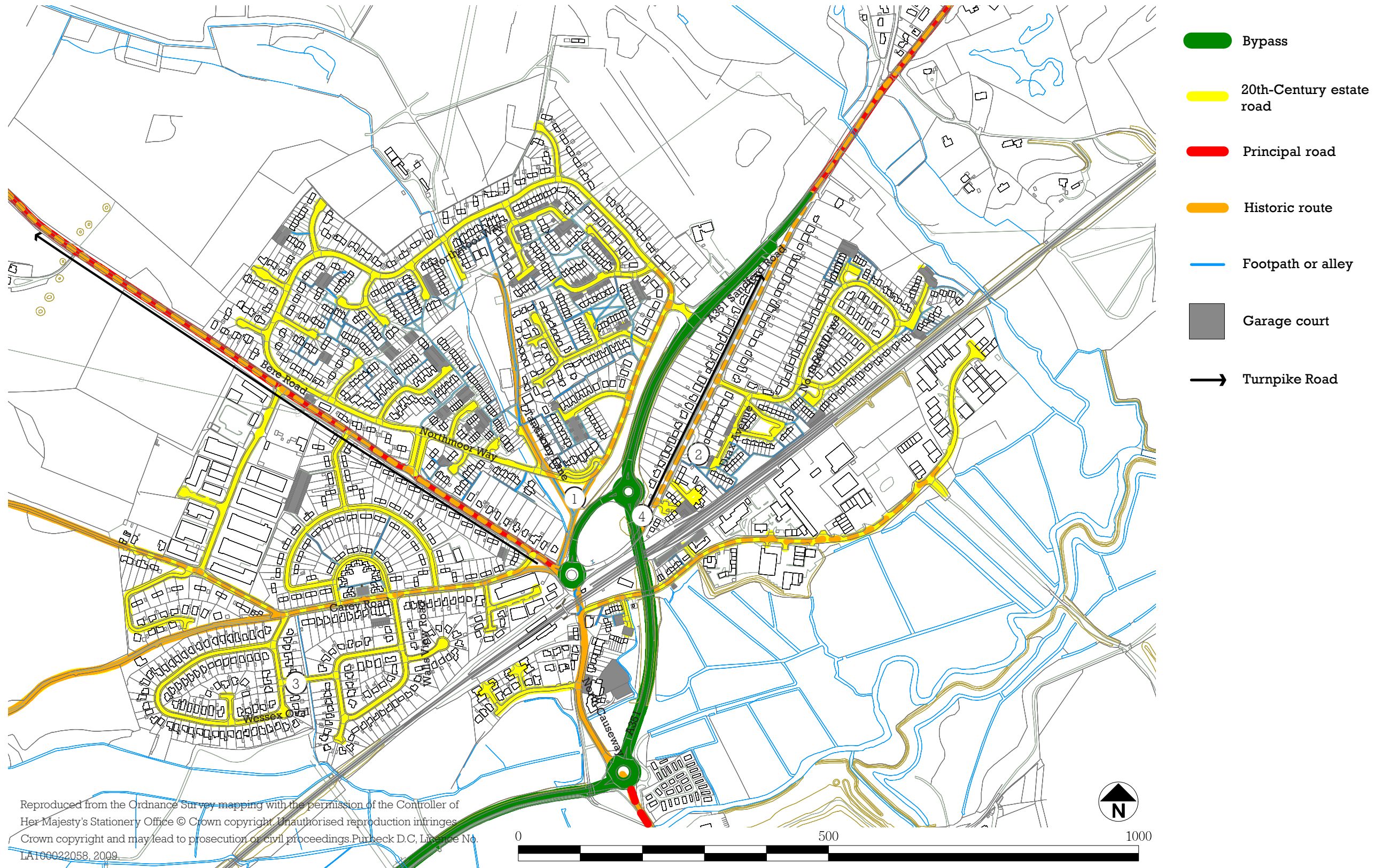




# North Wareham Settlement analysis 03.1 Street pattern



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1. The alignment of the historic tracks remains largely unchanged, although most have been modernised, disguising their origins.



2. Sandford Road was once a historic track and the main route between Wareham and Sandford. Today it is quiet residential street since the construction of the bypass.



3. Most streets are quiet estate roads or cul-de-sacs arranged in a loop, such as Wessex Oval in the southern part of the settlement.



