DESIGN & ACCESS STATEMENT

Land off Birchdale Road,
Wimborne Minster

January 2024

NIGHTINGALE LAND

CONTENTS


Town Centre
15 min walk to Town Centre
The Site
Leigh Common
Leigh Road

INTRODUCTION

This Design and Access Statement has been prepared to demonstrate to Dorset Council and other stakeholders, how the site at Birchdale Road, Wimborne Minster could come forward and contribute to the existing local community.


Knobcrook
Colehill
Wimborne
Minster
Leigh
B3073
A31
Oakley

Background

This Design & Access Statement (DAS) has been prepared as part of an Outline Planning Application made by Nightingale Land for residential development of up to **55** new homes on land off Birchdale Road, Wimborne Minster.

The planning application is submitted in outline with all matters reserved except for access. As such, detailed design comprising the final layout of the site, the scale and appearance of the buildings, and surrounding landscaping, will be addressed at the reserved matters stage.

Location

The site is located on the eastern settlement edge of Wimborne Minster, a historic market town located in the county of Dorset. Wimborne Minster is situated to the north of the A31 and is approximately 9.5km north of Poole and c. 11.5km north-west of Bournemouth. Existing residential development surrounds the site to the north, east and west.

The Opportunity

The following pages outline the guiding principles for a high quality development that could bring forward up to **55** new homes - including bungalows and self-build plots - set within an extensive and robust network of multifunctional Green Infrastructure. Nightingale Land are committed to ensuring healthy and sustainable design principles are brought to the fore, with multifunctional blue and green infrastructure at the heart of the scheme, to form a sensitive, green, well-connected settlement edge.

Up to
55
New
Homes
Including Affordable Homes

Retail & Community
Facilities Within
Walking Distance

What can the site deliver?

New recreational routes
for walkers and cyclists

ng and
h space
odiversity
ain

Accessible Public
Open Space, and
Equipped Play Areas

Green
Infrastructure
Approximately
70%
of the site

Purpose of the Design & Access Statement

The purpose of a Design & Access Statement is to explain the design process that has led to the application proposals. The Government's Planning Practice Guidance (2014 states that:

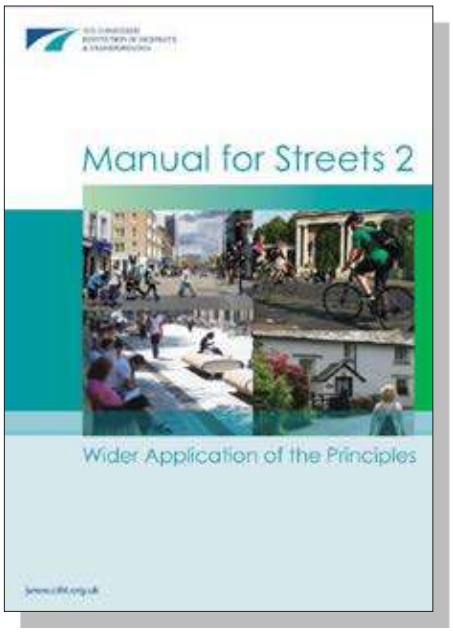
"Design & Access Statements (DAS) set out the narrative for the design approach and design rational for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information"

(Paragraph: 012 Reference ID: 26-012-20191001, Revision date: 01 10 2019)

The DAS follows best practice urban design principles that are aimed at delivering good design. The following are the principal documents that have been embraced:

- National Planning Policy Framework (NPPF), (December 2023), Ministry of Housing Communities and Local Government.
- Planning Practice Guidance (PPG), (2021), Ministry of Housing, Communities and Local Government.
- National Design Guide, (January 2021), Ministry of Housing, Communities and Local Government.
- National Model Design Code (June 2021) Ministry of Housing, Communities and Local Government.
- Manual for Streets (MfS) (2007), Manual for Streets 2 (2010) Communities and Local Government
- Building for a Healthy Life, (BfHL) (2020).

Further to this, a DAS+ approach has been adopted within this document, to provide a further level of detail akin to a Design Code, setting and approving a framework of design parameters that will be taken forward by subsequent Reserved Matters applications.

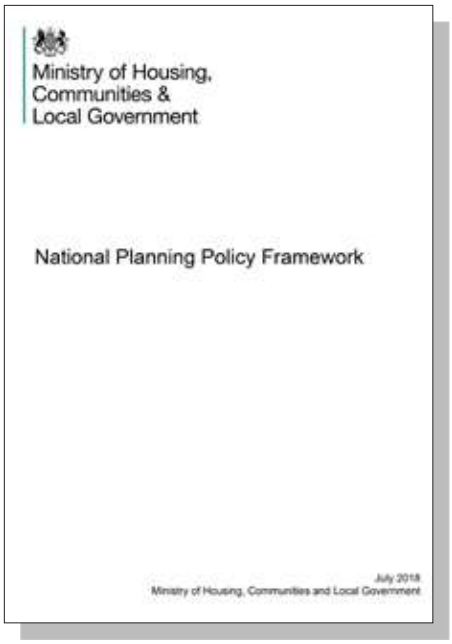


Good & Well-Designed Places

The underlying purpose for design quality and the quality of new development is to create well-designed places that benefit people and communities. The National Planning Policy Framework (NPPF) states:

"Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

(Paragraph: 126)



Building for a Healthy Life

The scheme will be developed to embrace the twelve 'Building for a Healthy Life' criteria, with the latest edition written in partnership with Homes England, NHS England and NHS Improvement. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for a Healthy Life criteria is a useful tool to evaluate the quality of schemes against this vision. In particular it is applied at the detailed design stage. In this context, the application is made in outline with detailed matters of layout, scale and appearance reserved for future determination. The structure of this Design and Access Statement has been organised in line with the twelve criteria and contains the information required for the evaluation.

National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It notes that:

"A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

- *The layout (or masterplan)*
- *The form and scale of buildings*
- *Their appearance*
- *Landscape*
- *Materials; and*
- *Detailing"*

MAKING THE MOST OF WHAT'S THERE

An understanding of the site's context, though baseline studies, helps to influence the location, siting and design of the development. The process identifies opportunities for the design as well as constraints upon it, and helps to positively integrate the development into its surroundings.

Planning Context

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

"Where in making any determination under the planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise".

The Development Plan

Created in April 2019, Dorset Council was formed when the county moved from a two-tier county council and district council system to a one-tier system, with the county divided into two districts administered by two independent unitary authorities (Dorset district and Bournemouth, Christchurch and Poole district). For planning purposes, following the formation of the Unitary Authority, the adopted Local Plans in the predecessor district Councils remain the applicable Development Plan, until such time that a new Local Plan is adopted. For the subject site, in this instance the Development Plan Documents relating to the site are as follows:

- The Christchurch and East Dorset Local Plan Part 1 – Core Strategy. (Adopted April 2014). Hereafter referred to as the 'CS'.
- The Bournemouth, Christchurch, Poole and Dorset Waste Plan (Adopted December 2019).
- The Bournemouth, Dorset and Poole Minerals Strategy (Adopted May 2014).

The Christchurch & East Dorset Local Plan Part 1 - Core Strategy (CS)

The CS was adopted in April 2014 and sets out the broad development strategy for the Council until 2028 and contains the main vision, objectives and planning policies to make the strategy happen. The CS is part 1 of the Christchurch and East Dorset Local Plan and set targets for the provision of new housing and employment for a period up to 2028, as well as setting out general policies in relation to provision of facilities, transport, and protection of natural and historic features.

