

DESIGN AND ACCESS STATEMENT

FOR

BUILDINGS 11-31

PHASE III

PARKWAY FARM

MIDDLE FARM WAY

POUNDBURY

DORCHESTER

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INTRODUCTION:

The scheme is Phase III of a commercial/industrial development on an allocated employment site at Poundbury.

Buildings 11-31 at the southern end of Parkway Farm will be a use Class E development of 21 units with the option of creating mezzanine floors at a future date by the relevant purchaser.

This design and access statement seeks to illustrate how the established design principles of Poundbury and the guidelines set down in the West Dorset District Council Poundbury Development Brief have informed and controlled the design process.

SITE LOCATION:

The site is the last of three areas designated for E/B2/B8 uses in the Development Brief. Fig. 17 extracted from the development brief shows the site as general employment, with the arrow pointing to Phase III area of Parkway Farm.

The site is separated from residential development by The Parkway, which has a generous swathe of green either side of it to lessen the traffic impact on nearby dwellings. South of The Parkway, the land is designated employment for the site, with a potential pond and reed bed as a buffer to the Poundbury Centre, one of the established employment areas of Poundbury.

To the south of the site is an area of 'white' land which the Development Brief identified as a possible site for a household recycling centre. However, this 'white' land has now been identified as an extension to Parkway Farm Phases I and II for E/B2 and B8 use. Beyond this site to the south is a parkland buffer to Thomas Hardy School.

