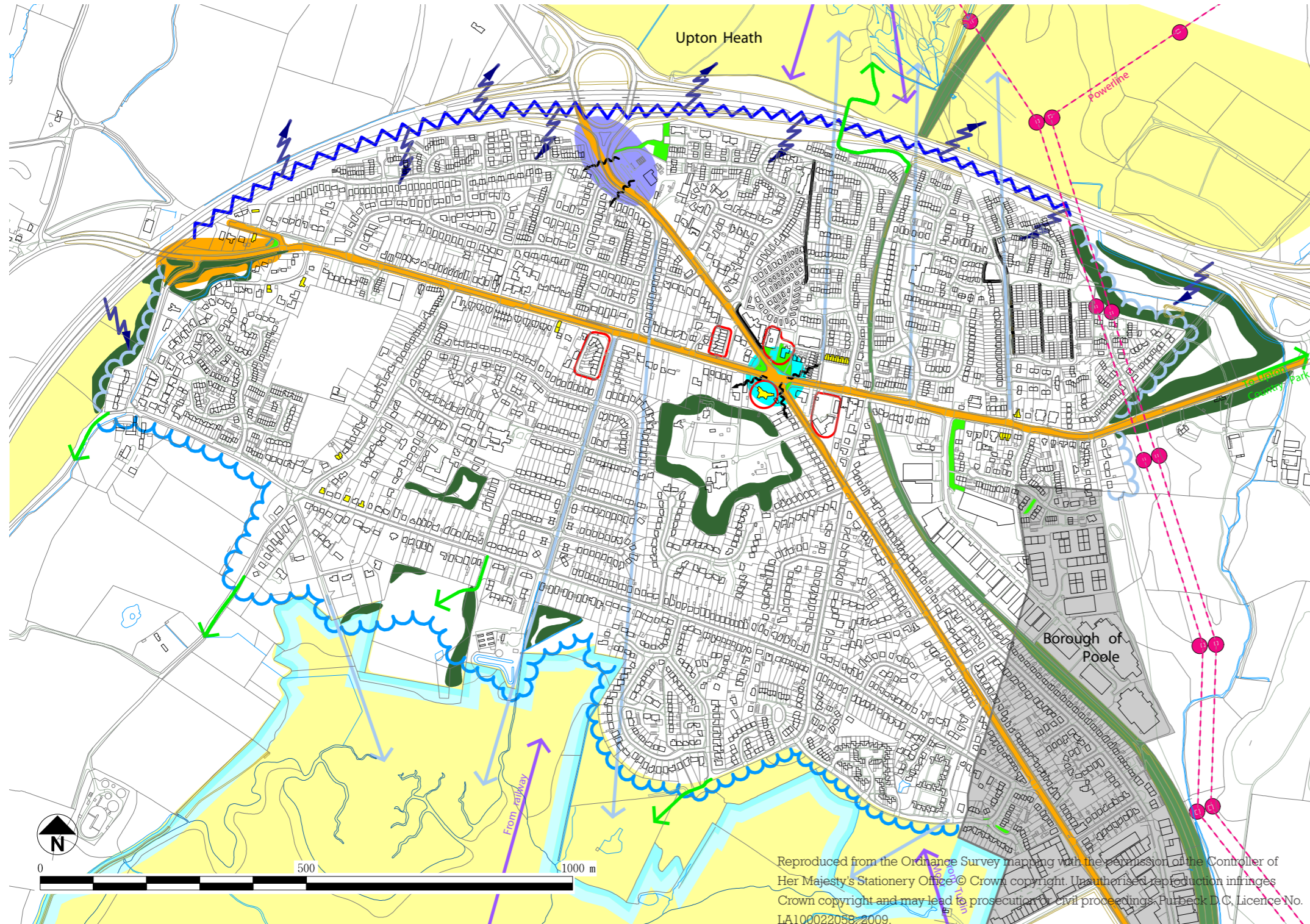


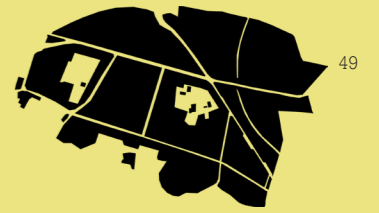


Upton Townscape Analysis 05.1 Townscape Analysis



-  Focal space
-  Buildings of townscape interest
-  Central facilities
-  Dead frontage
-  SLOAP
-  Wooded area
-  Route of former railway line
-  Historic route
-  High quality urban/rural edge
-  Unobtrusive edge
-  Abrupt edge
-  High quality landscape adjacent to town
-  Harbour edge
-  Link to countryside
-  Weak town entrance
-  Positive town entrance
-  Weakly enclosed space
-  Intrusive feature - visual
-  Intrusive feature - noise
-  Principal views - out of town
-  Principal views - into town

