

# Gillingham Town Design Statement



## **Gillingham Town Design Statement - Published June 2012**

Endorsed by North Dorset District Council Full Council on 30 March 2012

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### **GILLINGHAM TOWN DESIGN STATEMENT STEERING GROUP**

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Cover photography by David Hansford.

## GILLINGHAM TOWN DESIGN STATEMENT STRUCTURE

This Statement is divided into ten principal parts:

### **Part 1 – Introduction**

This section provides an explanation of the function of this document and a brief list of its aims and objectives.

### **Part 2 – Context**

Within the Context is a brief history of Gillingham, together with information on the growth of the town until the present day, and its geographical setting.

### **Part 3 – Landscape Setting**

The Landscape Setting reviews the location of Gillingham within the surrounding area, important view-points within the Town that make it unique, and how the Town interacts with the rivers that have both shaped and constrained it.

### **Part 4 – Settlement Pattern and Shape**

This section describes the layouts of the Town, the physical geographical constraints created by the rivers and railway line. Also the important contribution of trees is shown through the measures in place to protect them, and areas of open spaces and public footpaths.

### **Part 5 – Building Form**

Integral to the characteristics which make Gillingham distinctive are the purposes of buildings, their heights, density, materials and details.

### **Part 6 – Infrastructure**

This section provides an overview of traffic infrastructure, items of street furniture and utilities.

### **Part 7 – Character Areas**

Dividing the Town into 8 areas, the character of these areas is summarised.

### **Part 8 – Guidelines for Future Development**

Guidelines for the design of any new development within the Town, arising from the foregoing.

### **Part 9 - Conclusions and Recommendations**

The final conclusions and recommendations arising from this Statement.

### **Part 10 – Appendices**

Appendix 1 is a summary of the responses received and the attendance map for the first public consultation held 4, 5 and 6 February 2010.

Appendix 2 is a summary of the feedback arising from the second public consultation held 4 and 5 November 2011, together with the Steering Group actions.

Appendix 3 contains a record of the Steering Group's Record of Consultation and Acknowledgments.

## METHODOLOGY

The preparation of the Gillingham Town Design Statement has taken place in four distinct phases which are:

- A desk top study;
- An on site survey;
- Public consultation;
- Design guidance.

### **Desk Top Study**

Prior to commencing any new survey work, a data-gathering exercise was undertaken to identify and locate valuable sources of pre-existing information that were relevant to the task. This included mapping from North Dorset District Council that not only provided topographical data, but also feature information such as Conservation Areas, Listed Buildings and Tree Preservation Orders. Other data like river and flood plain information was gathered from the respective bodies, e.g. the Environment Agency.

Existing reports, primarily the *Dorset Historic Towns Project – Gillingham – Historic Urban Characterisation September 2009* has been an important source, together with *The Three Rivers Partnership Opens Spaces Group Report for Gillingham Dorset 2005* and the *North Dorset District-wide Local Plan January 2003*, all of which have been consulted.

### **Site Survey**

To provide up to date information, it was necessary to survey some aspects of the Town in order to contribute to the report, for example: building height, building usage. This was also used to update some of the desk top work, such as building ages, where developments continued to occupy plots on the maps, but had been in fact demolished and rebuilt recently. This was generally completed on foot or bicycle, which has also provided an in-depth appreciation of all areas of the Town.

### **First Public Consultation**

An initial public consultation was held over 3 days on 4, 5 and 6 February 2010, which provided significant information as to the likes and dislikes of those attendees in relation to the existing design aspect of the Town.

### **Design Guidance**

In conjunction with North Dorset District Council, the final part of this Town Design Statement provides specific design guidance and direct future development in a sympathetic and constructive manner to complement and extend the key features of the present Town.

### **Second Public Consultation**

After preparation of a draft Town design Statement document, a second publication was held 4 and 5 November 2011 where comments were sought regarding additions and omissions.

## INTRODUCTION

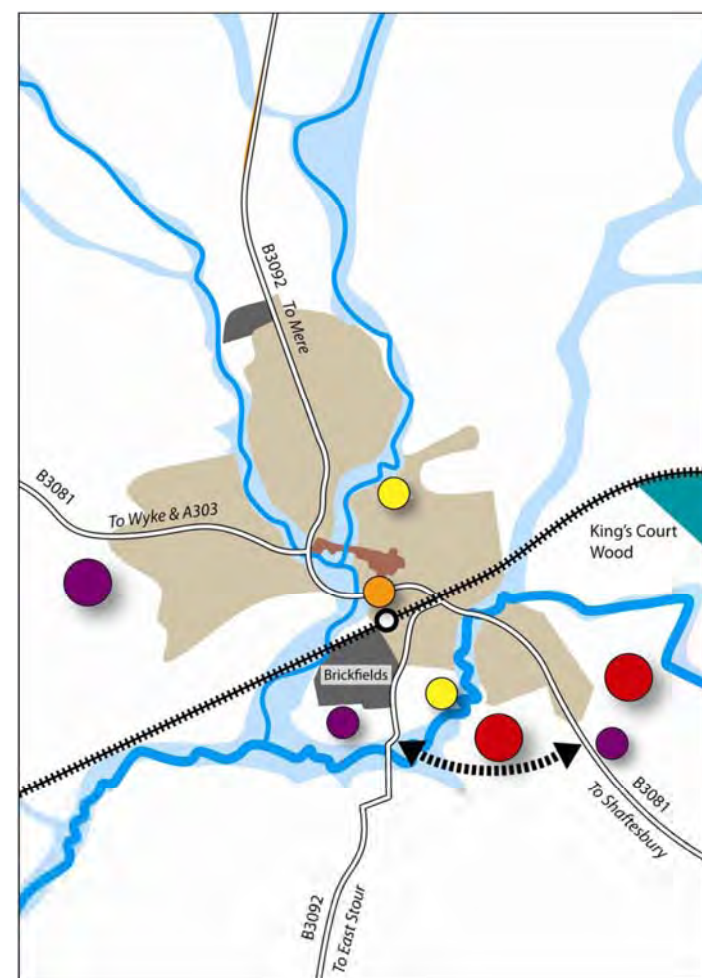
### What is a Town Design Statement?

It is a document that identifies what makes a town special and distinctive.

### Why is it needed?

The New Plan for North Dorset dated March 2010 provided the Draft Core Strategy and Development Management Policy Proposals for the future of the North Dorset District Council area. It was published in summary form within the Council's Open Line publication, and distributed to households in Spring 2010, requesting comments by Friday 30 April 2010.

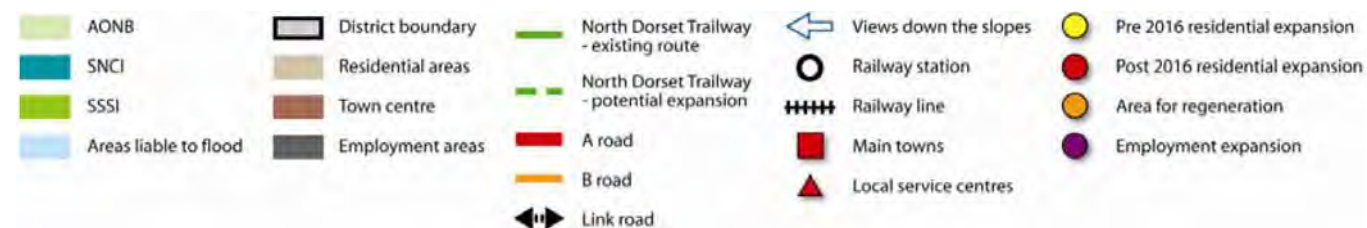
The extract relating to Gillingham follows:



### **Gillingham**

By 2026 the plan is for:

- 2300 new homes
- 2500 new jobs on land at Station Road, Brickfields, Park Farm, Peacemarsh and a new business park on land to the west of Wyke
- New shops and other uses in the town centre and Station Road Area
- Local shops in the new housing areas
- A link road between B3081 and B3092
- An enhanced railway station as a public transport hub
- New walking and cycling routes
- A new primary school and doctor's surgery to the south of the town
- Extensions to St Mary's Primary & Gillingham School
- New sports pitches in and around the secondary school
- A network of green space in and around the town focussing on the corridors of the rivers Stour, Loden and Shreen Water.
- A new town park
- More formal and informal sports pitches and play spaces in the new areas of housing development



The key questions\* the article posed were:

4. Should the new houses go: to the south and south east (Ham area); to the north and west (Peacemarsh area); or a combination of the above on a smaller scale?
5. Should we regenerate the Station Road area and the existing town centre or allow town centre uses on the edge of the centre and out of town?

The draft Core Strategy considered the impact of the recent fast growth of Gillingham, and incorporated the findings of a report written by Atkins dated December 2009 entitled "Assessing the Growth Potential of Gillingham Dorset". This report identified the growth potential for the period up to 2026 and beyond, in terms of housing and employment sites. To meet demand requires bringing forward major new green field sites, and support by the necessary infrastructure and community facilities.

It recommends that areas of development are co-ordinated to ensure issues such as landscape impact, flooding and access are fully taken into account. It is noted that areas of the Town require regeneration, in particular to re-focus the Station Road and High Street areas, and the importance of enhancing and improving the linkages between areas of the Town, not only by road, but more importantly pedestrian and cycle routes.

The Atkins Report suggests the potential for a population of 20,000 to 30,000 over the longer term period up to 2050. This in round terms would double or nearly triple the current population, however it goes further to cite economic, Town centre capacity, transport and environmental constraints as likely to limit growth to below these values.

Reference is made within the Atkins Report to the draft Regional Spatial Strategy, which proposed housing growth of 290 and 220 dwellings per annum for the periods 2006 – 2016 and 2016 – 2026 respectively within North Dorset. Compared with the whole of the North Dorset area, the Atkins Report suggested that Gillingham had the potential to expand by 266 units for the period 2007 -2011 and 4,417 units for the period 2012 – 2026 (15 % and 39% respectively of the total for the North Dorset area).

Employment provision would equally have to expand to avoid unnecessary commuting by the workforce. To this end, infrastructure to provide some 2,500 net additional jobs in the period up to 2026 and 22 hectares of land is required.

