

UE1. LAND NORTH OF MERLEY POOLE

DESIGN AND ACCESS STATEMENT

March 2022





The consultant team comprises:



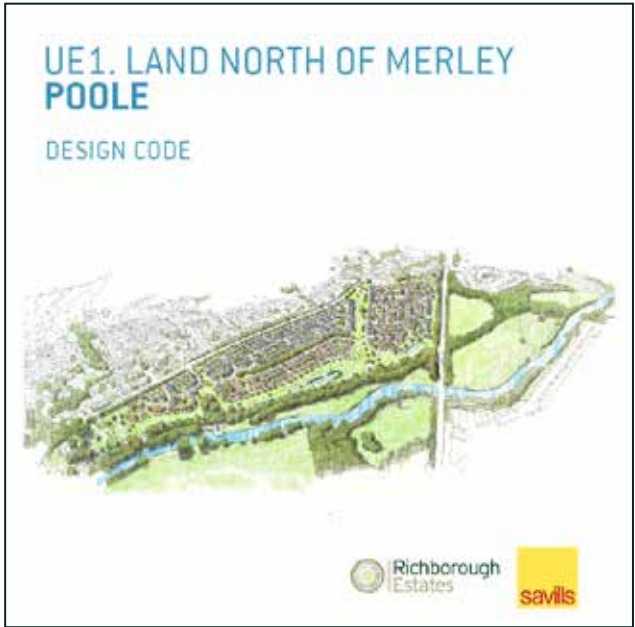
Tyler
Grange



Turley



This statement has been prepared by Savills on behalf of Richborough Estates to accompany an outline planning application for residential development at UE1 Land north of Merley. The Design & Access Statement (DAS) should be read in conjunction with the Design Code (DC). The Design & Access Statement describes how the proposed development is a suitable response to the site and its setting and how it can be accessed by perspective users. The statement explains how design principles and concepts have been applied to the development and how the development context has influenced design. The statement also explains approach to access and how relevant local plan policies have been taken into account, consultation and how the outcome of consultation has informed the proposed development. The Design Code describes site wide features such as green infrastructure and movement proposals. It then goes on to detail the proposed identity areas and finishes with technical details.



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A new neighbourhood on land north of Merley

Richborough Estates propose a new neighbourhood which reflects a blend of high quality homes in harmony with the natural and historic surroundings. Using the existing natural features of the site and setting as the framework for the emerging masterplan, the new neighbourhood will accommodate up to 550 new homes within an attractive parkland and riverside setting.



1. Cruxton Vale Park

This will be a major new open space for the existing and new residents of Merley and Oakley. It will provide an attractive approach from Oakley Lane down to the riverside.

2. New Oak Park

This will be a memorable new park at the heart of the Cruxton Mead identity area on the route of the Principal Tree Lined Street.

3. Stags Head Oak Park

Another neighbourhood park focused on an existing mature Oak Tree.

4. Cruxton Farm

A separate proposal will bring forward employment space on the farm site. The scheme will safeguard access into the employment.

5. A31 interface

The A31 edge will be focused on mitigating the impact of noise from the road on the scheme.

6. Tree lined principal street

The tree lined principal street will be a unifying feature which binds the core parts of the scheme and underpins the street hierarchy.

7. Landmark building

This prominent corner will be visible from a number of points from inside and outside the site.

8. Neighbourhood Play Area (NEAP)

This key facility will provide play opportunities for new and existing residents.

9. Stour Glade

Linear woodland will provide an attractive setting to the housing and filter views of the site from the other side of the valley at Colehill.

10. Oakley Lane Street Trees

New street trees will be planted along the full length of Oakley Lane.

11. SuDS

New balancing ponds will be designed in a manner which maximises their role in providing usable public space and provides a softer rural edge.

12. Green gateway

An attractive gateway into the eastern part of the scheme will be achieved by establishing a strong vista toward the mature trees in the north.

13. Protecting the Carriage Drive for the future

Parkland will run alongside the Carriage Drive creating a green setting to this part of the scheme. A secondary avenue of trees will be planted to safeguard the future of the Carriage Drive.

14. Canford Magna Interface

Car free frontages and new parkland to create a bespoke interface with the Conservation Area.

15. Wider Strategic Open Space

The proposed footpath network will seamlessly link wider strategic open spaces along the Stour Valley.



16. Productive Landscape

The interface between Cruxton Farm will be defined by productive landscape reminiscent of the agricultural past and act as a buffer to the Conservation Area.

17. SANG

The proposed footpath network will seamlessly link wider strategy open spaces along the Stour Valley.

18. Care Home

Fronts onto the main open space and is within walking distance of Oakley shops. It will be an important gateway and landmark building.

19. SANG car park

Car park will be provided to facilitate access to the adjacent SANG and integrated into the adjacent Cruxton Vale Park.

20. Cruxton Farm interface

This area has been carefully designed to present a softer edge to the Cruxton Farm area and Oakley Lane Conservation Area.

21. Dorset terraces


The terraced forms in these areas will take their cue from the traditional terraces found in Dorset villages.

22. Community car park

This car park will be for the use of community activities in the Canford Magna area.

23. Locally Equipped Area Playspace (LEAP)

This play facility will be an important resource for new and existing residents.



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

Paragraph 124

NPPF 2019

01: INTRODUCTION

01: Introduction

1.1 Purpose of the Document

This document has been prepared by Savills on behalf of Richborough Estates to accompany an outline planning application for residential development at UE1 Land North of Merley. All matters are reserved save for access.

This statement should be read in conjunction with the following supporting drawings and documents which accompany the applications;

Application drawings;

- Site Location Plan – RL001 Rev D {Savills}
- Illustrative Masterplan – MP001 Rev K {Savills}
- Regulating Plan – RP001 Rev H {Savills}
- Parameter Plans {Savills}
 - Land Use Budget – LUB001 Rev E
 - Access and Circulation – PP01 Rev H
 - Green Infrastructure – PP02 Rev I
 - Building Heights – PP03 Rev E
 - Identity Areas – PP04 Rev D
 - Density – PP05 Rev E
- Swept Path Analysis plan of Service Vehicle – 001 Rev 03 {PJA}
- Access Plan – 0001 Rev P2 and 0002 Rev P2 {PJA} shown at Appendix D of the Transport Assessment.

Supporting Documents;

- Planning Application Forms {Savills}
- Statement of Community Involvement {Savills}
- Transport Assessment {PJA}
- Framework Travel Plan {PJA}
- SANG Landscape and Ecological Management Plan {Tyler Grange}
- Utilities Statement {UCML} including Constraints Plan {PJS Consulting}
- Foul Drainage Strategy including Foul Diversion {Utility Law}
- Soakaway Testing {ASL}
- Design Code {Savills}
- Minerals Statement {Savills}
- S106 Heads of Terms {Richborough Estates}
- Biodiversity Mitigation Enhancement Plan {BMEP}

The statement should also be read in conjunction with the following environmental information contained within the Environmental Statement;

- Landscape and Visual Impact Assessment {Tyler Grange}
- Arboricultural Impact Appraisal and Method Statement {Tyler Grange}
- SPA Avoidance Strategy {Tyler Grange}
- Ecological Appraisal {Tyler Grange} Detailed
- Flood Risk Assessment {RSK}
- Drainage Strategy {Foul and Surface Water} {PJS Consulting} {Submitted as Appendix G of the FRA}
- Heritage Report and Addendum {Savills}
- Phase 1 SI {ASL}
- Odour Assessment {RPS}
- Air Quality Assessment {RPS}
- Noise Assessment {RPS}
- Geophysical Survey {Wessex Archaeology}
- Archaeological Evaluation Report {Wessex Archaeology}.

This statement has been prepared in accordance with Article 9 of the Town Country Planning {Development Management Procedure} {England} Order 2010, as amended June 2015, which requires certain applications to be accompanied by a Design and Access Statement. The purpose of this statement is to explain:

‘How the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective uses’
Para 30 Planning Policy Guidance. March 2014.

The Town and Country Planning {Development Management Procedure} {England} Order 2010 {as amended 2013} also states the following requirements:

“(2) An application for planning permission to which this article applies shall be accompanied by a statement (‘a design and access statement’) about:

(a) The design principles and concepts that have been applied to the development; and

(b) How issues relating to access to the development have been dealt with.

(3) A design and access statement shall:

(a) Explain the design principles and concepts that have been applied to the development;

(b) Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

(c) Explain the Policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(d) State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

(e) Explain how any specific issues which might affect access to the development have been addressed.

This document has been prepared in accordance with: BFL12. Building for Life. The Design Council 2012; and Design and Access Statements and how to write, read and use them. Commission for Architecture and the Built Environment {CABE} 2006.

1.2 Document Structure

Following this introduction, the document sets out a planning policy context, together with an assessment of the site and its context. A summary of consultation and engagement then follows. An overview of the proposal is provided in Section 5, which sets out key principles. An implementation section concludes the document. This Design and Access Statement is structured as follows:

01	Introduction
02	Assessment
03	Involvement
04	Design Concepts and Progression
05	Proposed Outline Illustrative Masterplan
06	Access
07	Implementation
08	Conclusion

This document should be read in tandem with the Design Code. The DC describes site wide features such as green infrastructure and movement proposals. It then goes on to detail the proposed identity areas and finishes with technical details.



1 | Aerial photograph showing the site and its surrounding context

1.3 Richborough Estates

Richborough Estates Ltd specialises in identifying brownfield and greenfield development opportunities for residential and commercial use and operates across the UK with a proven track record for successfully delivering high quality and responsive developments. The company works very closely with the landowner, local communities, local planning officers and Parish Councils, to create the mutually beneficial plans.

Further information can be found at www.richboroughestates.co.uk

1.4 The Site in Context

The site, in total, is approximately 46 hectares (113 acres) in area and covers the land to the north of Oakley Lane and the riverside areas south of the River Stour. The northern edge of the development site is bounded by the Carriage Drive, the western edge by housing development and the eastern edge by green space next to Canford School. The site is crossed by two linear routes, the Carriage Drive (a public right of way) and the A31. There is no public access to the main development site at present.

The Carriage Drive and its clearly defined tree corridor, provides a strong feature and long term edge to the development boundary. Land beyond the Carriage Drive to the north, falls within the flood plain of the River Stour and provides an important open gap between the settlement edges of Poole and Wimborne. It is level and comprises of water meadows and reed beds. There is no formal public right of access in this area, although there is a track showing evidence of informal public use. To the south of the Carriage Drive, the site consists mostly of pasture land on the gently sloping southern side of the Stour Valley. A gentle valley runs through the site in a roughly south west to north east direction and a number of hedgerows of limited quality and extent divide the site. A number of mature Oak trees are also located within the site, whilst the south, east and western boundaries are defined by more mature, defined hedgerows.



2 | Site Location

1.5 Vision

The overarching vision for land off Oakley Lane is to create an attractive, high quality and sustainable neighbourhood that responds positively to both the village of Merley and the River Stour.

The illustrative masterplan seeks to enhance access and movement to and within the site through the provision of a comprehensive network of pedestrian routes which will strengthen linkages between Merley and the River Stour, opening up the recreational benefits of the site to new and existing residents.

The masterplan is structured around an extensive and meaningful green infrastructure network which will provide safe, attractive and convenient pedestrian access to new public open spaces, including the SANG, with children’s play provision and community food growing provided as part of the development.

The vision includes the establishing of Identity Areas, which draw upon the vernacular of the Canford Magna, Wimborne and other Borough of Poole villages. The green infrastructure network will seek to draw together and complement proposed Identity Areas, which have been influenced by a detailed understanding of the urban and landscape characteristics of the wider area.