The following policies of the CS are relevant to the proposals:

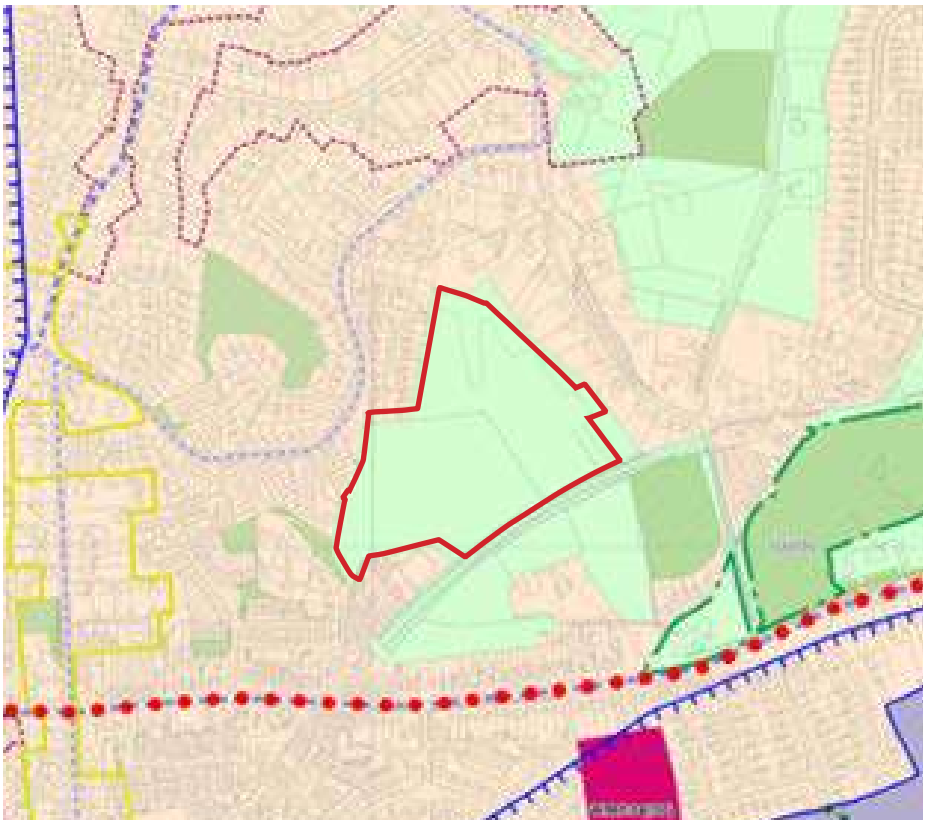
- Policy KS1: Presumption in Favour of Sustainable Development.
- Policy KS2: Settlement Hierarchy. Wimborne is a Main Settlement.
- Policy KS2: Green Belt.
- Policy KS4: Housing Provision in Christchurch and East Dorset.
- Policy KS9: Transport Strategy and Prime Transport Corridors.
- Policy KS11: Transport and Development.
- Policy KAS12: Parking Provision.
- Policy ME1: Safeguarding Biodiversity and Geodiversity.
- Policy ME2: Protection of the Dorset Heathlands.
- Policy ME3: Sustainable Development Standards for New Development.
- Policy ME4: Renewable Energy Provision for Residential and Non-residential Developments.
- Policy ME6: Flood Management, Mitigation and Defence.
- Policy HE1: Valuing and Conserving our Historic Environment.
- Policy HE2: Design of New Development.
- Policy HE3: Landscape Quality.
- Policy HE4: Open Space Provision.
- Policy LN1: The Size and Type of New Dwellings.
- Policy LN2: Design, Layout and Density of New Housing Development.
- Policy LN3: Provision of Affordable Housing.

The Dorset Local Plan – Emerging Local Plan

The Council is currently preparing a new Local Plan, with the latest consultation being carried out between January and March 2021 – the Options Consultation. The Options Consultation contained proposals for which land might be allocated for certain uses, such as housing, and was supported by a large Evidence Base of technical information which supported the Council's proposed Local Plan strategy for the period 2021 to 2038. The application site is included in the Options Consultation document as land which should be released from the Green Belt and it is one of the Council's Preferred Sites for housing. The site has been given the Reference **WMC6: Land at Leigh Farm** and is proposed for residential development to deliver around 65 no. new homes. Further detail on this is contained in the Planning Statement.

The Planning Statement addresses the assessment of the proposals against the relevant development plan policies. The Planning Statement also includes details on national planning policy and other relevant local and national documents and guidance which form the Other Material Considerations in the planning application submission.

Extract From Dorset Council Adopted Proposals Map With Approximate Boundaries Of The Subject Site Outlined In Red.



Urban Context

Settlement Character

The majority of the settlement in close proximity to the site was established in the mid to late 20th century. There is a mix of built-form and styles evident throughout Wimborne Minster, although the predominant building material is a buff or red brick with concrete roof tiles. There are fewer examples of render to the west on Wesley Road although the majority of properties on Beaucroft Lane are rendered. Detailing on buildings within the vicinity of the site is sparse, although tile hanging and weatherboarding can be found on some older dwellings. Chimneys are a fairly common feature within the roof scape and solar panels. Buildings are generally 2 storeys in heigh although bungalows are scattered throughout the area and split-level buildings due to the sloping landform.

Facilities

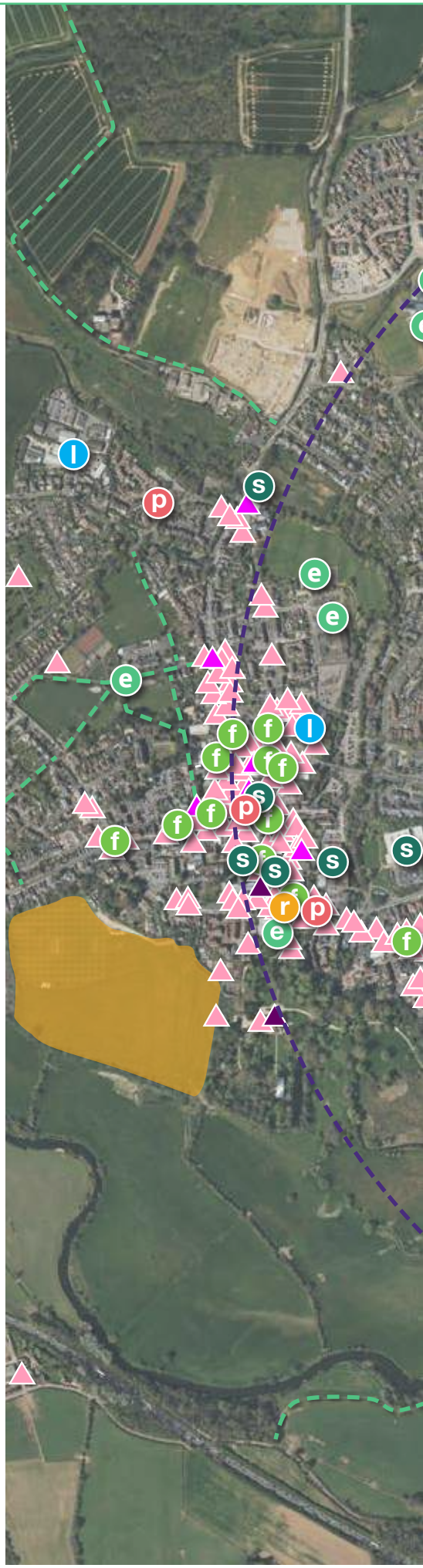
The site is sustainably located with easy access to local facilities, public transport links, employment areas, a primary school and the Public Right of Way Network. There are frequent bus services to Poole and Bournemouth, with the nearest bus stop located c. 175m to the south of the site on Leigh Road. The closest school is St John's Church of England Junior School on Leigh Lane, approximately 0.4km south-west of the site. A nursery is located to the south-east of the site on Leigh Road which also has a petrol station, churches, restaurants, a hotel and a number of convenience stores. Wimborne Rugby Football Club is situated to the south of Leigh Road, c. 0.4km from the site and the nearest allotments are located 0.6km to the south-west of the site.