Although a change in Government and local policy has potentially changed these forecasts, against these scenarios the importance of a Town Design Statement is justified to encourage and control high quality design of new development and safeguard the existing local character of Gillingham.

The effects of such large increases in the built environment of Gillingham therefore need to be carefully guided in order to avoid the individual historic features of the Town simply becoming lost in a mass of modern characterless estates, whose style and layout pertain only to the respective developer and not the Town to which they are located.

\* (the numbering sequence followed other areas being discussed within the document).



### **What is the purpose of the Town Design Statement?**

It has been developed to safeguard the local characteristics of the Town, and to encourage sensitive, high quality design where new development occurs. It details distinctive local features and policies to inform those applying for planning permission what should be considered when preparing a scheme for submission. Planning applications will be determined by a Planning Officer who will have regard to the guidelines within the Gillingham Town Design Statement. It identifies the countryside landscape setting of the Town, the form of the Town, and the materials and nature of the buildings themselves.

### **What is its overall aim?**

The aim of the Gillingham Town Design Statement is threefold:

- To achieve a coherent approach to the future design and planning;
- To enhance the townscape;
- To encourage further regeneration of the Town and its surrounding area as a centre for employment.

By enhancing and encouraging sensitive development it will add value to:

- Building stock;
- Quality of the environment;
- Experience of living in, working in, or visiting Gillingham.

### **How effective can it be?**

The Town Design Statement provides a tool for development guidance and control. It has been prepared following advice from Planning Policy officers of North Dorset District Council and will be adopted by North Dorset District Council as an evidence based study following recent changes to the Planning System. It will, alongside the Town Plan, be part of the new Neighbourhood Plan. The Town Design Statement concludes with Guidance and Recommendations, covering aspects such as scale of development, building lines, building frontage and development density. It will not determine whether or where new development takes place, but it will influence specific design proposals. The Gillingham Town Design Statement takes account of current adopted North Dorset District Council policies and emerging policies that reflect government guidance.

### **Who has prepared the Town Design Statement?**

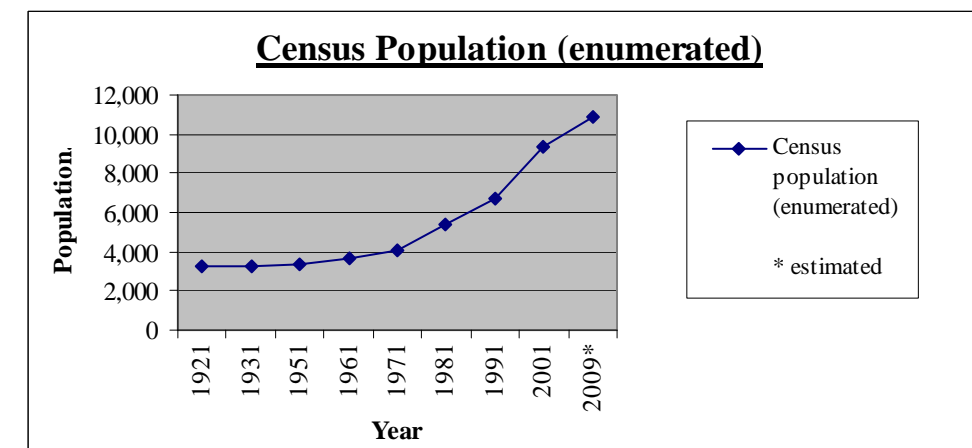
A Steering Group was set up in mid-2009 on the recommendation of North Dorset District Council. The Group is made up from members of the Gillingham community, and whilst some members are also members of the Gillingham Town Council and other town groups, the Steering Group is independent of these. The Gillingham Town Design Statement has been produced with consultation of the people of Gillingham, and with the assistance of other town groups such as the Gillingham Local History Society and the Photo Group.

### **Is this a 'live' document?**

As an evidence based study, elements of the Town Design Statement are fixed by the existing environs of the Town, but it is envisaged that future review and revision of elements of the Statement will take place as the preparation of the Neighbourhood Plan proceeds.

Historically, the Town was a centre for the local rural communities providing retail and non-agricultural employment for them and the Town itself. With the changes in mobility and significant population increases through the second half of the 20<sup>th</sup> Century, the location of the Town with its nearby trunk road and main line rail links provided a significant attraction to expansion pressures. In some ways, this has also had a negative impact on the High Street retail area, where simple access to the larger stores in nearby Yeovil and Salisbury has resulted in the closure of some of the small shops within the Town.

The following graph\* illustrates the increase in population over the past 90 years.



The main roads into the Town have remained relatively unchanged over this period, the only addition being the construction of a relief road around the centre, and this means that a significant number of Gillingham's landmark buildings are seen on entering the Town and passing through. Some of the recent developments have tended to follow a developer's 'standard' design, which has resulted in these estates not being in character with their local areas, and being identical to their developments other towns, and therefore the Gillingham character is lost.

In order to preserve the character of Gillingham, it is important to understand the features and qualities that are particular and important to the residents, such that future development can be sympathetic to the existing Town. It is noted that the increasing environmental pressures mean new materials and technologies are employed to reduce the impact of new buildings on the global environment, but these still need to be balanced/integrated with the Town.



\* Source: Dorset For You Gillingham Fact Sheet current at March 2011

High Street and Wyke Road



## **LOCAL PLANNING CONTEXT**

The North Dorset District-Wide Local Plan (1<sup>st</sup> Revision) is the adopted development plan for the area. Policy GH1 states that in accordance with the Local Plan Strategy Gillingham will act as a main centre for co-ordinated population, housing, employment growth and the development of major community services to support this growth.

The success of the later part of this policy may be questioned, but it is a fact that Gillingham has been the fastest growing town in the District over the last decade.

General policies that have influenced and will continue to influence the shape of Gillingham within the settlement boundaries are:

- Important Open or Wooded Areas (Policy 1.9)
- River Valley areas where wildlife and their habitats, the vegetation and landscape need to be protected (Policy 1.12)
- Listed Buildings (Policy 1.21, 1.22 & 1.23)
- Conservation Area (Policy 1.24 & 1.25)
- Landscape Character Areas (Policy 1.33)
- Tree Preservation Orders (Policy 1.39)

More Town-specific policies are:

- The Gillingham Royal Forest Project (Policy GH2)
- Areas of Local Character (Policy GH3)
- Sites Allocated for Development (many of which have been built) (Policy 2.4)
- Sites Proposed for Employment and Shopping (Policies 3.1-3.3)
- Community Services and Recreation (Policies GH15, GH16, GH17, GH19 and GH20) and including the site for a central community hall adjacent to the Leisure Centre (GH21)
- Transportation (Policies GH24, GH25, GH26, GH27, GH28 and GH29)

Other policies have been superseded such as:

- the Town Centre Redevelopment (Policy GH10)
- Areas Liable to Flood (Policy 1.13). Both unsaved due to changes in national policy in relation to flood plains.

All policies are shown on Inset Map 15 and 15A (Insert maps), copies of which are included on the following two pages.

These documents can also be accessed using the following link:

<http://www.northdorsetlocalplan.co.uk/maps/maps.htm>

In March 2010 the Council proposed the Draft Core Strategy and Development Management Policies Development Plan Document (otherwise known as the New Plan for North Dorset). This emerging plan continued to identify Gillingham as a town suitable for growth and Core Policy 16 proposed 900 new homes to be built in Gillingham in the period up to 2016 with a further 1,400 dwellings built thereafter (2,300 overall from 2006 to 2026). The New Plan was based on regional housing targets and policies and national planning guidance at that time.

Local communities were encouraged to prepare town and village design statements to be adopted as Supplementary Planning Documents (SPDs) as a way of reinforcing existing and emerging policies.

However, the Government is now changing the way we plan. The Draft National Planning Policy Framework (NPPF) seeks to simplify national guidance and the 1000's of pages of PPGs and PPSs are to be replaced by just over 50 pages in the new framework. The Localism Bill that is currently making its way through Parliament makes provision to abolish regional planning and its associated housing targets and introduce neighbourhood plans.

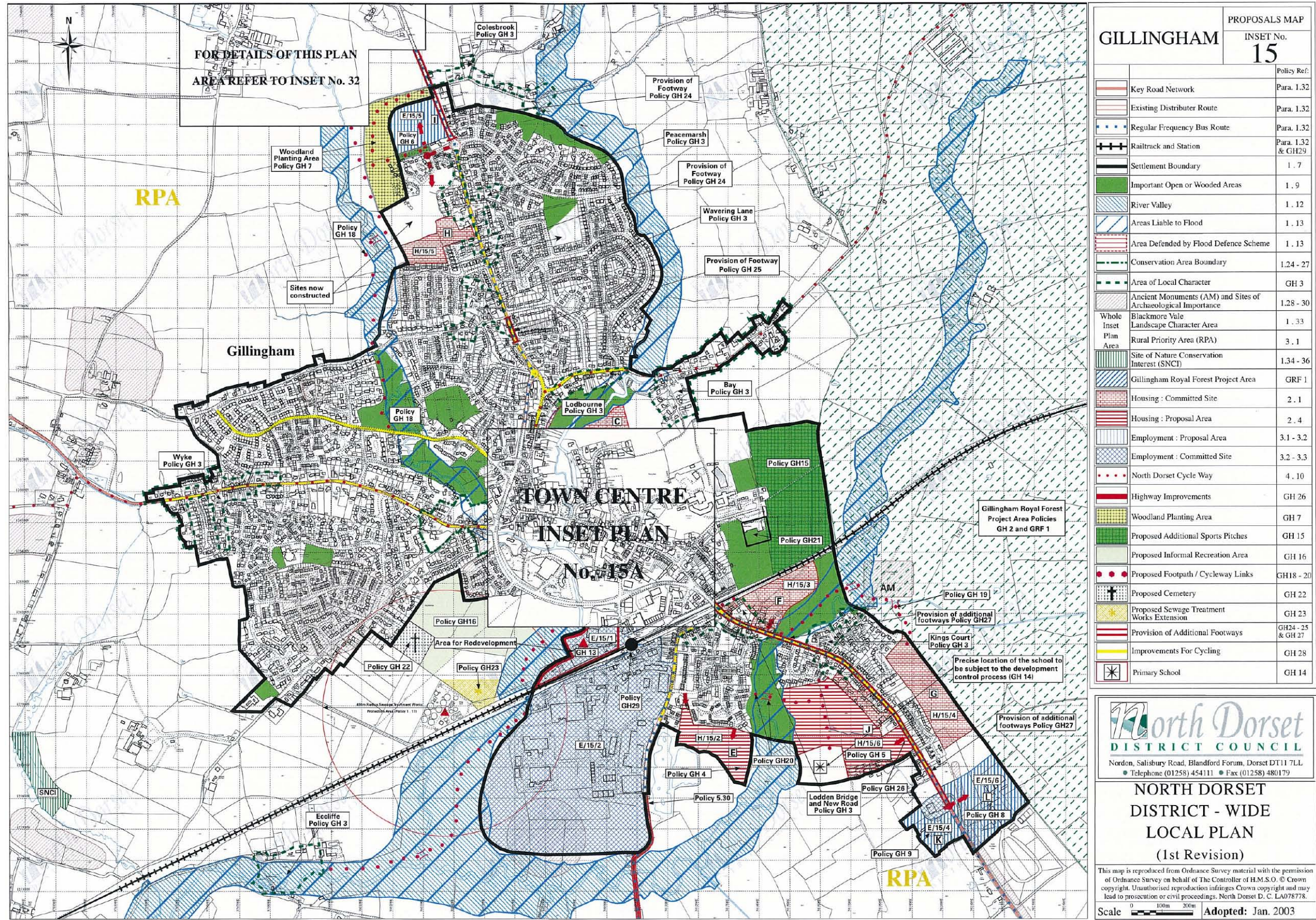
In response to the changing circumstances the Council remain committed to community planning and value the important evidence base that the Gillingham TDS group have compiled. The Council are keen for local residents and developers to use the TDS and propose to adopt it as an important study that has been prepared by a local community. Unfortunately due to changing Government policies the Council are unable to adopt it as a SPD.