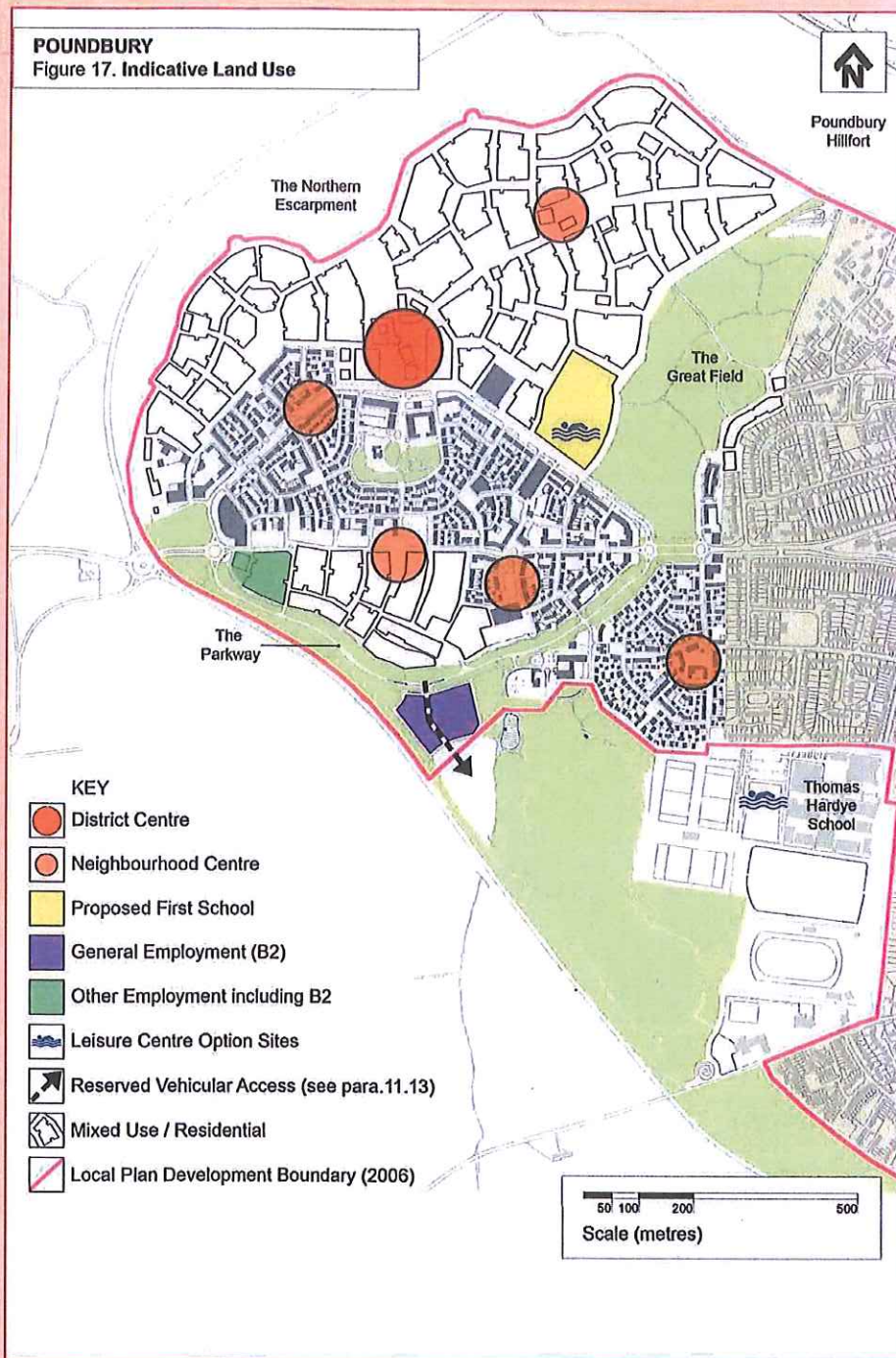


Fig. 17 Poundbury Development Brief

SITE ANALYSIS:

The site is bounded to the west by the noise embankment which forms a buffer between Poundbury and the Dorchester by-pass. This provides a 5m high bank along the edge of the site.

The junction of The Parkway and Middle Farm Way slopes down towards Phase III, with the level at the end of the road being 86.00. The floor levels for the units vary from 85.1 to 84.35.

There are no trees or distinguishing features on the site. However, there is a good tree screen to the south and east of the site

The effective site area is 6030m² (0.6 hectares).

The site is isolated from the residential development by the Parkway and Phases I and II of Parkway Farm.



SITE HISTORY:

Fig. 1 shows the extract from the Masterplan. The scheme was originally linked to the proposed buildings on the other side of the service road, intended to look like a series of interconnected farm buildings.

