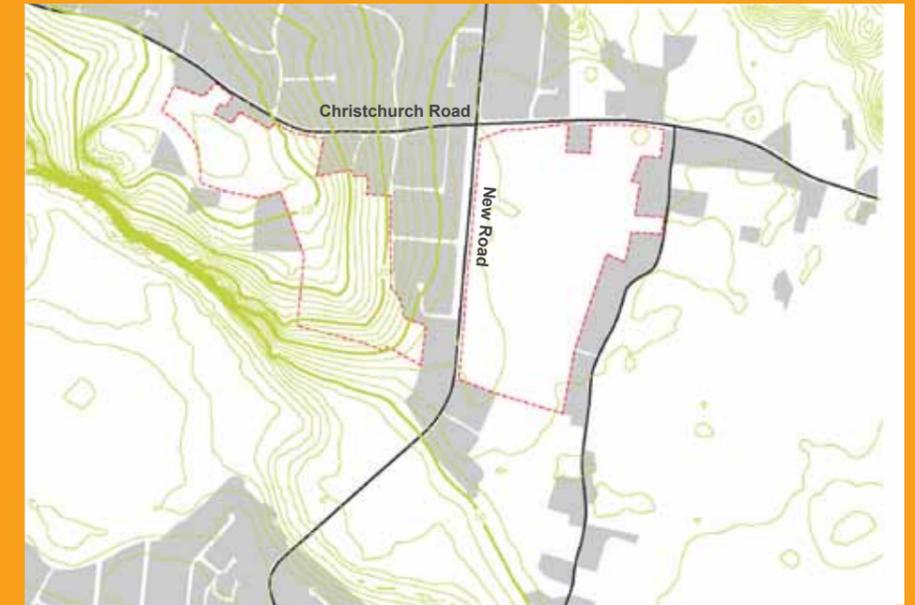
05 Respecting the street character

06

06 Structure of development

07

07 Parley Cross



Land to the north of Christchurch Road and land adjacent to Holmwood House

Landscape and open space

Avoiding coalescence

It is important to retain the separate identities of both Ferndown and Longham and, therefore, the location of development in what is otherwise a narrow and critical green gap is crucial. It is considered that one “leaves” the village of Longham at the United Reform Church and “enters” the settlement of Ferndown at The Angel Public House. The feeling of openness along the stretch of Ringwood Road between these two landmarks is important. Any development should, therefore, be set back and screened from view from Ringwood Road to maintain the open feeling.

Vegetation

One of the key characteristics of this part of Ferndown is the vegetation. Tree belts help screen the land adjacent to Holmwood House from Ringwood Road to the west. Further vegetation to the north creates a tree lined landscape between the site and the adjacent residential communities. Poor Common / Belle Vue Plantation, which lies between the two sites comprises a large area of woodland and is a key recreational resource in the area.

Movement and linkages

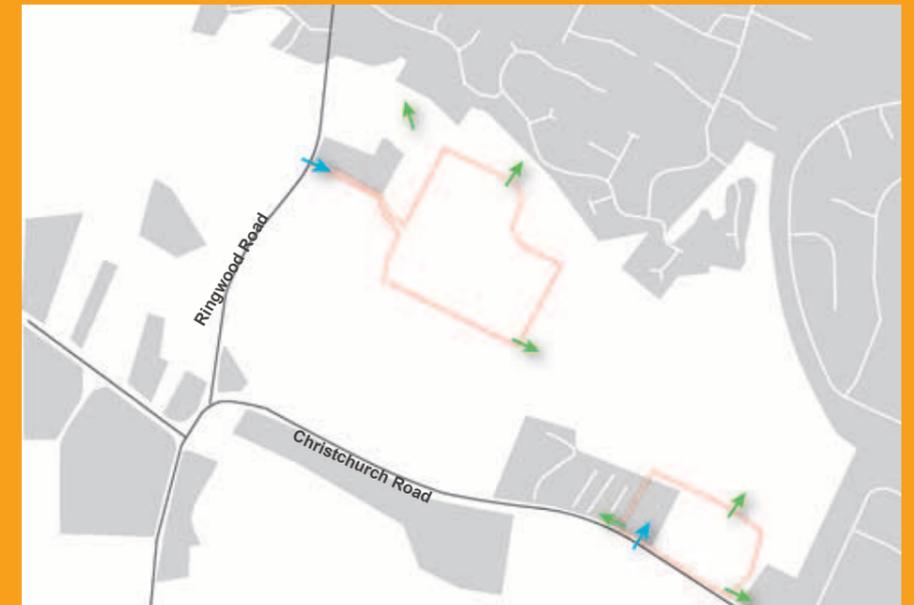
Wider links

A key concept for both sites is their connectivity to the wider area. Key pedestrian and cycle linkages from the two sites into the central green space that is Poor Common/ Belle Vue Plantation are important. Also important are links to the surrounding residential communities. The land adjacent to Holmwood House must link into the housing area to the north in order for it to become an integrated part of the urban fabric of Ferndown and its wider community. This north-south link will also enable relatively direct footpath and cycle link connections northwards towards Parley First School.

Access points

Both sites are accessed off of the main road network. The site to the north of Christchurch Road is accessed from its eastern end, with the residential units within accessed from the internal road. On land adjacent to Holmwood House, access is taken from Ringwood Road using the link that currently exists to access the business units here.

- 01** 01 Avoiding coalescence
- 02** 02 Vegetation
- 03** 03 Wider links
- 04** 04 Access points



The sites to the west of Ridgeway and to the east of New Road have the following key features:

Land use

- The sites comprise predominantly residential uses. Residential densities are generally higher on the eastern site (to the east of New Road), largely due to its higher landscape capacity (capacity to accommodate development) and proximity to the existing shopping parade at Parley Cross. Development on the western site (to the west of Ridgeway) has a lower residential density, due to it being a much more sensitive site in terms of landscape, vegetation and topography.
- A new local centre is provided adjacent to Parley Cross and opposite the existing parade of shops on New Road. This local centre could contain a medium sized convenience store. The convenience store could potentially be located adjacent to the local centre with road access from Christchurch Road.
- A small village square has been placed at the heart of the local centre. This could be used as a social gathering space/meeting point or double up as a parking area at certain times of the day.
- Land at the northern end of the eastern site is within 400m of Parley Common (a Special Protection Area). No residential development is allowed in this location. Development here should also form a barrier to prevent access north onto Parley Common. Land uses here could, therefore, include a leisure use or indeed a hotel (potentially a good location for this in relation to the airport).
- No residential land uses are placed in the area within the 60dB airport noise zone.

Urban form

- As with the other locations, development is organised as a series of robust perimeter blocks on both the east and west sites.
- The eastern site comprises a more formal, high density grid of streets and spaces. The lack of landscape and natural features on this site means that the character of this site is defined almost entirely by the new urban form.
- The western site is more organic in its layout, with development, open spaces and streets following the site's natural landscape contours.

Access and movement

- At a strategic level, both sites link into the main north-south and east-west routes.
- The eastern site has one vehicular access point on to New Road and one on to Christchurch Road. The road link between New Road and Christchurch Road will relieve some of the vehicular traffic currently going through Parley Cross. However, the approach taken here is to provide this capacity improvement through streets rather than an over-engineered solution that does little to ensure good place making. New Road would become a central tree lined boulevard and a new improved gateway to the town. It would, however, still accommodate vehicular traffic.
- The western site has two main vehicular access routes onto Christchurch Road and one onto Longfield Drive (which eventually leads onto New Road).
- Overall, the street network on both sites provides for highly permeable layouts both within the sites and to the wider area. Indeed, the two sites are connected via direct routes (Longfield Drive) and safe crossing points across New Road should be provided.
- No vehicular access is allowed directly onto Church Lane (thus protecting this quiet country lane and the nearby Conservation Area).
- The layout provides a highly permeable pedestrian and cycle movement network between and through the two sites. There are a number of footpaths that provide direct links through the sites and into the wider urban and rural areas.

Open space and green links

- The site layouts help to create a number of high quality and different green spaces.
- The eastern site contains three key green spaces. The first is the new park at the northern end of the development. This park not only provides an attractive green open space, close to the existing residential area, but also helps create a setting for the local centre and its public square. The local centre and surrounding housing will help frame the park and provide for activity throughout the day meaning that this will be an

- attractive, safe and well used space. It will also help intercept people living in the north of the development from going up onto Parley Common. The second green space lies to the south of the development. Again, this not only serves people in the south, but makes use of land otherwise sterilised from development due to the aircraft noise zone. The third green space is a green corridor that runs along the eastern edge. This ensures that the properties on Church Road are buffered from the new development and retain their separate identity.
- The western site also has a large green space. This acts as a linear park that wraps around the western and southern edges of the housing. This ensures that development is kept away from the ridgeline, whilst also creating a high quality green link and a park for the residents of this site and the adjoining residential properties.
- A key strategy with both the east and west sites is the use of green links to attract people away from the heathland areas to the north of the development. The green spaces form key corridors that ultimately help create new desire lines away from the heathlands and down to the proposed SANG area to the south.

Landscape and vegetation

- The existing tree belt on the western edge of the western site is maintained and respected, as is the ridgeline.
- The existing row of trees opposite the parade of shops on New Road (covered by Tree Preservation Orders) is retained.
- Additional tree planting is provided, particularly on the eastern site to help create character and green links.

SANGs

The area offers two potential SANG sites, subject to land ownership. The first is on land to the east of Church Lane. This will help attract walkers from the eastern site and away from the heathland. The developer of the site has suggested this area, so can be deemed to be potentially deliverable. The second is land to the west and south of the Ridgeway site. This comprises a wonderful riverside landscape that would be attractive to local residents. Again, initial discussions have taken place with landowners on the delivery of this.



KEY

-  Extent of site
-  Existing contours at 1m intervals
-  Community use
-  Community and local retail
-  Residential - higher density
-  Residential - medium density
-  Residential - lower density
-  Residential - very low density
-  Potential SANG's
-  Key pedestrian route
-  Key pedestrian/ cycle route
-  Vehicular access point
-  Focal building
-  Children's play provision



The sites to the north of Christchurch Road and land adjacent to Holmwood House have the following key features:

Land use

- The built form on both sites purely comprises housing.
- Densities on the site to the north of Christchurch Road are low, reflecting the properties to the west and east. Densities on the land adjacent to Holmwood House are also low around the edges, but rise to medium densities in the central parts of the site. The low densities on the edge of this site reflect the sensitive landscape edges which comprise woodland and open fields.

Urban form

- As with the other sites, the urban form is based around perimeter blocks.
- On the site to the north of Christchurch Road, the urban form comprises just one block with access roads around the edge. Only 50% of the site is developed.
- On land adjacent to Holmwood House, the blocks are set within a network of streets which in turn respond to the natural features and topography of the site. The blocks here are more organic in nature.

Access and movement

- Vehicular access for both sites is taken off of the main road network. However, within the sites, the streets are intended to be places with shared surfacing and buildings fronting onto them.
- Pedestrian and cycling access is more varied, encouraging walking and cycling journeys. On land adjacent to Holmwood House, connections are provided into the residential areas to the north and into the Belle Vue Plantation / Poor Common in the east. At the site to the north of Christchurch Road, links are shown into Poor Common to the north.

Open space and green links

- Both sites have green areas, but are not large enough to accommodate large areas of parkland or open space.
- A green link is provided on the western side of the land to the north of Christchurch Road, which helps provide an alternative link through to Poor Common to the north (as opposed to the narrow footpath that runs along the eastern boundary of the site today). It also provides a 'stop' to the visible linear development along Christchurch Road.

Landscape and vegetation

- Additional planting has been provided along the road frontage on the land to the north of Christchurch Road, to help create an attractive development. This is, however, spaced to ensure that the road is still overlooked.
- Planting on land adjacent to Holmwood House is important. The existing vegetation around Holmwood House and the area to the east of Ringwood Road helps to protect the rural green gap between Longham and Ferndown
- Further planting is provided within the land adjacent to Holmwood House on the southern boundary to help screen the development from the parkland to south.