But changing Government policies also offer new opportunities. Neighbourhood plans are proposed and these are based on evidence, the very evidence that has been gathered through the TDS process. The Town Council are also updating the Town Plan and together these two studies could be the main building blocks of a neighbourhood plan.

The strategic plans for the towns are also developing and the Council are continuing to take forward a policy for the town in a new style Local Plan that will be an updated version of the Draft New Plan for North Dorset. On 13 June 2011 members of the Cabinet agreed to support a separate strategic site allocation policy for the major development proposed to the south of the town. The evidence base established through the TDS process will also feed into this policy.

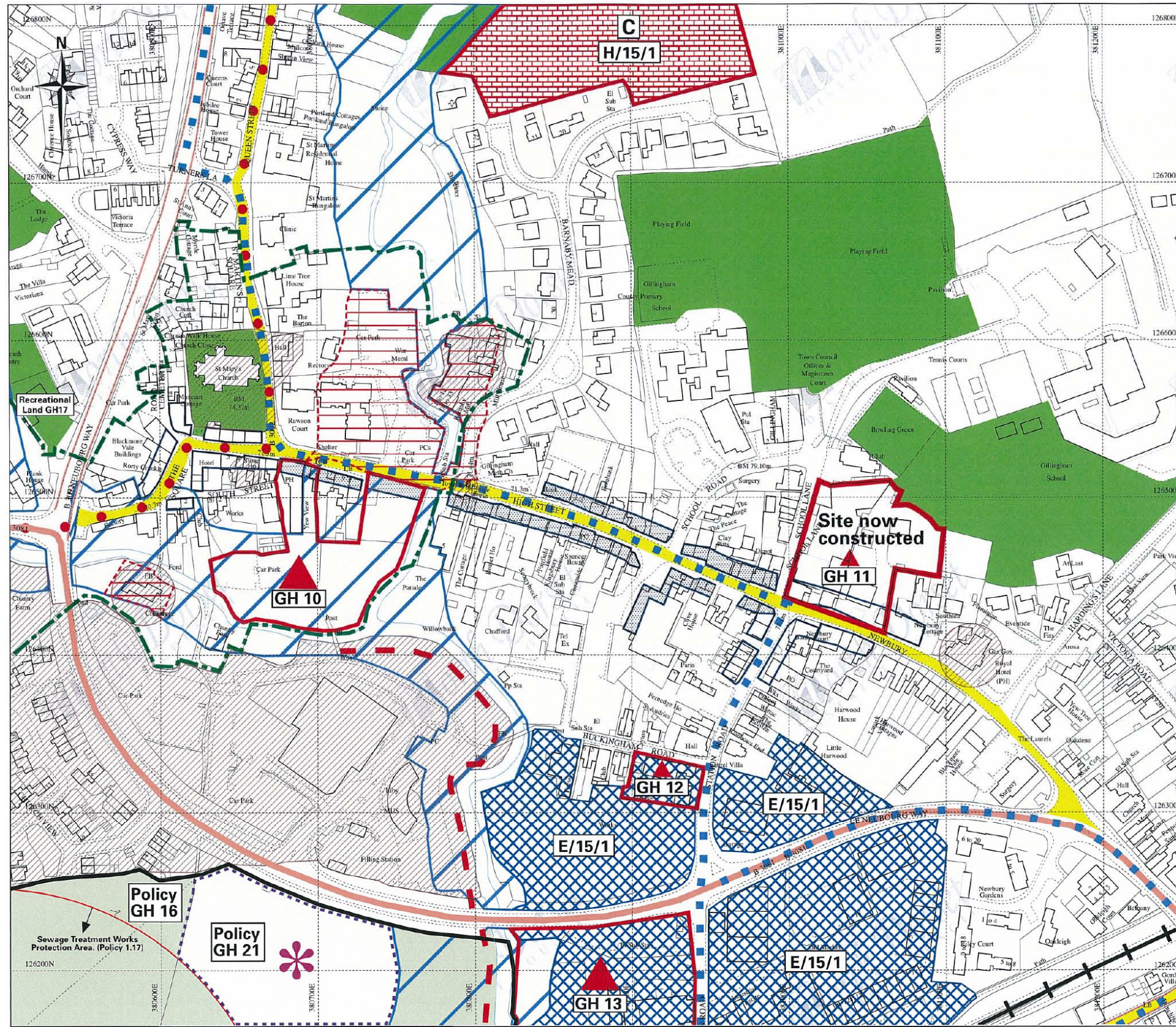


# LOCAL PLANNING CONTEXT INSET MAP 15





# LOCAL PLANNING CONTEXT INSET MAP 15A



GILLINGHAM TOWN CENTRE		PROPOSALS MAP
		INSET No. 15A
		Policy Ref.
	Railtrack	Para. 1.32
	Key Road Network	Para. 1.32
	Distributor Route	Para. 1.32
	Regular Frequency Bus Route	Para. 1.32
	Settlement Boundary	1.7
	Important Open or Wooded Areas	1.9
	Area Liable To Flood	1.13
	Area Defended by Flood Defence Scheme	1.13
	Conservation Area	1.24 - 27
	Sites of Archaeological Importance	1.28 - 30
	Housing: Committed Site	2.4
	Housing: Proposal Site	2.1
	Employment: Committed Site	3.2 - 3.3
	Primary Shopping Frontage	3.16
	Secondary Shopping Frontage	3.16
	North Dorset Cycleway	4.10
	Areas for Redevelopment	GH 10-13
	Proposed Informal Recreation Area	GH 16
	River Stour Footway/Bridleway	GH 18
	Option Site for new Community Hall	GH 21
	Improvements for Cycling	GH 28

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**NORTH DORSET DISTRICT - WIDE LOCAL PLAN (1st Revision)**

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Scale Adopted: Jan. 2003



## 2.0 – CONTEXT



The Old Brewery, Wyke Road



## **GILLINGHAM, DORSET - A POTTED HISTORY**

The earliest known settlement in Gillingham is of a 2500BC Lake dwelling at Bay. It is from Roman times, around 200AD, that a substantial farm settlement was established in the Common Mead Lane area, and much evidence has been unearthed. In the Museum, Roman pottery, coins and roof tiles are on display. It is believed that it remained for several hundred years.

Evidence of Saxon occupation, probably from c. 660 AD, is in the form of part of a Saxon Cross which is in St Mary's Church, and the town's name, Gillingham, is of Saxon origin - Gylla being possibly the name of a local chief and ham is interpreted as a village or homestead. Edmund Ironside fought and defeated King Canute at nearby Penn and drove his army down the hill to be finished off at a place still called Slaughtergate. Edward the Confessor was declared King at Gillingham in 1042.

The settlement and church of St Mary's is mentioned in the Domesday Book. King John spent hundreds of pounds building a moated hunting lodge at King's Court, surrounded by parkland and an area which was declared as the Royal Forest of Gillingham. The hunting lodge was further extended by Henry III into an extensive palace and used by kings for over 200 years.

The oldest substantial building in the town, apart from the church, is Wyke Hall. Parts date from Tudor times, and although much altered over the years, it is now in good order and divided into several separate dwelling units.

The Free school was a building near the church. Its most famous pupil was Edward Hyde, First Earl of Clarendon (1609-1674), who was the father of Queen Mary II and Queen Anne. Robert Frampton, who was later to become the Bishop of Gloucester, was elected to become headmaster of the school in 1648. The school, founded in 1516, was later known as a grammar school and still survives as the comprehensive school, sited in Hardings Lane.

At the beginning of the 17<sup>th</sup> Century Gillingham was still a small village. The present High Street consisted of houses and dwellings of the period with at least two inns, the Red Lion and The Phoenix. The artist John Constable was a friend of the Reverend John Fisher, vicar of Gillingham, and he visited Gillingham in 1820 and 1823. As a result five oil paintings of the area and four sketches were produced. A copy of each of these is in Gillingham Museum.

St Mary's Church has existed for over 900 years but was largely rebuilt in the 1830s under the direction of Henry Deane, vicar at the time. The chancel is the only substantial ancient part, dating from the 14<sup>th</sup> Century. The church is unique in that the chancel floor is lower than that of the nave.