The overall vision is based upon the following principles:

- To respect the existing landscape structure and historic character of the Canford Estate and River Stour, with the Carriage Drive retained and managed as a strong enclosing element to the north of the proposed housing.
- To provide SANG land to the north and west of the A31 and north of the Carriage Drive.
- To provide the right ingredients for a balanced new community based on a sustainable movement framework which extends beyond the site boundaries into Merley, Canford Magna and Wimborne.
- To produce a new living environment of the highest standard, with a clear and recognisable identity

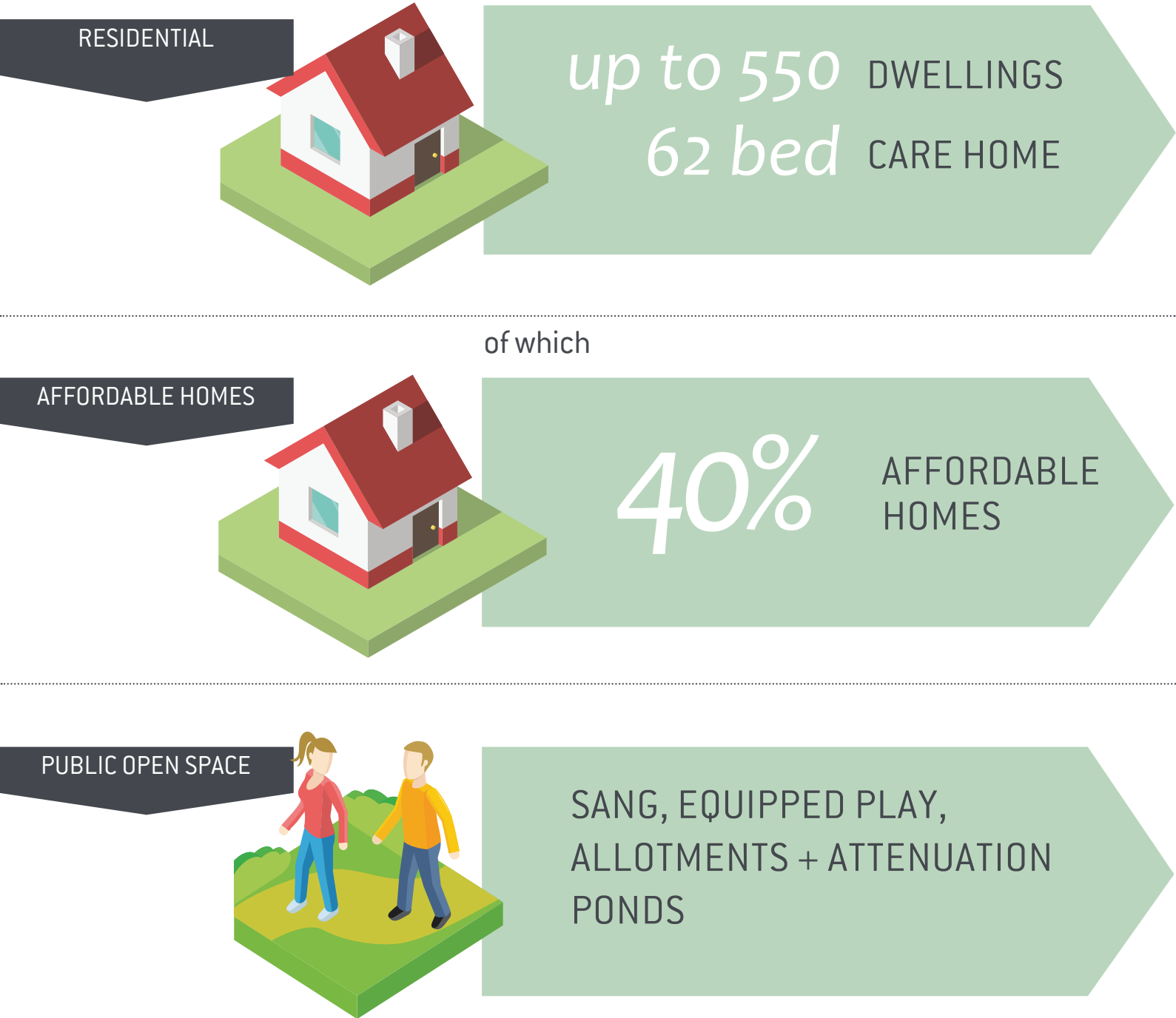
which reflects the vernacular and characteristics of the area, contextual views and residential amenity, creating a strong ‘sense of place’.

- To create a movement network which opens up public access to the site, strengthens links to community facilities in Merley and nearby bus stops and wherever possible, promotes sustainable modes of travel.
- Design inspiration which draws upon the character of the River Stour and Canford Estate including landscape spaces, building types and the distinct range of architectural styles.
- To engender a character of development which respects the setting of the Canford Magna and Oakley Lane conservation Areas and is strongly influenced by the presence of new and existing landscape.
- To create a locally inspired character which is landscape led, providing a range of public open spaces which enhance the edge of village site location.
- To create a development that will enhance the attraction of Merley as a place to live, incorporating valued aspects of local character, ecology, landscape, visual amenity and biodiversity.

1.6 Planning Application

Proposals for the phased development of up to 550 dwellings (C3) and up to a 62 bedroom care home, with the formation of access points to the site, public open space, allotments, play areas, attenuation basins, associated services, infrastructure and highway works, Suitable Alternative Natural Greenspace (SANG), car parks and associated works.

The outline planning application



1.7 Planning Policy

This application has been submitted to Bournemouth, Christchurch and Poole (BCP) Council. BCP Council was formed in April 2019 following local government reorganisation in Dorset and is now the relevant Local Planning Authority responsible for determining this application. Any reference to the Council or engagement with the Council prior to April 2019 took place with the former Borough of Poole Council.

Borough of Poole has been preparing and consulting on their new Local Plan since 2013. The Plan was formally adopted in November 2018 following an independent examination by an appointed Inspector. The application site is an identified allocation within the Poole Local Plan as a Strategic Urban Extension (SUE).

The design principles underpinning the Illustrative Masterplan and Parameter Plans set out within the DAS have been developed following a comprehensive planning policy and guidance framework. The Planning Statement submitted with the application provides a detailed analysis and review of the scheme against each of the relevant national and local planning policies. This section of the DAS provides a summary of the planning policy context which has informed the design process of the scheme.

The development plan comprises of The Poole Local Plan (adopted November 2018) which sets out the local planning authority’s planning strategy, site allocations which are identified locations for future development and development management policies against which planning applications are considered and determined. Other documents of relevance include the Minerals Strategy (adopted May 2014) and saved policies from the Minerals and Waste Local Plan (adopted 1999).

In addition, a number of other Supplementary Planning Documents (SPD) are of relevance and work is also currently ongoing in relation to the draft Mineral Sites Plan.

The Poole Local Plan

Policy PP2 of the Poole Local Plan identifies the need to deliver 14,200 new homes across the plan area up to 2033. To support this growth requirement, the Plan indicates that 1,300 of these homes will be delivered across two strategic urban extensions delivered through amendment to the boundary of the South East Dorset Green Belt. The SUE policy (PP10) identifies the development site as one of the strategic urban extension sites and is referred to as Land north of Merley.

Policy PP10 sets out the strategic requirements across the SUE which includes delivery of 40% on site affordable housing as well as a mix of housing types but with a focus on housing suitable for families. The policy also requires provision of Suitable Alternative Natural Greenspace (SANG) that connects with other parts of the Stour Valley Park concept, provision of a suitable level of play equipment and public open space as well as structural landscaping to create a strong permanent and defensible Green Belt boundary.

The policy indicates that development must prioritise sustainable transport measures, ensure the scheme is capable of forming part of a sustainable transport corridor and mitigate any unacceptable impacts on the highway network. Contributions will be sought towards additional school capacity and upgrading a local doctor’s surgery.

The SUE Policy identifies Land North of Merley as UE1 (Urban Extension 1) and provides the following specific requirements:

- A minimum of 500 homes
- A minimum of a 60 bed care home
- Small scale business units in and around the farm buildings
- To preserve and enhance the Conservation Areas of Canford Magna and Oakley Lane as well as nearby Listed Buildings
- Provide a contribution towards a sustainable transport corridor between Poole and Wimborne
- Provide local Highway Improvements at the following:
 - Oakley lane
 - Willett Arms junction
 - Magna Road junction
- Provide a public car park to serve the SANG and local community facilities.

In addition to the strategic location for development policy and the site specific policy PP10, the policies set out in table 21 are also of relevance. A summary of the policy is included in the table as well as identifying the location of the development response to the policy in the DAS.

Minerals Strategy and Minerals and Waste Local Plan

The minerals strategy was adopted in May 2014 and is a joint plan between Bournemouth, Dorset and Poole. The strategy sets out the vision, objectives, spatial strategy and policy framework for minerals development in these administrative areas. The strategy is relevant insofar as

it is necessary to determine whether a mineral resource exists on the site and whether there is a viable resource that requires extraction before development can take place.

The Minerals Strategy identifies that some parts of the application site fall within the Mineral Safeguarding Area (MSA) for sand and gravel resource. Policy SG-1: Mineral Safeguarding Area of the Minerals Strategy sets out that:

“The Mineral Planning Authority will resist proposals for non-mineral development within the MSA as shown on the Policies Map, unless it can be demonstrated that the sterilisation of proven mineral resources will not occur as a result of the development, and that the development would not pose a serious hindrance to future mineral development in the vicinity.

Where this cannot be demonstrated, and where there is a clear and demonstrable need for the non-minerals development, prior extraction will be sought where practicable and where it would not leave the site incapable of non-mineral use.”

In view of this policy position a Mineral Feasibility Study was undertaken on the application site which identified that the resource was significantly smaller than what would be regarded as a minimum for a commercially viable site and therefore mineral sterilisation is not considered to be an issue.

Five policies remain saved from the Minerals and Waste Local Plan (1999). None of the saved policies are relevant to the development of the site given the conclusions regarding the viability of the resource for mineral extraction on the site.

Supplementary Planning Documents

Borough of Poole has a number of adopted Supplementary Planning Documents. These documents are non-statutory and supplement the policies and proposals of the Local Plan. An SPD does not have the same status as the development plan but is nevertheless a material consideration in the determination of planning applications. The following SPD’s have been reviewed, are considered relevant and have informed the evolution of the scheme:

- The Dorset Heathlands Planning Framework 2015 to 2020
- Heritage Assets
- Our streets and spaces
- Affordable Housing
- Parking and Highway Layout in Development

National Planning Policy

In addition to the local policies in the development plan, national planning policy contained within the revised National Planning Policy Framework (February 2019) is of relevance. In developing the scheme, design principles have had due regard to the NPPF and the following specific chapters:

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a sufficient supply of homes

- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

4 | Policy Table

Policy	Summary	Location of response to policy in DAS
Policy PP1: Presumption in favour of sustainable development	The policy sets out the Council's own presumption in favour of sustainable development and is essentially a duplicate of the NPPF presumption.	Sections 1-7
Policy PP8: Type and mix of housing	The policy sets out an aim for the type and mix of housing to be delivered on sites.	Section 5
Policy PP11: Affordable housing	On housing schemes of 11 or more homes, 40% of units should be affordable housing with a tenure mix of 70% affordable rent and 30% intermediate housing. It indicates that other than starter homes, housing provided under this policy should always be available to meet local needs.	Section 5
Policy PP12: Housing for an ageing population	This policy supports meeting the needs of the ageing population ensuring provision of care homes as well as accessible and adaptable dwellings.	Section 5
Policy PP24: Green Infrastructure	Seeks to protect and expand the green infrastructure network throughout Poole.	Sections 1 and 5
Policy PP25: Open space and allotments	The policy requires new development to contribute to the provision of a high quality network of open space.	Section 5
Policy PP26: Sports, recreation and community facilities	Supports proposals for the creation of new recreation and community facilities.	Sections 5 and 6
Policy PP27: Design	The policy sets an extensive list of design criteria and requirements to assist in the delivery of high quality communities and public realm.	Sections 4, 5 and 6
Policy PP30: Heritage assets	Is consistent with NPPF objectives of preserving or enhancing Poole's heritage assets.	Sections 2 and 5
Policy PP32: Poole's nationally, European and internationally important sites	The policy identifies that development will only be permitted where it would not	Sections 1 and 5

	lead to an adverse effect upon the integrity of important designations and sets out the mitigation required to achieve the objective.	
Policy PP33: Biodiversity and geodiversity	Seeks to protect and enhance biodiversity and geodiversity interests from development.	Section 5
Policy PP34: Transport Strategy	Sets out the Council's strategy to implement measures to deliver a safe, connected and accessible transport network through a range of sustainability focussed objectives.	Section 6
Policy PP35: A safe, connected and accessible transport network	Proposals are required to maximise potential for sustainable transport, mitigate significant transport impacts and set out impacts on air quality.	Section 6
Policy PP37: Building sustainable homes and businesses	This policy challenges development to contribute towards tackling climate change through design and incorporation of renewable energy solutions.	Section 5 and 6
Policy PP38: Managing flood risk	The policy directs development towards areas at lowest risk of flooding and requires Sustainable Drainage Systems for all major developments.	Sections 2, 5 and 6
Policy PP39: Delivering Poole's infrastructure	The Local Plan policy for securing contributions towards infrastructure necessary to mitigate the impacts of development.	Sections 5-7
Policy PP40: Viability	This Policy requires major development proposals to demonstrate that they are deliverable and maximise opportunity to provide affordable housing. Where policy compliance cannot be achieved the policy requires the submission of a viability assessment.	Section 5




5 | Site Areas

The five main parts of the site are shown on Figure 5:

- A: Land north and west of the A31 and north of the Carriage Drive comprising water meadows of the River Stour, floodplain and not suitable for development.
- B: Land south and east of the A31 and north of the Carriage Drive comprising floodplain and inappropriate for development.
- C: Land north and west of the A31 and south of the Carriage Drive forming a triangle of land along the rising land on the southern slope of the Stour Valley, beyond

the A31 corridor and excluded from any development, proposed as open space.

- D: Land south and east of the A31 and south of the Carriage Drive forming the area with potential for partial housing development, community uses, surface water balancing ponds, allotments, playing pitches, landscape and a local open space framework.
- E: Land either side of the B3073.



The Carriage
Drive and its
clearly defined
tree corridor
provide a long
term, defensible
future,
northern edge
to housing and a
logical boundary
to the redefined
Green Belt

02: ASSESSMENT

2. Assessment

The site is located less than 2km to the south of the centre of Wimborne Minster and its services and amenities. To the south of the site, less than a 10 minute walk away, is Oakley village which has a small shopping centre with community centre, health centre, church and stores.