4. The A351 is a wide, busy road which divides the settlement impeding pedestrian movement.

3.1.1 The street pattern of North Wareham and the distinctive 'fan' shape of the settlement has been influenced by the original tracks which historically passed through this area, together with the roads which accompanied later phases of development. Today the older historic roads and tracks remain situated largely along their original alignment, although most have now been upgraded into modern metalled roads.

3.1.2 These more historic routes include Bere Road, Carey Road and Sandford Road, all of which predate the development of the modern settlement. In addition, old routes to Ferncroft Farm (to the west of the settlement) and what is now Sandford Lane are historic farm tracks. The former track to Northmoor Farm (now next to Northmoor Park) has been obscured by the roundabout at the bottom of Bere Road, although remnants of this route remain in evidence. The pedestrian footpath/short cut between the Bere Road roundabout and Northmoor Way together with the alignment of Tantinoby Lane follow the old tracks which once provided access to Northmoor Farm and beyond.

3.1.3 The oldest routes of Bere Road, Carey Road and Sandford Road approach the town from the west, north-west and north-east respectively. Historically they converged around the end of the north causeway which connected to Wareham across the Piddle Valley. This arrangement results in a pattern of main roads radiating out from a central point on the southern edge of the settlement from what is now the Bere Road roundabout.

3.1.4 The 'wedges' of land sandwiched between these radiating roads have gradually become developed over the course of the 20th Century, filling the gaps in between and creating a town which has a distinctive 'fan' shape when seen on the map. These later developments often occurred independently of one another and individual estates tended to be laid out around a long loop road, off which various cul-de-sac spurs radiated. Each estate had only one or two points of vehicular access to a main road.

3.1.5 The estate developments around Northmoor Way and Northport Drive were designed with parking provided around garage/parking courts away from or behind many houses.

3.1.6 Pedestrian footpaths connect houses to the garage courts and between adjoining cul-de-sacs. This has resulted in a network of alleyways and footpath links between streets. However, many of these are narrow and are not overlooked. Consequently, this intricate maze of paths can feel somewhat isolated and difficult to navigate.

3.1.7 The most significant road development in recent times has been the construction of the A351 bypass to relieve traffic congestion at the level crossing, where the main roads to Wareham converged. The bypass introduced a major new road and significant roundabout junctions in several locations. This road has served to redirect traffic out of the settlement, but also forms a major barrier, dividing the settlement either side of the A351. The roundabouts also represent a significant barrier to the movement of pedestrians and cyclists, having been designed principally for the movement of vehicles.

3.1.8 A dedicated footpath and cycleway passes beneath the bypass via an underpass at North Causeway, thus avoiding conflicts between pedestrians, cyclists and traffic, but this is a less welcoming route at night.

#### KEY POINTS

- Main roads were once old tracks which connected Wareham to surrounding areas;
- Most old routes remain largely on their original alignments;
- Most of the settlement is arranged around 'estate' loop roads and cul-de-sacs;
- Later estates contain a significant number of garage courts connected by pedestrian only paths;
- The A351 bypass is a major traffic route which diverts traffic but is a major barrier to pedestrian movement;
- A dedicated footpath/cycle path connects North Wareham to the old town passing beneath the A351.