Despite its rural setting, Gillingham could claim to be an industrial town. In 1769, the Gillingham Silk Co. established the silk-throwing industry (i.e. the process of preparing raw silk for the weaver). In the early years of the 19<sup>th</sup> Century, around 160 people were employed in the mill itself. Girl apprentices were often obtained from London workhouses. In 1847, Oake Woods opened their bacon factory. The railway arrived in 1859, closely followed by the Gillingham Pottery, Brick and Tile Co. in 1865. A cattle and stock market developed and this was followed by the emergence of firms still existing today, e.g. Bracher Bros and J.H.Rose & Sons. The population grew from 1,873 in 1801 to 3,380 in 1901.

As well as the new industries, the High Street was furnished with a variety of shops. Important among new industries were several serving the farming community, particularly for dairy products, which could now be dispatched several times daily to London and other large towns to arrive in a fresh condition.

During the first three decades of the 20<sup>th</sup> Century, the prosperity of the town continued. A market was held every other Monday and the calf market was the second largest in the country. There was a large dairy depot for manufacturing cheese and supplying milk to London, as well as Eden Shute's butter factory and Slade's mineral works. After 1945 there was a steady decline and the end of the market in the 1950s seemed to mark the nadir of industrial Gillingham.

However, by the late 1970s, the trend was reversing and new firms – such as Sherman Chemicals, Biokil, Sigma Aldrich, Dextra Lighting Systems, Wessex Fare and Chester Jefferies – came to the town. Land was released for housing developments and the town started to grow again. The 'Relief Road', Le Neubourg Way (named after Gillingham's twin town in Normandy), provided the opportunity for a supermarket, a new library and museum to be built at Chantry Fields. Gillingham Waitrose store soon attained the position of the third busiest Waitrose in the country, and has since become the focal point for the regeneration of the town's retail trade.

In the past 20 years, the expansion of Gillingham included a huge building and refurbishment programme at the primary schools in School Road and at Milton and new primary schools at Wyke and Ham to meet the needs of housing during the first decade of the 21<sup>st</sup> Century. The Gillingham Comprehensive School is thoroughly modern and caters for over 1750 pupils from 11 to 18 years. It has been largely rebuilt over the past few years, and now has excellent facilities for all subjects plus a fine sports complex with an all weather soccer/hockey pitch. The quality of education provided in the town has often been the driving force for families moving into the area.

The town's sports clubs cover football, rugby football, cricket and bowls. The latest high profile development in the town is the regeneration of the Leisure Centre in Hardings Lane. This has been the creation of Riversmeet, specially formed to take on the task of fundraising, publicity and management of the project. The refurbishment work is now complete and the facility is once again open to the public.

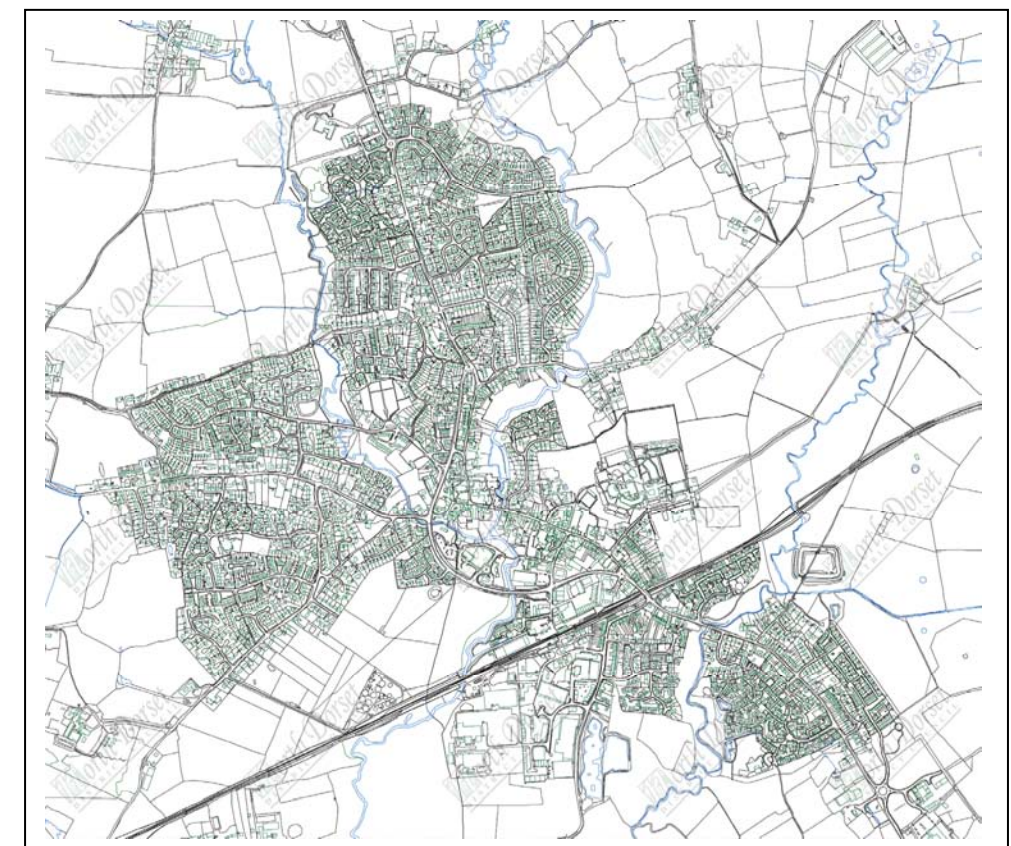
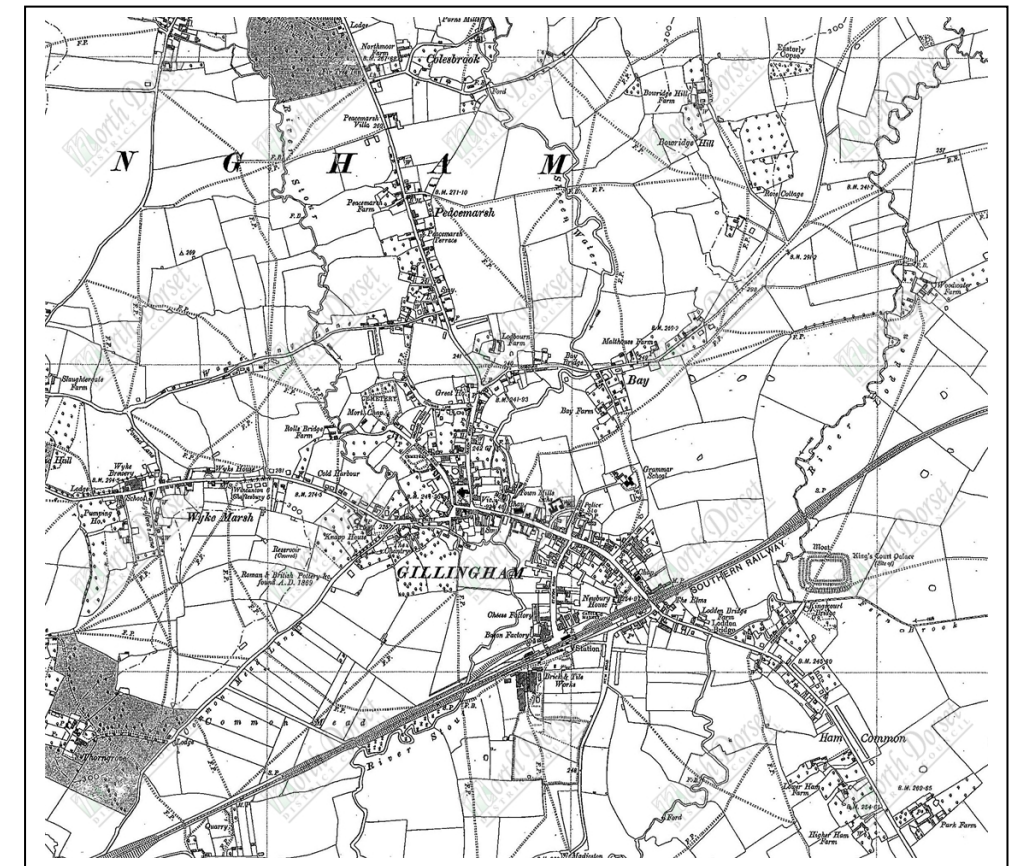
Gillingham is managed by the Gillingham Town Council and its 17 members meet on Mondays to discuss matters concerning the parish. North Dorset District Council is the next layer of local government and Dorset County Council oversees education, policing, fire and ambulance services, roads and bridges etc.

Altogether Gillingham is a fine place to live in a friendly environment, still only a few minutes' walk from the countryside.

Written by David Lloyd & Peter Crocker for the Gillingham Town Design Statement  
Gillingham Museum Website [www.gillinghammuseum.co.uk](http://www.gillinghammuseum.co.uk)  
Gillingham Community Website [www.gillinghamdorset.com](http://www.gillinghamdorset.com)



## HISTORIC AND CURRENT MAPS



The extract from the Ordnance Survey map above was surveyed and first printed in 1886. In the top right corner is an extract from the Revision of a 1900 map with additions in 1938. Finally, in the bottom right corner is an extract from the digital mapping dated 2010.

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## HISTORIC AERIAL PHOTOGRAPHS

The black and white photographs below were taken during the 1960s, and demonstrate that the bulk of development within the Town has occurred within the last 50 years. There is a clear green zone visible between the current limits of the developed Town and surrounding villages and hamlets. These are key to retaining the individual identity of these areas by providing a green buffer zone.

Whilst the main roads into the Town can be seen, the other critical features that have shaped the Town, the railway line and three rivers and their respective flood plains, are less obvious in these images.