- Site Boundary
- District Boundaries
- Built Form
- Listed Buildings
- Water Bodies
- Conservation Areas
- Scheduled Ancient Monument
- Local Nature Reserve
- Green Belt
- Woodland
- Ancient Woodland
- Public Rights of Way
- Primary Roads
- A Roads
- Town Centre
- Primary Schools
- Public School (Canford School)
- Food Store
- Clinic
- Employment
- Sports Facilities/Pitches
- Place of Worship
- Playground
- Bus Stop

Schools

- 1 Merley Community Pre-School (c.250m)
- 2 Merley First School (c.200m)
- 3 Allenbourn Middle School (1.7 miles)
- 4 Queen Elizabeth Upper School (2.4 miles)

Health Surgeries

- 5 Canford School Health Centre (c. 400m)
- 6 The Quarter Jack Surgery

Dental Surgeries

- 7 Wimborne Dental (2 miles)
- 8 Mill Lane Dental Surgery – accepting new NHS patients (2 miles)

Library

- 9 Wimborne Library (1.4 miles)

Local Shops (c.500m)

- Nisa/Post Office
- Pharmacy
- Butcher
- Chinese Takeaway

Pubs and Clubs

- 11 Willett Arms (c.500m)
- 12 Merley Social Club (c.400m)
- 13 The Hamworthy Club (c.1100m)
- 14 Cobham Sports Club (c. 750m)
- 15 Canford Magna Parish Church Hall (c.100m)

Churches

- 16 Lantern Church (c.500m)
- 17 Canford Parish Church (c.100m)

2.1 Local Amenities and Surrounding Context

To the north of the River Stour is the recently constructed Riverside housing development, south east of Wimborne Town Centre. Opposite the central part of the site (and north of the A31 north of the river) is the Brook Road Trading Estate, adjacent to Wimborne Wastewater Treatment Works. There is open meadow land on the other side of the river from the eastern side of the site, which is set to become SANG land associated with the housing development proposed south of Leigh Road to the east of Wimborne.

Schools

The locations of existing schools within 1, 2, 5 and 10 km of the site are shown in Figure 7.

First Schools

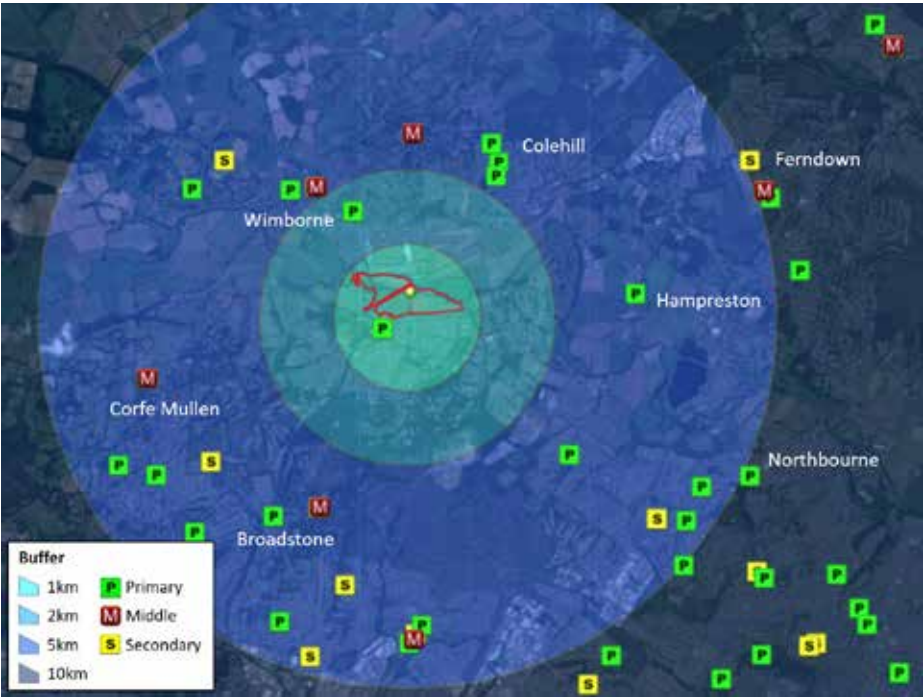
The closest is Merley First School, a two form entry school for children from Reception Year (ages 4 and 5) to Year 4 (ages 8 and 9) inclusive. This is 710 metres from the centre of Cruxton and hence walkable. Merley First School is known to be currently close to capacity, though the site appears large enough for expansion to three form entry. The next closest school is Wimborne First that caters for the same age range, with Pamphill First School slightly more distant. In Colehill there are two First Schools and a Primary School, which goes to

Year 6 (age 10 to 11), the age range compatible with all secondary schools in Bournemouth and some in Poole. There is some capacity within these schools.

Middle Schools are located at Corfe Mullen (Lockyers), Broadstone, Wimborne (Allenbourn) and Colehill (St Michael's). These provide four years of education to children between Year 5 (age 9 to 10) and Year 8 (age 12 to 13), with large secondary schools such as Corfe Hills and Queen Elizabeth's admitting children from Year 9 onwards.

Secondary Schools

Secondary education including sixth form is provided at Corfe Hills School within Poole, Queen Elizabeth's School in Wimborne, and other schools in Poole and Bournemouth, such as St Edwards RC and Anglican School in Poole, and the grammar schools in Poole and Bournemouth, which take children from Year 7 (age 11 to 12) onwards. Many of the more distant secondary schools such as St Peter's RC Comprehensive, Bournemouth, and the conurbation's four grammar schools, are served by privately commissioned bus services. In addition to State schools, there is a wide range of private preparatory schools and secondary schools in the vicinity, which include Canford School. It is evident that whichever sites are developed on the northern edges of Poole, the additional population will require an increase in education provision. Richborough accepts this and is factoring in an expected cost of providing this through anticipated capital works.



7 | Existing local schools



Merley local shops



The Lantern Church, Merley

Retail Facilities

Figure 6 shows the locations of convenience stores and larger supermarkets in proximity to the site. Oakley is currently well served by a small shopping centre that includes a food store that doubles as a Post Office, plus a pharmacy, butcher's shop, hairdresser, and a hot food takeaway. These shops are located within 10 minutes' walk of the centre of the Cruxton site. A population increase in the immediate market area of these shops would enhance their viability, securing their futures and potentially leading to improvements in the quality and scope of provision. There appears to be scope for expansion and upgrading of the local centre, which adjoins the area's main GP practice, enabling combined trips to doctor, pharmacy, and shops. At greater distance are the Waitrose and Co-op supermarkets located in Wimborne Town Centre, accessible quickly via the number 4 bus route and within 5 minutes' drive with convenient parking. These are also within cycling distance. Wimborne offers a range of other retail outlets including a greengrocer, fishmonger, butcher, hardware shop, and various clothing stores, as well as a large Post Office and several banks. There are convenience stores at Bearwood and Leigh Road (Wimborne) that are also likely to be used by residents of Cruxton.

NHS Services

Local doctors' surgeries include the Harvey Practice which operates from the Magna Surgery in Oakley as well as from premises in Broadstone. The practice has 8 GPs and two registrar GPs. The Oakley surgery is located adjacent to the Oakley shopping centre, within walking distance of Cruxton. In Wimborne there are three GP practices, the Quarter Jack Surgery, Old Dispensary, and Walford Mill Medical Centre, that have between them 13 full time and 3 part time GPs. Wimborne is also served by Victoria Hospital that provides inpatient care, elderly care rehabilitation, outpatient services, theatre, therapy services and a Minor Injuries Unit.

Community Halls

Adjacent to the Merley School is a Community Centre comprising a cluster of buildings with rooms of various sizes and outdoor play areas utilised by a children's day nursery. These facilities comprise an effective local centre which with further investment has scope for improvement. Within Canford Magna, the Old Village Hall is now also occupied by a pre-school.

Public Footpaths and SANG

Public footpaths link the site to Wimborne and Merley. The Carriage Drive is a footpath and cycle route. There are footpaths all along the river which are easily accessible from the site.

The site is 1.2km at its closest point to the Dorset Heathland Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Special Area of Conservation (SAC). It was identified at an early stage in the site's promotion that the potential for adverse effects to the SPA (associated with an increase in the local population and hence disturbance through likely increased recreational use of the SPA), was the most significant ecological issue in respect of future residential development of the site.

Poole Core Strategy Policy 28 'Dorset Heaths International Designations' and Christchurch and East Dorset Local Plan Part 1 Core Strategy Policy ME2 'Protection of Dorset Heathlands' requires impacts to the SPA to be avoided.

The Dorset Heathlands Planning Framework (2015 - 2020) Supplementary Planning Document (SPD), which has been adopted by inter alia the Borough of Poole Council (BoP), contains a mechanism for mitigating such effects, which are common to all proposed residential sites within 5km of the SPA.

These include:

- Provision of Suitable Accessible Natural Greenspace (SANG)
- Contributions to Strategic Access Management and Monitoring (SAMM)



River Stour suspension bridge



Riverside SANG area



The Carriage Drive

There are 24
bus stops
within 400m
of the site's
main entrance,
providing
services to
Wimborne,
Poole and
Bournemouth



8 | Bus stops within 400m of the site

2.2 Movement and Access

The site is within a sustainable location, providing walking, cycling and bus links to a range of local amenities within Merley, as well as destinations in Wimborne and Poole.

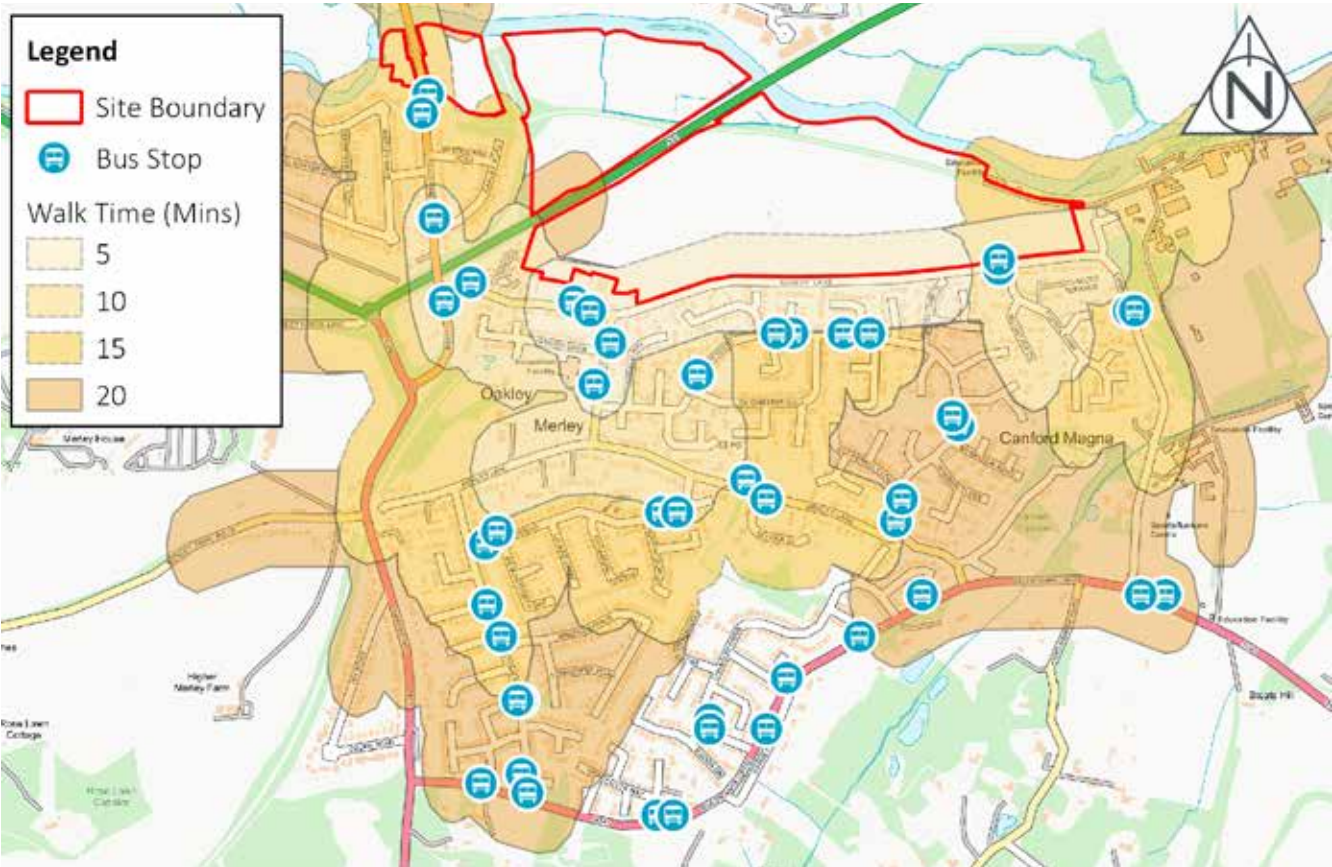
Further afield, the site is about a 20 minute drive north of Poole and Bournemouth seaside towns and situated between the New Forest National Park and Cranborne Chase Area of Outstanding Natural Beauty.

Walking and Cycling

Figure 5 shows that large areas of existing development in the vicinity of the site are easily accessible by non car transport. This includes workplaces, schools, shops, and community facilities. There is an existing continuous footway with street lighting the length of Oakley Lane (approximately 900m long), with two pedestrian points of access and egress between Oakley Lane and the existing housing development. Crossing points are present at key locations on the local road network, with infrastructure improvements delivered as part of the proposals (see Section 5).

Within the site itself, the Carriage Drive has the feel of a formal route through a narrow avenue, reflecting its original design. It is a public right of way linking to Merley Hill to the west and on to Wimborne. A recently constructed footbridge alongside the Poole Road bridge, has significantly improved pedestrian and cycle links between Merley, Oakley and Wimborne. To the east of Cruxton, the Carriage Drive runs into Canford School. The right of way crosses the river just to the east of the Cruxton land via a distinctive narrow suspension footbridge. This provides a pedestrian and cycle link to large areas of SANG and open space land within East Dorset, which is being delivered through the adopted East Dorset Local Plan. Combining the open space Cruxton can deliver within these areas in East Dorset, will comprise a major public benefit in the form of extensive amenity and access land broadly following the River Stour.