SANGs

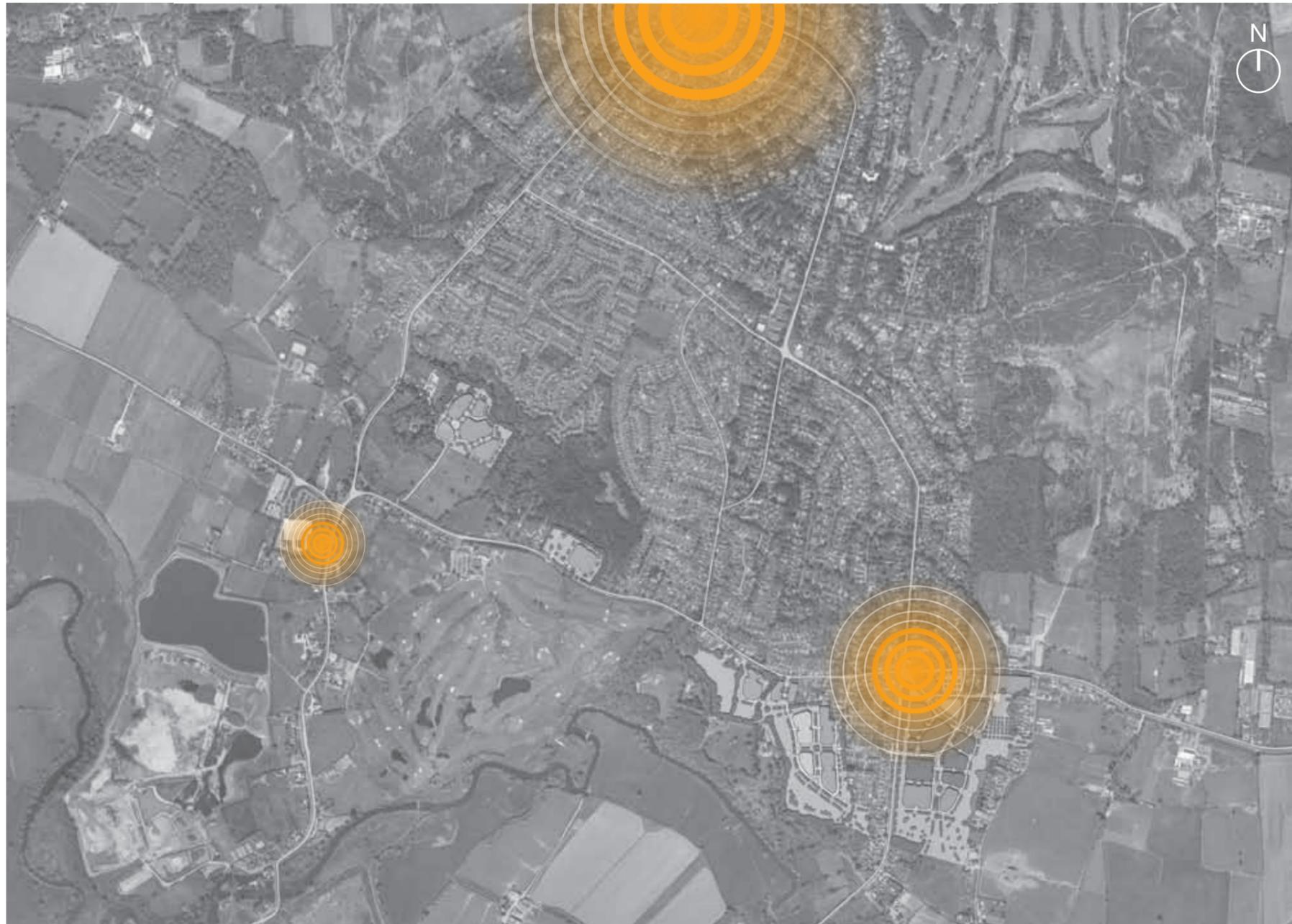
Land to the south, east and south-east of Holmwood House could become a SANG, subject to landownership agreement.



KEY

- Extent of site
- Residential - higher density
- Residential - medium density
- Residential - lower density
- Residential - very low density
- Potential SANG's
- - - Key pedestrian route
- - - Key pedestrian/ cycle route
- Vehicular access point
- ✱ Focal building
- Children's play provision

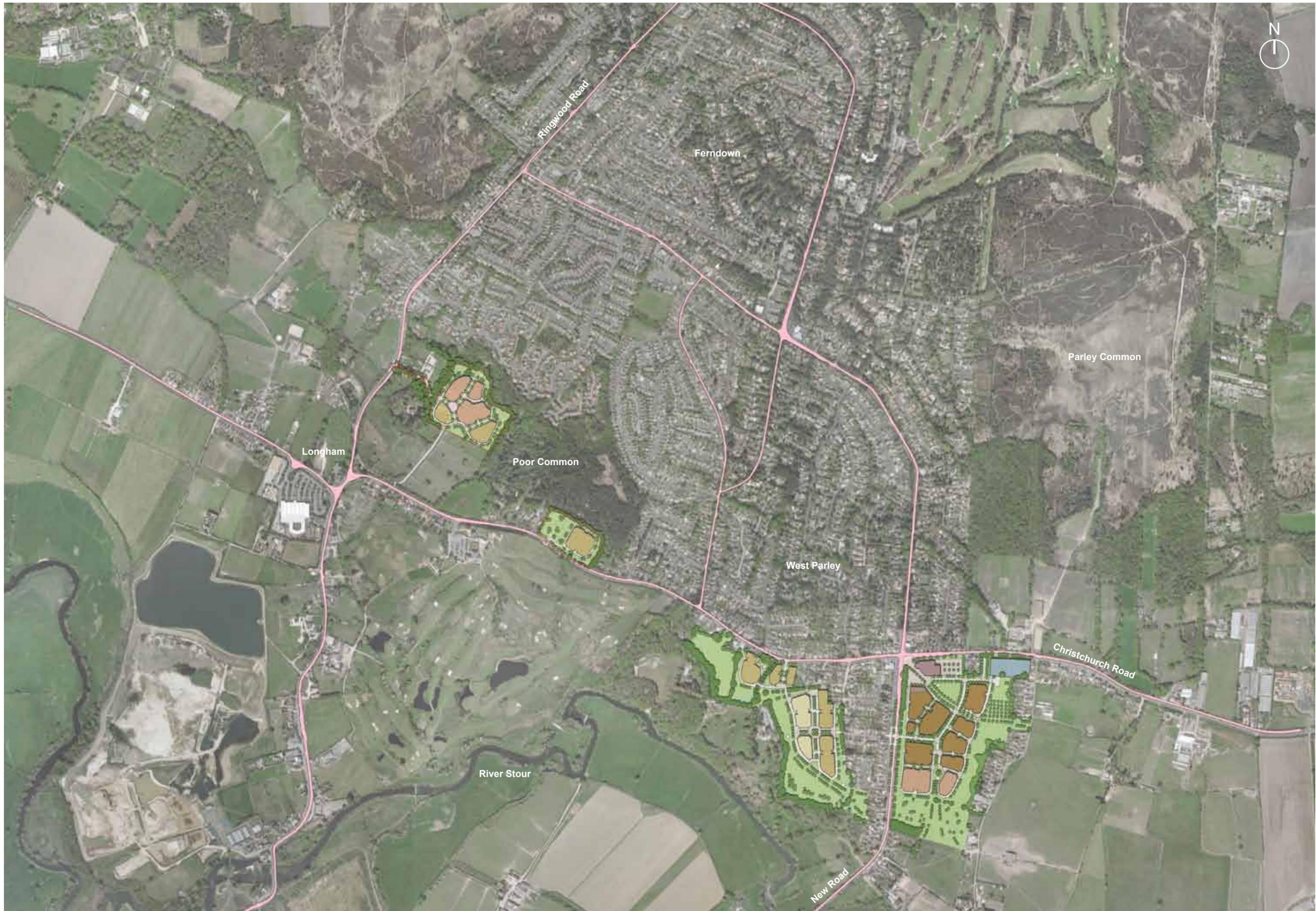




Wider context

The plan (right) shows the new neighbourhoods in relation to Ferndown/ West Parley. Key points to note are:

- The Green Belt gap between Bournemouth and Ferndown / West Parley is maintained, as is the gap between the urban area and the conservation area of West Parley.
- The local centre at West Parley is now a more integral part of the local area, rather than being “out on a limb” as is currently the case.
- This local centre also serves the southern half of Ferndown/ West Parley, creating a spatial hierarchy of centres in the area.
- The two sites in the west do not have a significant impact on the gap between Ferndown and Longham, though both appear to be somewhat isolated from their nearby communities.



Ringwood Road

Ferndown



Parley Common

Longham

Poor Common

West Parley

Christchurch Road

River Stour

New Road

Landscape and open space concepts for land east of New Road and land west of Ridgeway

The plan (right) shows a number of different types of open space found within the sites. These open spaces will help create character and a number of different amenity areas for a wide range of people. The open space categories are broken down into the following and addressed in the table, right.

- Greenway
- Water way
- Woodland / Nature Reserve
- Playing field
- Park
- Square
- Playground

SANGs

SANGs are shown, but are not integral to the design of the site as they are not, at this stage, 'fixed'.

Open Space Type	Character and Function	Land east of New Road and west of Ridgeway
Greenway	A network of spaces and links encompassing cycle and footpath routes. Also act as key bio-diversity corridors allowing wildlife to live within the urban areas. Typically follow streams, disused railway lines and key desire lines.	<ul style="list-style-type: none"> • A number of greenways exist on both the eastern and western sites. • The greenways on the eastern site provide routes across the site out towards the wider countryside and potential SANG, the new parkland area between the site and Church Road and the Gateway park. • The greenway in the western site runs through the development in a north-south/ east-west direction and helps to create linkages between the development and the Ridgeline park.
Waterway	Comprises lakes, ponds, rivers, canals and streams, which provide rich wildlife habitats, offer recreational value and can be used as movement corridors.	<ul style="list-style-type: none"> • The River Stour flows to the south of the site. • The main linkages are via the Ridgeline Park/ potential SANG.
Woodland/Nature Reserve	A wood or a coppice of trees left in the natural state with internal footpaths, sometimes designated as a nature reserve, with restricted access to areas rich in wildlife.	<ul style="list-style-type: none"> • Woodland areas exist to the south of the western site providing a recreational resource and a natural backdrop to the development and Ridgeline Park. • A boulevard of trees is created along New Road.
Playing Field	Open spaces formally laid out for active recreation. Management/ownership can be shared between schools, clubs and the wider community to ensure facilities are well used.	<ul style="list-style-type: none"> • Playing fields exist to the north of Christchurch Road.
Park	A semi-formal area of green space. A variety of such parkland distributed within the urban area ensures a range of recreational needs within a close proximity to homes and workplaces.	<ul style="list-style-type: none"> • The development includes a number of new parks. • The Ridgeline Park is located in the western site. This protects the ridgeline from development, provides open green amenity space for this part of the development and helps establish a linear green link between the residential areas to the north and the open countryside/ potential SANG to the south. It also protects the setting of the Scheduled Ancient Monument at Dudsbury Rings. • The Gateway Park to the south of the eastern site provides linkages to the countryside/ SANG. It also provides open space between the new development and the village of West Parley. • The New Park provides an open space between the development and the properties on Church Road. This could be an active space with playing pitches. Alternatively, it could accommodate an allotment / community orchard. • A Village Green is provided adjacent to the new local centre. This would provide an attractive and useable space at the heart of the site.
Square	A formal public space, located at focal points of civic importance fronted by key buildings usually hard paved and providing passive recreation.	<ul style="list-style-type: none"> • A public square is located between the existing local shopping parade and the proposed local centre, thus creating a village core at Parley Cross. • The square will create a focal point and meeting space for the area. It could also double up as a car park.
Playground	A small area dedicated for child's play, fenced and located within close walking distance to nearby houses, overlooked by residents.	<ul style="list-style-type: none"> • There are two playspaces proposed in the eastern site. One is on the southern edge of the site which will be overlooked by housing. The other is on the village green at the centre of the site, linked by the greenways and enclosed/overlooked by housing and shops. • Further playspaces are located in the Ridgeline Park adjacent to the housing on the western site. • Playspaces will comprise LAPs, LEAPs and NEAPs.



KEY

-  Proposed local centre
-  Existing local centre
-  Proposed Commercial / Mixed Use
-  Allotments
-  Greenway
-  Waterway
-  Woodland / nature reserve
-  Park
-  Square
-  Playground
-  SANG

Landscape and open space concepts for land adjacent to Holmwood House and land north of Christchurch Road

Open Space Type	Character and Function	Holmwood House and land north of Christchurch Road
Greenway	A network of spaces and links encompassing cycle and footpath routes. Also act as key bio-diversity corridors allowing wildlife to live within the urban areas. Typically follow streams, disused railway lines and key desire lines.	<ul style="list-style-type: none"> A series of greenways run through both developments, connecting the sites with the wider areas.
Woodland/Nature Reserve	A wood or a coppice of trees left in the natural state with internal footpaths, sometimes designated as a nature reserve, with restricted access to areas rich in wildlife.	<ul style="list-style-type: none"> A large area of woodland (Poor Common and Belle Vue Plantation) is located between the two sites, which provides an open space resource for the area.
Playing Field	Open spaces formally laid out for active recreation. Management/ownership can be shared between schools, clubs and the wider community to ensure facilities are well used.	<ul style="list-style-type: none"> The sites both lie in close proximity to the 18-hole golf course to the south, which is open to the general public.
Park	A semi-formal area of green space. A variety of such parkland distributed within the urban area ensures a range of recreational needs within a close proximity to homes and workplaces.	<ul style="list-style-type: none"> Parkland runs around the outside of the Holmwood House site, providing areas of amenity greenspace and a transition from the development through to the woodland areas around it.
Playground	A small area dedicated for child's play, fenced and located within close walking distance to nearby houses, overlooked by residents.	<ul style="list-style-type: none"> Locations of two playgrounds have been identified in the Holmwood House site. These have been located in areas that are fronted by housing, whilst being surrounded by existing mature trees to create a high quality play environment. A further playspace is located in the site north of Christchurch Road.
Allotment	A semi-public agglomeration of gardening plots rented to individuals by the local authority.	<ul style="list-style-type: none"> Existing allotment provision is located in Longham to the south and within easy reach of the sites.

SANGs

SANGs are shown, but are not integral to the design of the site as they are not, at this stage, 'fixed'.