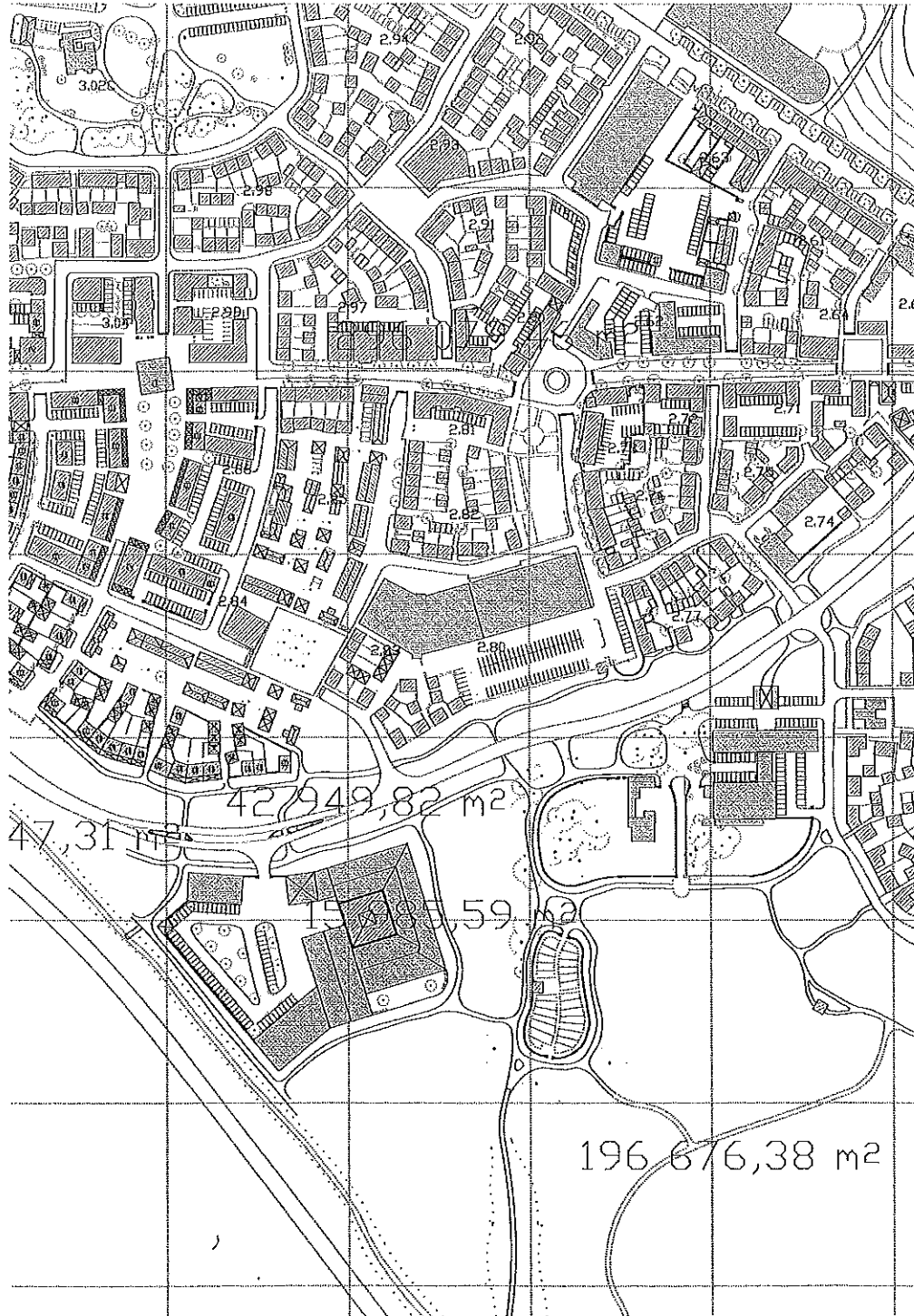


fig. 1

The Poundbury Development Brief's requirement to maintain access through to a potential future household recycling centre meant that the site was split into two halves.

The initial concept sketch (fig. 2) for the two sites was prepared by David Oliver and endorsed by Leon Krier.

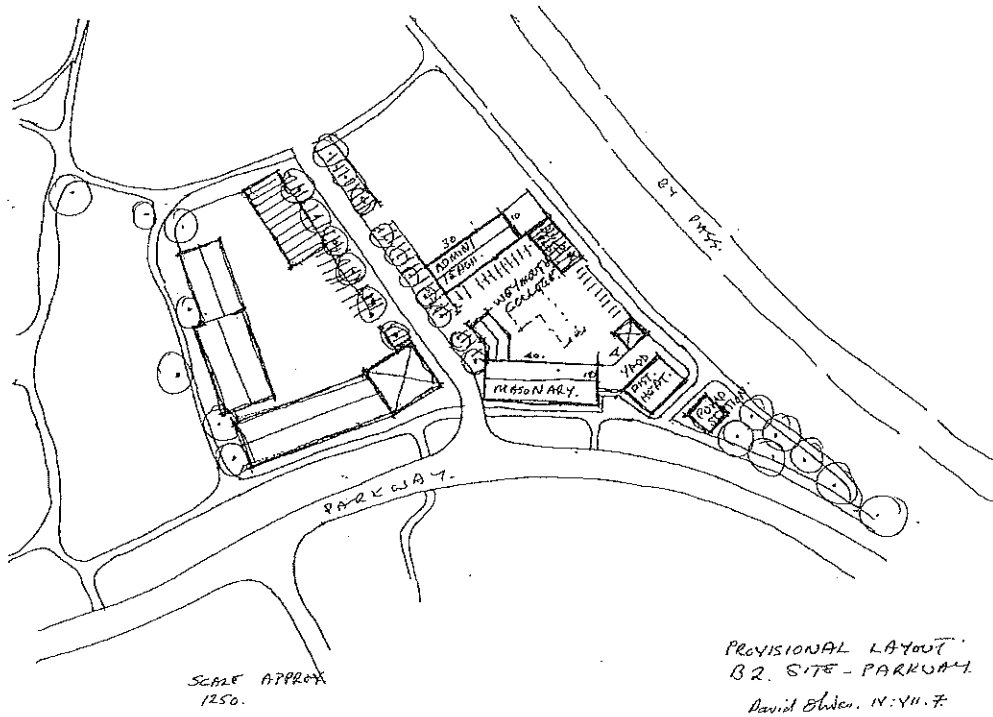


fig. 2

SOCIAL ASSESSMENT OF THE SITE:

The site is an essential part of the Poundbury ethos, providing employment opportunities close to residences, so that people can work within walking or cycling distance of their homes. This has always been a major aim.