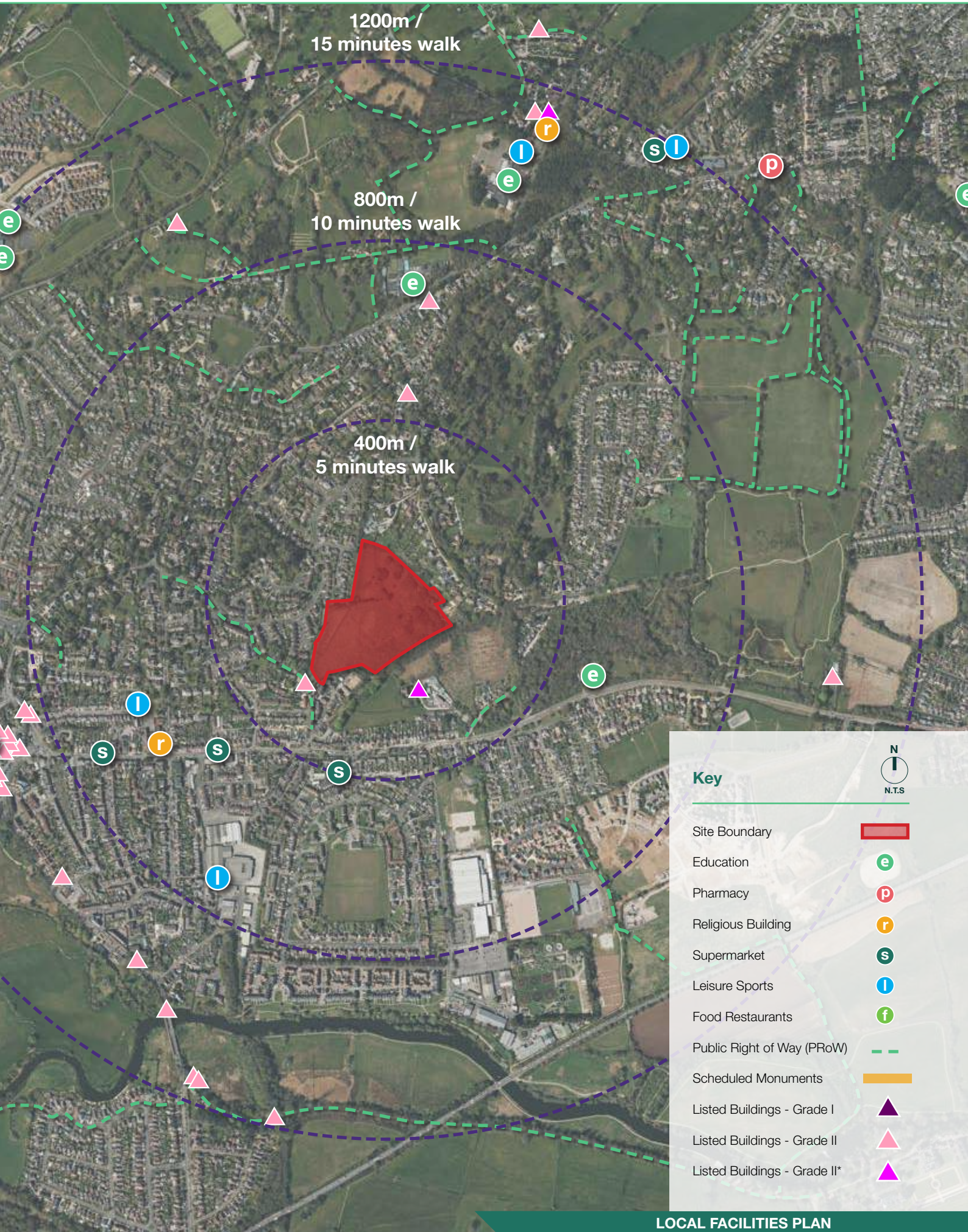
Movement

The site's location will enable walking and cycling trips to various local amenities and facilities, all within reasonable reach and connected by a suitably safe and amenable routes. Supporting transport consultants have undertaken an appraisal of walking distances and routes from the site into Wimborne Minster. The study has determined that the town centre is located within the Preferred Maximum walking distance of 1,200m, via Greenclose Lane, which includes numerous facilities, workplaces and amenities. Walking around the town is facilitated via lit footways throughout and is a sustainable and realistic mode of travel for potential new residents into town. The appraisal also highlights that the whole of Wimborne Minster is located within 5km which is defined as a *'distance that can be cycled comfortably by a reasonably fit person.'*

Access

Vehicle access to the site is proposed from Birchdale Road to the west. The site is adjacent to a Public Right of Way (PRoW) along the western boundary. Potential pedestrian connections will be explored into Hornbeam Way to the north, Greenclose Lane to the south-west and the dismantled railway line to the south.





LOCAL FACILITIES PLAN

Environmental Context

Topography

The topography of the site`s context is heavily influenced by valleys of the River Allen and the River Stour which pass by to the south and through the western extent of Wimborne Minster. Along these watercourses the landform drops down to between 0m and +10m Above Ordnance Datum (AOD). A long ridge of higher landform stretches from east to west along the northern edge of Colehill and Wimborne Minster at around +50 to +70m AOD. The topography slopes sharply initially and then more gradually southwards towards the River Stour, before rising up again slowly towards Oakley at c. +40m AOD.

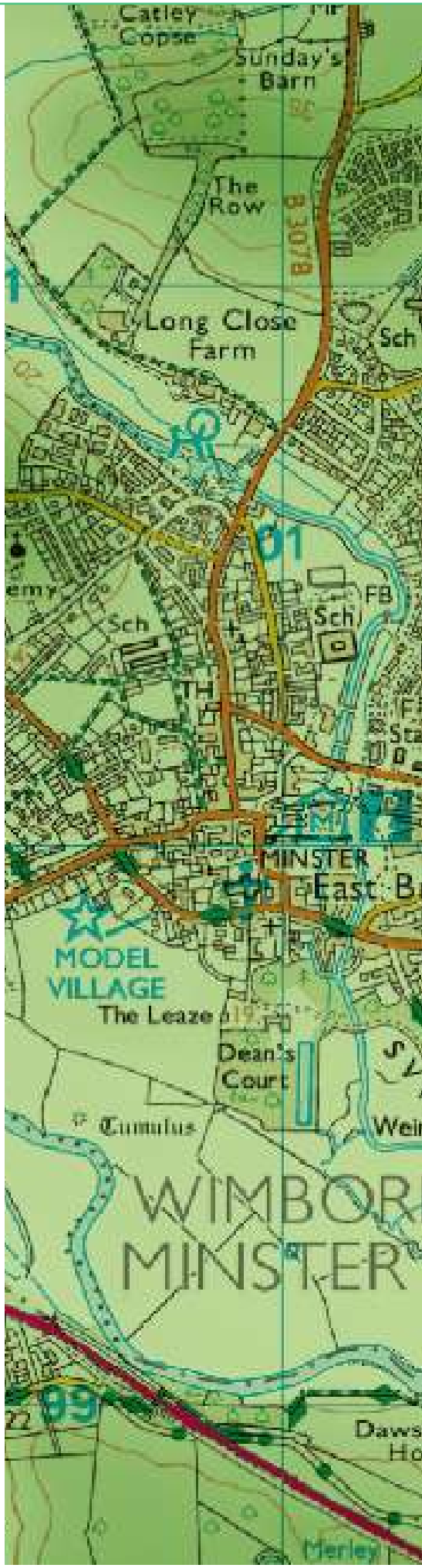
Landscape Character

At a national scale, the site is located within NCA 135 'Dorset Heaths', although due to the small scale of the site and the large scale of the NCA, the site and immediate context do not represent any of the key characteristics of the area. It is noted that the rare and highly protected heathland is present in the wider area around Wimborne Minster but not within the site boundary. Although located on the settlement edge, the site is located within an urban area and therefore does not fall into a Landscape Character Type / Area with any description or management guidance at either district or county level. The site is not representative of any of the adjacent character areas due to distance and the built context within which it is located.

Designations

The site is not subject to any landscape designation for landscape quality such as National Parks or AONB's. Cranborne Chase & West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) lies approximately 1.6km to the north-west of the site, beyond the built settlement of Wimborne Minster.

Along the south-western boundary of the site and to the south of the dismantled railway line are a Grade II* and a Grade II listed building. East of the site is Leigh Common which is a Local Nature Reserve. North of Wimborne Minster is a Conservation Area which also includes a number of Listed Buildings. The majority of designations in the area are located to the west of Wimborne Minster, where another Conservation Area with Listed Buildings is situated along with medieval site referenced 'The Leaze' which is a Scheduled Monument. A pocket of Ancient Woodland is located to the north-west of the site at Catley Copse and to the east around Colehill. South and south-west of Wimborne Minster are several other Conservation Areas and a Roman Camp which is located within Wimborne Minster Country Park.



ENVIRONMENTAL CONTEXT PLAN

Surrounding Views Towards the Site

The visual envelope of the proposed development is reasonably contained with visibility restricted to the south-east by a mature tree line, to the west and east by existing settlement and to the north by vegetation. These intervening elements limit the visual envelope to properties and roads that directly surround the site.

A representative selection of photos are provided opposite, with their respective photo viewpoint locations are shown on the previous page.

Green Belt Assessment

The site falls within an area of Green Belt identified as **W134** in the *Strategic Green Belt Assessment Stage 1 Study* (LUC, 2020) which also includes the field parcel to the south-east. Weighed against Purpose 1 and 2 contributions, the site is categorised as 'Weak / No'. For Purpose 3, the site is categorised as 'Moderate' and for Purpose 4 'Relatively Weak'. The Stage 2 assessment addressed the potential harm to the NPPF Green Belt purposes. The study shows that the parcel has the lowest rating of all parcels considered in Wimborne Minster.

VIEWPOINT 1 - VIEW EAST FROM BIRCHDALE ROAD.