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5.1.1 Overview

Upton is often considered as a suburban extension to Poole but is in fact only partially joined to its larger neighbour, being otherwise surrounded by open countryside and Poole Harbour. The location of the town has been dictated by its relationship to Poole and its position on a key route out of the town through Hamworthy. Today, the crossroads is the primary focal point in Upton. With the exception of a few pre-19th century houses, Upton is predominantly a 20th century creation, comprising large areas of estate housing dating from the middle and late part of the last century.

5.1.2 Relationship to surroundings

Upton is physically linked with Poole, however its physical attachment is limited to its south-western edge. The remainder of the town is surrounded by countryside to the north and east and the fringe of Poole Harbour to the south.

5.1.3 The A35 dual carriageway forms an artificial barrier around Upton's northern edge, although its landscaped embankments do much to hide the presence of the town. Beyond the A35 is Upton Heath, which is visually and ecologically important in terms of the setting of the town as well as acting as an important recreational resource.

5.1.4 Agricultural land lies to the west of Upton and provides a rural fringe and visual separation between the town and the bypass.

5.1.5 To the south of the town is Lytchett Bay at the northern end of Poole Harbour. Where it meets the southern edge of Upton it is predominantly an area of wetland marshes and intermittent woodland and vegetation. It is both ecologically and visually significant in terms of the setting of the town.

5.1.6 Urban structure

The main routes through Upton meet at the crossroads and form the principal framework around which the town is structured. The crossroads is a large weakly enclosed space and is dominated by traffic. Community and retail facilities are loosely arranged close to and around the crossroads but they are too dispersed to form a distinct local centre. Development along the main routes is varied but generally of mixed suburban character.

5.1.7 The town is predominantly characterised by

modern estate development of a suburban scale and character. These comprise houses and bungalows arranged around cul-de-sacs and loop roads, with garage court parking in some areas. The estates are generally large scale and of ubiquitous modern character.

5.1.8 Some buildings of townscape interest are present although these are scattered and do not form a significant part of the townscape. The most prominent such building is the Greenridge Pub, opposite the crossroads, and was probably Upton's best known building until its recent demolition.

5.1.9 Factory Road Industrial Estate provides a large area of employment land on the eastern edge of the town where it spans the administrative boundary with the Borough of Poole.

5.1.10 The Yarrells School situated south of the crossroads is important for its mature trees which form an important wooded backdrop and which are visible from various locations within the town.

5.1.11 Open spaces

The recreation ground is the primary open space of any size and is situated on the western side of Upton. Comprising playing fields, a youth club and playground it is an important multifunctional space, but is set behind existing houses which back onto the site.

5.1.12 Some of the later estates contain various incidental green spaces, which provide some visual amenity value but which are of little practical use in terms of their size and shape and are what might be defined as Space Left Over After Planning (SLOAP).

5.1.13 The line of the former railway to Broadstone passes through the eastern side of the town. Housing development and the industrial estate back onto this route making access difficult. Trees and vegetation have grown up to form a prominent wooded skyline along much of its length but also making its narrow path difficult to navigate in places.

5.1.14 The main open spaces utilised by residents are those of the nearby Upton Heath and Upton Country Park, both of which are situated beyond the town itself. These are significant areas and offer a wide scope for recreation, but accessibility for pedestrians and cyclists is poor due to intervening busy roads and

limited connections.

5.1.15 Views

There are views into the town from Upton Heath to the north, although the vegetated embankments of the A35 help to screen the majority of Upton from direct view, with the exception of some of the taller flats.

5.1.16 From the south and south-east, views into Upton are seen across the harbour from the railway line and also Turlin Moor in Poole. However, the vegetated harbour fringe largely screens the town from view.

5.1.17 The western edge of the town is primarily seen across farmland when approaching along the A35 and on the over bridge from Lytchett Minster. However, the town itself is generally well-contained and mature trees provide a soft edge, making this an abrupt but unobtrusive relationship with the surrounding countryside.