KEY



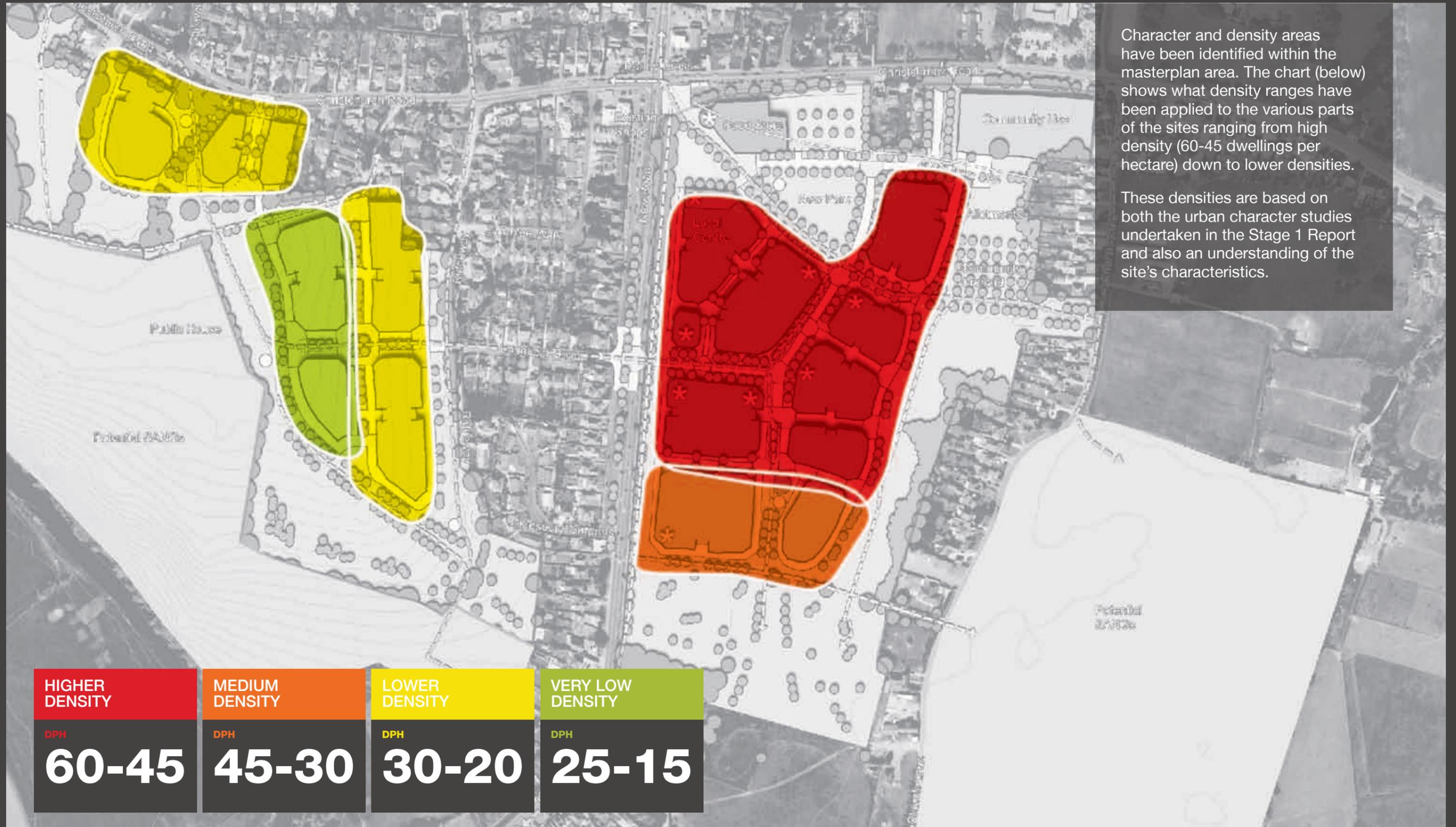
-  Greenway
-  Woodland / nature reserve
-  Playing field / golf course
-  Park
-  Playground
-  SANG
-  Allotments

Ringwood Road

Christchurch Road



Character and density summary for the land to the east of New Road and land to the west of Ridgeway



Character and density summary for land to the north of Christchurch Road and land adjacent to Holmwood House



As with the previous settlements and sites, a series of concept diagrams for the three sites in Verwood have been undertaken.

Land west of Trinity School and land west of Eastworth Road

Landscape

Landscape and vegetation

The land west of Eastworth Road is bordered on its southern and western boundaries by strong rows and clusters of vegetation. The woodland to the south of the site is designated as a SNCI, whilst the vegetation to the west follows the line of the disused railway. Both provide the site with a natural green edge and sense of enclosure. There are a number of large mature trees within the site which should be retained and could help structure the form of the development. Land to the west of Trinity School has a cluster of trees on the northern side which help frame and define its northern edge.

Green buffers/ edges

Both sites are contained from the wider landscape by green edges. As stated above, land to the west of Eastworth Road has a strong green edge along its western side, preventing the site from being exposed to the wider landscape. Land to the west of Trinity School has a belt of trees to the north of the site. This is of particular importance as the landscape beyond this opens out, and lacks any other clearly defined edge. This green edge, therefore, contains development on the site.

Movement and linkages

Access

Both sites are likely to take vehicular and cycle access from Edmondsham Road. Land to the west of Eastworth Road also has a number of potential pedestrian connection points with the green western edge offering the opportunity for a footpath link alongside the development. Other footpath access points to this site are via the children's playground and onto Eastworth Road. The land to the west of Trinity School already benefits from a public footpath along its western edge and this should be retained with internal footpaths linking into it for greater pedestrian access.

Public rights of way

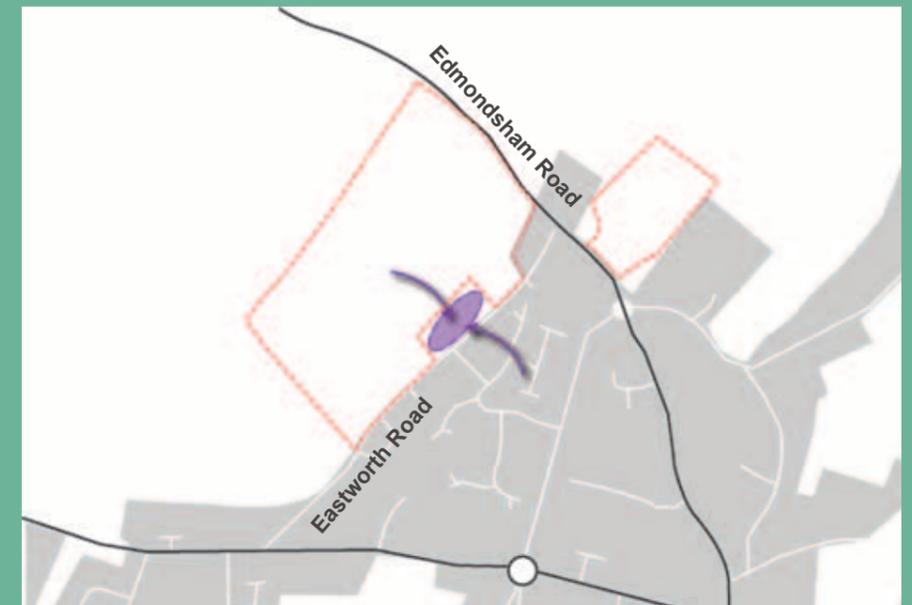
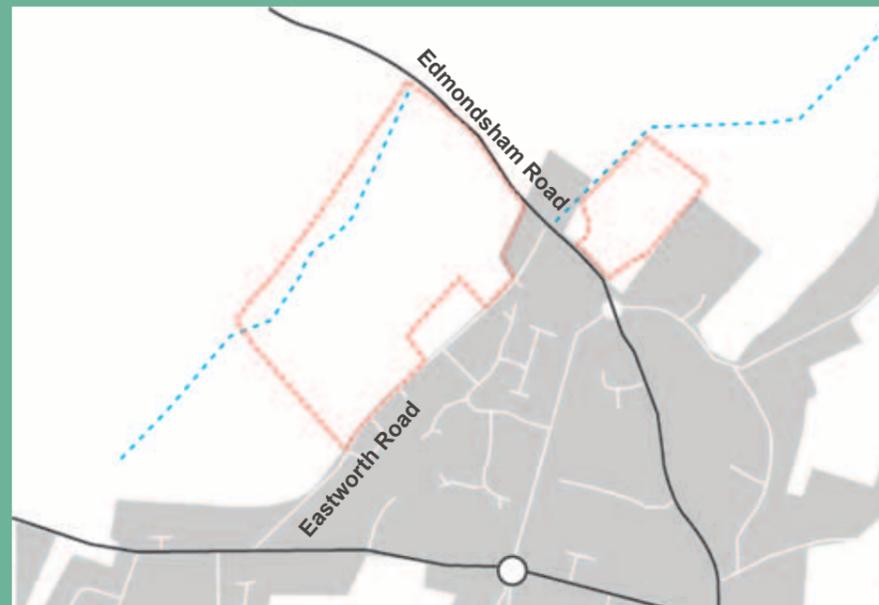
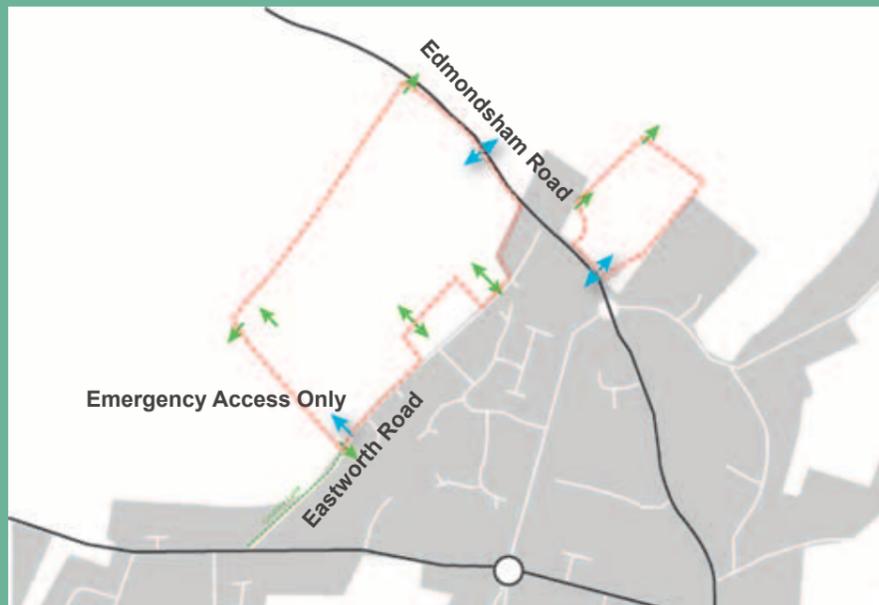
Two public rights of way run alongside the western boundaries of both sites and should be retained and enhanced.

Facilities

Children's playspace

The existing children's playspace / recreation ground has the potential to link the existing and new communities together and become a focal point. This should be retained and enhanced with footpath and cycle connections linking directly into it.

- | | | |
|-----------|-----------|-----------------------------|
| 01 | 02 | 01 Landscape and vegetation |
| 03 | 04 | 02 Green buffers / edges |
| 04 | 05 | 03 Access |
| | | 04 Public rights of way |
| | | 05 Children's play space |



Land south of Manor Road

Landscape

Landscape and vegetation

The site has a strong network of trees and natural features. Heathy How lies to the west, whilst a large fishing pond is located to the south, as is the river corridor. However, Heathy How is not likely to be accessible to the public. Within the site, a strong east-west tree belt structure exists. This helps to compartmentalise the site into potential developable parcels and green open space opportunities.

Green corridor

The existing east-west tree belts at the heart of the site help define a potential green corridor. It is considered that this feature should be retained with development to both the north and south helping to frame this space further. This link also helps provide green connections across the site and onto Manor Road.

Movement and linkages

Access

The site could potentially be accessed by vehicles from Manor Road. This location provides good visibility. A further emergency vehicular access point is taken off of St Michael's Road. Pedestrian access can be taken from St Michael's Road as well as via the proposed green corridor.

Bridleways

A bridleway is maintained along St Michael's Road.

- 01** Landscape and vegetation
- 02** Green corridor
- 03** Access
- 04** Bridleways



Land of Ringwood Road

Landscape

Landscape

The site is surrounded on its north, east and western edges by Ringwood Forest. The forest is largely a plantation, part of which is within the site itself. The forest helps screen the site from wider landscape views and provides a sense of containment.

Green space

There is the opportunity to remove some of the plantation woodland to create a larger site for housing and amenity space. Such amenity space could be provided at the northern end of the site.