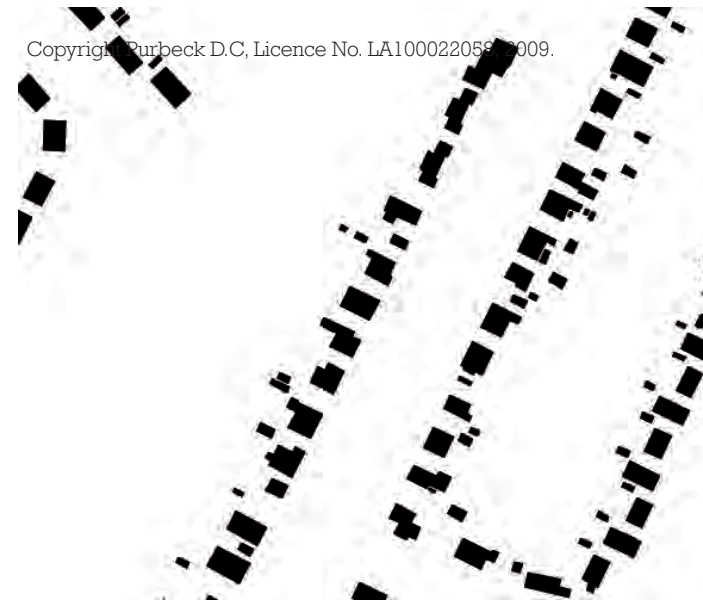


# North Wareham Settlement analysis 03.2 Figure ground

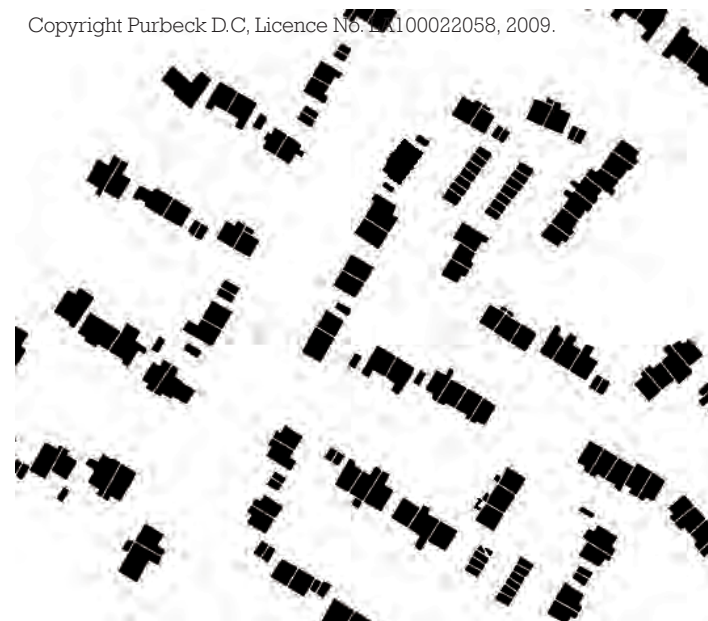




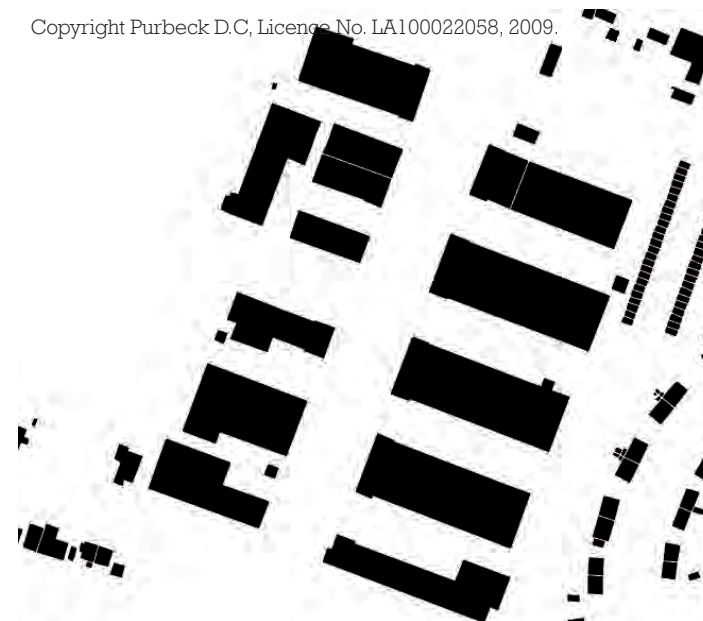
1. The area around the railway station is the only really distinctive townscape in North Wareham.



2. Early ribbon development comprised houses of individual design fronting the main roads and sited on generous plots of land.



3. The residential estates which make up the majority of the settlement are arranged around standardised estate roads and cul-de-sac's.



4. Industrial estates comprise wide roads, large scale buildings and generous parking.

3.2.1 This drawing shows the settlement 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 North Wareham, demonstrating how these elements affect the character of different parts of the settlement.

#### 1. Railway-related development

The development around the railway station is the earliest planned development in North Wareham and is centred to the south of the station and former Railway Hotel. The old road from Wareham becomes wider as it approaches the level crossing, opening up into a funnel shaped space immediately south of the hotel. The space is flanked by some buildings of character which enclose the area and combine to form the only notable 'urban space' of interest in the settlement. The non-standard highway layout of the space is an important factor in the creation of a place which is distinctive from the rest of the settlement.