The Castleman Trailway continues eastward from this point to the north of the river towards Ham Lane and Canford Bottom.



Public Transport

There are 25 bus stops within 400m of Cruxton’s main entrance. These are located in the Oakley and Merley area. From these:

- Route 4 provides a half hourly service between Wimborne in one direction and Poole in the other.
- Route 13 provides two services a day between Merley and Bournemouth via the Ferndown Industrial Estate. The 13 runs a more frequent service than this throughout the day but save for early morning and late afternoon services, terminates at Wimborne Square to which the 4 connects.
- Other services from these stops include the 25, 32, 50 and 425 that serve Poole, Bournemouth, Broadstone, Bearwood, West Howe and Merley.

Route 4 provides a frequent connection to Poole Railway Station facilitating journeys to Bournemouth, Wareham and further afield including Weymouth, Southampton, Southampton Airport, and London. The additional population who will live at Cruxton will enhance the viability of these routes. We are aware of the issues faced by Oakley residents recently with the withdrawal of the 4d and 27 routes.

Following consultation with the local bus operator and BoP, the development will fund significant enhancements to the bus service which will increase the frequency throughout the day and provide additional services during evening and weekend periods. These enhancements will provide a viable alternative to private car use, for both future residents of the development and existing residents within Merley and encourage modal shift away from private car use.



9 | Public Footpaths on Site

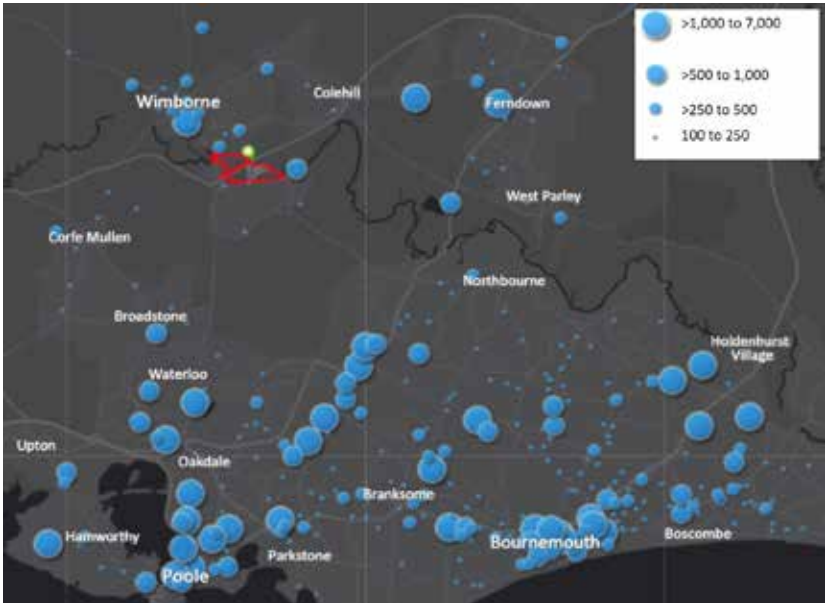


Sustainable Travel to Work

Figure 10 shows the location of major employment sites. Cruxton is immediately proximate to Canford School to its east, who employ 500, and is also very close to the headquarters of Cobham plc, a FTSE 250 aerospace and defence company in Wimborne, with a workforce exceeding 400. The Brook Road Trading Estate and Wimborne Market also lie close to the site with Wimborne Town Centre, including several professional service firms as well as typical town centre retail and catering outlets. Ferndown Industrial Estate is within three miles. The workplace population of this three mile radius is 33,500 in total. Figure 11 provides an assessment of current journeys to work for people who live in the area, including the site. It shows the significance of employers in close proximity to the site including Canford School, Cobham, Ferndown Industrial Estate and Wimborne Town Centre. Using this data, it has been possible to predict the likely proportion of commuting trips from the development to different

employment locations. These include a prediction that 24% of commuting trips would be to the local employment areas of Oakley, Wimborne and Ferndown, hence with a reasonable opportunity for walking and cycling as well as public transport. Thirty six percent of trips would be into Poole and 14% into Bournemouth, with the balance being to destinations further away. It is likely that development at Cruxton, close as it is to existing employment areas and with easy access to the A31, could “intercept” some existing commuting journeys, ie people who, moving to Cruxton, would be closer to their places of work than before. Therefore the development could reduce commuting distances, an example being in the case of someone currently living at Gillingham or Blandford and working at Ferndown Industrial Estate, or living at West Moors and working at Fleets Corner or Nuffield.

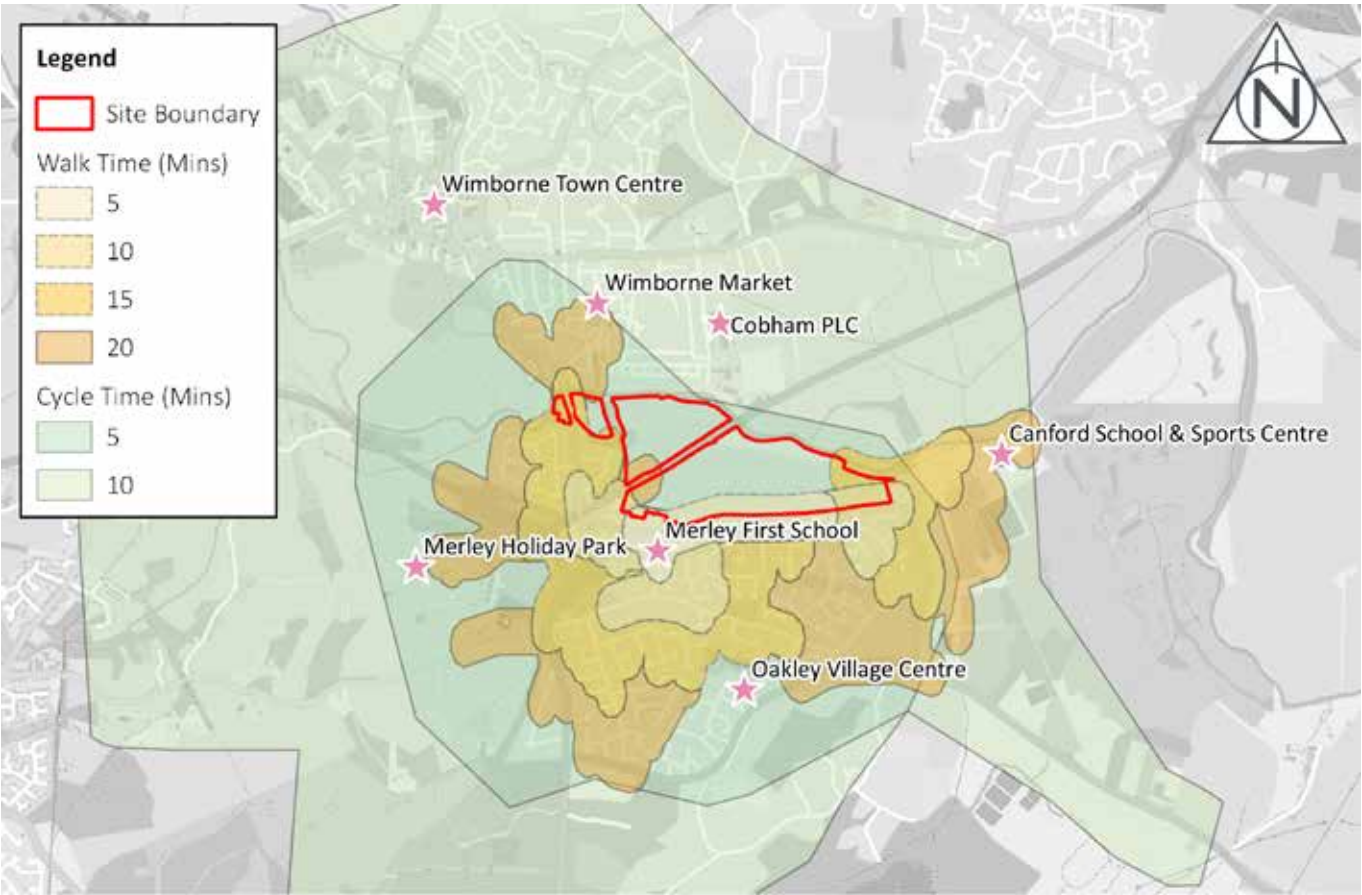
For further information, please refer to supporting information by Phil Jones Associates.



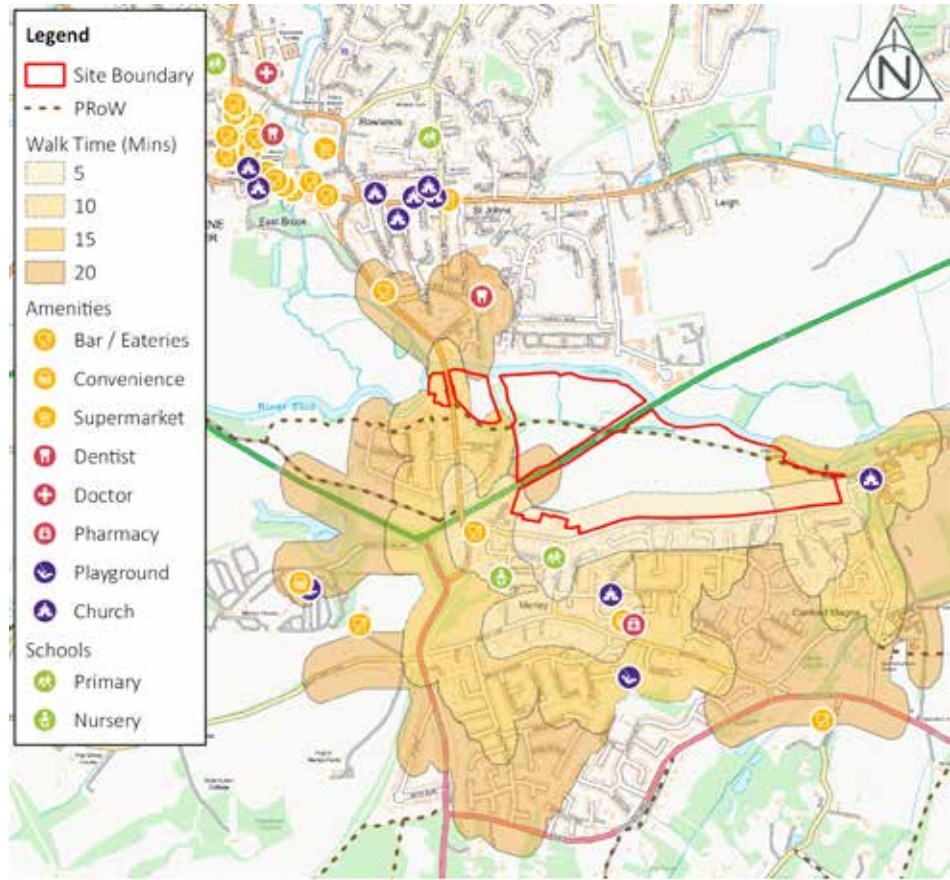
10 | Major Local Employment Locations



11 | Journey to work times



12 | Walking and cycling distances to Local Centres



13 | Distances to local amenities



2.3 Heritage

Like much of Merley and Oakley, the majority of the site was originally part of the wider Canford Park estate. The Carriage Drive which defines the northern edge of the site, leads up to the Lady Wimborne Bridge; both features were key parts of the wider estate. The two conservation areas of Oakley Lane and Canford Magna are situated just outside the western and eastern edges of the site.

The Cruxton site lies to the north and north east of Oakley Lane Village Conservation Area, which contains a number of Grade II Listed Buildings. This is a relatively small conservation area containing the surroundings of the original farm, some houses and former farm buildings converted to residential. In the farmyard itself is an unconverted brick built agricultural shed amongst newer agricultural buildings of steel frame and cladding construction. There are several Lady Wimborne cottages here and nearby.