VIEWPOINT 2 - VIEW EAST FROM WESLEY ROAD.

VIEWPOINT 3 - VIEW NORTH FROM GREENCLOSE LANE.

The Site

Ecology

Large areas of habitat within the site boundary include acid grassland, rush pasture and areas of mixed scrub. Areas of bracken are located within the northern field compartment. Hedgerows, willow scrub and lines of mature native trees form the site boundaries.

Arboriculture

A total of 6 individual trees and 12 groups of trees were surveyed as part of the arboricultural assessment. The survey was conducted in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'. Tree cover was largely restricted to the field parcel perimeters and was formed from a mix of predominantly native trees. A range of tree stock was identified across categories A to C within BS5837 parameters with 4 groups noted as category A. The higher value and more mature specimens were largely located along the southern boundary. To the north of these tree groups were self-set specimens and sprawling tree groups which were utilising the unmanaged nature of the site, particularly to the east.

Landform

The topography of the site slopes from north to south, with a high point of c. +43m AOD in the north-western corner to a low point of +20m AOD along the southern boundary. The northern portion of the site slopes more gradually, before reaching the existing internal tree line. At this point the land drops more sharply down towards the dismantled railway line. The gradient of this fall is c. 1:8. There are however minor variations across the site. Along the eastern edge of the site is a wet ditch which accommodates some of the surface water run-off.

Flood Risk & Drainage

The proposed development area of the site lies in an area designated by the EA as Flood Zone 1, and is outlined to have a chance of flooding of less than 1 in 1,000 (<0.1%) in any year from fluvial sources and a very low or low risk from all other sources.

The proposed surface water drainage for the site include a combination of permeable paving, open swales and attenuation basin. The proposed SuDS features are designed to provide the required storage volume to retain the 1 in 100 plus 45% climate change event. The SuDS measures are outlined in the Indicative Surface Water Strategy.

Views

The sloping landform and areas of higher elevation within the site provides an opportunity to maximise long-range views out. This could be achieved through careful siting of public open space and placing development on lower contours.

EXISTING SITE PLAN

N

N.T.S

Key

Site Boundary		Existing Highways	
Contours (m AOD)			
Tree Survey			
Consider View In			

DESIGN FRAMEWORK

The following framework of design parameters will be taken forward by subsequent Reserved Matters applications.

Constraints & Opportunities Summary

The assessment of the site and context has identified a number of constraints and opportunities associated with the proposed development.

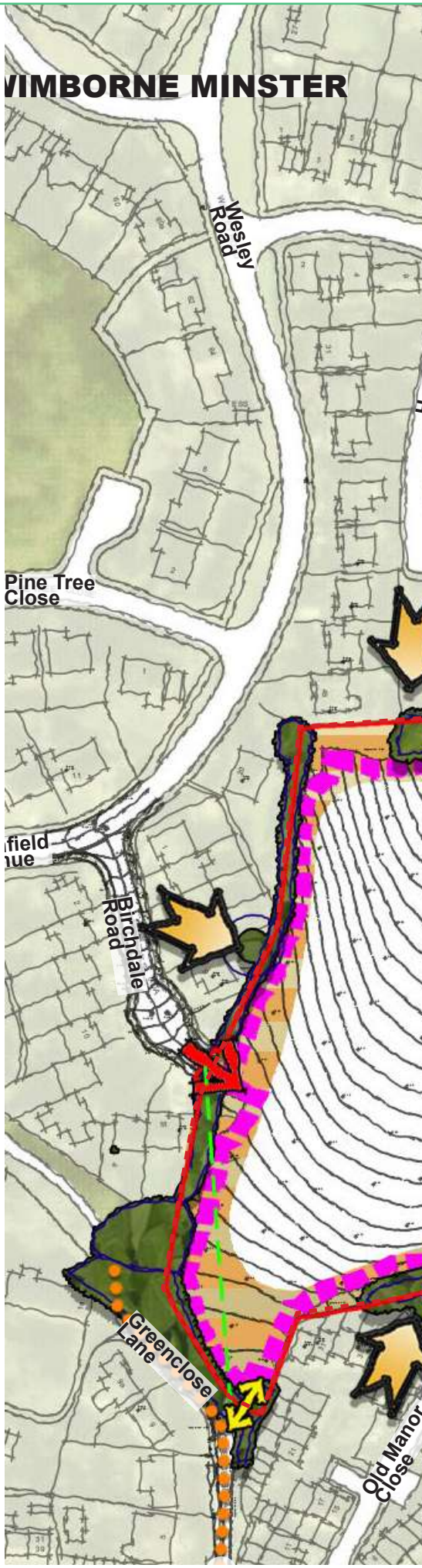
As discussed in the Planning Context section (page 12), the draft site allocation recommended that development should be sited below the +35m contour which is highlighted on the adjacent plan. Existing vegetation should be retained and buffered, whilst the northern part of the site is more suitable for habitat enhancement. Parts of the grassland within the site are of high ecological value and should be retained within the development proposals.

Residents of properties that surround the site may experience views of the proposed development and should be considered through the design process.

Vehicular access is proposed off Birchdale Road whilst pedestrian connections will be explored onto Hornbeam Way and Greenclose Lane.

The sloping topography presents both a challenge and opportunity, with the potential to maximise long-range views out to be explored further.

The above constraints and opportunities have highlighted an area of land that would be potentially suitable for development.



- Site Boundary
- Indicative Extents of Existing Vegetation
- Public Right of Way (with reference)
- Potential Vehicular Access Point
- Potential Pedestrian Connections
- Higher Land / Habitat Enhancement Opportunities
- Area of Land Potentially Suitable for Development (1.72 ha = 60 dwellings @ 35 DPH)
- Extent of Flood Zone 2 (taken from Environment Agency Mapping)
- 5m Ecology Buffer from Existing Hedgerows
- Potential Wetland Corridor (to include SuDS in the form of attenuation basins, ponds, swales and wet meadow)
- Consider Close Range Views
- +35m Contour (development to keep below the 35m contour in accordance with WMC6 from the Local Plan)
- Area of Greater Ecological Value (subject to further surveys)
- Existing Surface Water Sewer

CONSTRAINTS & OPPORTUNITIES PLAN

Development Framework Plan

The development provides land for up to 55 houses including bungalows and self-build plots, with associated streets, private gardens and parking space. Housing will be set within an attractive network of connected streets and surrounding greenspace. Character streets will create variety and a sense of identity within the layout.

The housing mix will be determined at the detailed reserved matters stage, but it is expected to include a broad range of house types as found within the local townscape that will allow for modern living and for a wide demographic. The development will also include the provision of affordable housing.

Generally, lower densities will occur along the western and southern boundaries. Higher densities will be primarily located along the main vehicular route and adjacent to the existing settlement edge.

	Site Boundary	5.47 ha
	Existing Trees & Hedgerows [see Tree Sruvery Plan for details]	
	Public Right of Way (with reference)	
	Potential Vehicular Access Point	
	Potential Pedestrian Connection	
	Recreational Footpath	
	Developable Area [44 dwellings @ 35 DPH]	1.3 ha
	Potential Single Storey Dwellings [c. 8 dwellings @ 35 DPH]	0.26 ha
	Potential Self-Build Plots [c. 3 dwellings @ 35 DPH]	0.08 ha
	Indicative Street Trees	
	Drainage Basin & Conveyance Swale	
	Potential Tree and Hedgerow Planting	
	Potential Native Scrub Planting	
	Retained & Enhanced Acid / Neutral Grassland / Rush Pasture	
	Potential Equipped Play Areas [LAP / LEAP with FIT offsets]	
	Existing Surface Water Sewer	

DEVELOPMENT FRAMEWORK PLAN

Landscape Framework Plan

One of the key elements of the design vision is to create an attractive, multi-functional landscape setting for the development on the edge of Wimborne Minster. The Green Infrastructure (GI) would deliver functional well-designed spaces that will enhance biodiversity and landscape character as well as providing play and recreation opportunities.

All of the landscape areas and public open space features will be managed and maintained. This would be achieved through the implementation of a comprehensive Landscape & Ecological Management Plan (LEMP), to ensure the successful establishment and continued thriving of the landscape proposals.

LANDSCAPE FRAMEWORK PLAN

Illustrative Masterplan

The following Illustrative Masterplan brings together the principles set out in the Framework Plans.