Access and linkages

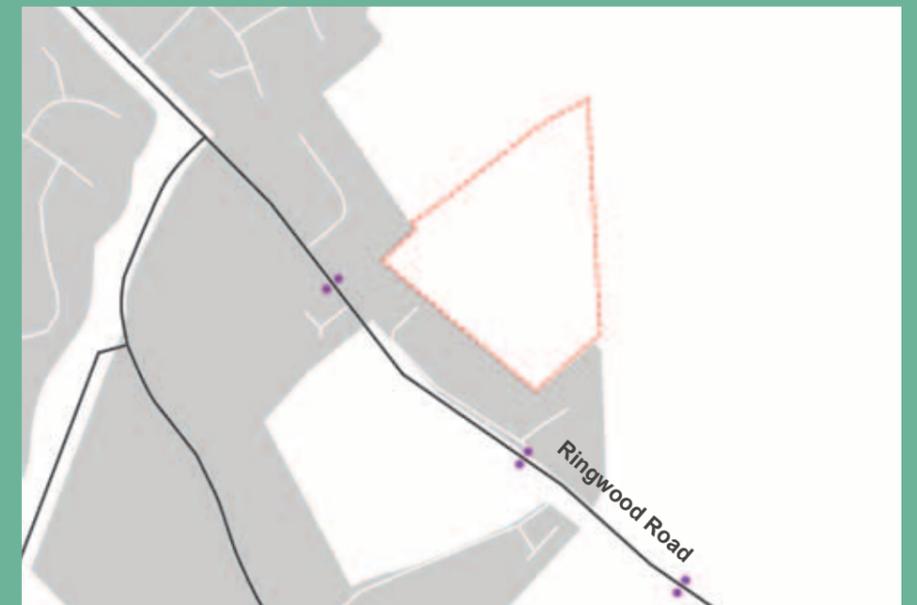
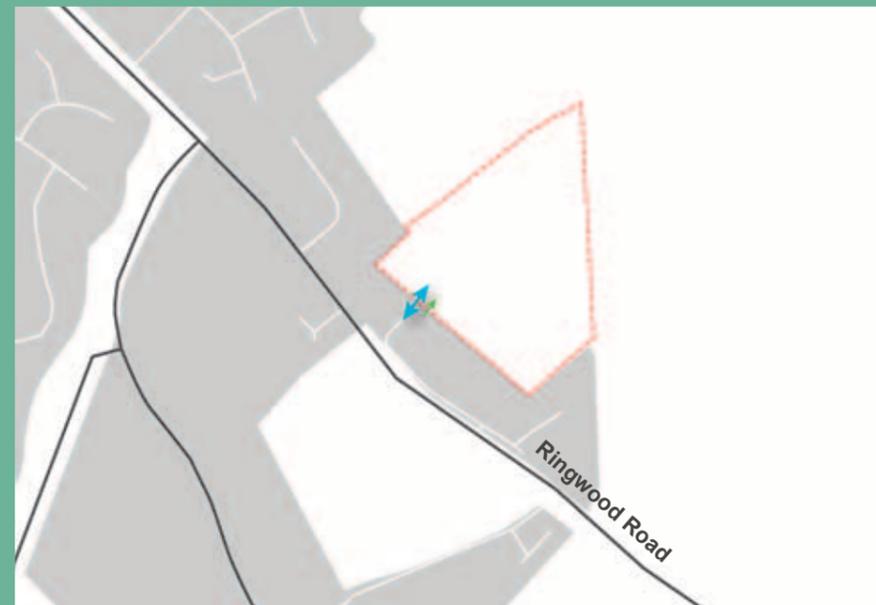
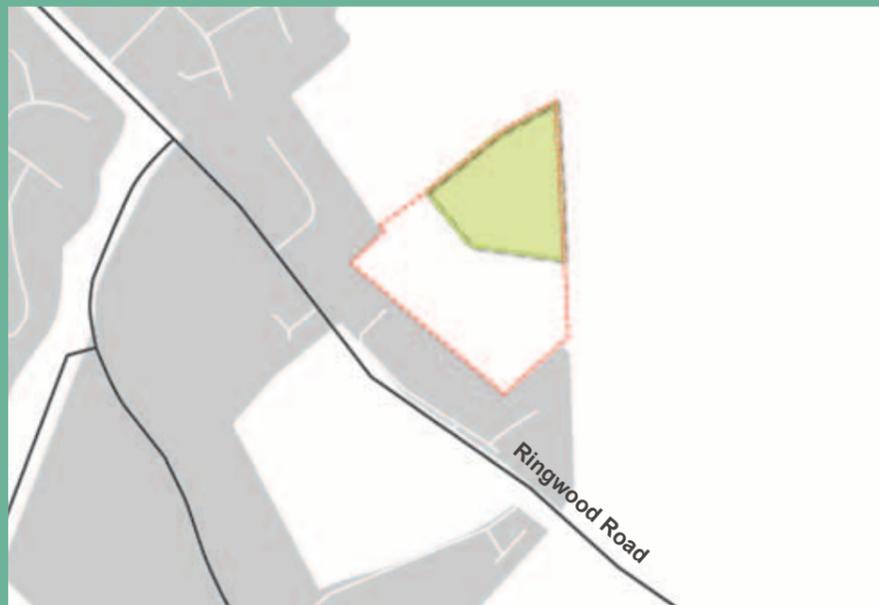
Access

Both pedestrian, cycle and vehicular access points are limited and can only be taken from Ringwood Road to the south.

Bus stops

The site's location close to the main road network allows linkages to the buses that run along the B3081. It must be noted that these are infrequent and the site distant from the town centre.

- 01** Landscape
- 02** Green space
- 03** Access
- 04** Bus stops



The masterplans for land west of Trinity School and land west of Eastworth Road have the following features:

Land use

- Both sites purely comprise housing.
- Densities on the land west of Trinity School are medium to low, reflecting the surrounding properties and also the sensitive landscape edge.
- Densities on the land to the west of Eastworth Road are generally of medium density due to this site being less sensitive and having a hard edge created by the disused railway line.

Urban form

- The urban form is based on the principles of the other sites in that it is based around perimeter blocks.
- On the land to the west of Trinity School, two perimeter blocks exist ensuring that frontage faces out onto the open countryside and streets. The eastern most block backs onto the school to create secure back gardens.

Access and movement

- Vehicular access for both sites is taken off of the main road network - Edmondsham Road.
- A grid of pedestrian and cycle links are provided across the sites creating a permeable network of paths that link the site to the surrounding residential developments, existing rights of way and the wider landscape (which could potentially comprise SANGs). They also connect to the existing children's playspace.
- All such paths are fronted onto by development to ensure that they are safe, secure and attractive to the user.

Open space and green links

- The land to the north of Edmondsham Road has a green space at its northern end. This provides amenity to the residents of this area and also sets the development back from the tree buffer.
- The land to the west of Eastworth Road has a number of key green spaces. The western boundary retains a green open area between the development and the disused railway line. This area is defined by the existing field boundary and links in to the open green area to the north and south. This green wedge helps create a setting for the footpath that runs through the site. The south eastern corner of the site has a number of mature trees and creates a parcel of land that is not considered to be developable without affecting its character. There is the potential for this land to be used for amenity green space. A further east-west green link runs across the site helping to break up the development form.
- Land to the east of Trinity School is available and could provide for much needed allotment provision in this part of Verwood.

Landscape and vegetation

- The design seeks to retain a number of large and important trees on the sites
- On land to the west of Eastworth Road, the trees help to break up the development blocks.
- Additional planting on this site has also been provided along the key routes through the site to create boulevards and help with wayfinding.
- On the land to the west of Trinity School, the existing tree belt on the north of the site has been maintained and potentially enhanced to shelter the development from longer distance views in.

SANGs

Land to the north of Edmondsham Road could provide a SANG location which is easily accessible to residents in the north west of the town. This open landscape could provide a wonderful attractive area for walking. This area would be subject to landownership agreement.

The masterplan for land south of Manor Road has the following features:

Land use

- The site purely comprises housing.
- The medium density development is largely located in the northern parts of the site, closer to the existing built form. Densities reduce further to the south and closer to the rural edge and the ponds.

Urban form

- As with the other sites, the structure is based around a series of perimeter blocks.
- The development is also structured around an informal grid of streets, particularly on the southern side of the site.

Access and movement

- As stated in the concept diagrams, there is one vehicular access point off Manor Road and an emergency access point off St Michael's Road.
- There is a network of north-south/ east-west pedestrian and cycle routes throughout the site. The northern and southern parts of the site are also connected via footpaths making connections by foot easy and direct (unlike the vehicular links).

Open space and green links

- The key green space on the site comprises the central green corridor, which runs in an east-west direction. This is immediately framed by a strong mature tree belt, with the frontages of housing set back from this. This will provide a wonderful green space at the heart of the site, providing an amenity resource for the future residents. A number of other, minor green links run down towards the ponds in the south.

Landscape and vegetation

- The retention of the trees on site forms a key structuring element. The trees frame the green corridor and provide two distinct, but connected residential areas.
- Additional planting on the remainder of the site (which is otherwise open) helps to enhance the green corridors and routes through the site and down to the ponds.

SANGs

No potential SANG locations have been identified to date. Heathy How was considered, but this is currently unavailable. Further work will be needed to identify a SANGs solution.

The key features of the land off Ringwood Road are:

Land use

- The site purely comprises housing.
- The layout shows lower density housing throughout.
- There is an area of amenity green space at the northern end, comprising a small park and existing plantation woodland.

Urban form

- This development is structured around a central outward facing perimeter block with a series of one sided blocks around the edge of the site facing back.
- This layout ensures that the streets are fronted on both sides. The backs of the properties on the edge do face outwards, but this is effectively protected by the surrounding dense woodland and existing residential properties.

Access and movement

- There is one vehicular access point from Ringwood Road to the south. Pedestrian access is also taken from this point.
- The site is serviced by a street loop that circles the development and provides road frontage for all of the residential units.

Open space and green links

- The site contains a new park area in the northern corner set in an attractive enclave. Part of this comprises the existing plantation woodland, whilst the remainder is open recreational space for use by the residents.

Landscape and vegetation

- Additional trees have been provided within the site, to create character and help breakdown the hard urban form.
- Many of the plantation trees have been retained within the site.

SANGs

No SANG location has been found to date. Further work will need to be undertaken to identify such a site.



Wider context

The wider context plan (right) illustrates how the new neighbourhoods relate to the surrounding areas in Verwood as well as the wider countryside. The key points illustrated on this plan are as follows:

- In the overall context of Verwood, the four development sites are relatively small in scale.
- The sites at Ringwood Road and Manor Road sit within areas defined by strong existing tree belts and vegetation.
- The sites at Eastworth Road and Trinity School are surrounded by open landscape, but have localised buffers screening them from wider views.
- The sites in the north west of the town are well located to the existing town centre and benefit from a number of existing and potential connections.
- The Ringwood Road site is more remote from the existing facilities in the town.
- There are fewer opportunities for circular/semi-circular routes around Verwood than is the case in Wimborne Minster and Ferndown/West Parley.



The Hub

Morrisons
Supermarket

Emmanuel C of E
Middle School

Ringwood Road

Ebblake Industrial
Estate

Ringwood Forest

Landscape and open space concepts for land west of Trinity School and west of Eastworth Road

Open Space Type	Character and Function	Land west of Trinity School and land west of Eastworth Road
Greenway	A network of spaces and links encompassing cycle and footpath routes. Also act as key bio-diversity corridors allowing wildlife to live within the urban areas. Typically follow streams, disused railway lines and key desire lines.	<ul style="list-style-type: none"> A major green way runs down the western edge of the Eastworth Road site, linked into the wider footpath network. A series of greenways cross the site and link the development to the urban area to the east. A greenway runs down the heart of the Trinity School site and into the green space at the northern end.
Park	A semi-formal area of green space. A variety of such parkland distributed within the urban area ensures a range of recreational needs close to homes and workplaces.	<ul style="list-style-type: none"> The recreation ground provides a central play space at the centre of the new and existing developments. There is potential for this to be enhanced.
Allotments	A semi-public agglomeration of gardening plots rented to individuals by the local authority.	<ul style="list-style-type: none"> Allotments are provided for on land adjacent to Trinity School.
Playground	A small area dedicated for child's play, fenced and located within close walking distance to nearby houses, overlooked by residents.	<ul style="list-style-type: none"> Existing playground is located to the east of the site. There is the potential for this to be enhanced.
Woodland / Nature Reserve	A wood or a coppice of trees left in the natural state with internal footpaths, sometimes designated as a nature reserve, with restricted access to areas rich in wildlife.	<ul style="list-style-type: none"> Dense woodland lies to the south and comprises a SNCI. Further woodland lies to the west of the railway line. Both areas could provide recreational and bio-diversity resources.

SANGs

SANGs are shown, but are not integral to the design of the site as they are not, at this stage, 'fixed'.



Landscape and open space concepts for land south of Manor Road

Open Space Type	Character and Function	Land south of Manor Road
Greenway	A network of spaces and links encompassing cycle and footpath routes. Also act as key bio-diversity corridors allowing wildlife to live within the urban areas. Typically follow streams, disused railway lines and key desire lines.	<ul style="list-style-type: none"> A large greenway extends across the site in an east-west direction and is framed by the existing tree corridors. This connects two large areas of woodland at each end of the site.
Waterway	Comprises lakes, ponds, rivers, canals and streams, which provide rich wildlife habitats, offer recreational value and can be used as movement corridors.	<ul style="list-style-type: none"> Several large ponds lie in close proximity to the southern edge of the site. However, these are not publically accessible.
Park	A semi-formal area of green space. A variety of such parkland distributed within the urban area ensures a range of recreational needs within a close proximity to homes and workplaces.	<ul style="list-style-type: none"> There is potential for land to the south to be utilised as wider parkland (and even a potential SANG) subject to landowner agreement.
Playground	A small area dedicated for child's play, fenced and located within close walking distance to nearby houses, overlooked by residents.	<ul style="list-style-type: none"> A children's playground is located at the heart of the greenway. This will be centrally located within the development site and create a focal point for the new community. This could comprise a LAP, LEAP or NEAP.