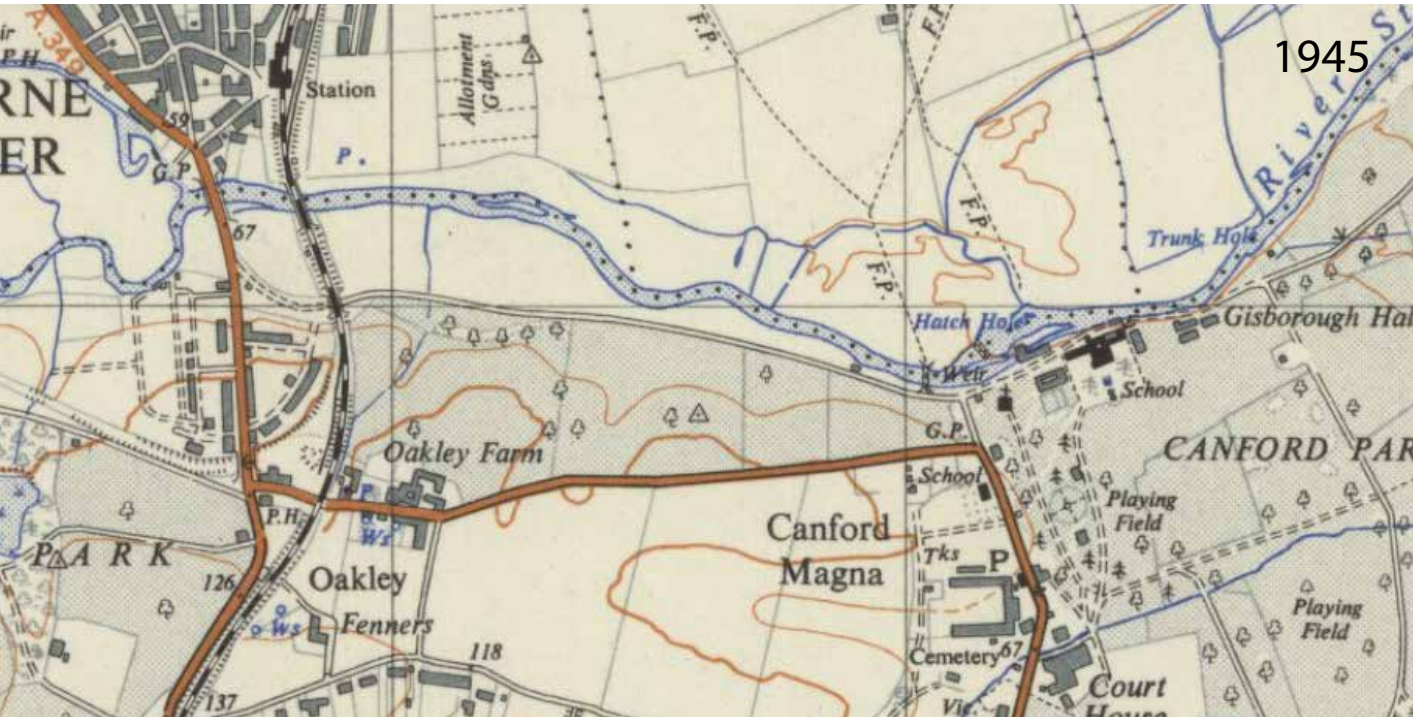
To the east, the site is adjacent to the Canford Magna Conservation Area: a more extensive area including Canford Magna village and church, and the buildings and grounds of Canford School which include the former Canford Manor House, a Grade 1 Listed Building. Numerous other buildings, many listed, most of which have connections to the former Manor, now a school, lie within this Conservation Area. Despite the presence of the Carriage Drive running through Cruxton, which is clearly connected with the House, the land forming Cruxton does not appear to have been parkland or in any other way associated with it.

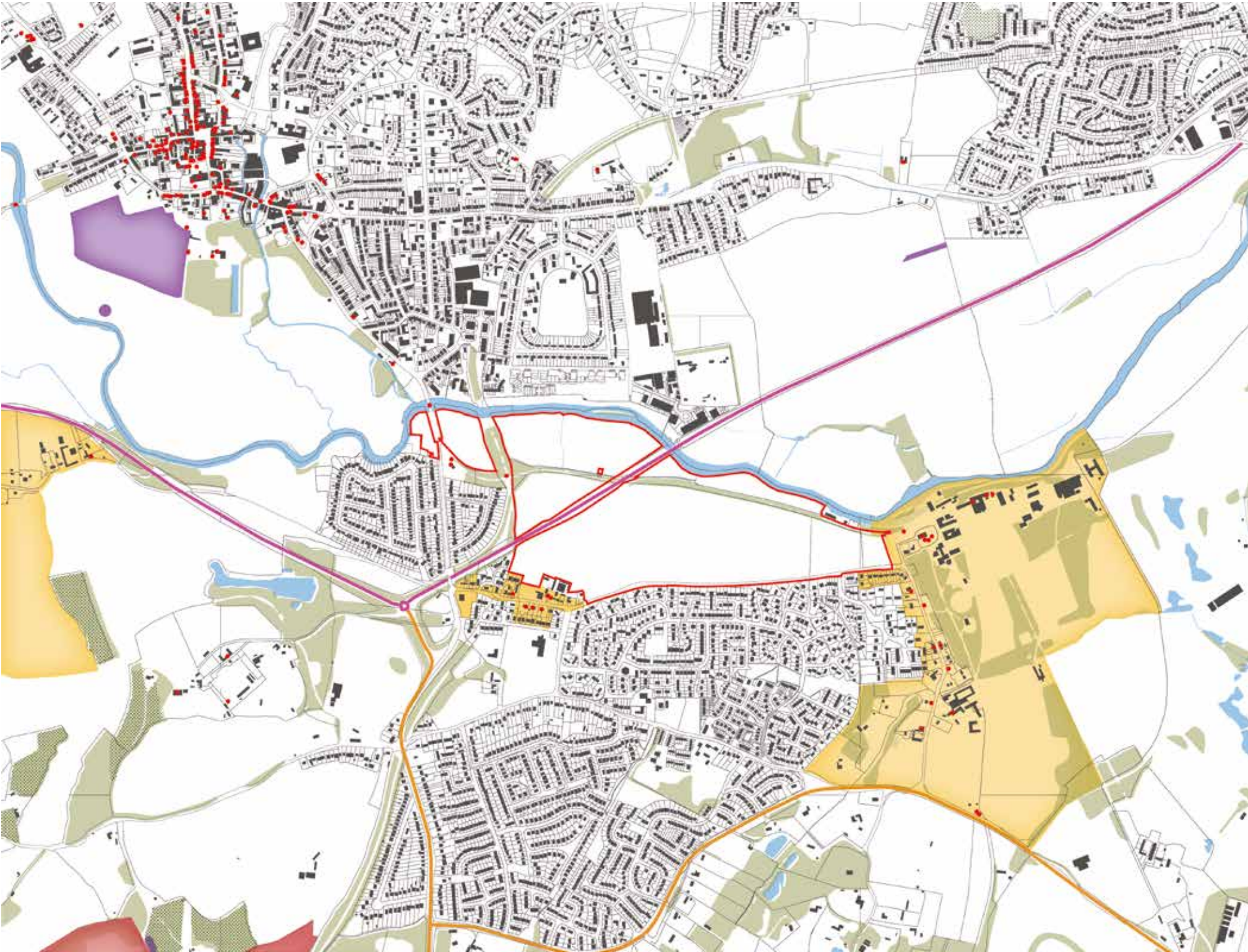
The Heritage Assessment has concluded, based on extensive desktop research and a detailed site visit, that there are no substantial overriding historic environment constraints although, if not mitigated, there may be some impacts on the settings of both Conservation Areas and the heritage assets they contain.

The masterplan reflects these conclusions, providing set backs from the Conservation Areas located to the east and west that reflect the nature and scale of the assets contained within them. Overall, it has been concluded the development will not result in any substantial harm to the Listed Buildings and Conservation Areas, protecting and buffering their settings.



Design Approach: Influences on the Canford Magna interface

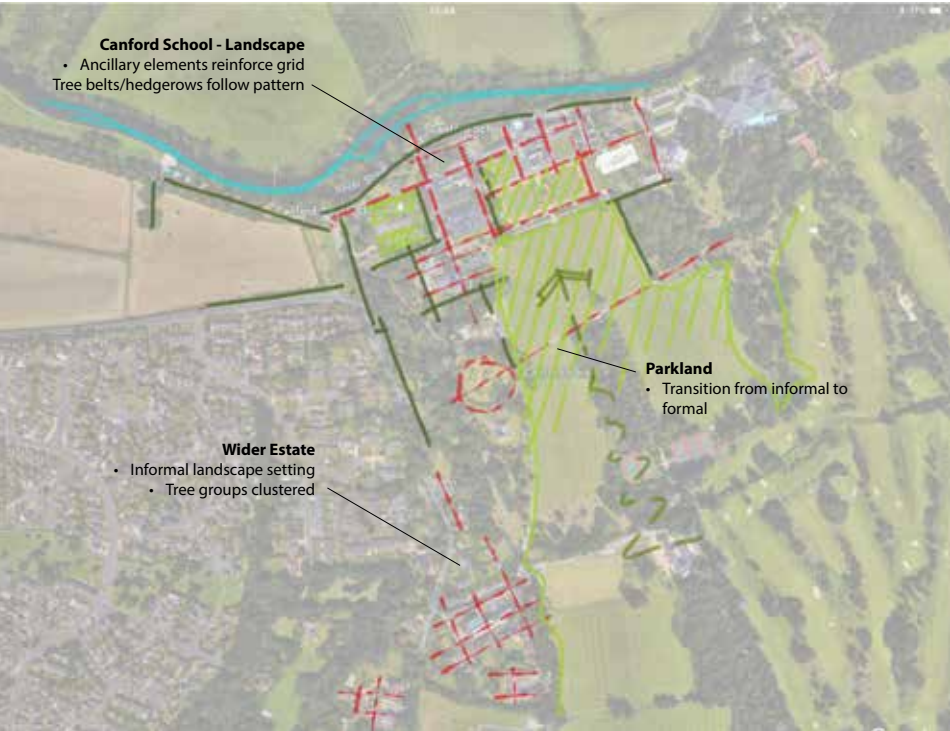




- Site Boundary
- Built Form
- Listed Buildings
- Water Bodies
- Conservation Areas
- Scheduled Ancient Monument
- Woodland

Maintaining and Enhancing Heritage Assets

In order to minimise the impact of development on the Conservation areas which neighbour the site at Canford Magna and Oakley Lane, suitable design response must be formulated. The design approach diagram demonstrates how the Canford Magna conservation area must be respected by building cottages of a similar Lady Wimborne style, creating and maintaining certain vistas across the site and enhancing the existing parkland setting.



Design Approach: Influences on the Canford Magna interface



Canford Magna Parish Church



Oakley Lane Conservation Area



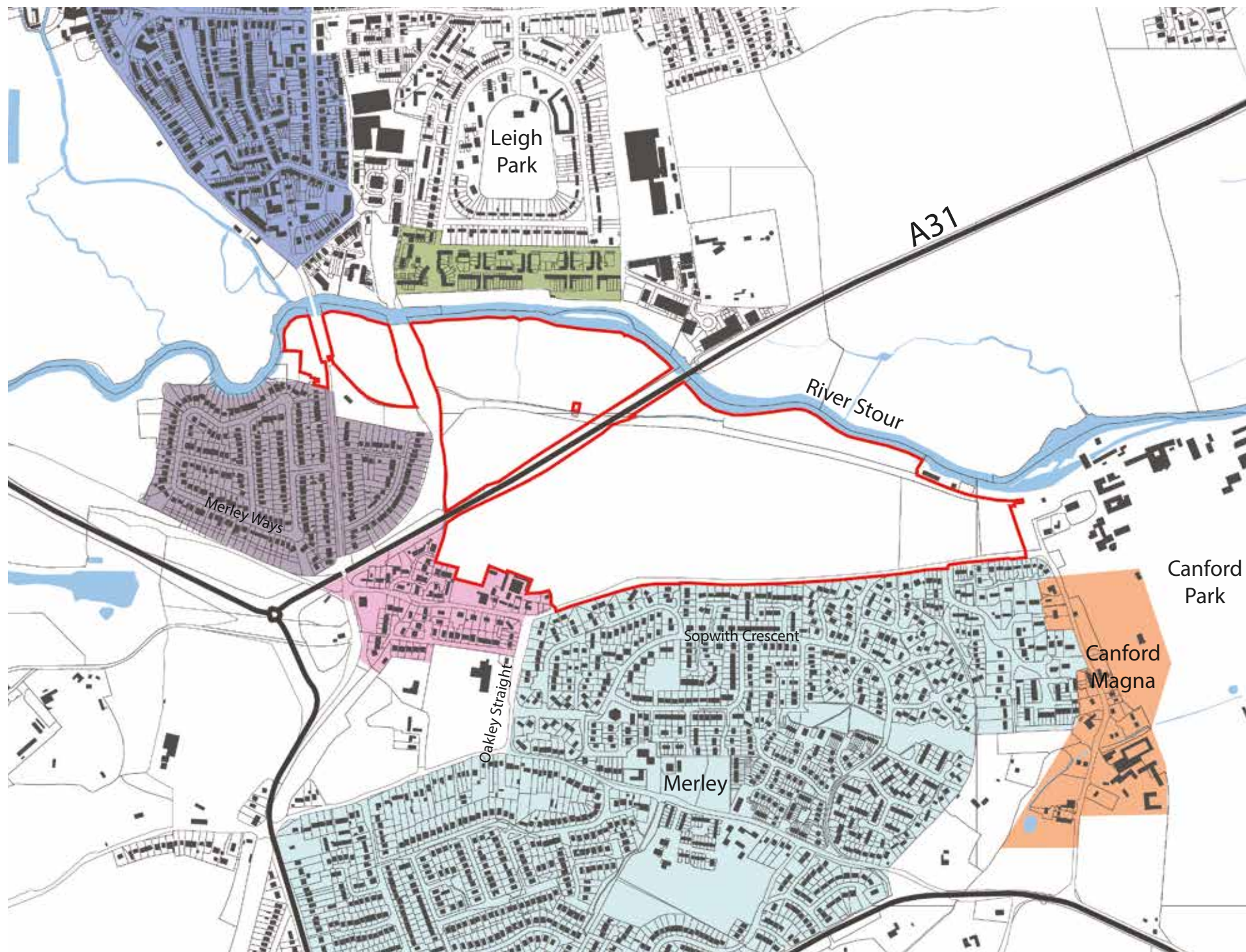
Listed Cottages in the Canford Magna Conservation Area



Lady Wimborne Cottages

2.4 Local development character

There are a wide variety of ages and types of development around the site. This section provides an overview of the various character areas, a summary of the urban form and an assessment of the average density.



