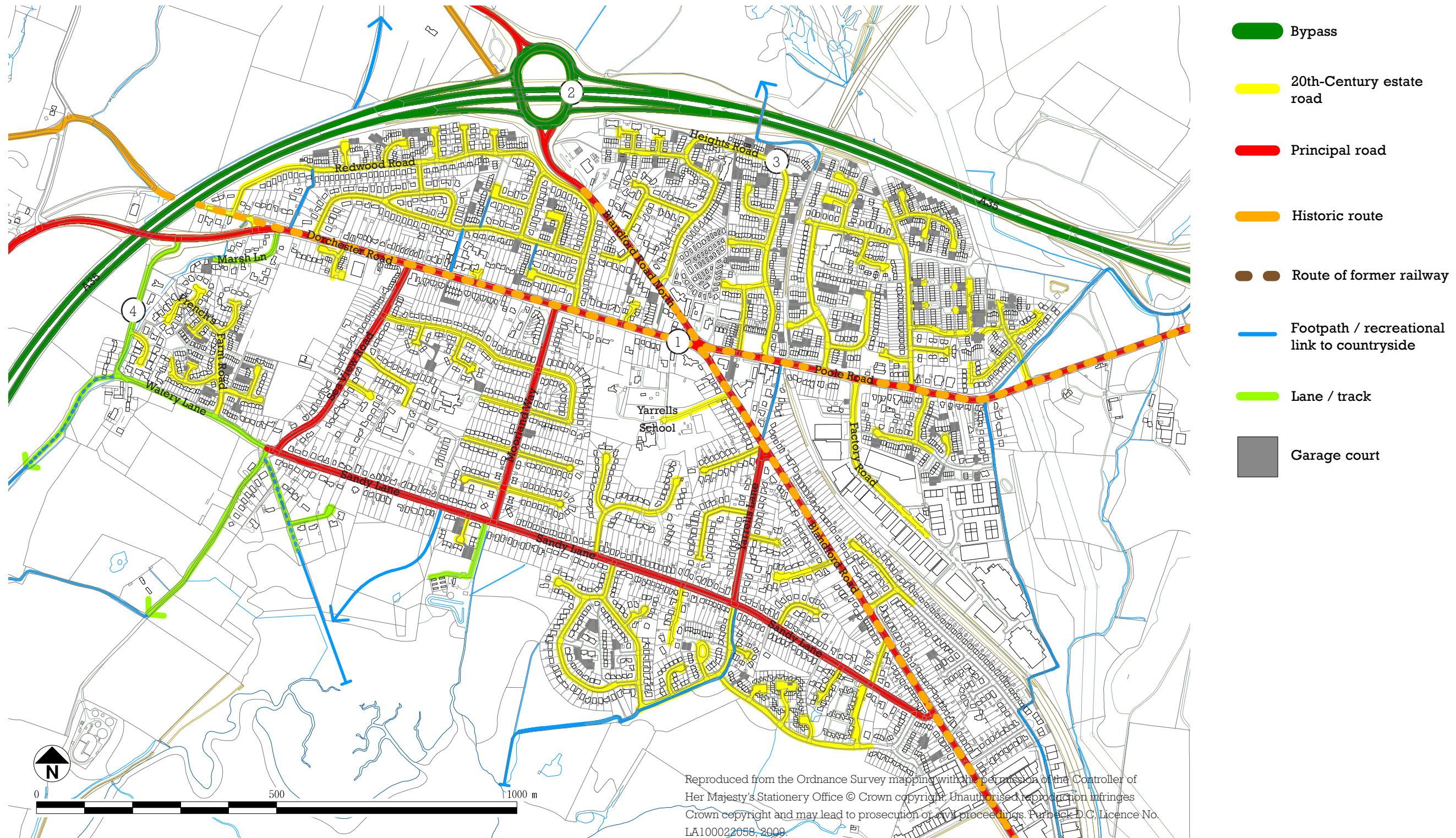




Upton Town analysis 03.1 Street pattern





1. The main routes through Upton were once historic tracks but are now broad roads carrying large volumes of traffic.



2. The A35 dual carriageway forms a clear edge to the town and is the main road connection for Upton.



3. The majority of Upton is structured around standard highway estate roads.



4. Some roads retain an informal rural character.

3.1.1 The A35 dual carriageway passes along the northern side of the Upton, forming a major edge to the town. The junction with the A35 and Blandford Road North forms the main point of road access to Upton. Where the dual carriageway passes alongside residential areas, embankments and mature tree planting help to obscure its presence and to reduce its impact on these areas.