Manor Road

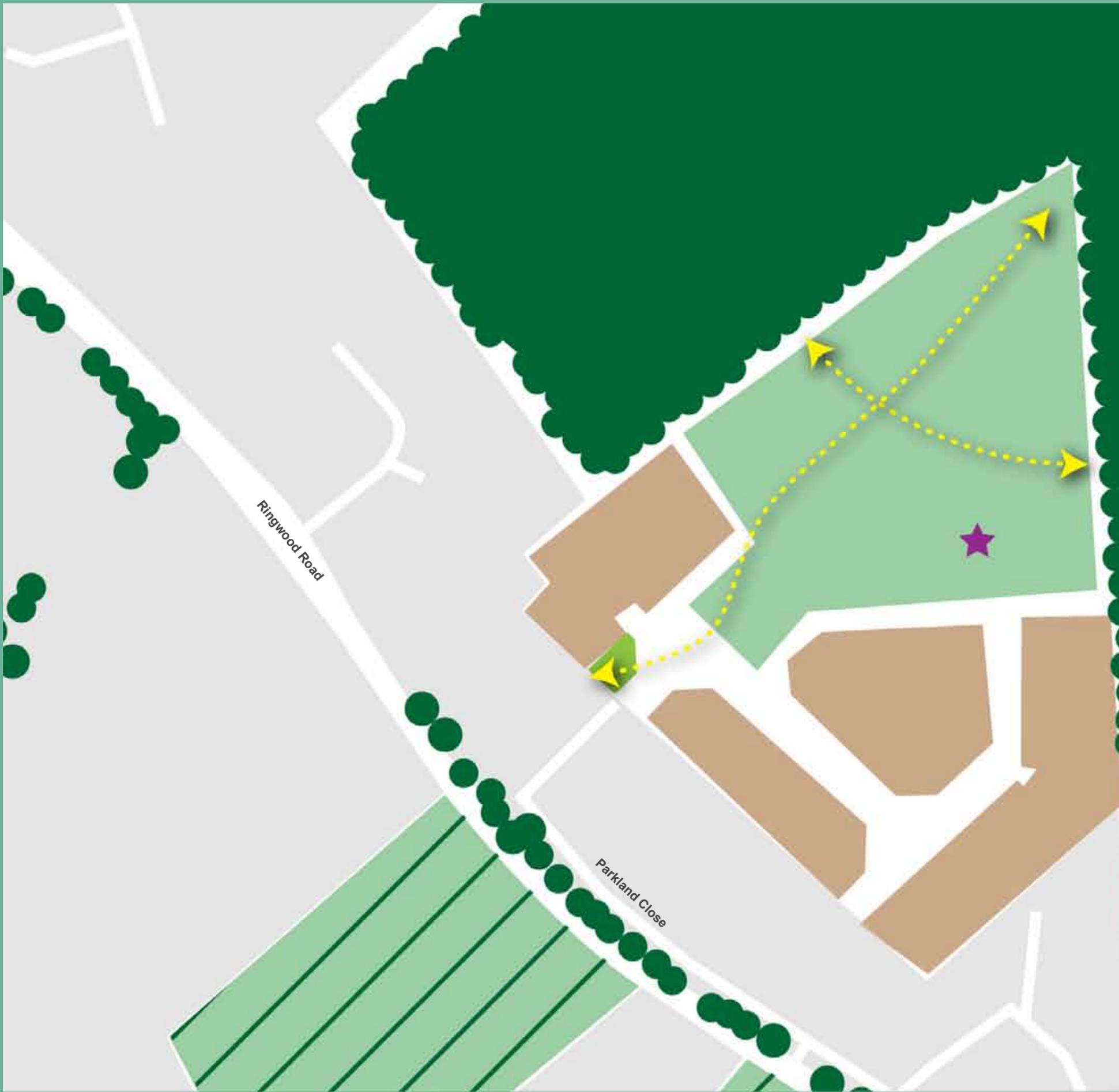


KEY

-  Greenway
-  Waterway
-  Woodland / nature reserve
-  Park
-  Playground

Landscape and open space concepts for land off Ringwood Road

Open Space Type	Character and Function	Land off Ringwood Road
Greenway	A network of spaces and links encompassing cycle and footpath routes. Also act as key bio-diversity corridors allowing wildlife to live within the urban areas. Typically follow streams, disused railway lines and key desire lines.	<ul style="list-style-type: none"> • A potential greenway links the entrance of the site to the park at the northern end. • This greenway also has the potential to link into the woodland to the north, should access be permitted.
Churchyard / Cemetery	Located adjacent to a church and often providing a green oasis in the heart of the community.	<ul style="list-style-type: none"> • A cemetery lies to the south of the site and forms the southern end of a potential network of green spaces leading into Ringwood Forest.
Park	A semi-formal area of green space. A variety of such parkland distributed within the urban area ensures a range of recreational needs within a close proximity to homes and workplaces.	<ul style="list-style-type: none"> • A park is located at the northern end of the site, providing local amenity space for the residents of the development and those in the surrounding area.
Playground	A small area dedicated for child's play, fenced and located within close walking distance to nearby houses, overlooked by residents.	<ul style="list-style-type: none"> • There is the opportunity for a small children's playground in the park to the north. This could be a LAP, LEAP or NEAP.
Woodland / Nature Reserve	A wood or a coppice of trees left in the natural state with internal footpaths, sometimes designated as a nature reserve, with restricted access to areas rich in wildlife.	<ul style="list-style-type: none"> • The site is surrounded on three sides by Ringwood Forest. There is the potential to include the site within the wider public access within this natural resource. • Part of the plantation woodland is retained within the site boundary.



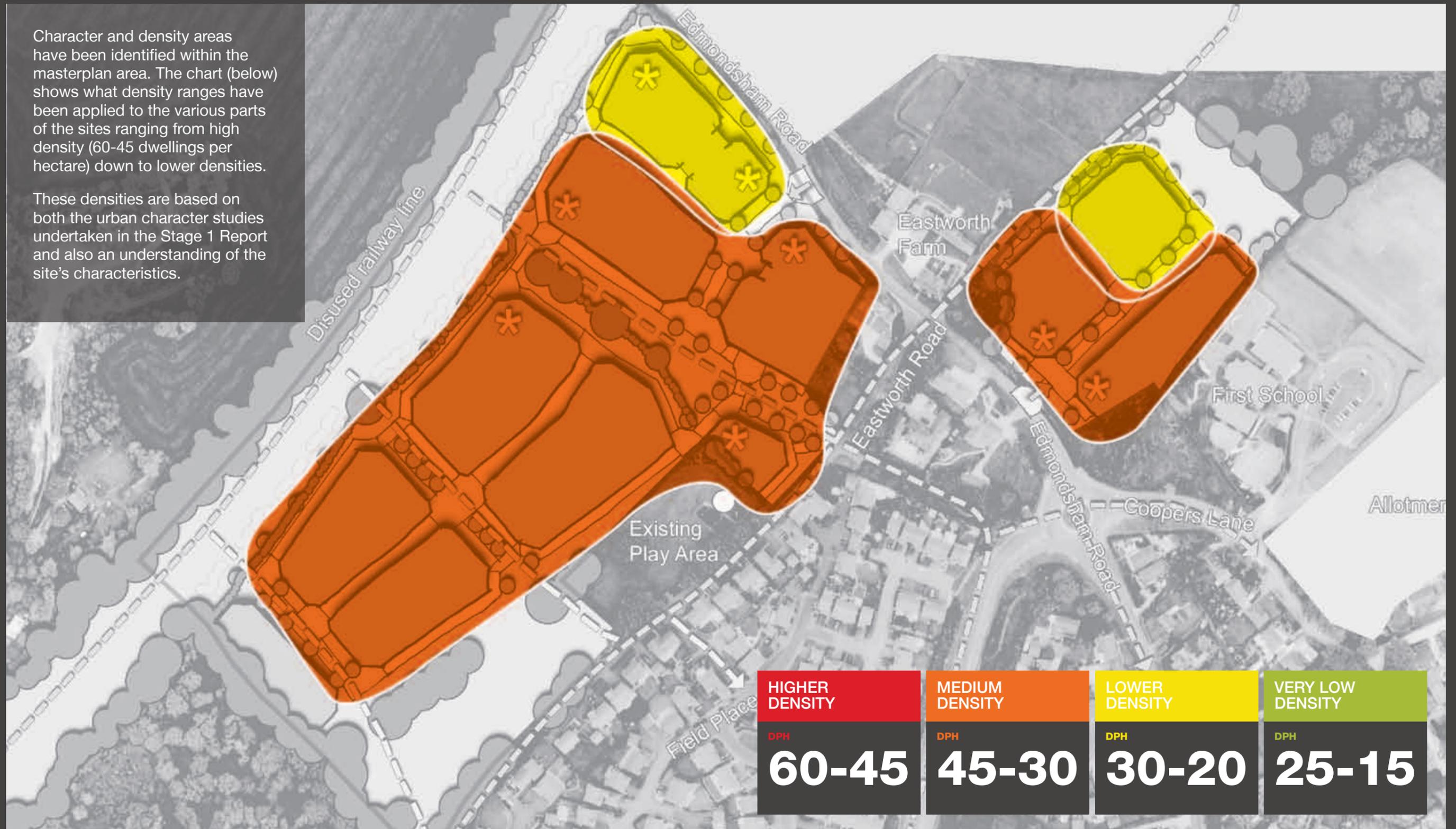
KEY

-  Greenway
-  Woodland /nature reserve
-  Churchyard / cemetery
-  Park
-  Playground

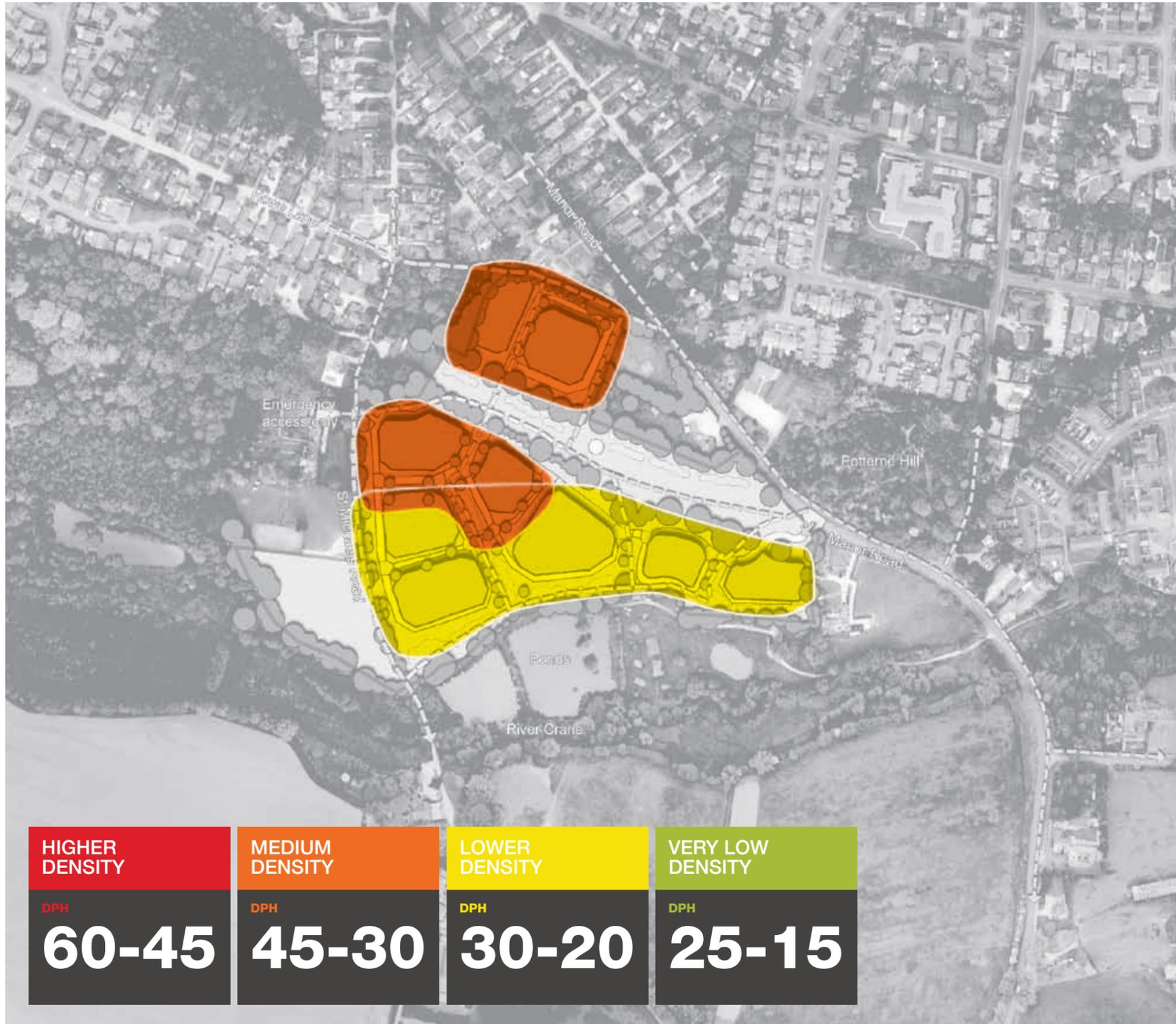
Character and density summary for land to the west of Trinity School and west of Eastworth Road

Character and density areas have been identified within the masterplan area. The chart (below) shows what density ranges have been applied to the various parts of the sites ranging from high density (60-45 dwellings per hectare) down to lower densities.

These densities are based on both the urban character studies undertaken in the Stage 1 Report and also an understanding of the site's characteristics.