#### 2. Ribbon development

The first non-railway related development in North Wareham was the ribbon development stretching out along Sandford Road. These properties comprise deep plots occupied by single detached houses of various shapes, reflecting the individuality of these buildings. Each site has a spacious gap between itself and the adjoining property and buildings are set well back from the road frontage. The large garden sizes demonstrate the low density nature of this area.

#### 3. Residential estate

The majority of the settlement comprises mid-late 20th Century housing estates of detached, semi-detached or short terraced houses or bungalows, designed around a standard highway layout with pavements. Gardens are relatively small. Incidental green spaces are present in various locations throughout the development. The wide estate roads and standard architecture create an area of uniform character and relatively spacious streetscape.

#### 4. Industrial estate

Several industrial estates are present and represent a completely different environment to the residential areas. These comprise large rectangular forms of both detached and connected buildings, usually set within a yard or located behind an open forecourt.

Wide roads are required to accommodate large delivery vehicles and significant amounts of space are given over to car parking. These environments have little townscape or architectural quality and are invariably functional and utilitarian in appearance. Nearby trees and vegetation have helped reduce their appearance and presence in the wider landscape.

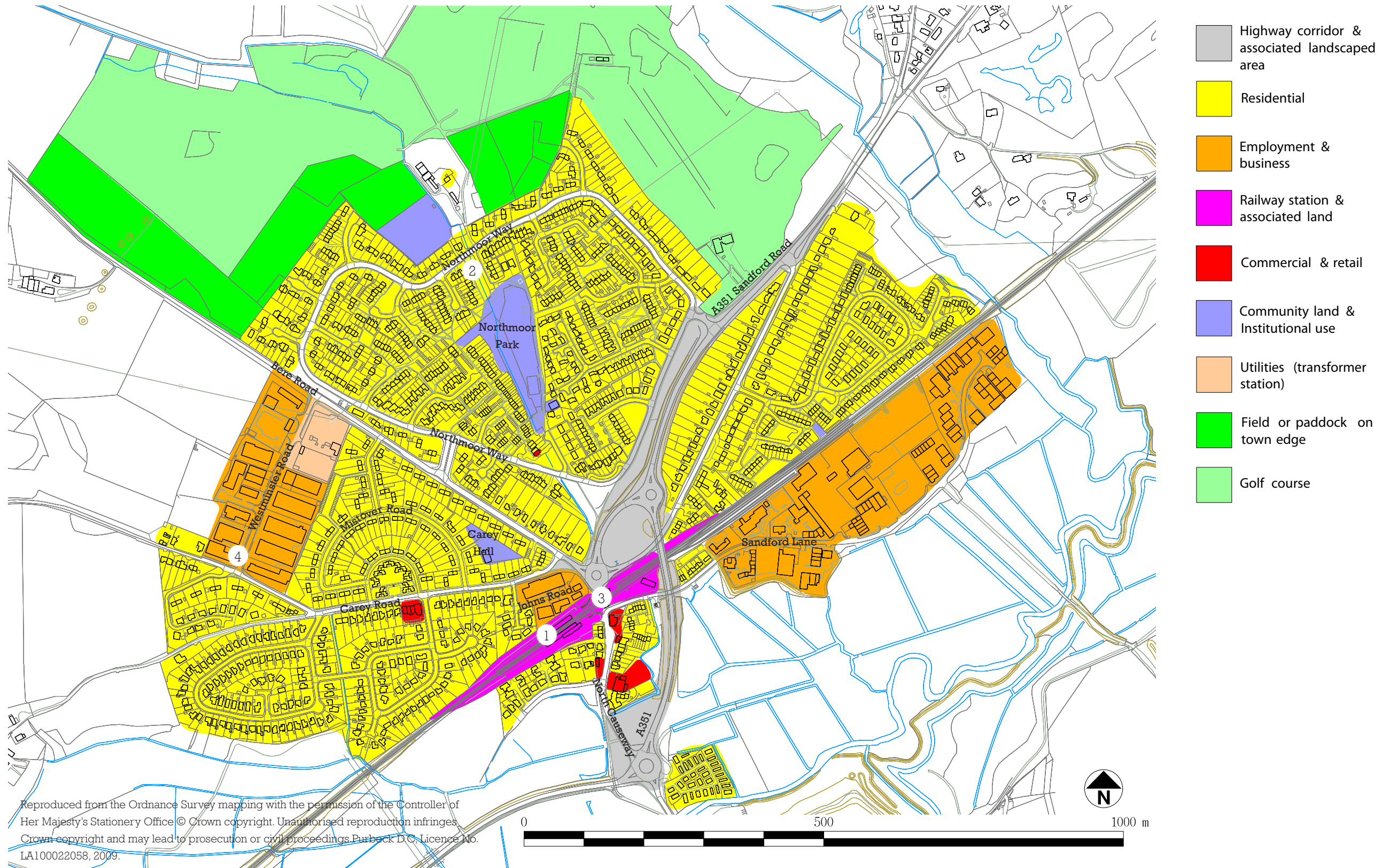
#### KEY POINTS

- A generally low density settlement;
- The area south of the railway encloses North Wareham's only 'urban space';
- Early ribbon development comprised detached houses on large plots;
- Later estates were built to higher densities around 'standardised' highway layouts with garage courts;
- Industrial estates contain large coarse grain buildings with broad access roads.





# North Wareham Settlement analysis 03.3 Land use



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1. The railway is one of the settlement's most important uses and generates both interest and vitality.



2. The majority of North Wareham comprises mid-late 20th Century residential estates of ubiquitous character.



3. The Monsoon restaurant (formerly the Railway Hotel) and a few shops are the only commercial facilities in the settlement.



4. Three industrial estates provide important employment land, but are unsightly areas of townscape.

3.3.1 The majority of North Wareham is made up of residential estate development located between the main roads radiating out from the Bere Road roundabout/station area. These are large, relatively low density areas which date mostly from the mid-late 20th Century. They are largely ubiquitous in character and are typical examples of housing from this period.