15 | Local Development Character

- 1: Merley Ways
- 2: St Johns, Wimborne
- 3: Wimborne Riverside
- 4: Western Oakley Lane
- 5: Merley
- 6: Canford Magna

1. Merley Ways, Oakley

- 1930s/40s residential hillside suburb
- Mixture of materials and styles: bricks + render
- Detached bungalows and two storey houses set behind front gardens with drives/garages
- Single access off Oakley Hill with circular route [Merley Ways] and connecting internal roads.
- Roads generally straight with pavements but no verges/street trees
- Average net density: approx. 20dph



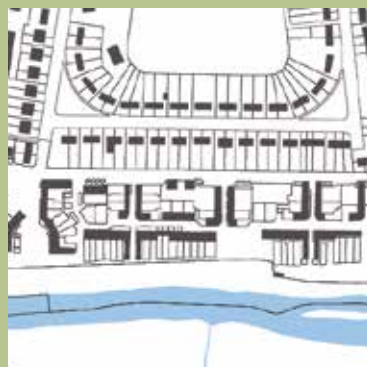
2. St Johns, Wimborne

- Victorian/Edwardian suburb
- Two storey terraced and semi-detached housing
- Straight streets with some on-street parking
- Some brick boundary walls with small front gardens/parking areas. Other properties front directly onto pavement/street
- Later/detached properties have garages
- Predominance of red brick + slate roofs. Some render
- Average net density: approx. 30dph



3. Wimborne Riverside

- Recent terraced apartments/houses
- Predominance of red brick with slate/red tiled roofs + colour render on accent buildings
- Generally 2.5 storeys high
- Southern area fronts onto River Stour with views across proposed SANG
- Small front and rear gardens
- Parking in garages/on street frontage
- Average net density: approx. 30dph



4. Western Oakley Lane

- Victorian semi-detached properties on Oakley Lane, including a few listed properties/Lady Wimborne Cottages. Oakley Lane frontage is designated Conservation Area. Traditional materials include red brick, yellow brick and slate roofs
- Clusters of late 20th century detached properties on Silverwood Close with strong farmyard character
- Leafy hedgerows with trees give leafy setting, however busy/wide nature of Oakley Road erodes rural character
- Average net density: approx. 15dph



5. Merley

- Detached dwellings following looping estate road layout
- High proportion of bungalows together with two storey housing
- Predominance of brick, with some rendered or tile hung panels
- Typical example of late 1960s/70s estate housing
- Average net density: approx. 20dph



6. Canford Magna

- Small hamlet associated with the Wimborne Estate (now Canford School), focussed on the Canford Magna street
- Distinctive historic character, with listed buildings. Situated within the wider Canford Magna Conservation Area
- Includes terraces of buff-brick Lady Wimborne cottages and Canford Village Hall (now pre-school)
- Average net density: approx. 10dph



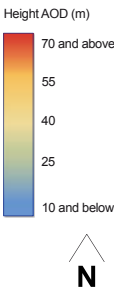
2.5 Topography

The land north of the Carriage Drive forms part of the floodplain of the River Stour. Land south of the Carriage Drive is pasture land on the gently sloping southern side of the Stour Valley. To the west of the A31 is a single field with undulating topography. To the east of the A31, the land is delineated by field boundaries. A gentle valley runs through the centre of the southern parcel in a roughly south west to north east direction

The River Stour which meanders through the area between Merley and Wimborne has shaped the topography of the area, exhibiting a wide flat floodplain and gently rising valley sides, on which to the north, much of Wimborne is built upon and to the south in Merley and Oakley.

The site is partially within the floodplain and partially on the more elevated lower valley sides and exhibits both a gently undulating and varied topography (generally falling towards the River Stour with highest land adjoining Oakley Lane) and a flat level topography within the floodplain (where it adjoins the River Stour).

Where the land is steeper sloping, the layout will be designed to accomodate this ensuring that the proposed urban form follows the contours of the land.



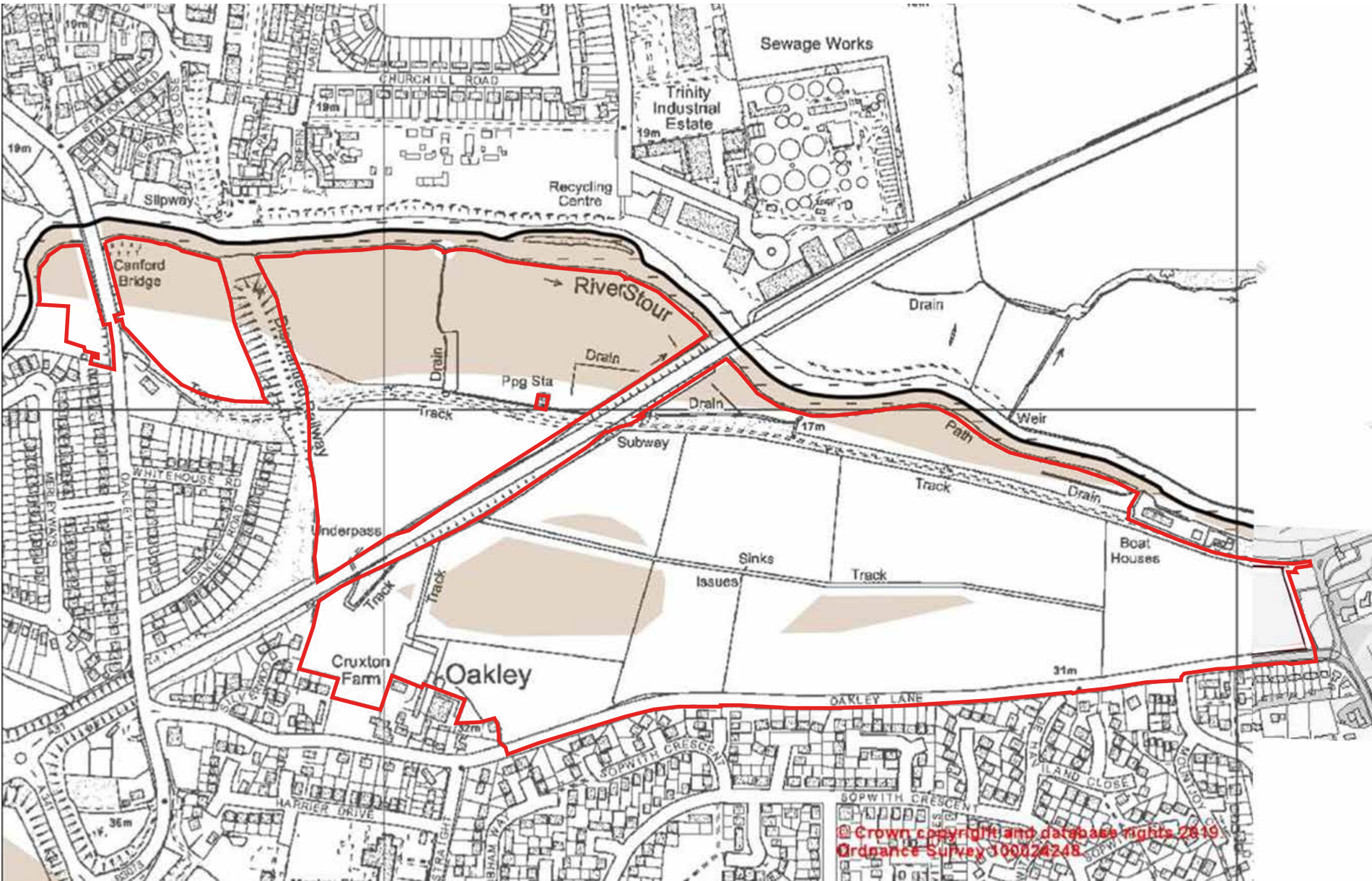
16 | Topography



2.6 Minerals

Savills Minerals team has examined the viability of minerals located at UE1. Land North of Merley. As can be seen in Figure 17, Minerals Safeguarding Areas affect two relatively small parts of Area D, as well as the majority of Areas A and B. Policy SG-1 of the adopted Minerals Strategy for Poole, requires that minerals at development sites be extracted unless it can be shown development would not lead to sterilisation. This safeguarding policy covers the site. The estimated potential resource at Cruxton is 150,000 tonnes. This takes account of the extent of the resource and the limitations on working derived from set-backs from

existing housing areas and of working minerals adjacent to the river. The clear conclusion is that the limited mineral resource is significantly smaller than would normally be regarded as a minimum for a commercially viable site. There is no demonstrable need for such a small volume of mineral in the current market. Current permitted reserves are above the recommended 7 years minimum. The required stand off distances from residential areas, roads and the River Stour result in a insignificant mineral resource, which renders mineral sterilisation as not an issue.



17 | Minerals plan



2.7 Hydrology and Drainage

An assessment of flood risk and drainage shows that flooding from the River Stour is identified as a significant risk for and to the land north of the Carriage Drive. South of (and including) the Carriage Drive, the Environment Agency flood mapping indicates as being within Flood Zone 1, the lowest level of flood risk. All of the proposed development areas are therefore outside of the areas of flood risk.

Surface water flooding would be possible in the central valley which runs through the southern parcel, related to the drainage of the site in heavy rainfall. This area is proposed as undeveloped in the masterplan, which is an appropriate response to this risk. Surface water flooding is possible in areas north of the Carriage Drive but these are not proposed for development. These areas are also at risk of reservoir flooding (the consequence of dams upstream being breached), but they are not proposed for any form of development.

We have also considered surface water drainage from the proposed development at UE1. Land North of Merley with reference to known details of surface geology. The volume of surface water balancing ponds necessary to prevent a worsening of flood risk in the Stour Valley has been assessed using standard approaches and

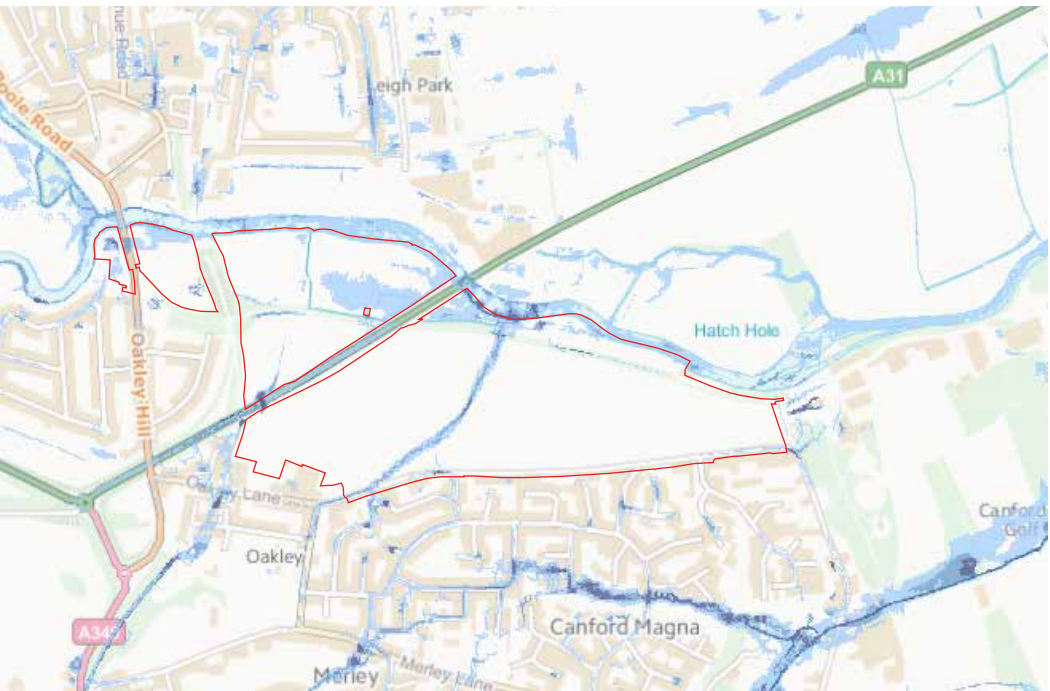
reflects what is known of surface geology. It is this quantity of storage which has been allowed for in the attenuation features proposed in area D of the indicative masterplan. Attenuation features will be designed as infiltration basins with the intention that they do not hold a permanent level of water for any significant period of time, using the porosity of the ground to outfall and improve water quality. These features form an integral part of the SANG and POS and have shallow side slopes. One of these ponds could be deepened so as to retain permanent level of water for use by dogs, however this is a detailed matter for a Reserved Matters Application.