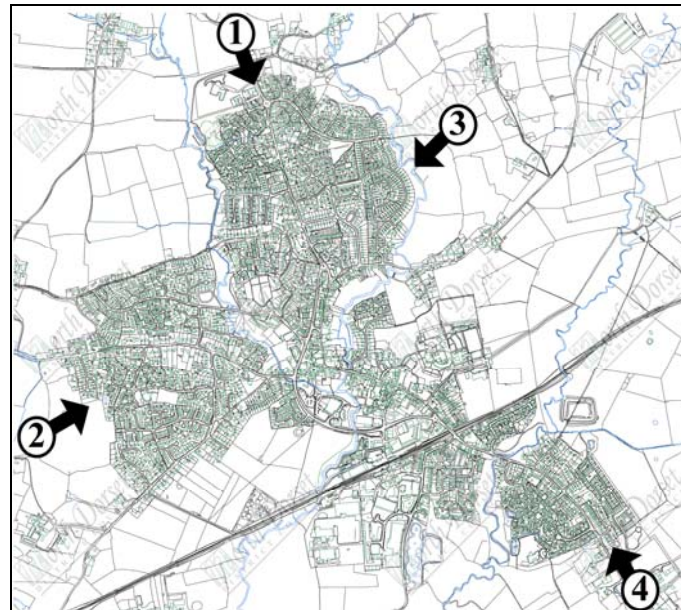
View over Peacemarsh approaching from the north and looking southward.  
(Arrow 1)



View over Fairey Crescent, Peacemarsh looking to the south-west.  
(Arrow 3)



View over Wyke approaching from the west and looking eastward.  
(Arrow 2)



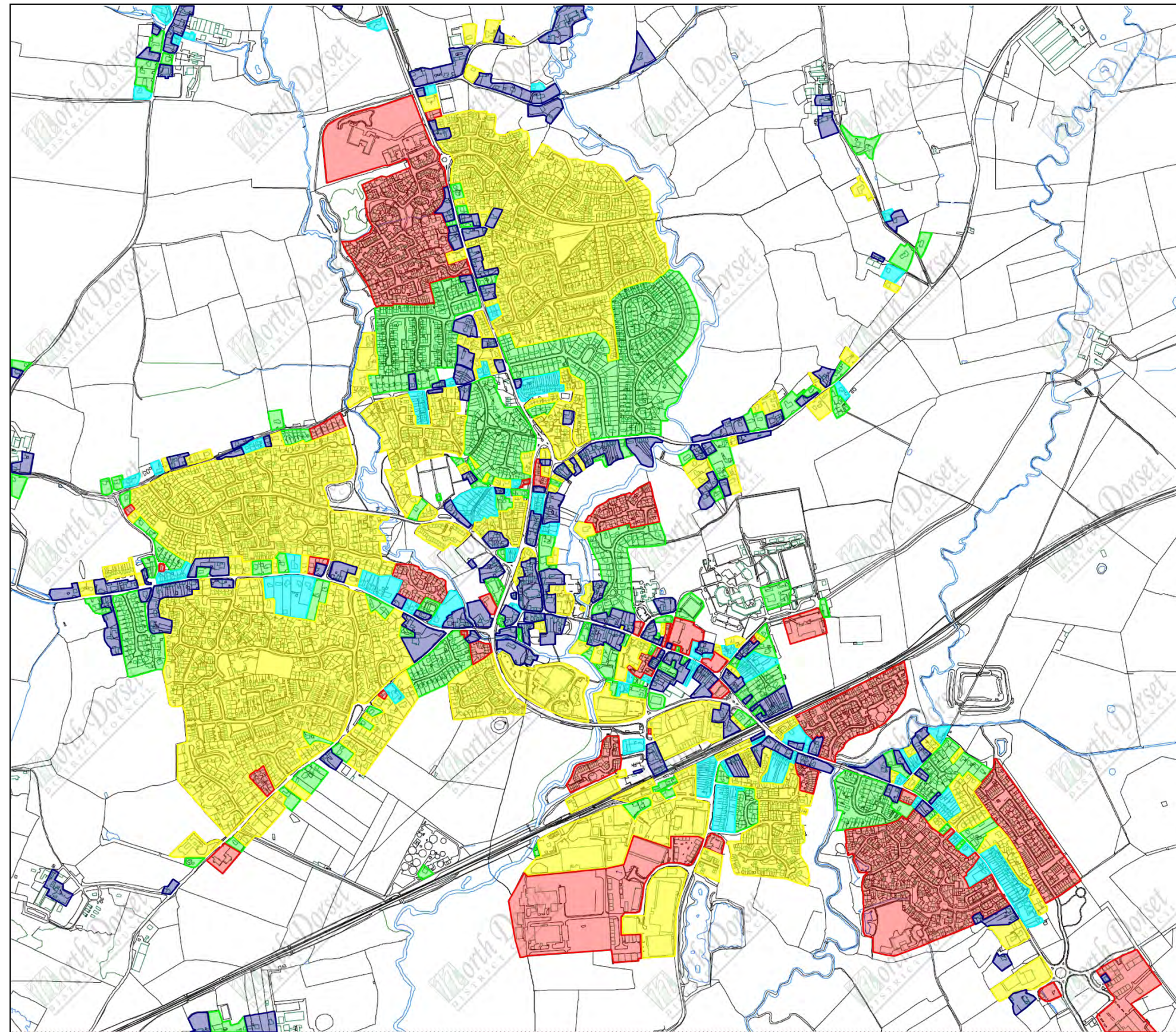
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View over Shaftesbury Road approaching from the south-east and looking to the north-west. (Arrow 4)



## PERIODS OF CONSTRUCTION



A review of the building ages within the Town has been undertaken from historic Ordnance Survey mapping, which together with a data review has resulted in the shaded map to the left. The review identified buildings which, whilst they may appear on an earlier map, had been subsequently demolished and rebuilt in a more recent period. However, given the size of the Town, it has not been possible to validate the age of each individual plot.

Through colouring age bands of the buildings, it is possible to see that before the 1939 mapping, the Town comprised a main core lining the High Street, Newbury and Queen Street, supplemented with sparse individual plots along the main routes through the Town (coloured purple and blue).

During the 1950s and 1960s infill development occurred together with some small and medium sized new estates (coloured green), of which a significant proportion were bungalows.

Through the 1970s to 2000 there was a significant development of the Town, together with some further individual plot infill. Whilst there are some large areas coloured yellow, these are made up of small to medium estates by several developers, which has avoided a single monotone character.

Since 2000 there have been some medium and large developments together with redevelopment of existing plots.

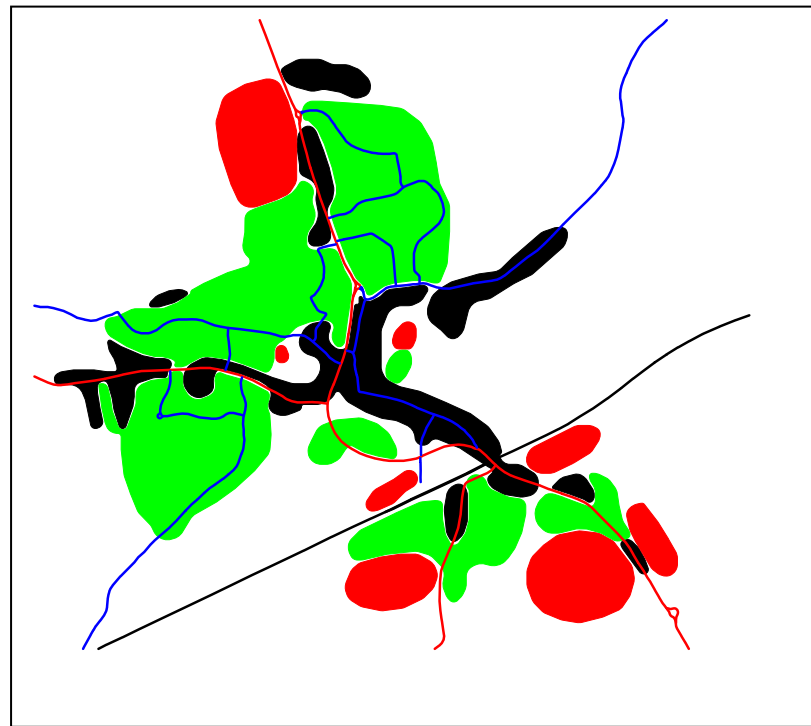
- Pre 1886.
- 1887 to 1938.
- 1939 to 1970.
- 1971 to 2000.
- Post 2000.

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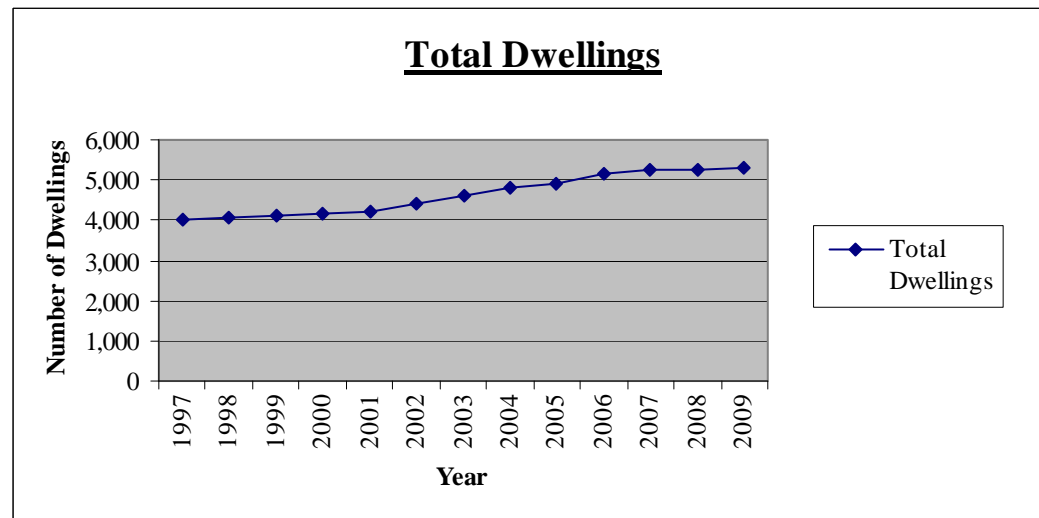
**PRESENT TOWN SUMMARY**

From the previous detailed map, the periods of construction have been summarised below. Generalising and ignoring individual plots, this highlights the distinct development patterns of expansion within the Town. Black indicates pre 1938, green 1939 to 2000 and red represents post-2000.