- Site Boundary
- Proposed Residential Development [44 dwellings @ 35 DPH]
- Single Storey Dwellings [8 dwellings @ 35 DPH]
- Self-Build Plots [3 dwellings @ 35 DPH]
- Main Roads
- Private Drives
- Shared Surface
- Proposed Vehicular Access Point
- Proposed Pedestrian Connections
- Proposed Recreational Footpaths
- Indicative Street Trees
- Potential SuDS Feature [subject to input from drainage engineer]
- Existing Trees & Hedgerows [see Tree Survey Plan for details]
- Proposed Tree Planting
- Retained & Enhanced Acid / Neutral Grassland / Pasture
- Potential Equipped Play Areas [LAP / LEAP with FIT offsets]

ILLUSTRATIVE MASTERPLAN

DESIGN PRINCIPLES

A series of technical and environmental studies have been completed and these accompany the planning application. These address, amongst other things, ecology, arboriculture, traffic, drainage, and heritage. The following design responses, or principles, come from an evaluation and analysis of these baseline studies, ensuring that the development responds to features within the site, as well as its context. It also enables the development to address any specific constraints as well as maximising opportunities.

Green & Blue Infrastructure (GI)

A 'ground-up' approach is adopted, where existing features of note are retained as a basis for a landscape framework into which built development will be sensitively integrated.

The development's Green Infrastructure is based upon delivering high quality green spaces that are multi-functional in their design and management. This provides space for healthy and happy lifestyles, including space for recreation and play, helps to support and improve biodiversity, encourages health and well-being, and help to address climate change. The detailed design of the Green Infrastructure, to include the selection of species - which would be chosen to maximise biodiversity and to reflect those that are common to the local landscape - would be developed through the detailed stages of the application with the LPA.

Natural features enhance the quality of the place and are integral component of well-designed development. The development will retain and incorporate the existing landscape framework into the proposals. New habitat types will be created throughout the scheme, such as wetlands for phosphate mitigation, ephemeral SUDS attenuation, meadows, native tree planting towards the peripherals of the site and native species rich hedgerow planting. New connections will be made across the Green Infrastructure network through linear forms of planting such as hedgerows and lines of trees. These green connections will enhance the connectivity and transport routes of local wildlife.

The multifunctional Green Infrastructure principles are set out on the following pages.

Retain & Connect Existing Vegetation

Retain Existing Vegetation

As part of the 'ground-up' approach to the site design, the existing trees and hedgerows will be retained and protected, where possible within the design. The majority of the mature existing trees on site are located along the eastern boundary, and their root protection areas have been carefully mapped and will be protected.

Boundary Vegetation

Existing vegetation along the site boundaries are to be retained and protected, except where required for access and movement. Removals for access should be limited to the minimum necessary. To reconnect habitat over time, larger stature trees are to be planted to either site of breaks in vegetation. A minimum 5m buffer / offset between the boundary vegetation and new development is proposed to ensure maintenance and longevity is maintained.

Habitats within the Site

Areas of greater ecological value have been identified within the site. This includes good quality grassland. These areas have been incorporated into the masterplan from an early stage and retained where possible. The site also incorporates existing trees within scheme and form features within the proposals.

The northern part of the site represents opportunities for ecological enhancement to replace areas lost through the development. Further areas of native species scrub and trees are proposed to link existing features of note to enhance ecological connectivity.

EXISTING VEGETATION PLAN

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N.T.S

Key

Site Boundary

Existing Vegetation

Pedestrian Access Point

Green Infrastructure & Topography

Topography

The sloping landform of the site is a key characteristic that informs the masterplan proposals. In line with the draft site allocation, finished floor levels of the development will not exceed 35m Above Ordnance Datum (m AOD).

Public Open Space

The largest area of multi-functional Green Infrastructure is strategically located in the northern portion of the site on the higher ground to reduce visual impact from surrounding receptors. The grassland habitat is also considered valuable from an ecological perspective, therefore this has informed the proposals and ensured that the majority of the site is kept free from development and incorporated into a comprehensive management regime.

SuDS

Surface water runoff will be managed using Sustainable Drainage Systems (SuDS). Whilst full details of these arrangements will not be available at this outline stage, various SuDS will be provided across the site to attenuate surface water runoff on-site, before discharging flows at a restricted pre-development rate. This could include attenuation basins and swales, which will be designed in a way to maximise their wider benefits in terms of biodiversity, recreation and aesthetic value.

SuDS attenuation features are located on the lowest part of the site and are proposed to form a potential wetland corridor along the southern boundary. An appropriate landscape riparian landscape treatment will be provided to ensure the features assimilate into the landscape.

Views In & Out

The site has a relatively limited visual envelope, confined largely to close range views from adjacent properties.

The rising topography represents an opportunity to incorporate framed views out of the site and maximise the site's sense of place. Within the northern part of the site, an incidental open space is proposed to sit, meet and enjoy the surrounding area, with development blocks framing views through the street layout.

Play

A Locally Equipped Area of Plan (LEAP) is incorporated into the area of incidental open space in the northern POS, together with an area of seating to enjoy the views out. It is strategically located at the end of a street for ease of access, but also to form a landmark / waypoint at the end of a vista through the development.

A Local Area of Play (LAP) is provided in the heart of the development, close the site entrance. In accordance with the Fields in Trust guidance, suitable buffers are provided to nearest habitable room, and are in line with appropriate walking distances to the residents.

Connectivity

A recreational route is proposed to circle around the northern, eastern and southern part of the site. This provides opportunities for leisure, play and recreation, including dog walking and running. It also provides residents with easy, efficient, and attractive routes to the adjacent PROW and open space networks, enabling users to head on to nearby destinations.

GREEN INFRASTRUCTURE PLAN

N

N.T.S

Key

Site Boundary		SuDS		+35m Contour	
Existing Vegetation		Pedestrian Routes			
Public Green Infrastructure		Pedestrian Access Point			
Play Areas		Views Out			

Movement & Connectivity

A framework of streets and routes is the underlying element of placemaking and the creation of attractive places.

The following main principles are based on the Design Vision and also best practice approaches.

Pedestrian Access & Movement

Access

Pedestrian access is provided from the northern, western, and southern site boundaries allowing filtered permeability into the surrounding streets and PROW. There is potential for the access to be provided onto the dismantled railway line along the southern boundary, subject to the necessary permissions.

Movement

The key principle is to encourage filtered permeability throughout the site, ideally within an offset grid so all dwellings are connected. These are provided in an west-east direction, to encourage movement towards destinations in the direction of town centre. North-south and east-west movement routes are provided to link to the arterial route of the B3073 Leigh Road to the south, together with its amenities.

Further mown grass routes are proposed to extend into the public open and provide further walking loops that to allow for leisure, play and recreation, including dog walking and running.

Bus Stops

A key part of the development's movement strategy is the public bus route along B3073 Leigh Road. Bus stops are located within 210m of the site and will ensure that residents are within walking distance of a bus stop. The route extends toward Wimborne Minster town centre and beyond.

N

N.T.S

Key

Site Boundary

Pedestrian Access Point

Pedestrian Routes

Cycle Access & Movement

Access

On street access is provided through Birchdale Road. Due to the level differences to the access points to the north and south of the site, it is not proposed that dedicated off-road cycle routes are proposed through the Green Infrastructure.

Movement

On street cycling will be encouraged through the development due to the designed low vehicle speeds. The site is well located to connect to key local amenities and facilities by bicycle with all areas of Wimborne Minster being within a 15 minute cycle ride from Birchdale Road.

Cycle parking provision will be provided to ensure that all residents will have appropriate and secured storage facilities to accommodate cycles within the curtilage of their property. The cycle parking facilities will be provided in accordance with the relevant standards at the time of the Reserved Matters application for the detailed layout of the site.

CYCLE MOVEMENT PLAN

N

N.T.S

Key

Site Boundary

Cycle Access Point

Cycle Routes

Vehicular Access & Movement

Access

Vehicular access is provided from Birchdale Road along the western boundary of the site.

Movement

The vehicular routes through the development will serve all dwellings through a mix of street types.

Reducing Vehicle Speeds

One key principle is to reduce vehicle speed within the development by using established urban design methods to achieve this. Such measures include:

- Locating buildings so that they are close to the street edge.
- The use of some tight junctions and corner radiuses.
- The introduction of feature spaces.
- Changes in carriageway and footway surfaces.
- The narrowing of the carriageway or the street to create 'pinch points'.
- The removal of traditional kerbs and the use of shared surfaces for 'Green Lanes'.
- Restricting forward visibility by the arrangement of the building line and street pattern.
- The use of well placed street trees or street trees or street furniture.