18 | Flood Risk Zone



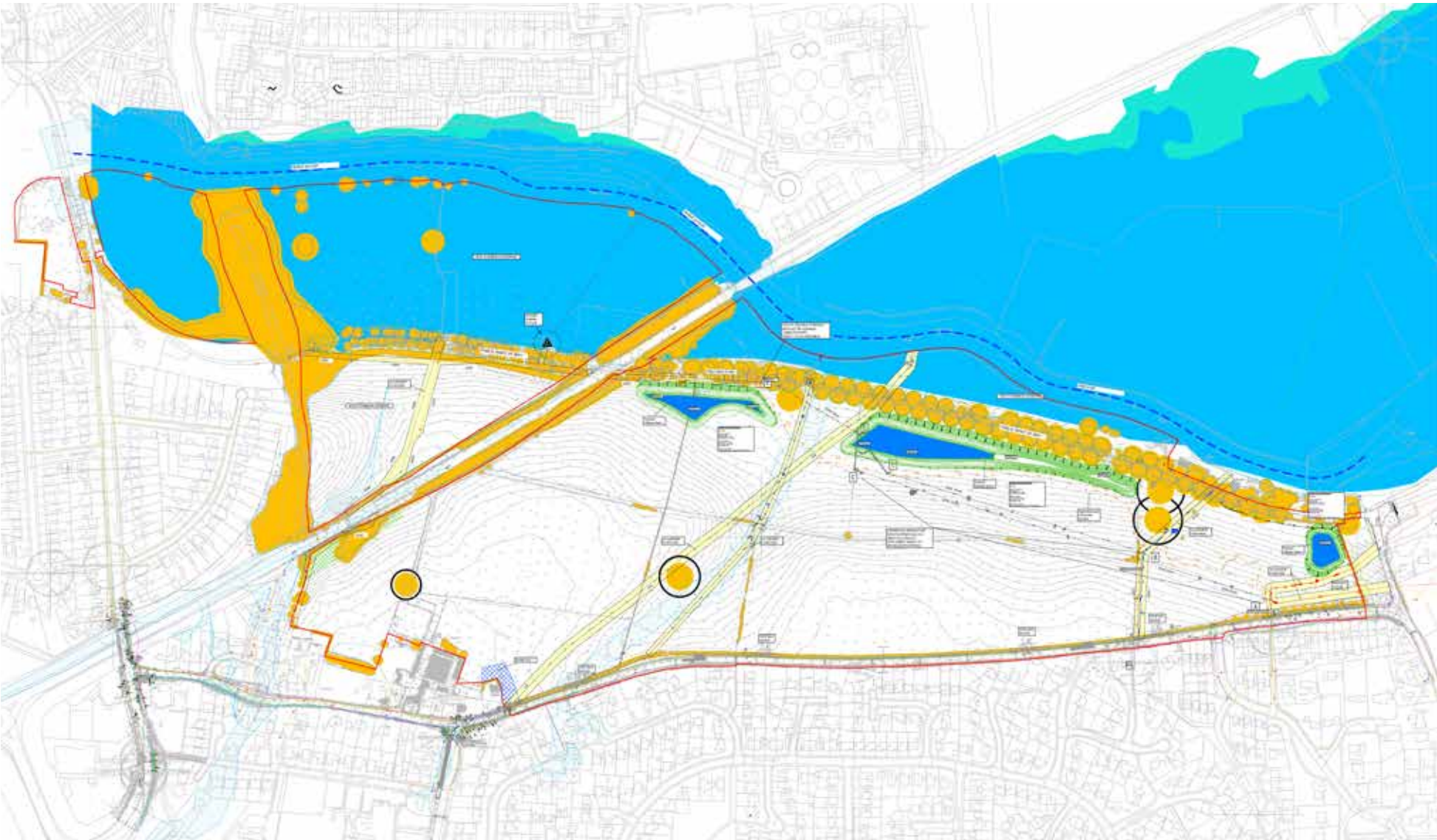
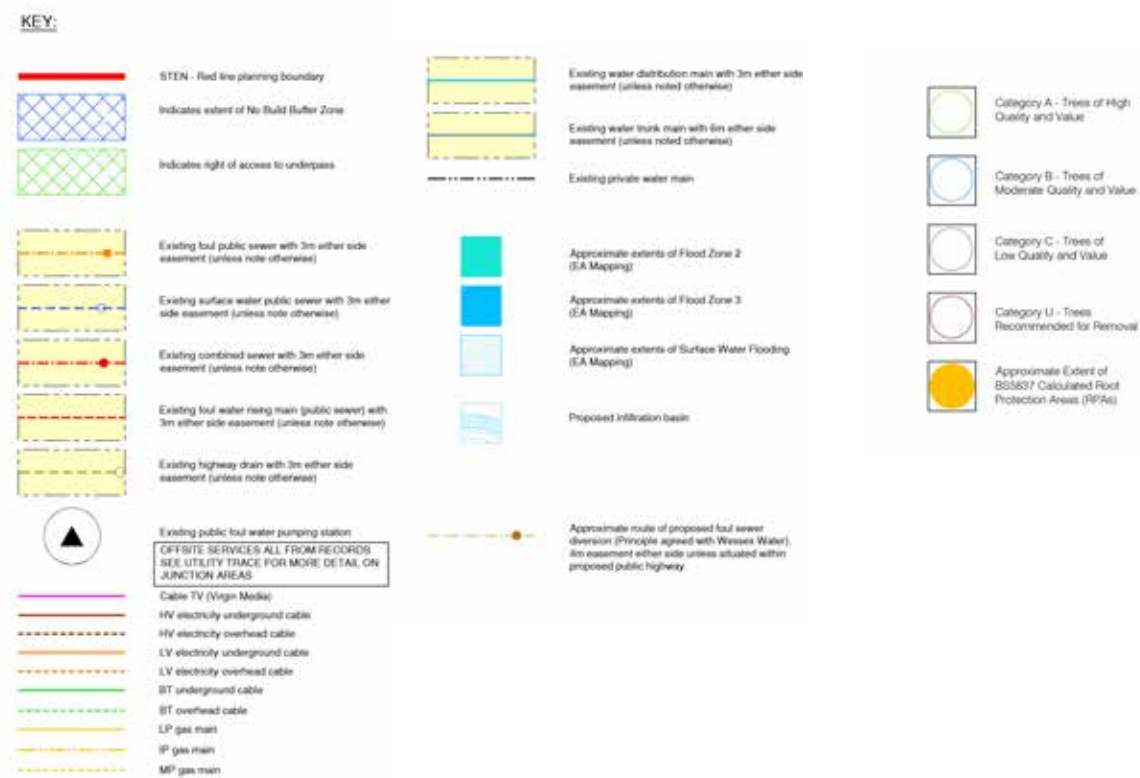
River Stour



19 | Pluvial Flow

2.8 Utilities

A storm drain runs within a gentle valley, running though the centre of the area proposed for development in a roughly south west to north east direction. There is also a rising water main crossing the site at this point. A low voltage overhead cable crosses it north to south towards the western end of Area D. This can be grounded or diverted within the development. There are no high voltage cables at the site. The only other utilities are some foul sewers known to be running from the Canford Magna area that cross in the eastern part of Area D and beneath Area C. To ensure that we make the best use of the site, some of these utilities will be diverted where possible to follow the alignment of the proposed streets through the development. None of these services are a constraint to developing the site.



2.9 Ecology

A detailed ecological assessment of the site has been undertaken, informed by background data searches and detailed surveys of flora and protected fauna. This has influenced the design of the development in order that it can deliver biodiversity net gain.

Protected Sites

The most significant ecological issue is the potential for adverse effects to the Dorset Heathlands Special Protection Area (SPA) (associated with an increase in the local population and hence disturbance through likely increased recreational use of the SPA), which is 1.2km to the south west of the site at its closest point. The Dorset Heathlands Planning Framework (2015 – 2020) contains a mechanism for mitigating such effects, which are common to all proposed residential sites within 5km of the SPA. The Planning Framework provides guidance for Suitable Alternative Natural Greenspace (SANG), which inter alia is required to mitigate effects associated with increased recreation at the SPA.

The Proposed Development therefore incorporates a SANG adjacent to the River Stour, which would be expected to be a major attractant for recreational users of the Proposed Development and others. The proposed SANG, which is shown on the SANG Strategy Plan, comprises a mixture of existing grassland, wetland, woodland and mature trees that, together with proposed newly created habitats such as species-rich grassland, wetland, scrapes, tree and hedgerow planting, would provide a variety of walks and experiences with appropriate management. Enhancement of the woodland will be undertaken through the removal of non-native species along Carriage Drive. The proposed SANG's location is such that it is one of several existing or proposed SANGs along the Stour Valley that are connected by existing Public Rights of Way (PROW) and together would form a much larger, popular riverside recreational resource in the locality. The SANG has been designed in line with the guidelines for quality of a SANG in Appendix E of the Dorset Heathlands Planning Framework (2015 - 2020) and with consideration to the existing habitats of ecological importance described below. The SANG strategy has been agreed with Natural England and as required by the SPD, the developer is committed to funding Strategic Access Management and Monitoring (SAMM) through a Section

106 agreement. The ecology strategy that informed the development design has been discussed and agreed with the ecologist at the Borough of Poole and with Natural England.

Habitats

Habitats identified on the site are shown on the Habitats Features Plan.

The proposed development has been designed to retain the existing tree and hedgerow corridors. Only habitats of no more than site ecological importance (improved grassland, species poor hedgerow, scrub and a single waterbody) will be lost as part of the proposals. The habitat creation and enhancement proposals associated with the Proposed Development include:

- Creation of three large attenuation basins surrounded by species-rich grassland to be informally managed and the enhancement of existing species-poor semi-improved grassland to increase the diversity of the sward to compensate for the loss of improved grassland. The basins will be designed to create some seasonally wet areas, which would be planted with emergent species that would benefit nesting birds, invertebrates, reptiles and amphibians, including some species not present currently.
- Creation of off-line scrapes within the SANG area to increase wetland habitat and provide additional habitat for amphibians including GCN.
- Extensive native tree and hedgerow planting throughout the GI surrounding the built development and occasionally within the River Stour floodplain to compensate for scrub loss.
- Informal open space within the housing development will be planted with a suitable wildflower mix and managed to promote flowering.

The future management of the SANG and GI, to be secured through the production and implementation of a Landscape and Ecological Management Plan (LEMP), will be designed to maximise biodiversity in the long term, and it is anticipated that the proposals will increase the diversity and the ecological importance of the habitats that currently exist and deliver net gain.

The habitats in the footprint of the proposed development are predominantly of low ecological importance, and those important ecological features that do exist, namely mature trees, are retained,

together with most of the hedgerows. Opportunities for significant biodiversity gains within the SANG exist and form part of the proposals to more than mitigate the effects of development, and to provide an attractive destination to avoid impacts to the nearby protected site. The loss of habitats of low ecological importance will be more than compensated for through the provision of a range of newly created habitats, such as species-rich grassland, native tree planting, scrapes and attenuation basins which will increase the ecological importance of habitats on the site.

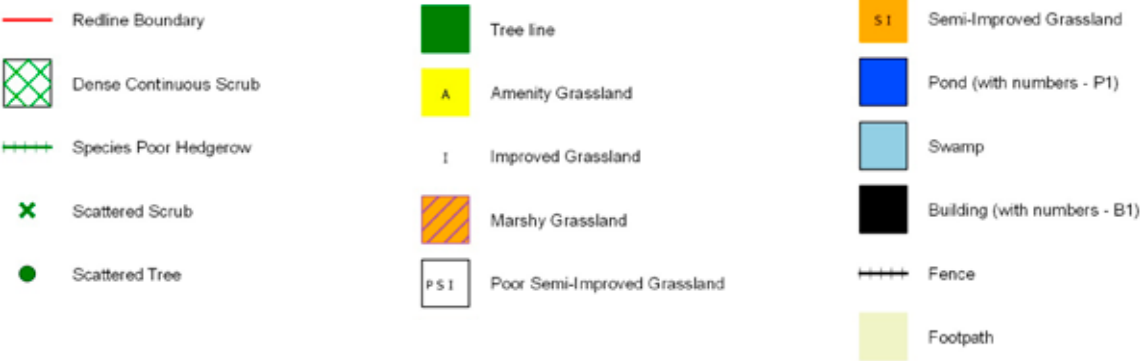
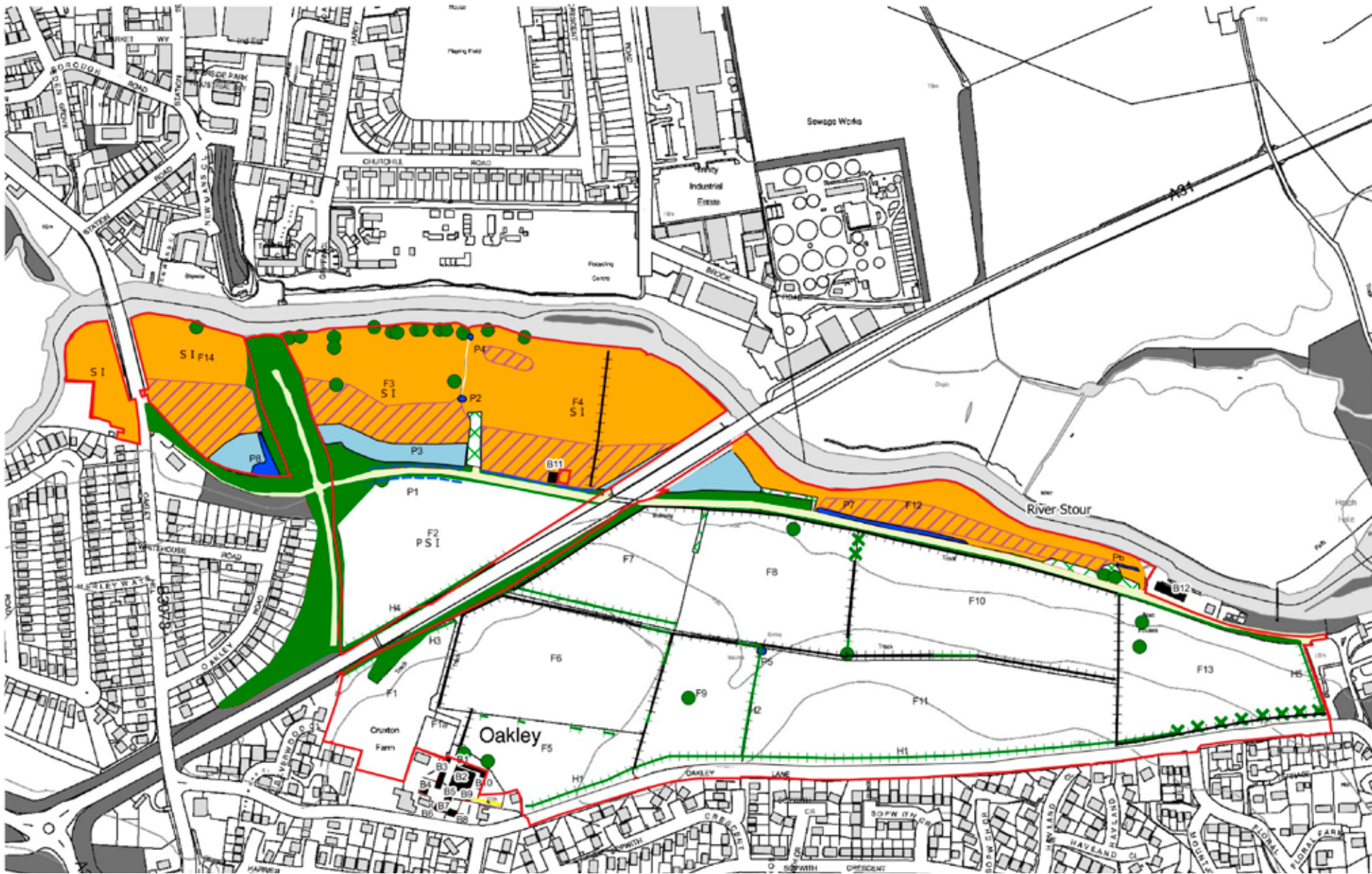
Protected and Priority Fauna