In this case, it is noted that the site is deliberately remote from residences to enable B2 use to be accommodated if required. Although the site is designated B2 use, the Environmental Health department expressed concern on potential noise problems for the nearest housing to Phase I. They required Building 1 to be B1 (or D1 whilst used by the college). At the same time, they made it clear that Building 8 should be B1 or B8 use to form a buffer against noisier activities further south.

ECONOMIC ASSESSMENT OF THE SITE:

The scheme will make an obvious positive contribution to the local economy by generating employment.

PLANNING POLICIES:

The following policies apply:

Policy EA 18 Poundbury South Area:

“ Land in the south of Poundbury is designated for a comprehensive mixed use development, to include the following:

- a) employment workspace (use Class B1 and B2*
- b) residential development (a range of sizes, types and tenures, including affordable housing)*
- c) public amenity open space*

The development of the site will be in accordance with the Poundbury Development Brief and subject to:

- i) the provision of pedestrian and cycle links within Poundbury and to the centre of Dorchester and to the surrounding areas, including the countryside. The links identified in Policy EA 26 and 29 shall be included.*
- ii) the highway improvements identified in Policies EA 25 and EA 27.*
- iii) land provision for spoil deposit and a programme of implementation.*
- iv) landscaped noise buffer and programme of implementation.*
- v) details of landscaping, design, materials and density.*
- vi) the provision of a separate B2 employment site with a buffer of B1 user adjacent to any residential property”.*

In addition to the above is the **Poundbury Development Brief**. Relevant sections are:

- 1. An Urban Extension to Dorchester. Poundbury will be urban, not suburban, in character.**
- 2. Defined edges. Clear definition between town and country.**

It could be argued that buildings south of The Parkway blur the clear definition . However, mitigating circumstances such as the desire to keep B2 reasonably remote from dwellings, justify this approach. It is for this reason that the design concept of the scheme was to produce a series of buildings that have the appearance of converted farm building.

7. Pedestrian, Cycle and Public Transport Accessibility.

This requires good access to public transport, walkway and cycleway links, the bund has a footpath along the top of it, providing a pedestrian link to Dorchester. The Parkway provides public transport links and the footpaths area generally designed to take cycle traffic as well as pedestrians (fig. 10 from Poundbury Development Brief).



Fig. 10 Poundbury Development Brief

8. Routes and Street. A Hierarchy of Routes and Streets.

The Parkway is a major route around Poundbury. As such, heavy goods vehicles will be able to access the industrial site without disturbing the residential areas of Poundbury (fig 11 from Poundbury Development Brief).