5.1.18 From the east woodland around Upton Park Farm, which adjoins this edge of the town, largely hides its presence in the landscape.

5.1.19 Negative features

The A35 dual carriageway provides convenient road access to and from Upton, but also forms a significant barrier between the town and the countryside to the north. It is also a source of continuous traffic noise to those areas adjoining the road.

5.1.20 The A35 junction with Poole Road is outside the town boundaries but its slip roads present a difficult barrier for pedestrians and cyclists to navigate in order to reach Upton Country Park, which is a popular destination.

5.1.21 The Upton Oil Company premises is an open site with poor quality buildings and is a weak feature at an important entrance to the town.

5.1.22 The crossroads are geographically and psychologically at the centre of the town but form a weak town centre in terms of character and function. The space lacks a sense of enclosure with existing facilities spread out around its margins. The heavily trafficked roads dominate the environment and largely define the character of the space.

5.1.23 On the extreme eastern edge of the town,

electricity pylons pass through the town and on to the countryside beyond. These are visually prominent features from certain view points and intrude upon the skyline.

5.1.24 The route of the disused Broadstone railway line is now largely overgrown and pedestrian access is difficult. It is not a recognised footpath and is potentially an under-utilised resource.

5.1.25 Conclusion

Upton is generally of typical modern suburban character, lacking a clear sense of distinctiveness, high quality townscape or an identifiable heart to the town, although overall it provides a not unpleasant residential environment. It is situated close to Poole Harbour and Upton Heath and is actually a relatively well-contained settlement and discrete feature in the wider landscape.

5.1.26 Opportunities for the town to expand are extremely limited due to its landscape and ecological constraints. However, scope exists to make more efficient use of existing land within the town in certain locations. Development in these areas could provide opportunities to introduce a greater sense of identity and higher quality townscape than currently exists.




Upton Appendix 06.1 Stakeholder Consultation Summary


6.1.1 Stakeholder consultation events were held on 4th December 2007 (for the towns) and 27th February 2008 (for the villages) to present the work being undertaken and set out the approach to the research and analysis for each settlement.


6.1.2 Each presentation was followed by questions and a workshop. The workshops were designed to draw out the opinions of stakeholders about the character of their town or village. Views on potential opportunities for future development were also sought, having regard to planning constraints, such as flooding.

The following questions were asked:

1. How do you perceive different parts of your town? Using the definitions and colours provided, identify areas, assigning them as either:

 strong character, sense of place and distinctive street scene, importance in terms of local identity.

 less distinctive character but makes a definite contribution in terms of local identity and sense of place.

 'anywhere' or commonplace development which contributes relatively little to sense of place or local identity.

2. What features of the townscape do you value most and feel are most distinctive? Identify on the map and/or list as many as you can.

3. What features of the townscape do you least value? Identify on the map and/or list as many as you can.

4. Bearing in mind designations, can you identify sites where there may be opportunities for development or improvement? Identify both greenfield and brownfield sites on the map and/or list as many as you can. If improvements are suggested explain what these consist of.

5. Bearing in mind designations, can you identify parts of the town which would be particularly suited to intensification? Identify brownfield sites on the map/list. How do these correspond to the values assigned in part 1 of the exercise?

6.1.3 The workshop feedback is summarised below:

Townscape Workshop Feedback

Retail

- Lack of investment i.e. footpaths need improvements.
- Localised parking problems – not enough parking for shops on Moorland Way or the Triangle. The health centre/library car park is always full.
- Deliveries cause chaos.
- Traffic congestion – increase in lorry traffic due to change of ferries.
- Locals would like a new parade of independent retailers and facilities, i.e. pub, café, restaurant.
- 29% of Upton are older people who would prefer to be able to walk to shops.
- There is potential for shops where the Working Mens Club is (behind the library).
- Lack of cafes and meeting places.

SWOT

- Strengths - Availability of car parking is not a strength.
- Weaknesses – Lack of cafés.
- Opportunities – Demand for independent retailers, working mens club occupies large, central under-used site.
- Threats – Increasing traffic congestion, Lack of investment.
- Increase in HGVs from new lorry ferry docking in Poole.

Townscape

- There are individual 'nice' houses in Western part between Dorchester Road and Sandy Lane.
- The properties highlighted at the double roundabout are valued facilities but not 'attractive'
- Lacks a distinctive centre.
- Double roundabout area need to become more of a centre for Upton. (highlighted by black ring on map)
- Problem: too few public facilities to support new development.