VEHICULAR ACCESS PLAN

N

N.T.S

Key

Site Boundary

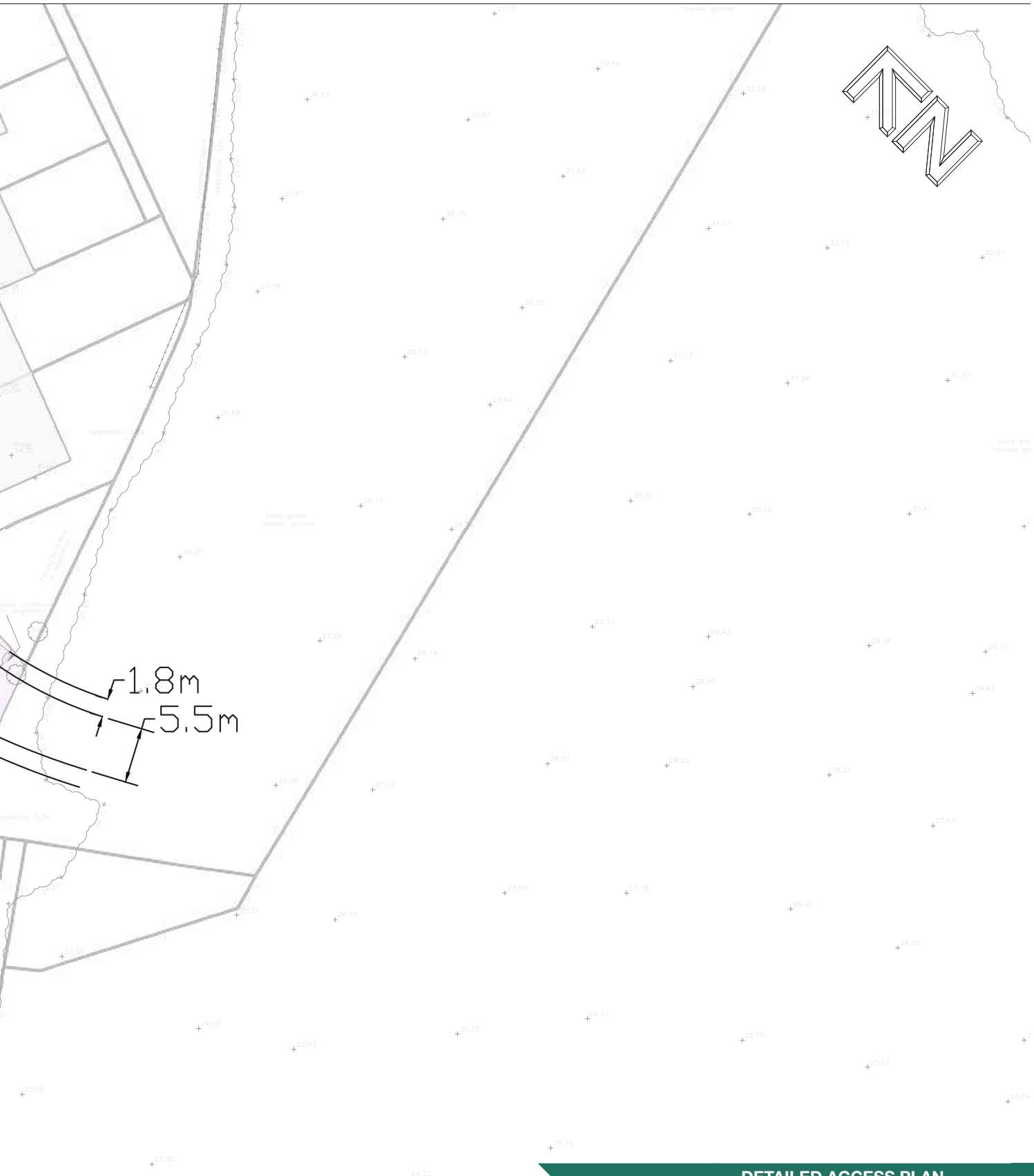
Vehicular Access Point

Vehicle Streets

Extract from **P23073-001**

KEY

HIGHWAY BOUNDARY


1.8m
5.5m

Street Hierarchy

Traditional places are organised on distinctive street types and, in general, a hierarchy of higher order streets such as a High Street and lower order streets such as Lanes or Mews. This occurs within Wimborne Minster and surrounding settlements. Higher and lower order streets should be used for the development.

To maintain good legibility of the site, appropriate to the scale of the proposed development, a simple street hierarchy is to be used. For a development of this scale, the principle of three or four 'character streets' is proposed, with each having variations in width, building form, densities and landscape treatment that will form a legible gradient from the urban core to edge of POS. During the detailed design stage these could be refined further with additional street types, following the principles set out within the DAS. The street sections shown define the principles of the street hierarchy.

Healthy Streets

Calming and slowing traffic is an important part of delivering streets for people, and encouraging walking and cycling. The principle is that vehicle speed should be calmed by design to achieve a 20mph design speed. Care will be needed to ensure that some methods, such as 'shared streets', are used in appropriate locations, and that they are inclusive in their design, with a particular focus on materials and demarcation. The layout of streets would provide a safe and well overlooked network of public spaces as set out by best practice.

STREET HIERARCHY PLAN

N

N.T.S

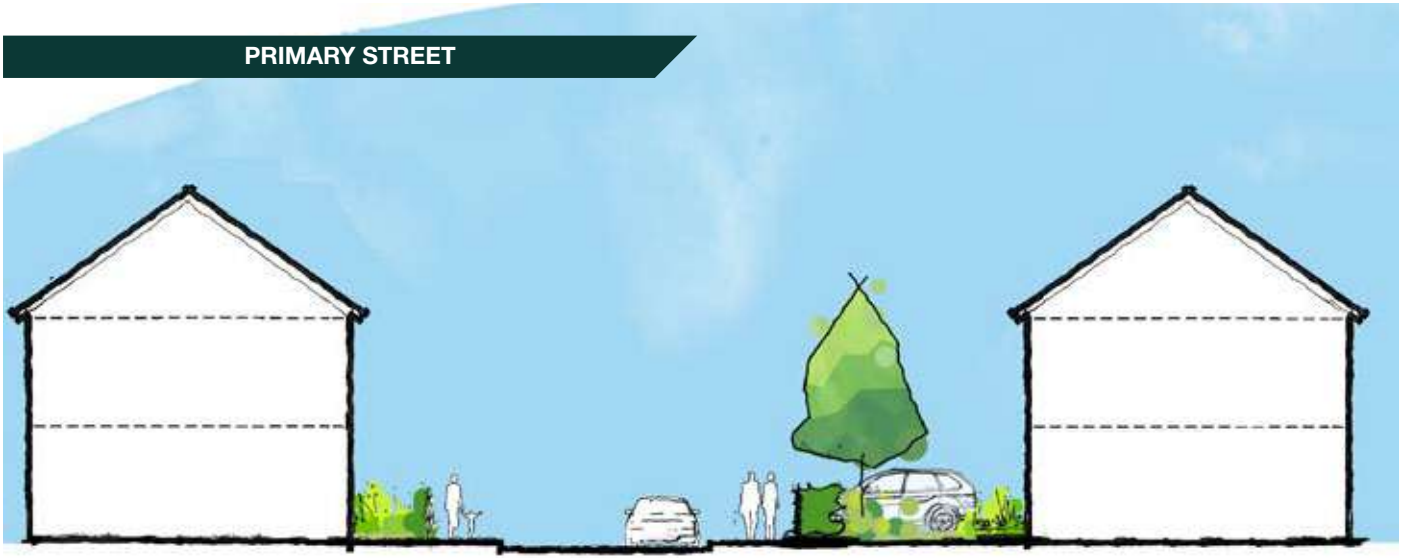
Key

Site Boundary		Leisure Routes	
Primary Street			
Secondary Street			
Green Lane / Private Drive			

The following indicative street sections provide further detail on the principles of the street hierarchy.