3.1.2 The street pattern of Upton itself is structured around a series of principle roads. Some of these were once the original historic routes that passed through this area, and are a result of the activities of the Poole Trust (turnpike) founded in 1756. The trust was responsible for the construction of both the Blandford Road and the Dorchester and Poole roads (note the straightness of the roads allowed by unenclosed heathland), the latter was originally one half of the Poole-Wareham turnpike, constructed in association with the Wareham Trust

3.1.3 The main roads are Blandford Road, from Hamworthy to the south-east, Poole Road from the east and Dorchester Road to the west. These carry large amounts of traffic and meet at the crossroads, which is a major road junction notable for its double roundabout arrangement. In addition Sandy Lane, Sea View Road, Yarrells Road and Moorland Way also form significant residential roads in their own right, connecting to other principal roads and forming a network around which the remainder of Upton's streets are arranged.

3.1.4 The majority of the town's street pattern comprises modern 20th century estate roads and cul-de-sacs reflecting the largely modern origins of Upton. These roads form a series of secondary residential streets that connect to the principal road network. They have been built to regular highway standards, mostly comprising wide carriageways, with pavements to both sides, occasionally with grass verges.

3.1.5 A number of minor roads have the character of country lanes or tracks, generally having a narrow carriageway with few or no pavements. They are enclosed by banks, verges and hedges, giving them an informal rural character. These are mostly situated at the margins of the town where it meets or is close to the countryside. Some of these lanes also link with nearby footpaths and form part of a series of recreational links with the countryside. These are

KEY POINTS

- The main roads were once historic tracks which connected Upton to surrounding areas;
- Upton is situated around principal north-south and east-west roads that cross diagonally at the heart of the settlement;
- Between the principal roads most of the town is arranged around 'estate' loop roads and cul-de-sacs;
- Later estates contain a significant number of garage courts tucked behind or between houses;
- The A35 is a major road that connects Upton to the wider area, but is also major barrier, restricting access to Upton Heath.



Upton

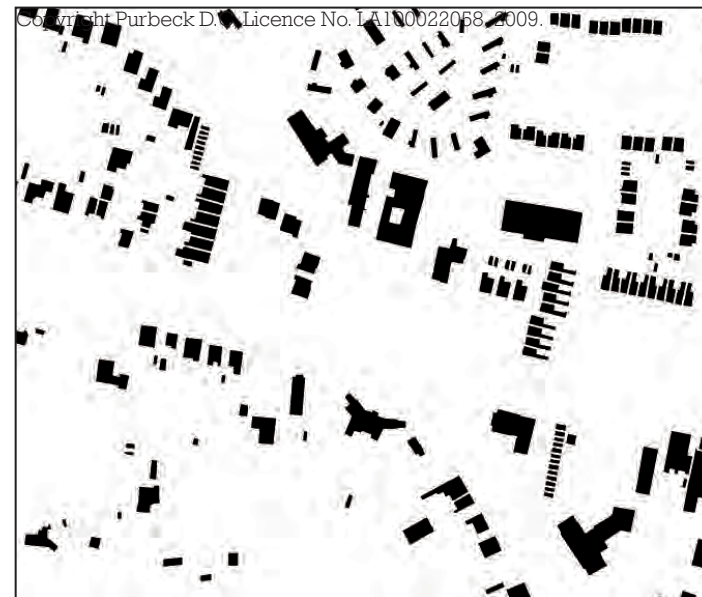
Town analysis

03.2

Figure ground

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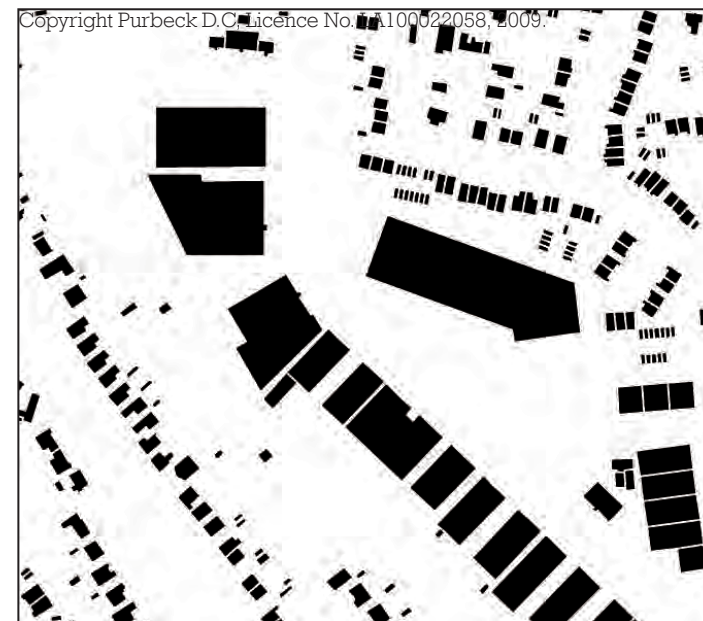
1. Upton's main roads meet at the crossroads which is a broad space around which low density buildings are sited.