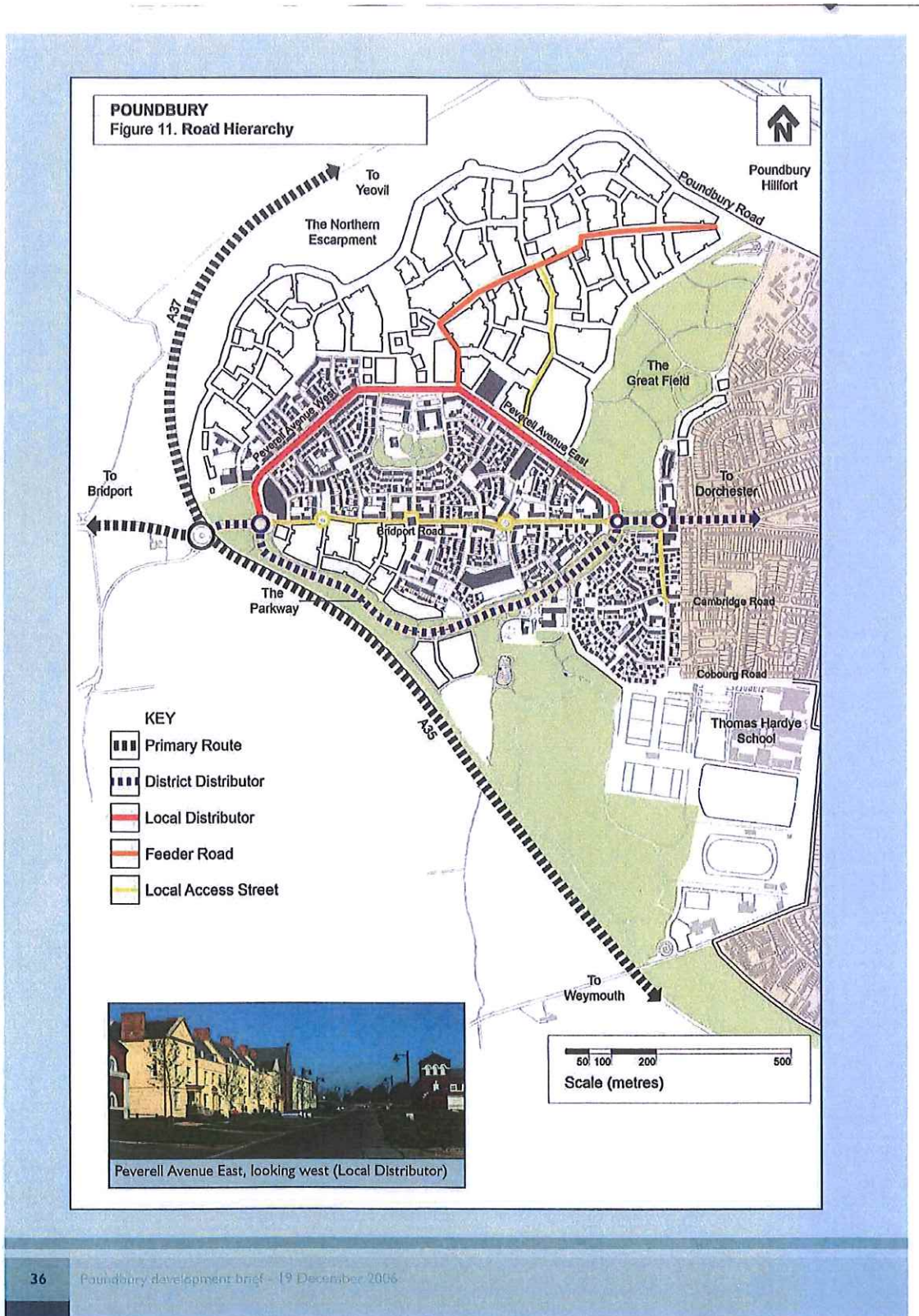


Fig. 11 Poundbury Development Brief

9. *Perimeter Block Development.*
Terraced buildings enclosing streets
Variable width streets to regulate parking
Corner buildings on back of pavement to create positive street scenes
10. *Parking Courts Within Blocks*
Parking mainly in parking courts
Enclosure by walls and garages
11. *A mix of Uses*
General industrial (B2) south of The Parkway and the western end of The Parkway, but only where a buffer of B1 uses can mitigate the harmful effects upon existing and proposed residential development.
14. *High Quality Design and Local Materials*
Predominantly traditional style: classical and vernacular
Quality of design and detailing
15. *Sustainable and Energy Efficient Development*
Excellent environmental standards
Reducing energy use through passive solar gain and high insulation
20% + of energy from on site renewable sources
Water conservation and recycling
Sustainable drainage

DESIGN:

The layout for Phase III follows the principles set out in the development brief. The buildings are mainly placed around the perimeter of the plot with parking adjacent to the units.

The units vary in size from 72m² to 306m² and are arranged as one detached unit (2 storey), and twenty single storey terraced units. The scheme follows the principles of Phases I and II, with red face brickwork and black timber boarding to the walls and Eternit Big Six profile roof covering.

ACCESS STATEMENT:

The site is readily accessed by a cycle or footpath and facilities for storing cycles are provided on site. Public transport runs along The Parkway, which is only a 2 minute walk from the site (fig. 9 from the Poundbury Development brief).

Facilities exist in Queen Mother Square, Victor Jackson Square and Pummery Square for workers and students to purchase lunch as well as a pharmacy and general store for other items.