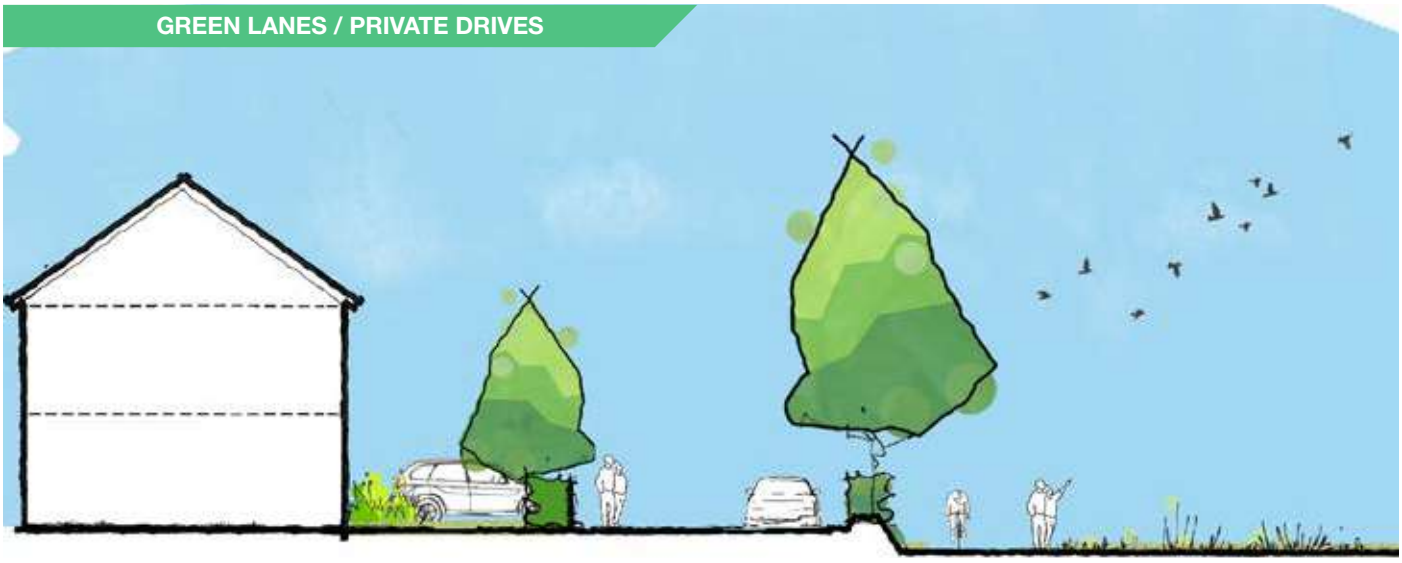
STREET HIERARCHY KEY PLAN

PRIMARY STREET



SECONDARY STREET

GREEN LANES / PRIVATE DRIVES



Built Form

Set within a robust landscape framework of existing vegetation and new planting, the built form should be assimilated into the landscape with locally distinctive new homes that respond to the site and its context.

Use, Scale & Density

Use & Amount

The site is proposed for residential use and associated green, blue and grey infrastructure. The total housing area of 1.64ha provides land for up to 55 homes. This is broken down into 52 dwellings and 3 potential self-build plots. The housing area includes associated streets, public realm, private gardens, and parking space.

The development will provide a choice of new homes (both tenure and price) for modern living and will encourage a wide demographic, from starter homes for first time buyers, through to retirement homes. There will also be a proportion of affordable homes, with the affordable housing mix having regard to national and local guidance. The final housing mix will be determined at the detailed stage, but it is expected to include a broad range of house types to include terrace, semi-detached and detached properties.

Scale

The scale of the development in terms of its height and mass responds to the characteristics of the site and the surrounding townscape of Wimborne Minster. 2 and some 2.5 storey buildings are the common within the locality.
Due to the perceived visual impact of the development on the rising land, the higher contours of the development area will consist of single storey dwellings. This equates to circa 8 dwellings.

The design principles for scale are as follows:

- The use of 2 storey houses and buildings should be the predominant approach across the layout to accord with the density level and Design Vision;
- Taller buildings (2.5 storey houses) should be selectively used, and in general these should occur in higher density perimeter blocks such as those on the Primary Street;
- Taller buildings should be very carefully introduced within the layout. The position and use of these buildings should be for good design reasons. Taller buildings can add a vertical emphasis to a street, or help enclose a feature space. They could also be used as keynote buildings at the end of a street vista, or at an important street intersection;
- Taller buildings would not be appropriate on the edges of the layout within lower density arrangements;
- Both wide and narrow plan house types should be used i.e. buildings that have a wide frontage onto the street and shallow depths (wide plan houses) and buildings that have a narrow frontage onto the street and deeper depth (narrow plan houses);
- Wide plan house types are more likely to occur in lower density arrangements (Lanes), and narrow plan house types in higher density arrangements (the Primary Streets and Secondary Streets);
- There is a need for flexibility in house forms, as well as variations in length, width and height. 2 storey buildings, for example, could have varied ridge heights which will add character;
- The design of the plot should consider the position of buildings and their relationship to neighbouring plots and the public realm. Privacy, security, surveillance and shadowing are some of the key issues that need to be addressed.

Densities

The average density across the development will be circa 35 dwellings per hectare (dph). 35 dwellings per hectare is considered to be an appropriate density given the site's urban location. It also reflects the surrounding urban areas which is of a medium density. Moreover, it is in accordance with the development's Vision of creating an attractive environment of tree lined streets, parks and greenspace.

An average density of 35 dph will typically comprise a mix of terrace, semi-detached, detached house types, with private frontages, rear garden space and on-plot parking. There will be a range of higher and lower densities to provide opportunities for different plot arrangements and house types. This will provide character within the place via the 'character streets'.

USE, SCALE AND DENSITIES PLAN

N

N.T.S

Key

Site Boundary

Residential Use

Bungalows

Self Build Plots

Block Layout

Perimeter Blocks

Subtle variations in block shape and size should occur, especially on the edges of the layout near, for example, adjacent to the northern and eastern area of POS. This will create building groups which are looser in character. This will provide an informal edge where the built development interacts with the site's landscape. Density, house types, plot arrangements, parking solutions, and green infrastructure will all inform the detailed block design.

Topography

The detailed design will need to respond to the site's topography. Practical and attractive solutions for blocks, plot arrangements and building design will be required. Primary building lines have been designed to run along the contours from west to east. This ensures the deliverability of the majority of the dwellings without the need for unsightly and awkward retaining structures, while also reinforcing the prominence of the east-west linkages toward the town centre. Between the primary east-west frontages are streets that traverse the sloping site in a north-south direction. These will inherently be secondary due to the additional space required to accommodate the level changes along its length.

Building / Solar Orientation

The majority of the units are placed along the primary frontages that run in an east-west direction, orientated to maximise rooftop photovoltaics (PV's) that face south. While new building regulations are due to come into effect that increase levels of insulation, solar gain to windows is less important, however large number of south facing façades provide opportunities to make the most of the views out into the surrounding landscape to the south. Solar gain is important for outside spaces, and the south facing gardens would enjoy south facing microclimates.

Views

The creation of views within the layout is important. This will be introduced by arranging the building line so that it channels and frames a view, and by using keynote buildings to terminate a street view. This will provide character and encourage a sense of identity for residents. The use of views and landmarks will help people to navigate around the place.

Attractive views can be generated through the richness of the streets and the built form. Variations in building designs and materials, and the use of street trees, for example, will create visual interest within the layout.

N

N.T.S

Key

Site Boundary		Structural Planting	
Indicative Block Layout		Sun Arc	
Indicative Photovoltaic Orientation			

Feature Spaces & Key Buildings

While the layout of the development responds to the site and its context, the design of feature spaces, key buildings, and on the following page, appearance, provide a finer grain response to local identity.

Feature Spaces

With the street hierarchy creating a well-designed movement network with safe and accessible streets, paths and other routes, a number of feature space or 'pause points' will aid legibility, provide interest through the layout, and help reduce car speeds at changes of direction. To add variation, urban focal spaces could be formed at points where roads, paths and planting converge to create meeting points. These incidental meeting / seating spaces are designed into the Green Infrastructure strategy along the western edge of the site.
The appearance of these spaces should be led by their context. Feature green spaces also play a prominent role, for example the equipped play spaces.

Key Buildings

With a regular off-set grid of streets, the development will provide interconnected streets that are direct and easy to move around. The buildings will help provide a legible environment with landmark and gateway buildings at street intersects, along with key views, and arrival and focal spaces.

Attractive views can be generated through the variety of the streets and the built form. Variations in building designs and materials, and the use of street trees, for example, can create visual interest within the layout.