2. Early estates provided housing on generous plots, with good spacing between houses and large rear gardens.



3. Later estate development remained largely low density although plot sizes were becoming smaller.



4. Industrial units on Factory Road are of a large scale and coarse grain.

3.2.2 This drawing shows the town as a 'figure ground' map which highlights the form and juxtaposition of buildings relative to the surrounding spaces. These extracts show a representative range of different parts of Upton, demonstrating how these elements affect the character of different parts of the town.

1. Main Roads

Upton's main roads, which meet the crossroads, are broad and open. They appear on the figure ground map as white corridors which divide the town into four distinct quarters. The crossroads itself is a particularly wide open space surrounded by low density development.

2. Early Post-War Estate

Early estate development comprised detached and semi-detached houses or bungalows. The spacing between buildings combined with their large front and rear gardens display a clearly low density pattern of development.

3. Later Estate Development

Later residential estates from the 1960s onwards also display a relatively low density pattern of development, although plots are generally smaller and some terraced housing is also present. Parking is either on plot or in garage courts.

4. Factory Road Industrial Estate

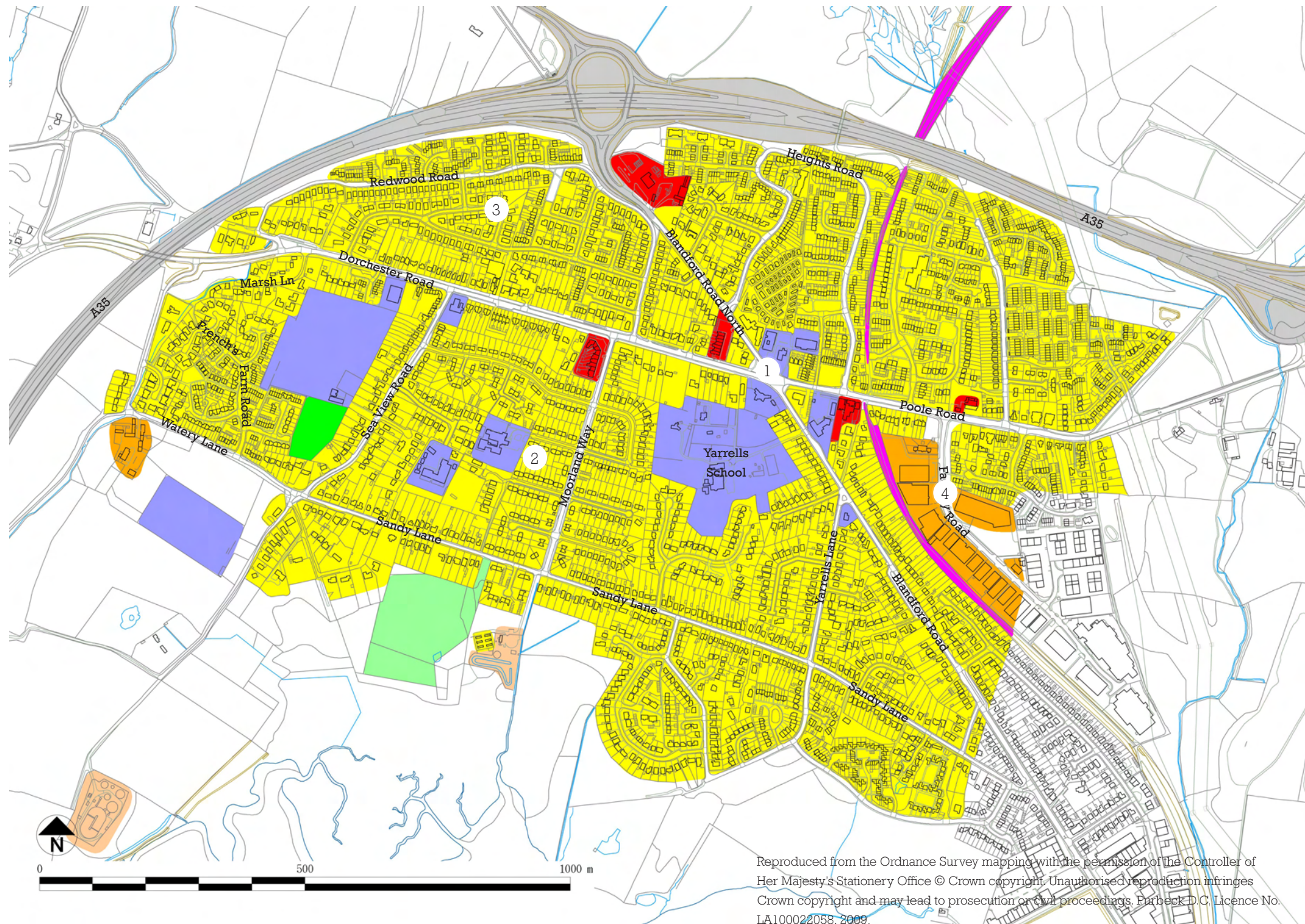
The Factory Road industrial estate comprises buildings with large footprints and functional layout with parking forecourts and yards located behind buildings. A broad access road is required to service this employment area with large vehicles. This pattern of development represents a coarse grain townscape and contrasts strongly with the more moderate urban grain associated with the residential areas elsewhere in the town.