All units will be provided with at least one car parking space adjacent to the entrance. Entrance doors will be fitted with level thresholds to allow wheelchair access.

All units will be fitted with disabled W.C. facilities. Doors will be wide enough to allow wheelchairs to pass through.

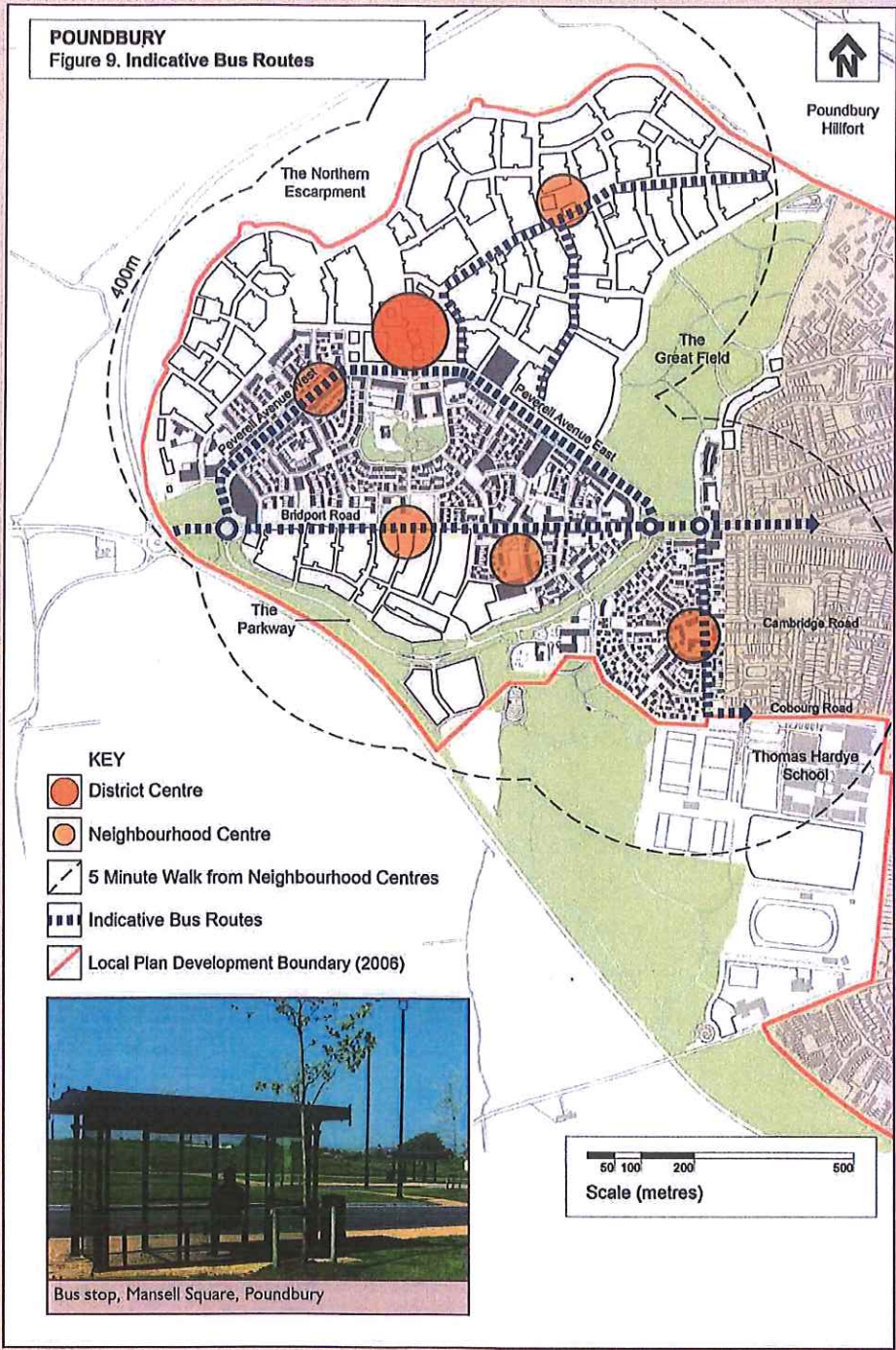


Fig. 9 Poundbury Development Brief