Character and density summary for land to the south of Manor Road and land off Ringwood Road



HIGHER DENSITY	MEDIUM DENSITY	LOWER DENSITY	VERY LOW DENSITY
DPH	DPH	DPH	DPH
60-45	45-30	30-20	25-15

05

development capacity

Introduction

This section of the report sets out the development capacities of the new neighbourhoods. The housing capacities are calculated using the “net dwelling density” definition as set out in Annex B of Planning Policy Statement 3 – Housing (PPS3). The net dwelling density definition is as follows:

“Net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children’s play areas, where these are provided”.

Other land uses such as: other open space (parks, formal pitches, allotments and natural/ semi-natural green space), schools, local centres, commercial uses and main spine roads are not included in the net dwelling density calculation and are measured separately. The quantum and location of SANG provision at each site is still uncertain and has not been calculated at this stage. Their precise location and measurement will need to be worked up in more detail by the relevant developers / landowners.

The headline capacity figures are set out on the opposite page. This summarises the net housing area available on each site. It also provides a District wide housing figure based on the density plans set out earlier in this report.

The remainder of the section provides more detailed measurements in relation to each site.

Residential areas and total housing figures

Wimborne Minster North
and Stone Lane Industrial Estate

18.8ha



Ferndown - Land north of
Christchurch Road and land
adjacent to Holmwood House

4.5ha



Wimborne Minster Cuthbury
and St Margarets Close

6.2ha



Verwood - Land west of Trinity School
and land west of Eastworth Road

6.6ha



Wimborne Minster East

9.5ha



Verwood - Land off Ringwood Road

2.0ha



Corfe Mullen

6.2ha



Verwood - Land south of Manor Road

4.2ha



West Parley - Land east of New
Road and land west of Ridgeway

12.6ha



Housing quantum

The sites contain residential development with varying levels of density. The density plans set out earlier in this report have been used to inform a total figure for each site, which together combine to give a total figure for the district of 2,565 dwellings.

Wimborne Minster North and Stone Lane Industrial Estate

The Wimborne Minster North and Stone Lane Industrial Estate sites cover a combined area of 36.88ha. Of this total, just over half comprises residential (18.80ha).

Using the density plans contained earlier in this report results in a total figure of 668 dwellings. This is split between North Wimborne (578) and Stone Lane Industrial Estate (90).

The plan also shows significant areas of open space, which acts as buffer green space and landscaping around the development and could also be used for playing pitches, community orchards etc. Overall, this element amounts to over 12ha. The plan also shows an area of around 1ha for a first school as well as an area for a local centre.

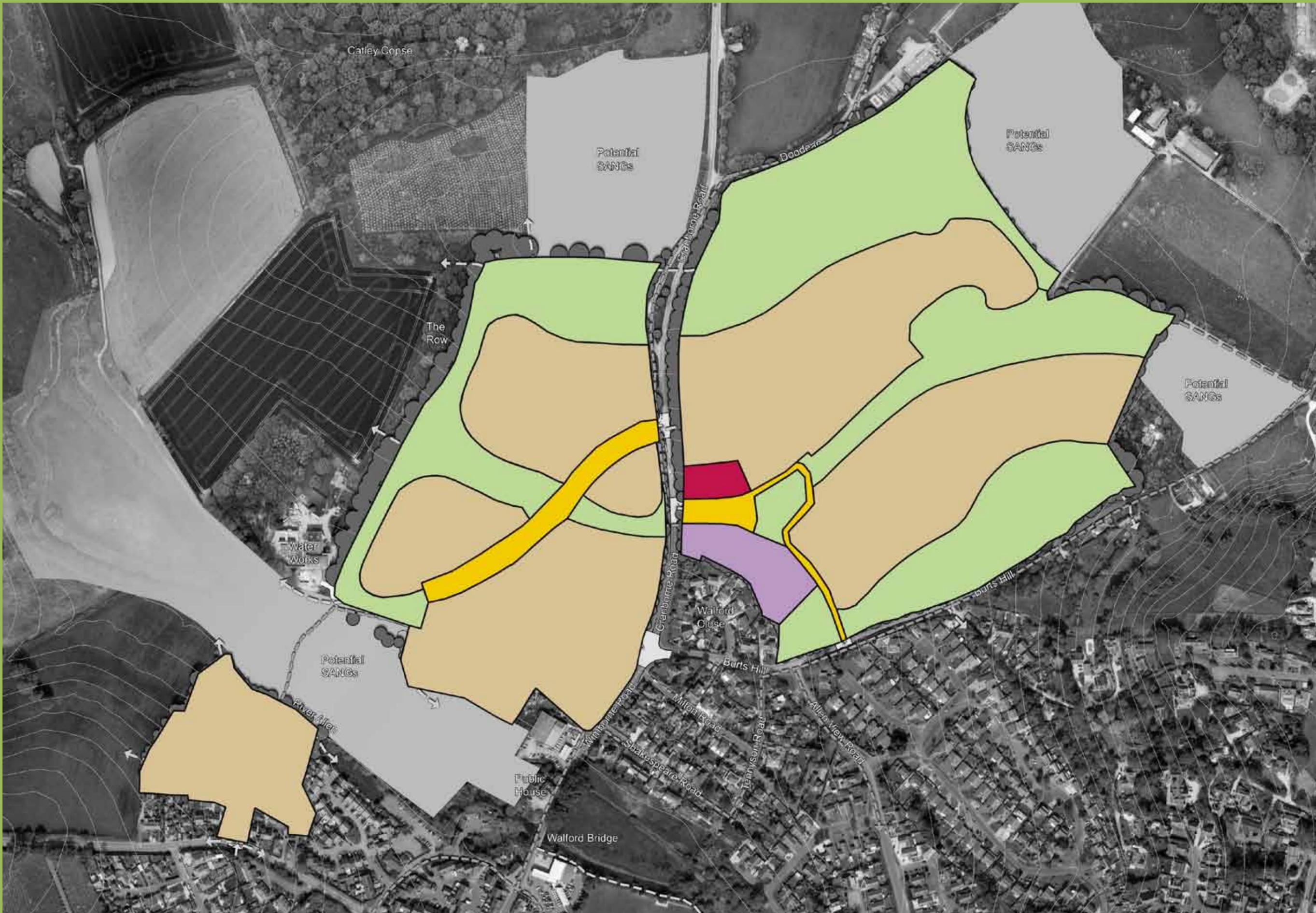
These land use parcels are shown on the diagram opposite.



Areas	
18.80ha	Residential
12.43ha	Open space
4.71ha	Highways
0.23ha	Local centre
0.71ha	School
Total: Site Area	36.88ha

KEY

- Open space
- Residential
- Local centre
- Highways
- School



Wimborne Minster Cuthbury Allotments and St Margarets Close

The Wimborne Minster Cuthbury and St Margarets Close sites cover a combined area of 9.95ha. Of this total, around two thirds comprise residential (6.15ha).

Using the density plans contained earlier in this report results in a total figure of 262 dwellings. This is split between Cuthbury Allotments (249) and St Margarets Close (13).

The plan also shows a riverside park area which is a key feature of the Cuthbury Allotments site. Allotment provision is also provided to the south of Julian's Road. Open space on both sites amounts to 3.46ha. The residential development / open space ratio on this site is lower than at the sites to the north of the town, reflecting the reduced landscape buffering required and the fact that they are more urban in nature. Land has been allocated in the north east of the site for a potential expansion of Victoria Hospital. There are no other major land uses identified.

These land use parcels are shown on the diagram opposite.



Areas	
6.15ha	Residential
3.46ha	Open space
0.34ha	Highways
Total: Site Area	9.95ha

KEY

- Open space
- Residential
- Highways



Wimborne Minster East

The Wimborne Minster East site covers an area of 41ha. Of this total, less than a quarter (23%) comprises residential (9.48ha).

Using the density plans contained earlier in this report results in a total figure of 352 dwellings.

The plan also shows significant areas of open space, much of which comprises the two relocated sports clubs – the football club and the rugby club as well as the new sports playing pitches. There is also a potential location for replacement allotments. Other open space areas comprise a small community park and a village square close to the local centre. The open space totals 27.96ha.

The site also includes a school, covering an area of just over 1ha.

These land use parcels are shown on the diagram opposite.



Areas

9.48ha	Residential
27.96ha	Open space
2.36ha	Highways
0.11ha	Local centre
0.07ha	Commercial / leisure
1.03ha	First School

**Total:
Site Area**

41 ha

KEY

- Open space
- Residential
- Local centre
- Highways
- School



Corfe Mullen

The Corfe Mullen site covers an area of 7.49ha. Of this total, 83% is dedicated to residential development (6.17ha).

Using the density plans contained earlier in this report results in a total figure of 247 dwellings.

The plan shows a green area of open space at the heart of the site. However, it is not large enough to accommodate larger formal areas of green open space. The local centre covers an area of 0.73ha.

It is assumed that the new school falls outside of the site boundary.

These land use parcels are shown on the diagram opposite.



Areas	
6.17ha	Residential
0.59ha	Open space
0.73ha	Local centre
Total: Site Area	7.49ha

KEY

■	Open space
■	Residential
■	Local centre



Recreation Ground

Play area

Cogdean Elms

Blandford Road

Violet Farm Close

Wimborne Road

Wimborne Road

Cogdean Way

Lockyers Road

Field Way

Newtown Lane

Blandford Road

Gardens

West Parley – Land east of New Road and Land West of Ridgeway

These two sites cover a combined area of 30.55ha. Of this total, just over 40% comprises residential (12.61ha).

Using the density plans contained earlier in this report results in a total figure of 492 dwellings. This is split between Land east of New Road (374) and west of Ridgeway (118).

The most notable land use here is the open space which covers an area of 14.37ha. This comprises a number of large parks, including the Gateway Park, Linear Park and the Village Green on the eastern site and the Ridgeline Park on the western site. All are considered to be necessary for a number of reasons including: aircraft noise zones, settlement gaps, tree line/ridgeline protection, heathland mitigation and amenity.

Other land uses comprise the local centre (1.61ha) and the potential commercial/ hotel/ leisure use (0.93ha).

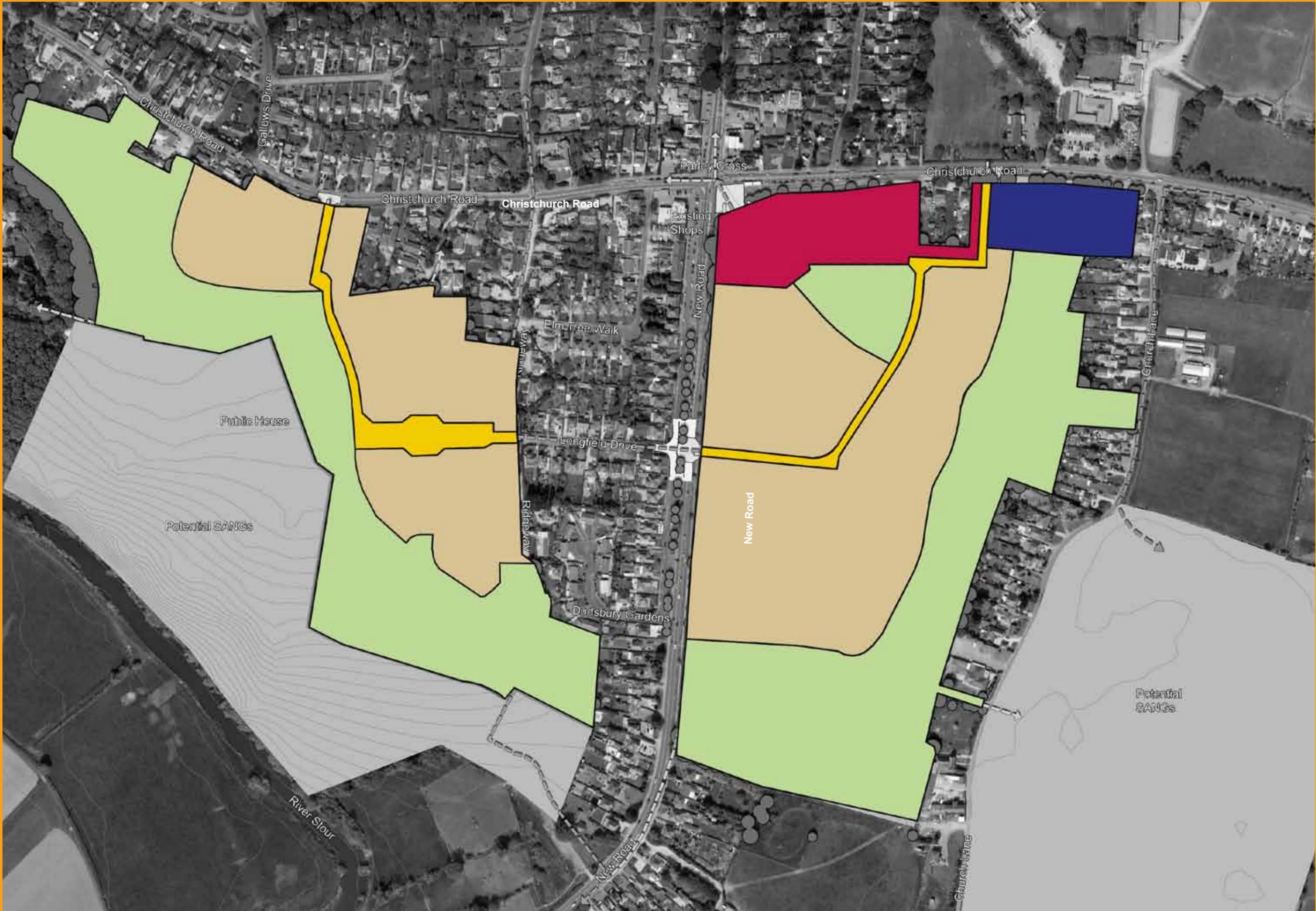
These land use parcels are shown on the diagram opposite.