KEY POINTS

- Upton is mostly a low-density town;
- The main roads form broad corridors that meet at the crossroads. This is a wide space that is poorly enclosed by the surrounding low density buildings;
- Despite variations across the town, most housing estates represent low density moderate urban grain;
- Factory Road Industrial Estate contains large coarse grain buildings with a broad access road.



Upton Town analysis 03.3 Land use



- A35 & associated landscaped area
- Residential
- Employment & business
- Course of former railway line
- Commercial & retail
- Community land & use
- Utilities
- Paddock
- Nature reserve

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1. The Triangle shops are one of two parades of local shops which serve the town.



2. Upton has a good range of community uses including a library and medical centre.



3. The majority of the town comprises typical modern housing.



4. The Factory Road industrial estate is a large employment area on the boundary with the Borough of Poole.

3.3.1 The majority of Upton is formed of residential areas comprising mostly housing estate development. However, the town also contains a good number of local shops, such as convenience shops, estate agents and hairdressers. In addition it also has a range of community facilities, including primary schools, playing fields, a library, health centre and church hall.

3.3.2 Some of these shops and facilities are located close to the main crossroads, which is the de facto centre of Upton. Despite their proximity to the crossroads, these uses are somewhat scattered and comprise mostly unobtrusive low-profile buildings. For example the library and health centre are located on the crossroads but their siting and design is such that they do not have a significant presence. Equally the Upton Triangle shops and the church hall (which is a relatively recent building) are situated just off the crossroads, reducing their presence. Again the siting and design of these buildings is low-key and they fail to assert themselves. Consequently the crossroads is dominated by its role as a significant road junction. The surrounding shops and facilities provide the ingredients of a town centre but their design and disposition fails to create a sense of arrival in Upton's town centre. The Greenridge pub is an exception, being a distinctive building in a prominent position on the main junction.

3.3.3 Other local shops, situated on Poole Road and Moorland Way, provide additional facilities. However, their location away from the crossroads dilutes rather than reinforces the town centre. Upton Oil company is situated at the northern entrance to Upton and its minor functional buildings provide a poor visual impression upon entering the town.

3.3.4 Local primary schools and the main community playing fields are situated in the southwest part of the town. The Yarrells is a private school (formerly a large private house) located south of the crossroads and is accessed from Blandford Road. Despite their size and function as important facilities, they are surrounded by residential development that largely obscures their presence.

3.3.5 The main employment area in Upton is the industrial estate on Factory Road.

KEY POINTS

- Upton has a good range of local shops and facilities;
- Shops and community uses are scattered resulting in a weakly defined town centre;
- Many uses are surrounded by residential development which obscures their presence;
- The Upton Oil Company site creates a poor visual impression at the northern entrance to the town;
- The Factory Road industrial estate is a significant employment area.