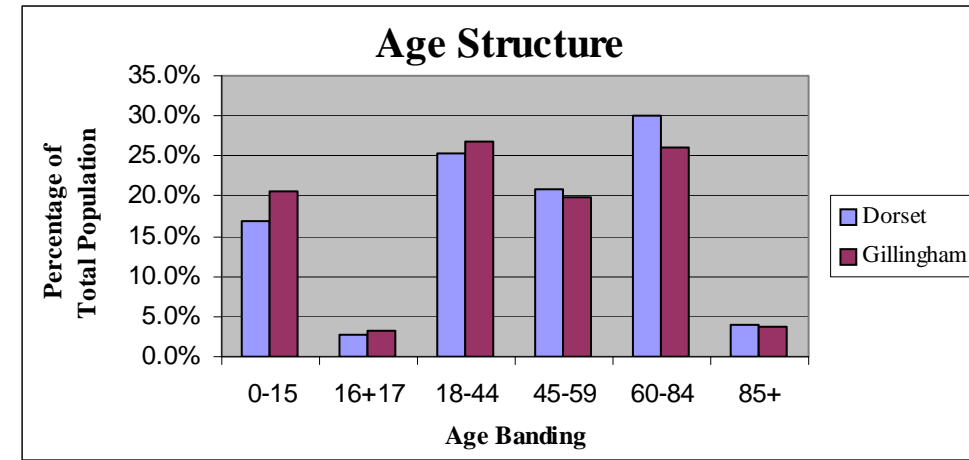
The Town occupies an area of over 300 ha (some 800 acres), and lies within the Parish of Gillingham. It currently has a population of over 11,000. One secondary school serves the Town, with three primary schools within the Town and a further five in surrounding villages that feed into it.

Prior to the mid 20<sup>th</sup> Century, the predominant type of housing was two storey, with a small number of three storey town houses. For a period between the mid and late 20<sup>th</sup> Century there was an almost equal proportion of bungalows to houses. Recent developments have changed this proportion again, seeing an increase in the two and three storey housing provision. Recent housing growth has been detailed in the following graph\*:



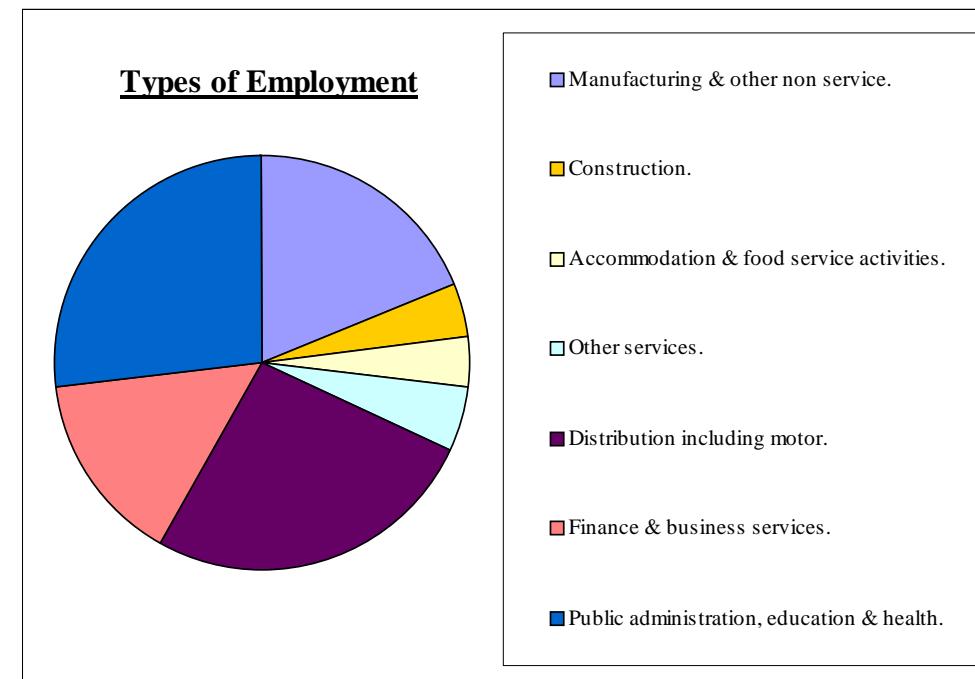
\* taken from Dorset Data Book 2011 (DDB10) – Gillingham Key Facts, prepared and published by Dorset County Council

Population age distribution comparing Gillingham with the whole of Dorset\*:



There are approximately 61 shops/7,200m<sup>2</sup> (78,000sq.ft) (in 2005)\* providing retail function which is predominately small localised shops. However, there are a small number of larger national superstores.

The main industrial area of the Town is to the south within Brickfields Business Park, which covers approaching 15ha. The three other main industrial areas are Brickfields Industrial Estate (3ha), Station Road Industrial Estate (2ha) and Tomlins Lane Industrial Estate (0.2ha). The chart below shows the approximate distribution of economically active population\*.



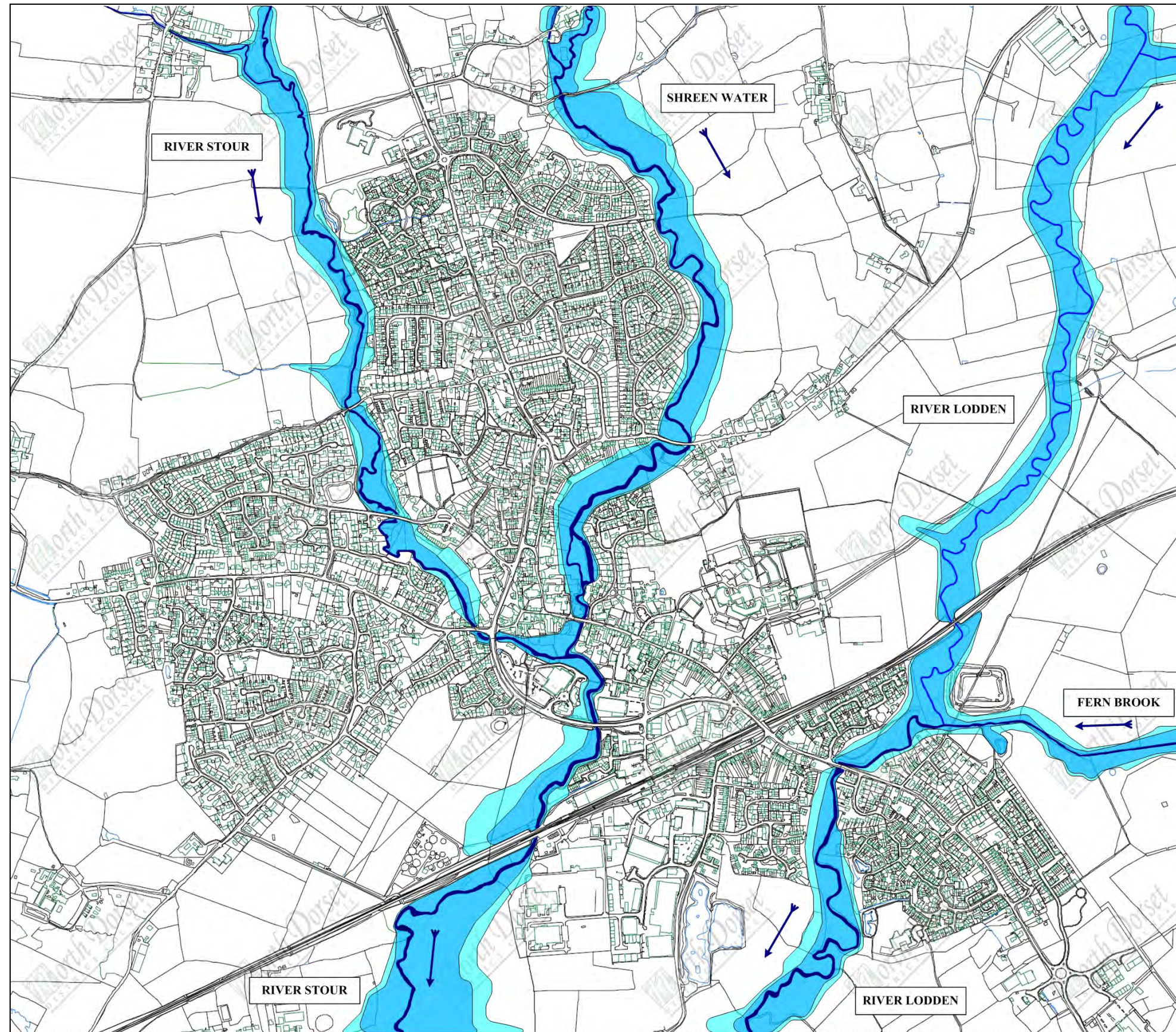
For distances travelled to work\*\*:

- 44.9% travel less than 2km (compared with the County average of 23.1%)
- 6.9% travel between 2km and less than 5km (which is half the County average of 13.4%)
- 16.0% travel between 5km and less than 10km
- 26.8% travel between 10km and 40km (compared to the County average of 22.5%)
- 5.4% travel in excess of 40km

\*\* Source: Dorset County Council – The Dorset Data Book 2008 (DCC2008)



## FLOOD ZONES WITHIN THE TOWN



The three rivers within Gillingham not only have constrained the layout of the expansion of the Town through the restriction of the crossing points, but also through their areas of flood plain. The local geology is generally impermeable Kimmeridge Clay, and therefore any heavy rainfall is quickly discharged into the streams, tributaries and the rivers. Together with the large upstream catchments, the result is areas of land that are subject to occasional flooding adjacent to the rivers, and unsuitable for building.

The map to the left is indicative only, and of no legal status. For up to date detailed information, refer to the Environment Agency.

The River Stour commences at Stourhead, approximately 5 miles north of the Town, and flows south to the coastline at Christchurch. It is joined within the Town by the Shreen Water (around 5 miles long) which originates also to the north at Mere. Just south of the Town it is joined by the River Lodden, that commences around East Knoyle, some 8 miles to the north east.