Areas	
12.61ha	Residential
14.37ha	Open space
10.3ha	Highways
1.61ha	Local centre
0.93ha	Commercial/ leisure
Total: Site Area	30.55ha

KEY

- Open space
- Residential
- Local centre
- Highways
- Commercial / leisure



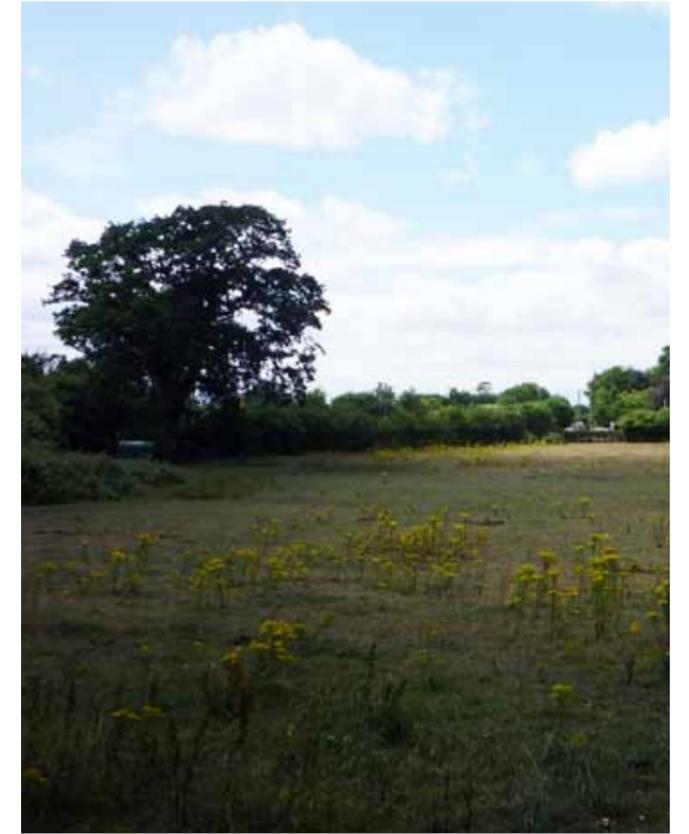
Ferndown – Land North of Christchurch Road and Land adjacent to Holmwood House

These two sites cover a combined area of 6.6ha. Of this total, just under 68% comprises residential (4.47ha).

Using the density plans contained earlier in this report results in a total figure of 136 dwellings. This is split between the Christchurch Road site (30) and the site adjacent to Holmwood House (106).

The open space on these two sites comprises around 1.85ha. There are no other land uses.

These land use parcels are shown on the diagram opposite.



Areas	
4.47ha	Residential
1.85ha	Open space
0.28ha	Highway
Total: Site Area	6.60ha

KEY

- Open space
- Residential
- Highways



Verwood - Land west of Trinity School and land west of Eastworth Road

These two sites cover a combined area of 10.17ha. Of this total, just under 65% comprises residential (6.55ha).

Using the density plans contained earlier in this report results in a total figure of 234 dwellings. This is split between the land west of Trinity School (43) and land west of Eastworth Road (191).

The open space on these two sites comprises around 3.44ha, which largely comprises a linear park along its western boundary. There are no other land uses.

These land use parcels are shown on the diagram opposite.



Areas	
6.55ha	Residential
3.44ha	Open space
0.18ha	Highways
Total: Site Area	10.17ha

KEY

- Open space
- Residential
- Highways



Verwood - Land off Ringwood Road

This site covers an area of 3.52ha. Of this total, just over 55% comprises residential (1.98ha).

Using the density plans contained earlier in this report results in a total figure of 50 dwellings.

The open space on this site comprises around 1.54ha, which largely comprises a park area at the site's northern edge. There are no other land uses.

These land use parcels are shown on the diagram opposite.



Areas	
1.98ha	Residential
1.54ha	Open space
Total: Site Area	3.52ha

KEY
■ Open space
■ Residential



Verwood - Land off Manor Road

This site covers an area of 6.97ha. Of this total, just over 60% comprises residential (4.21ha).

Using the density plans contained earlier in this report results in a total figure of 124 dwellings.

The open space on this site comprises around 2.49ha and is largely made up of an east-west linear park. There are no other land uses.

These land use parcels are shown on the diagram opposite.



Areas	
4.21ha	Residential
2.49ha	Open space
0.27ha	Highways
Total: Site Area	6.97ha

- KEY**
- Open space
 - Residential
 - Highways



This report has sought to illustrate how each site could work in urban design terms. The masterplans contained in this report demonstrate land use distribution, potential layouts and design features as well as providing an indication of development quantum.

The sites assessed all differ in nature including variations in location, size, land use mix, surrounding urban and landscape character, function and topography. However, regardless of this, there are some key design principles that should be followed, across all of the sites, particularly in relation to the residential elements of the scheme.

Designing the residential blocks

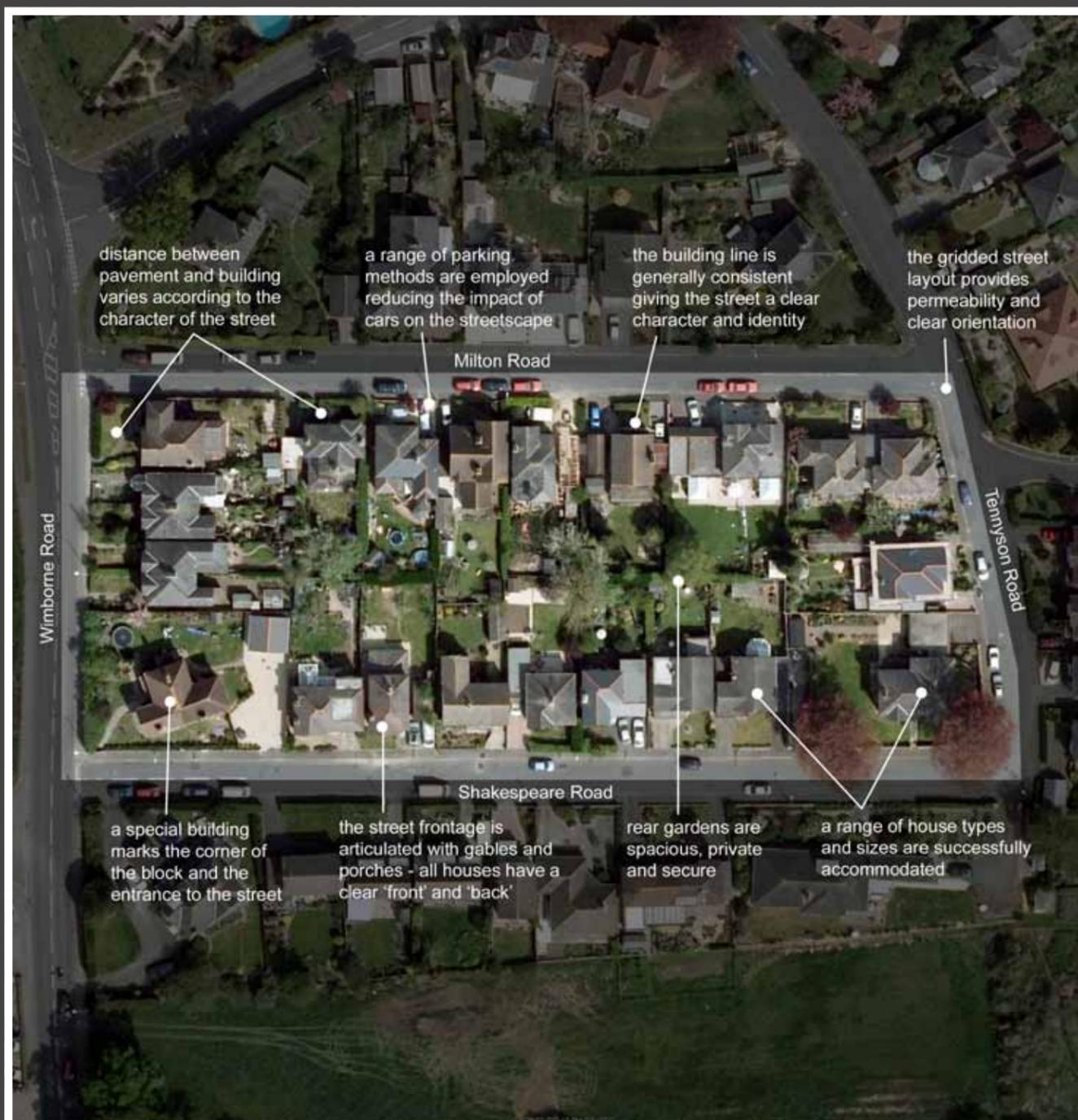
Perimeter blocks – general principles

Residential developments should be designed with the quality and character of the public realm as a top priority. Such a public realm framework of streets, squares and larger areas of open space is best defined using a layout structure of perimeter blocks. The key aspect of a perimeter block residential layout is that it makes a clear distinction between the public fronts and private backs to dwellings. Designing a residential development in this way leads to a number of important benefits:

1. The public realm is clearly spatially defined by built form which relates to it in a positive way.
2. Access, way-finding and navigation, especially for visitors, is straightforward.
3. Streets typology can be easily enhanced and articulated.
4. Natural surveillance of public space is maximised.
5. Car parking can be accommodated in a variety of ways.
6. Traditional patterns of urban form are repeated and echoed.

These benefits are articulated in greater detail within the following paragraphs, whilst the annotated images opposite assess perimeter block layouts against an alternative approach – fragmented blocks. The ‘good design’ example is taken from Wimborne Minster, close to the North Wimborne site. The ‘poor design’ example is taken from a location outside the district.

Perimeter block – good design



Fragmented block – poor design



Perimeter blocks approach important benefits

1. Spatial definition of the public realm

Streets, squares, and larger areas of open space must be fronted by clearly defined built edges which enhance their character and sense of place. Buildings should generally follow a continuous line of active frontage, with doorways, windows, bays and balconies relating directly to the public realm. Staggers in the building line should be carefully considered and designed consciously to add emphasis where appropriate. Building scale should be appropriate to the scale of space fronted onto. The sketch below illustrates how this relationship could work.

2. Access, wayfinding and navigation

A residential development should have a clear identity and its layout should be easy to understand for residents and visitors. A perimeter block approach easily generates a layout with a permeable and clear network of streets. Navigation and legibility can then be improved by creating landmarks and focal points, views, clear routes, and gateways to particular areas. Buildings which terminate vistas or streets should be designed as focal points. Corner buildings should be considered carefully and should have a double frontage rather than a blank flank.

3. Reinforcement of streets typology

Manual for Streets (DfT, 2007) promotes the development of street character types on a location-specific basis with reference to both the place and movement functions for each street. The most important factor in defining the character of a street is the relationship between the buildings which enclose it. The distance between frontages, building scale, and level of continuity of each frontage should be designed first and foremost to enhance the character of the street fronted onto. A very rich streets typology can be achieved simply through considered variations in these three elements. The depth and design of private space between building line and public realm should also be appropriate to the character of the street.

4. Natural surveillance and designing out crime

Secured by Design (ACPO, 2009) promotes a perimeter block approach as a key component of an effective strategy towards designing out crime. Perimeter blocks minimise the proximity of private backs to public spaces, reducing physical opportunities for unauthorised access to private property. They also maximise natural surveillance of the public realm, enabling windows and doors to open onto all public spaces. A continuous building frontage, avoiding unnecessary staggers, will also minimise the occurrence of blind spots or potentially dark corners.

5. Car parking

Car parking should be achieved through a combination of methods, used as appropriate depending on the density and character of the particular location. Parking on curtilage, whether garage, car port or open, will be appropriate for most residents' parking provision. To preserve the character of the street, on curtilage parking spaces must not project in front of the building line. Courtyard parking can be appropriate within higher density areas, either as small secure areas within the heart of a perimeter block, or as a carefully designed frontage element within a mews-type street setting. Parallel on-street parking will be appropriate for unallocated visitors or residents parking.

6. Traditional patterns of urban form

One of the key attractions of perimeter blocks is that they replicate what is generally the traditional pattern of urban form. Continuity with historic patterns of building is, therefore, inherently reinforced by the layout of residential developments designed as perimeter blocks.



Spatial definition of the public realm



Perimeter blocks and topography

A number of the sites covered within this study have a sloping topography, sometimes quite steeply. A perimeter block approach can be applied just as effectively to a sloping site as to a flat site. The key aspect here is that a perimeter block need not be rectilinear with straight edges; the principles work just as well with curved and irregular shaped blocks, so long as the basic principle of separating public fronts from private backs is maintained. Such an approach can generate layouts of great richness with a very responsive relationship to their landscape context, often effectively replicating traditional vernacular character. Image (04) shows a perimeter block layout fronting onto a public street in Shaftesbury, Dorset.