3.3.2 Unlike old Wareham, North Wareham contains three areas of employment land, comprising purpose-built industrial estates and these provide an important source of local employment. The two main estates, Westminster Road and Sandford Lane, are located on the edges of the settlement. The smallest of the three estates, Johns Road, is located just north of the station and is close to residential properties. Also, located at Westminster Road are a recycling centre and a large electricity transformer station. The nature and location of these areas is such that they are accessed by car rather than public transport.

3.3.3 The settlement has almost no shops, the main facilities being a small parade of shops situated on Carey Road. This consists of a newsagent, a convenience store and an ironmonger. As these are the only local shops they are well used. In addition, a few specialist retailers can also be found close to the Railway Hotel on Sandford Lane and these add further interest to this area. However, the small size and number of shops, together with their dispersed pattern, means that they are unable to provide anything resembling a focal point or 'heart' to the town.

3.3.4 The proximity of the nearby town centre in old Wareham probably caters for the majority of the population's retail requirements. Consequently, the retail provision for North Wareham is somewhat weak for a settlement of this scale. This lack of a commercial centre or 'heart' for the settlement is a significant weakness in terms of generating vitality, interest and character for the settlement, all of which are lacking. This reduces its primary function to that of an area of car borne suburbia.

3.3.5 Some businesses located on the Sandford Lane Industrial Estate are located within purpose-built office-style buildings which could be more suited to a town centre location rather than an industrial estate.

3.3.6 Probably one of the most important and interesting uses is that of the railway and station. This provides a valuable communications function but is also a source of activity and vitality. The station forecourt are given over to parking and railway sidings. The main focal point is that of the station itself.

3.3.7 Within the remainder of the settlement only a few community facilities are present. These include Northmoor Park, also known as 'Hausen Field', and the allotments off Northmoor Way. A community hall (Carey Hall) is also located behind Mistover Road. All other community and institutional uses are located in old Wareham.

3.3.8 The A351 road is a significant feature of the area and takes up a considerable area of land. In addition to the road itself, its large roundabouts and wide verges combine to make up a wide corridor of land which splits the settlement. Around the northern edges of North Wareham are a number of small paddocks which are used for grazing horses. Beyond these is Wareham Golf Course which wraps around the northern extremities and is a significant feature of the landscape when viewed from the north.

#### KEY POINTS

- The majority of the settlement comprises residential estate development;
- Three industrial estates within the settlement;
- Very limited facilities within the settlement make it reliant on the amenities of the old Wareham;
- The absence of a town centre means the settlement lacks a heart and sense of identity;
- Northmoor Park is the principal community space within the settlement;
- The A351 bypass is a major road corridor through the settlement.