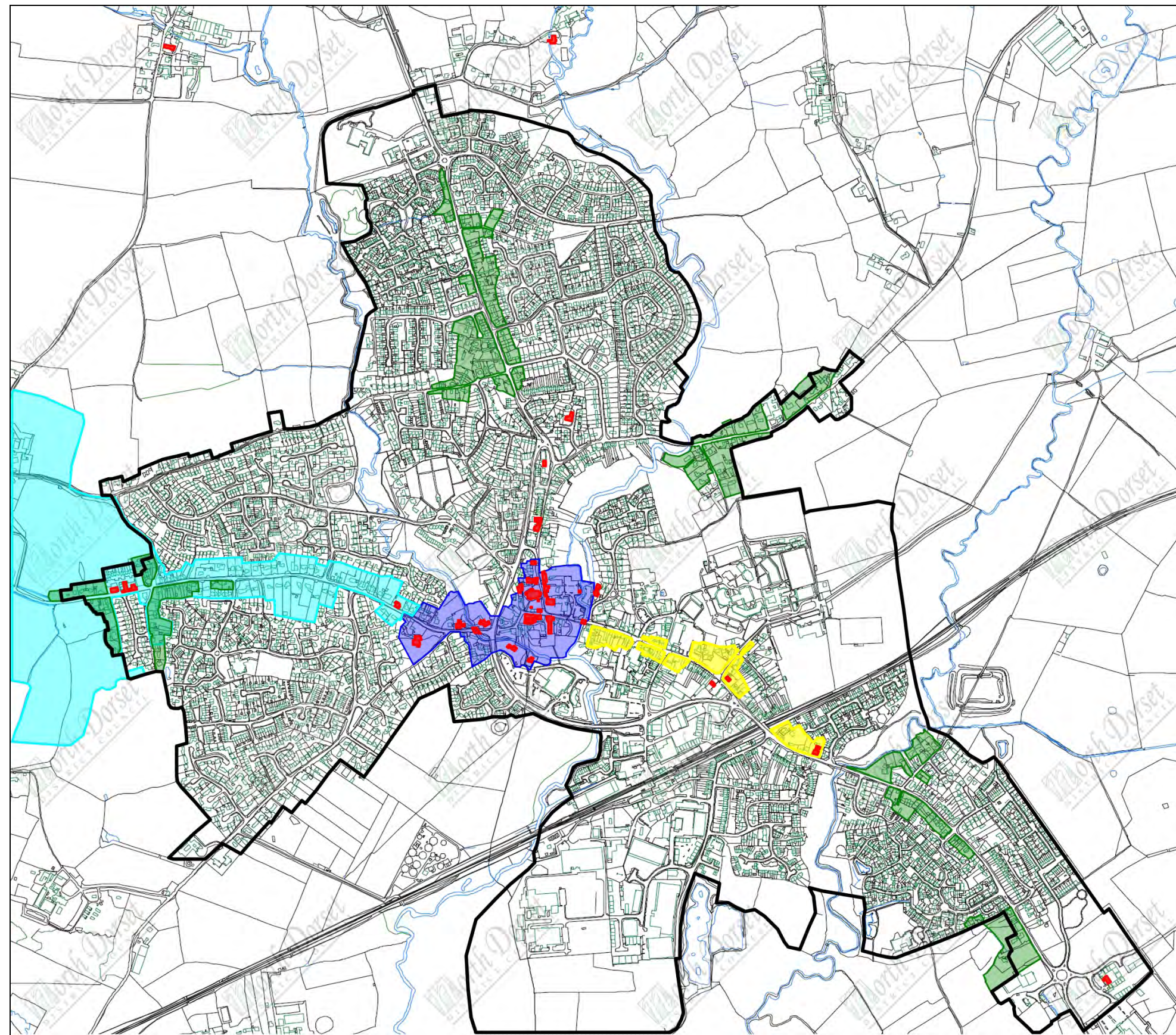
- River.
- Main River.
- Flooding from rivers.
- Extent of extreme flood.

There are local concerns with respect to other areas of flooding, such as Chantry Fields south of Le Neubourg Way.

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**LISTED BUILDINGS, CONSERVATION AREAS AND HISTORIC SETTLEMENT AREAS**



Although there are a number of older buildings within the Town, the number of structures that have been listed are few in comparison. The majority of these are some of the original farm houses, and also includes civic structures such as the Town bridges and War Memorial.

The conservation area is also relatively small and centred around the original heart of the Town.

Within the High Street and roads leading to it, there are areas identified as being of Historic Characterisation. These also correlate with the first two Character Types which follow later.

- Listed Buildings and Structures.
- Conservation Area.
- Proposed Conservation Area.
- Settlement Boundary.
- Historic Suburban Settlement.
- Historic Rural Settlement.

Information has been assembled from:

North Dorset District Council on-line mapping service – June 2010

Dorset Historic Towns Project – Gillingham – Historic Urban Characterisation – Draft for Initial Consultation – September 2009 (with revised proposal November 2011)

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## THE LOCATION OF GILLINGHAM AND PLACEMENT WITHIN DORSET



The town of Gillingham is situated almost at the most northerly point in Dorset, and has Somerset within 2 miles to the west and Wiltshire 2 miles to the east.

It comprises approximately 11,000 residents, has over 5,000 houses with a number of primary schools and a larger secondary school which serve the Town and the surrounding area. There is a large industrial area of approximately 15 hectares, which is supplemented with several other small areas in other locations. The High Street contains a small number of mainly individual shops, together with 3 larger national supermarkets.

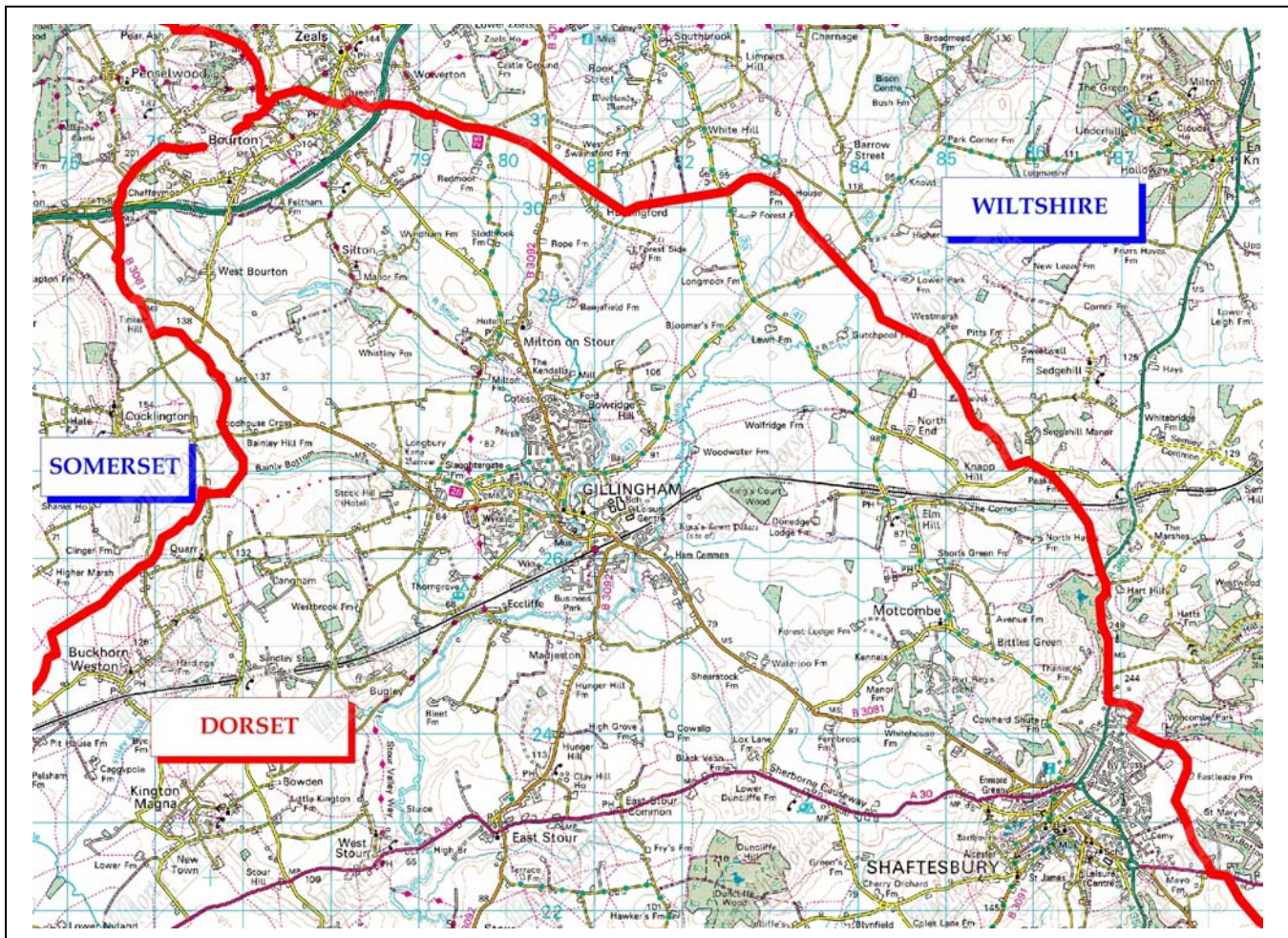
The Town is within 3 miles of the A303 trunk road and A30 which run east/west, and around 6 miles from the A350 which runs north/south. It also has a railway station on the London Waterloo to Exeter main line. The nearest cities are Salisbury to the east and Bath to the north, with the town of Yeovil to the west.

Shaftesbury is the nearest town, approximately 6 miles south-east and the village of Mere is a similar distance to the north-east. Surrounding the Town are the villages and hamlets of Bourton, Zeals, Milton on Stour, Bowridge Hill, Madjeston, Eccliffe, Motcombe, Buckhorn Weston, Kington Magna, Cucklington and Langham.



At a local level, Gillingham Town Council is based in The Town Hall, School Road, and provides services that include local area management and planning recommendations. North Dorset District Council, located in Blandford Forum, provides statutory services such as Planning, Building Control, Environmental Health, refuse and recycling collection and Council Tax administration. Highways, education, libraries and countryside services et al, are provided by Dorset County Council, whose main offices are based at County Hall, Dorchester.