N

N.T.S

Key

Site Boundary		Key Buildings	*
Feature Green Spaces	*	Key Views	
Feature Urban Spaces			
Key Facade			

Appearance

Whilst responding to local character will be embraced, it is important that the detailed design uses local character as a reference. Simply replicating previous designs could lead to impractical streets that do not necessarily allow for modern living approaches. More generally, copying architectural styles verbatim can lead to pastiche. Modern interpretation of local character should be adopted. Buildings should be based on a simplicity in their form and a good sense of scale and proportion. Particular regard should be paid to the size and the design of windows, doors and porches. Quality materials for buildings and the public realm should be adopted and this will help to enrich the place, along with the development's landscape design. At this outline design stage, the "sketchbook" of images opposite convey an indication of the proposed appearance of the development in terms of forms and styles, and materials, textures and colours. Along the edge of development, particular attention should be afforded to the use of darker, recessive colours to help assimilate views of the development into the landscape.

Back of Pavement, Front of Home

Frontages

Front gardens should be well defined to demonstrate a clear transition between public and private space. Frontages should include a defensible boundary, such as hedgerows or railings, and include lawns, shrubs and gardens trees to help 'green' the streetscape. The depths of frontages will vary depending on density and character street type. Housing in higher density areas such as a Primary Street are expected to have smaller frontages of say 1-3m in depth, in contrast to a lower density Green Lane, which would will have a deeper frontage of around 3-6m in depth.

Plot Arrangements

The plot design will be based on efficient plot depths and widths. Buildings will follow best practice approaches of being at the front of the plot close to the footway, to encourage active well surveyed streets. Residential plot design will be guided by density and the scale and form of buildings i.e. whether it's a detached or terrace house, and by the parking arrangement for that plot.

Privacy is required for residents and this should be carefully balanced with the need for visual outlook onto streets and public spaces. The scale, height and the form of new buildings will be well considered in terms of shading and privacy of neighbouring plots.

Corner Arrangements

The connected grid will create street intersections. In these locations buildings should wrap around the corner to maintain good enclosure of the street and to provide an active well surveyed edge. The corner arrangements should allow for variations in design, but could include the use of 'L' plan, 45 degree, and wide plan forms with their gables onto the street.

Enclosure & Surveillance

Enclosure of space is an important part of achieving attractive places. The guiding principle is that streets should be enclosed by the scale and arrangement of buildings, as well as by landscape features such as street trees. Generally, this should be achieved by locating buildings so that are parallel to the street and relatively close to the street edge. Private frontages of railings and hedges would further help to create a sense of enclosure.

Crime Prevention - Safety & Security

Sustainable communities are founded on safe and secure places. Reducing crime, preventing crime and community safety are the essential elements of safer places.

The following lists some of the main principles that will be embraced and adopted by the development.

- The detailed layout of streets, blocks, plots and landscape will be designed so that it avoids easy opportunities for crime and anti-social behaviour.
- The place should have a well defined movement framework, with direct clear routes for all. Routes should be active, well lit and well signed.
- Ensuring that the layout creates perimeter blocks with 'active frontages' and 'active routes'.
- Blank façades and gables onto the street should be avoided. Gables should have windows or doors that overlook the public realm to encourage 'eyes on the street'.
- Buildings will have a 'defensible space' with a clearly defined boundary between private and public space. The use of landscaping treatments (railings, shrubs, hedges and trees etc) should be used to help define boundaries and define space.
- Private and public space should be well defined so that the ownership is clear to all.
- Restricting public access to the rear of buildings and avoiding secluded and poorly surveyed footways and alleyways, especially to the 'backs' of properties.
- All public spaces should be well defined, purposeful and active. They should be welcoming and attractive.
- Active greenspaces for equipped play, sport, walking and cycling should be well overlooked and should be 'open' in their design with clear sightlines and good visibility.
- Cars should be parked where they are close to homes/buildings.
- Encouraging 'community ownership' through a variety of means such as; 'character streets'; feature spaces; shared surfaces; street furniture; and landscape design.
- Ensuring that homes and buildings are as secure as possible, with a particular focus on the design and specification of windows, doors, gates and rear fences.
- On-plot gates could be used for driveways or 'undercroft' parking arrangements and secure entrance gates could be used for shared parking courts.
- Ensuring that the place is well managed and well maintained, with a high quality public realm and a green infrastructure which is attractive and enduring.
- Lighting will need to be carefully designed so that it is sensitive to residents and users, but public areas such as streets and Greenways should be well lit to increase surveillance. It may, in certain instances, be appropriate for some areas to be unlit, to discourage night time use.

Cycle Parking, Car Parking & Refuse

Car Parking, Cycle Parking & Bin Store Principles

Although sustainable transport approaches are delivered, there will be requirement for parking within the layout. New homes should be designed so that have sufficient parking spaces based on the local authority standards, together with appropriate visitor parking. The principle is that there will be a range of parking solutions that are based upon best practice approaches. This should comprise a combination of the following:

- On-plot parking;
- On-street parking;
- Shared private courtyard parking

The main principle is to locate vehicles so that they do not dominate the streetscene, but at the same time ensure that owners can see them, and that they have easy access to them. Careful detailing in terms of the plot arrangement, frontages and landscape will help to sensitively integrate vehicles into the layout. Space requirements for cycle storage and electric charging points will be addressed at Reserved Matters stage, including how to lessen their visual impact and to avoid street clutter.

The delivery of a sustainable development will require a detailed waste storage and collection strategy, this will be outlined in a future reserved matters application. This strategy will ensure the layout and design of spaces meets with policy and best practice guidance.

On-Plot Parking

On-plot parking should be well considered. Garages and car ports for example, should be set back from the street frontage either at the side or rear of the plot so that cars do not dominate the street frontage. Frontage parking should be interspersed with hedgerows and trees to help soften their inclusion within the streetscape.

On-Street Parking

The benefit of on-street parking is it will enable owners to readily see and access their vehicles. It also helps to calm traffic by creating activity within the streets. However, on-street parking should be carefully used to ensure that it does not detract from the character of the street, and that the design continues to allow safe passage for pedestrians, cyclists and vehicles.

Widening of the carriageway to accommodate a small run of parallel parking bays of around 3-4 spaces should be the preferred approach, with the use of street trees, for example, to help define parking bays and to soften the view of parked cars.

Homes and Buildings, Resources & Lifespan

Homes & Buildings

Well-designed homes are safe and secure as well as being functional, accessible and sustainable. They should also provide a good level of internal space that is adaptable for changing needs, as well having quality external environments that promote health and well-being. They should be efficient and cost effective, and should be designed to encouraging sustainable lifestyles.

Homes should;

- Provide a healthy, comfortable and safe internal and external environment
- Be well-related to external amenity and public spaces
- Have attention to detail: storage, waste, servicing and utilities.

Resources

Well-designed places are designed and planned for long term stewardship by landowners and where required local authorities. Places, buildings and spaces should be robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging.

Places should;

- Be well-managed with public areas maintained through a management company and a clear definition between private and public spaces.
- Be adaptable to changing needs by providing amenity spaces that can be used as a blank canvas for different activities.
- Provide a sense of ownership through the involvement of the local community. For example community orchards help to engage local residents and enable them to make their mark on public spaces.

Principles of Sustainable Design & Construction

The design of well-designed places seeks to respond to the impacts of climate change. This includes reducing their resource requirement, being durable and adaptable over time, and by conserving natural resources such as land, water, energy and materials. Adopting certain technologies can minimise environmental impacts and make home more affordable for owners to use and manage.

To encourage sustainability the following will be taken into consideration;

- Follow the energy hierarchy
- Selection of materials and construction techniques
- Maximise resilience
- The proposals will generate a new place that aims to meet the needs of the new community and its future generations.
- The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well-being.

The following is a series of guiding principles for the practical implementation of sustainable design and construction. It is expected that these, as well as others, should be explored as part of the detailed design.

- Arranging buildings within the plot to maximise solar panels and light penetration. Wherever possible locating dwellings with south facing façades so as to maximise sunlight.
- Designing the internal layout of dwellings to provide for modern living approaches and the potential for lifetime home standards.
- Providing flexible building and house design e.g. expansion of living areas and storage needs.
- Maximising storage space within the building, and the plot, with appropriate space for recycling, refuse, cycle storage, composting and rainwater harvesting. The use of energy efficient appliances, heating Sustainability systems, energy controls and management.
- Improved insulation and glazing.
- The potential use of recycled construction materials and aggregates, and the preference for using environmentally friendly and more sustainable materials and products.
- The use of permeable surfaces and paving as part of a surface water strategy.
- Conservation of natural resources on site such as hedgerows and trees.
- Controlled water demand through methods such as: low flow showers and baths; dual flush toilets; water efficient white goods; and rainwater harvesting through water butts or tanks.

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masterplanning ■ environmental assessment ■ landscape design ■ urban design ■ ecology ■ architecture ■ arboriculture ■ graphic design

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