Perimeter blocks and character areas

Within larger residential development sites, the identification of character areas is a key aspect of creating local identity and sense of place. Wherever possible, character areas should help to define and reinforce elements of public realm such as streets and squares. Character area boundaries should therefore usually run along the rear of plots, through the centre of perimeter blocks, rather than through the centre of streets.

Perimeter blocks and privacy

The relationships between dwellings within perimeter blocks are of critical importance to ensure that the amenity of residents is not compromised. The most important factor here is the maintenance of privacy. The distance between opposing rear windows to habitable rooms where intervisibility is possible should not be less than 20m. This distance should be increased where buildings are higher than two storeys or where site topography substantially raises one building above its neighbour. In addition, rear gardens should not be directly overlooked by windows to/ from habitable rooms of adjoining properties.

01

02

01 Car port example:
The Dairy, Bedfordshire

02 Rear parking court:
Park Prewett, Basingstoke

03

04

03 Mews style parking arrangement:
Upton, Northampton

04 Perimeter blocks on steep slopes:
Shaftesbury, Dorset

References

- Manual for Streets
- Car parking - what works where
- Secured by Design
- Building for Life
- Urban Design Compendium
- By Design

Perimeter blocks and residential density

The perimeter block approach works effectively across a wide range of residential densities. The residential densities used within the proposed masterplans range from 'higher density' through 'medium density' and 'lower density' to 'very low density'. The diagrams (below and right) illustrate how the perimeter block approach can be applied to each of these density ranges.

High density



Example taken from land to the east of New Road, West Parley

Medium density



Example taken from Corfe Mullen

Low density



Example taken from land to the north of Wimborne Minster

Very Low density



Example taken from land to the west of Ridgeway, West Parley

07 summary

The commission

East Dorset District Council (EDDC) appointed a consultant team, led by planning and design practice Broadway Malyan, to prepare masterplans for residential led new neighbourhoods to four of the settlements within the District. The masterplans, for sites in and around the settlements of Wimborne Minster, Corfe Mullen, West Parley and Verwood will help support the Council's emerging planning policy (being prepared jointly by East Dorset District Council and Christchurch Borough Council) and could subsequently become Supplementary Planning Documents (SPDs) that will guide development control decisions and form the basis for negotiations with prospective developers in each location.

The background

A detailed background to the need to provide the residential led new neighbourhoods and their potential locations is provided in the Stage 1 Reports which in turn built upon previous work undertaken by the Strategic Planning Authority (comprising Dorset County Council, Bournemouth Borough Council and the Borough of Poole) as well as independent work undertaken by East Dorset District Council. The Stage 1 Reports identified potential new neighbourhoods in the following locations:

The masterplanning process

For each residential led new neighbourhood, the following analysis was undertaken:

- A study of the evolution of the settlements and their continuing development today.
- An examination of the masterplanning issues addressed in Stage 1, including:
 - Development areas
 - Potential land uses
 - Urban character influences

Wimborne Minster

- North Wimborne
- Stone Lane Industrial Estate
- Cuthbury Allotments
- St Margarets Close
- Wimborne East

West Parley

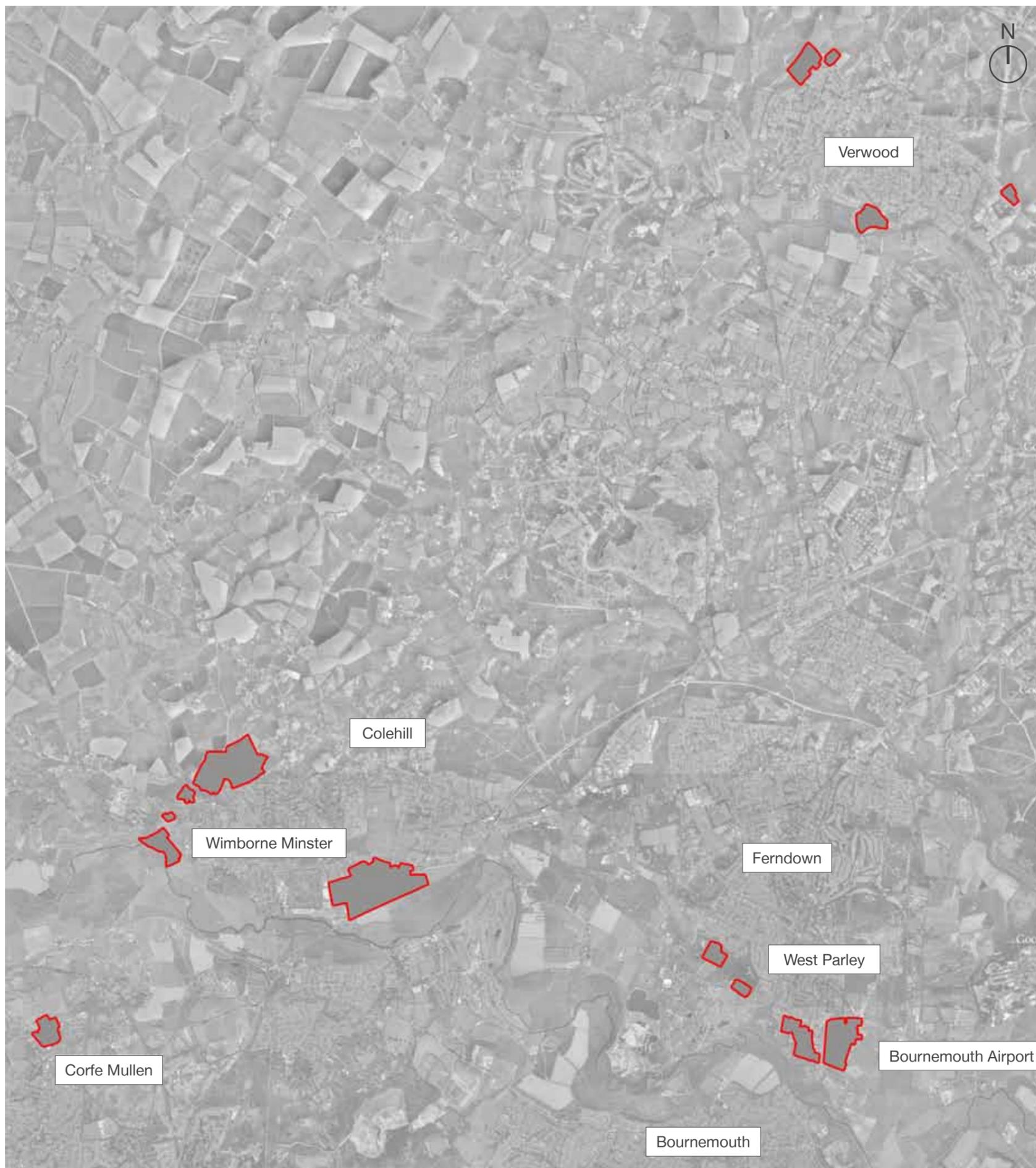
- Land east of New Road
- Land west of Ridgeway
- Land adjacent to Holmwood House
- Land north of Christchurch Road

Corfe Mullen

- Land off of Violet Farm Close
- Lockyers School

Verwood

- Land west of Trinity School
- Land west of Eastworth Road
- Land south of Manor Road
- Land off Ringwood Road



The next section of the report examined the design process by firstly recognizing a set of key urban design principles and then producing the following for each site:

Concept diagrams, including key structuring elements such as:

- Existing vegetation
- Topography
- Access points
- Gateway sites
- Locations for certain land uses
- View corridors
- Open space networks
- Links

Concept masterplans, based on the principles established in the concept diagrams. The concept master plans showed how the development could potentially be shaped and showed:

- Land use
- Urban form
- Access and movement
- Open space and green links
- Landscape and vegetation

Wider context plans for some of the sites were produced to show how the new neighbourhoods could potentially fit with and link into the wider built area.

Landscape and open space concepts, which set out the key green open space areas and features of the sites and illustrated these by showing:

- Parkland
- Allotments
- Playing fields
- Greenways
- Play spaces etc

Character and density analysis was then undertaken setting out where on site high, medium, low and very low densities should be applied. This was based on both the density analysis undertaken in the Stage 1 Report and also the characteristics of the site.

The masterplans

The main characteristics of the masterplans for each new neighbourhood are summarized below.

Wimborne Minster - North

- **Potential number of residential units:** 578
- **Other key land uses:** Local centre and a first school at the centre of the site and to the east of Cranborne Road
- **Density:** High density close to the urban area and around the new local centre dropping to very low density on the edges
- **Green space concept:** East –west linear green links through the site combined with a large area of structural landscape on the outer edges to create a softer transition between town and country
- **Access and movement:** Cranborne Road is the main movement corridor through the site. Several pedestrian and cycle links are provided to the town and wider countryside

Wimborne Minster – Stone Lane Industrial Estate

- **Potential number of residential units:** 90
- **Other key land uses:** No other uses
- **Density:** High density close to the urban area dropping to medium density on the edges
- **Green space concept:** Fronts onto the River Allen corridor
- **Access and movement:** Vehicular access to be taken off of Stone Lane. Pedestrian and cycle links to the wider area.

Wimborne Minster - Cuthbury

- **Potential number of residential units:** 249
- **Other key land uses:** Riverside park, replacement allotments and land for a hospital expansion
- **Density:** High density close to the urban area, helping to create strong gateway into the town. Lower density in the north west.
- **Green space concept:** Green river corridor following the River Stour. Further key east-west green links into the town
- **Access and movement:** Access routes through the site from the adjoining residential community to the east and from Julian's Road. Pedestrian and cycle links along the river corridor and into town

Wimborne Minster – St Margaret's Close

- **Potential number of residential units:** 13
- **Other key land uses:** No other uses
- **Density:** Very low density to fit with surrounding context.
- **Green space concept:** No green space on site
- **Access and movement:** All access to be taken off of St Margaret's Close

Wimborne Minster - East

- **Potential number of residential units:** 352
- **Other key land uses:** Local centre and a first school. Relocated football and rugby clubs and up to 8ha of new sports pitches. Replacement allotments and new BMX/youth skate park.
- **Density:** High density close to the local centre with densities lowering towards the edge of the site.
- **Green space concept:** Sports village concept with relocated and new sports clubs/sports provision. New country park to the south of the A31.
- **Access and movement:** Main vehicular access off Leigh Road. Wider pedestrian and cycle links to the surrounding area.

Corfe Mullen

- **Potential number of residential units:** 247
- **Other key land uses:** Local centre on the site of the existing Lockyers School. Potential new location for a replacement school on the recreation ground to the north of the site.
- **Density:** High density close to the local centre with medium density throughout the rest of the site.
- **Green space concept:** Several north-south green links helping to connect the site into the surrounding street pattern and urban fabric. Small pocket park in the south eastern corner.
- **Access and movement:** Several new north-south links connecting into Wimborne Road. Several pedestrian and cycle links to the town and wider countryside

West Parley – land to the east of New Road

- **Potential number of residential units:** 374
- **Other key land uses:** Local centre, possible hotel/leisure uses and parkland
- **Density:** High density on the majority of the site with medium density on the southern edges.
- **Green space concept:** Several new parks including a linear park along the eastern boundary, a small park adjacent to the local centre and a gateway park in the south.
- **Access and movement:** Main access is from New Road and Christchurch Road. There is the potential to take traffic through the site to the east of New Road, thus reducing the pressure on the junction at Parley Cross. Pedestrian and cycle links are provided through the sites and out to the wider countryside.

West Parley – land to the west of Ridgeway

- **Potential number of residential units:** 118
- **Other key land uses:** No other land uses
- **Density:** Low and very low densities
- **Green space concept:** Ridgeline park along the western tree-lined edge. Creates a green link and the protection of this visually exposed area
- **Access and movement:** Vehicular access from Christchurch Road. Wider pedestrian and cycle links

Ferndown – land adjacent to Holmwood House

- **Potential number of residential units:** 106.
- **Other key land uses:** No other land uses
- **Density:** Medium and low densities
- **Green space concept:** Small areas of green space on site, but main local green space is within Poor Common
- **Access and movement:** Vehicular access from Ringwood Road. Wider pedestrian and cycle links

Ferndown – land to the north of Christchurch Road

- **Potential number of residential units:** 30.
- **Other key land uses:** No other land uses
- **Density:** Low density
- **Green space concept:** Small areas of green space on site, but main local green space is within Poor Common
- **Access and movement:** Vehicular access from Christchurch Road. Wider pedestrian and cycle links

**Verwood – land to the west of Trinity School
and land to the west of Eastworth Road**

- **Potential number of residential units:** 234
- **Other key land uses:** No other land uses
- **Density:** Medium density
- **Green space concept:** Linear green link along western edge of Eastworth Road site. Connects the town to the wider countryside. New allotment provision to the east of Trinity School
- **Access and movement:** Vehicular access from Edmondsham Road for both sites. Wider pedestrian and cycle links.

Verwood – land off Ringwood Road

- **Potential number of residential units:** 50
- **Other key land uses:** No other land uses
- **Density:** Low density
- **Green space concept:** Small pocket park at the north of the site
- **Access and movement:** Vehicular access from Ringwood Road. Wider pedestrian and cycle links

Verwood – land south of Manor Road

- **Potential number of residential units:** 124
- **Other key land uses:** No other land uses
- **Density:** Medium and low density
- **Green space concept:** East-west green linear park at the heart of the site
- **Access and movement:** Vehicular access from Manor Road. Wider pedestrian and cycle links

east
dorset



BroadwayMalyan^{BM}
Architecture Urbanism Design