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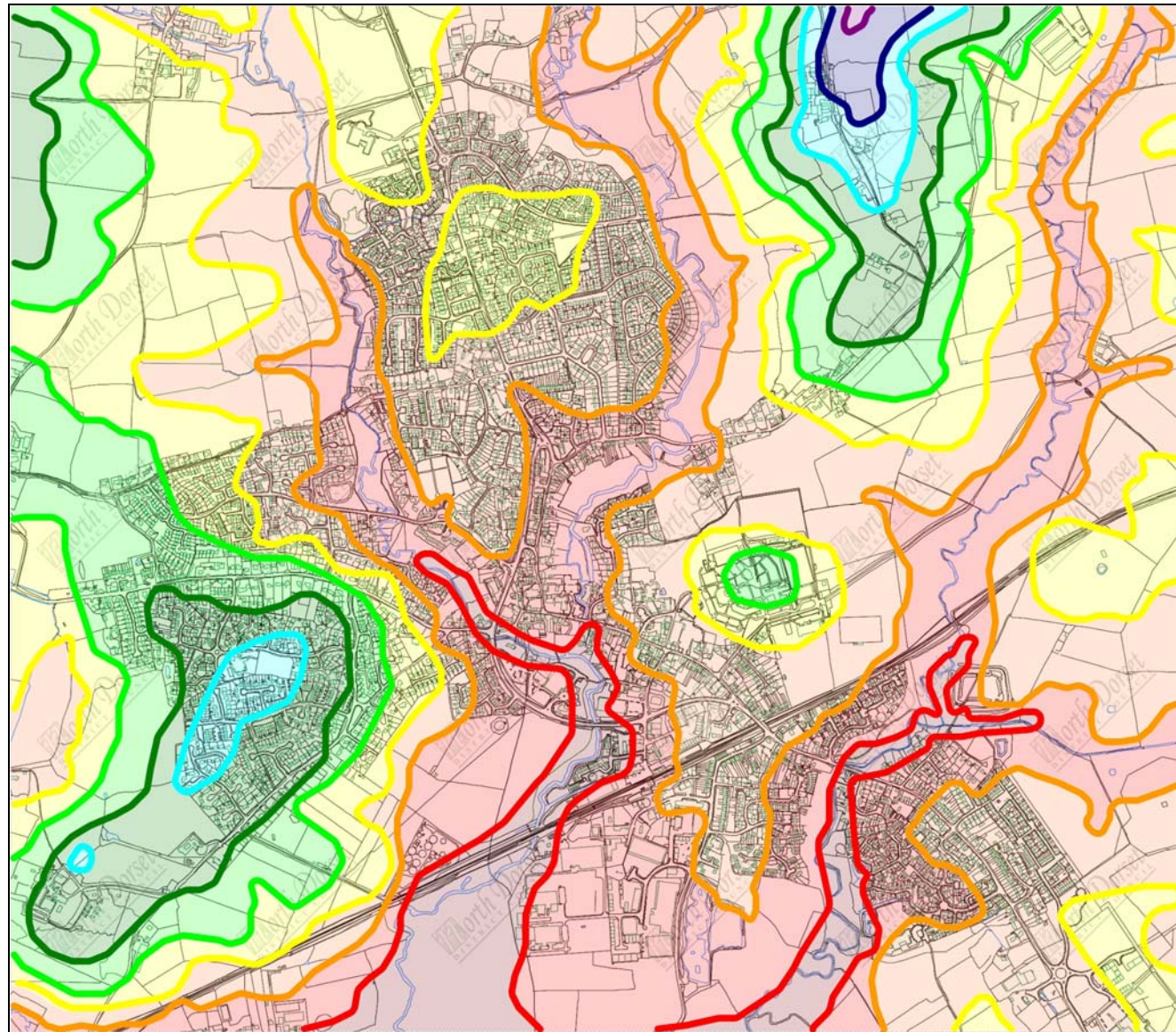




## GEOGRAPHICAL SETTING

The Town lies within the band of 70 metres to 90 metres above sea level and is nearly surrounded by hills ranging from 160 metres to 240 metres. This bowl shaped feature is just over 7 kilometres in diameter, and is at the north-eastern end of the Blackmore Vale. Tributaries of the rivers Stour and Lodden and the Shreen Water form dendritic drainage patterns radiating out from the centre, which all feed the River Stour that flows south. Considering the immediate Town itself, the map below illustrates the local changes in height through the coloured height contour lines shown.

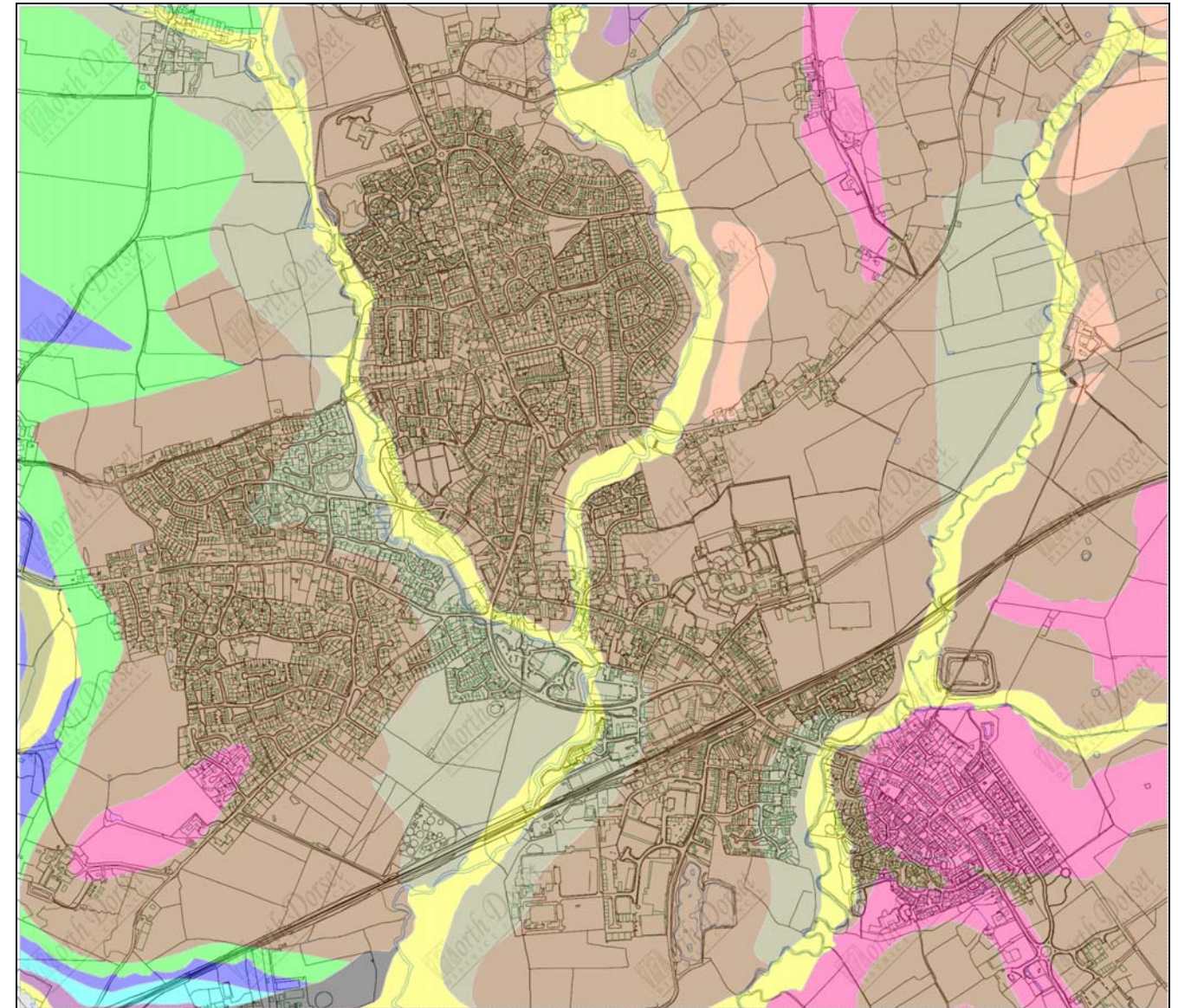
Originally the Town comprised the four medieval settlements of Bay, Ham, Peacemarsh and Wyke, which have now become incorporated into the urban area, all of which can be seen on the higher areas of land.



**Key:**  
— 70m, — 75m, — 80m, — 85m, — 90m, — 95m, — 100m  
— 105m (All contour levels shown are metres above Ordnance Survey Datum – mean sea level)

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Although the Town is completely founded on Kimmeridge Clay, a boundary with Corallian Limestone exists just outside the Town to the west. A little distance away lie areas of Gault Clay and Upper Greensand. The Kimmeridge Clay provided the raw material for the Gillingham Pottery, Brick and Tile Company, and the Corallian Limestone and Upper Greensand were used in rubble walls (the latter as ashlar) and the former was also used for slates (known as coral rag). The following map is reproduced with the permission of the British Geological Survey © NERC. All rights Reserved.



**Key:**

<span style="background-color: #8B4513; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Kimmeridge Clay Formation – mudstone.	<span style="background-color: #A9A9A9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Kimmeridge Clay Formation / Head – clay, silt, sand and gravel
<span style="background-color: #FF00FF; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Kimmeridge Clay Formation / Head 1 – clay, silt, sand and gravel.	
<span style="background-color: #800080; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Kimmeridge Clay Formation / River terrace deposits undifferentiated – sand and gravel.	
<span style="background-color: #FFA07A; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Kimmeridge Clay Formation / River terrace deposits 2 – sand and gravel.	
<span style="background-color: #FFFF00; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Kimmeridge Clay Formation / Alluvium - clay, silt, sand and gravel superficial.	
<span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Sandsfoot grit member – interbedded sandstone and (subequal/subordinate) argillaceous rocks.	
<span style="background-color: #4169E1; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Eycliffe member ooidal limestone.	<span style="background-color: #ADD8E6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Clavellata formation – interbedded limestone, argillaceous rocks and subordinate sandstone