Phase II surveys have recorded great crested newt (GCN), roosting bats, an assemblage of commuting and foraging bats and breeding birds, as well as reptiles using the site. Otter and Water Vole are also known to be present on the River Stour on the northern boundary.

The proposed development has been designed to retain the habitats of the most ecological importance to these species, including the identified bat roosts. Once the newly created and enhanced habitats have matured, the proposed SANG and green infrastructure would provide better opportunities for fauna than currently exist.

Conditions

Planning conditions can ensure mitigation and enhancement is achieved, in conformity with relevant planning policy and legislation. The LEMP is a key mechanism for the implementation of the mitigation and enhancement strategy which will deliver biodiversity net gain.



21 | Habitat features plan

2.10 Landscape

Landscape Character of the Site

The photographs opposite present various views of the site. Lines of vegetation including mature trees and dense hedgerows define the character and visibility of the site in close and long range views. These lines run alongside both sides of the Carriage Drive and the A31, as well as the southern site boundary in the form of the hedge alongside Oakley Lane. The western site boundary is also densely wooded along the embankment of the former railway. Vegetation off site including stands of trees on the northern side of the Stour and the dense hedge and rear garden trees of houses backing onto Oakley Lane, add to this aspect of the context. The proposed development land is seen only as a very thin strip of green in the long range views that are filled mainly with lines of trees. Within the proposed development area, there are some small patches of scrubby vegetation and trees, including a few free standing oak trees and limited stretches of hedgerow. The oak trees and hedgerow fronting Oakley Lane will be retained. Otherwise, this part of the site is improved grassland and lacking in ecological or heritage value. The Agricultural Land Classification of Cruxton is Grade 3 or 4. Most of the trees and hedgerows around the site will be retained and managed appropriately.

Site Specific Assessment

Whilst the published Landscape Character Assessment of East Dorset Council identifies the key characteristics of the landscape to the north of the site, neither it or any Poole District Council publication consider the site specific landscape context of individual areas of land and how sensitive these may be to specific development proposals. In order to provide a more detailed analysis and consider the opportunities and constraints for the residential development of the site, its specific character and context is considered further below.



1 Western end of proposed housing area, adjacent to A31. Housing on Silverwood Close visible in distance



2 Centre of site, looking north towards Carriage Drive



3 Southern site boundary showing existing housing on Oakley Lane

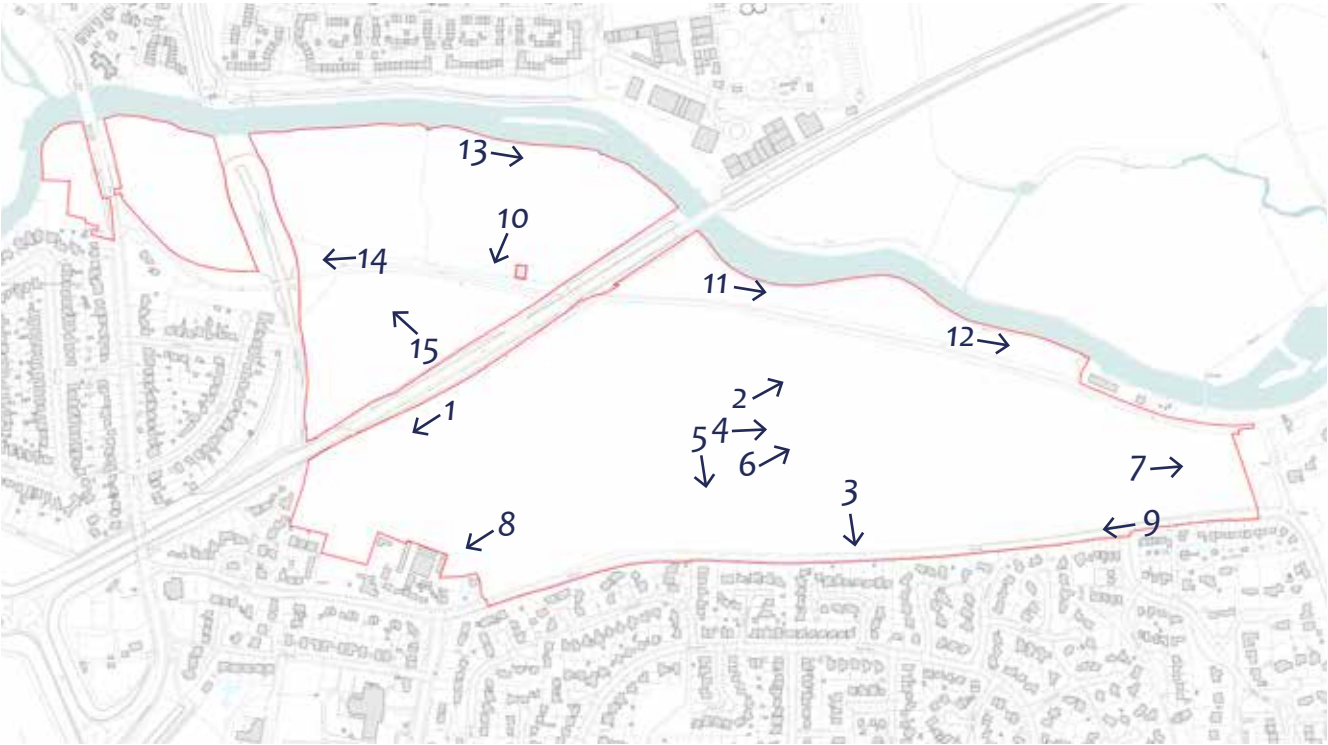


Photo Viewpoints Key

Site photographs



4 Centre of site, looking east towards Canford School



7 Parkland oaks at eastern end



10 Looking north across proposed SANG towards the Carriage Drive



13 Existing riverside walk within proposed SANG, looking towards housing on Howarth Road, Wimborne



5 Oak trees and clipped hedgerows within site. Existing housing on Oakley Lane beyond



8 Lime Walk on northern edge of proposed housing area



11 Existing riverside footpath within proposed SANG area



14 Carriage Drive



6 Drainage pipes within a proposed housing area



9 Oakley Road boundary with mature trees and gappy hedgerow, looking east



12 Eastern end of proposed SANG, looking east



15 Field immediately to north of A31

Vegetation

The local area contains a high coverage of woodlands and trees, particularly to the south of the site along the ridgeline which contains predominantly deciduous woodland and north of the site around Colehill and Cannon Hill which largely comprises conifer plantation. These areas of woodland help form wooded ridgelines on the upper valley slopes of the Stour Valley. On a more local area, there are a number of linear features which contain a high level of tall dense tree cover including the former railway embankment directly west of the site, the A31 which travels through the site area and the Carriage Drive that runs through the site from Canford School towards the B3073.

Canford Park/ Canford School contains a distinctive mix of mature ornamental parkland trees.

Within the site (with the exception of the linear features which cross the site) there are few areas of trees or hedges. There are a small number of large mature oak trees within the southern area of the site, and some younger trees along the south east boundary with Oakley Lane. There are consistent and intact hedgerows along the boundaries with Oakley Lane and Canford Magna, as well as against the A31 and bridleway. Internally, within the southern site area (Area D) hedgerows are absent or very broken, with only short remnant sections in places.

Notable features in close proximity to the site include:

- River Stour and its adjoining floodplain meadows, incorporating riverside walks.
- Canford Park (which is within Canford Magna Conservation Area), including parkland, landmark buildings, footbridge and weir.
- The A31 which crosses the site serves as a detractor in both landscape and to a lesser extent visual terms as a result of the noise, movement and physical barrier that it creates.
- The Carriage Drive which runs through a tree lined lane as it passes by the site.
- Exposed settlement edge on the southern Edge of Wimborne.
- Exposed suburban settlement edge on northern edge of Merley.
- Cruxton Farm and surrounding historic properties within Oakley Conservation Area.
- The former railway line and stone bridge.

Site Specific Character

There are strong contrasts between the different areas of the site, in particular Site Areas A/B and C/D.

Site Areas A and B are located on the low lying land of the River Stour floodplain of the Lower Stour Valley and are open areas of rugged and marshy grazed floodplain meadow, with occasional mature Oak tree or Willow stand. There is a strong relationship both visually and through proximity with the River Stour and the area has a good level of public access via the informally surfaced riverside path. There are no defined internal field boundaries within this part of the floodplain, however there is a strong sense of enclosure formed by the tree lines associated with the A31, Carriage Drive and former railway embankment. Although the floodplain retains a rural quality, it is influenced in places by the southern edge of Wimborne, which is located directly to the north beyond the river.

In strong contrast to the floodplain, Site Areas C and D are located on the higher sloping ground of the Merley-Canford River Terrace on the lower river valley sides and are laid out as typical pasture with medium/ large scale fields. There is a strong and clear boundary between the

floodplain and the valley sides character, formed by a combination of the A31 and route of the Carriage Drive (both of which are tree lined). The land within Site Areas C and D, as well as rising in a southerly direction towards Oakley Lane, is also gently undulating. The pasture fields of Site Area D have a higher degree of enclosure than the floodplain area, but are still relatively open as a result of internal field boundaries being predominantly post and wire, with some remnant tracts of low hedgerows and occasional mature Oak trees. Enclosure on the northern boundary of Site Area D is strong as a result of the mature tree lines, hedges and vegetation associated with the A31 and route of the Carriage Drive. The higher areas of Site Area D are influenced by the suburban edge of Merley, which forms the backdrop to this area in some views. There is limited relationship/ connection with the river with only a few filtered views of the river. Views out are influenced and restricted by the strong tree lines which define its northern boundary; they look towards the wooded ridgeline and residential developments within Wimborne which nestle within the upper valley sides. The eastern end of Site Area D has a strong visual connection with the parkland of Canford Park and there are views from the site to the historic buildings within the school.



Site Areas Key

Detailed Description of Individual Site Areas and Key Characteristics

Site Area A

This part of the site consists of wide, flat, open and rugged floodplain meadow with occasional mature oak trees with views along the river and onto the southern end of Wimborne. It is highly enclosed on the western and northern sides by the wooded embankment of the former railway, tree lined bridleway and wooded embankment to the A31. Formal public access is provided via gravel surfaced riverside paths which follow the edge of the river. There is also some informal access from the Castleman Trailway. Tranquillity of the area is interrupted/ reduced by the noise and movement of the A31 (which is elevated at this point where it transverses the floodplain). The wide arched steel bridge crossing provides a low key feature. New residential development (still under construction) across the river, faces directly onto Site Area A and has an urbanising influence upon it. There are also partially filtered views towards the commercial warehouses on Brook Road. A small discreet pumping station is located to the north of this area.

From this area there are some heavily filtered views (through the tree line of the bridleway) south towards the pasture field of Site Area C and a partial view of the top of the main barn within Cruxton Farm.

Key Characteristics:

- Flat open, rugged floodplain meadow with occasional mature trees giving the area a naturalistic and rural feel, however tranquillity is reduced by noise from the A31.
- Strong association and visual connection to the adjoining river.
- New exposed settlement edge on southern side of Wimborne brings urban influences to this area.
- In contrast to the openness of the northern boundary, the other boundaries are highly enclosed (to the south by the strong vegetation along the Castleman Trailway and A31, west by the vegetation and embankment of the former railway and east by the A31 embankment and bridge crossing), providing a strong sense of containment.
- Views along the river and onto the southern settlement edge of Wimborne.

Site Area B

In contrast to Site Area A, the floodplain in Site Area B is much narrower in width and is less influenced by the urban elements of Wimborne. The riverside footpath continues within Area C towards Canford; the boathouses of the school adjoin the eastern boundary of Site Area B. Site Area B is bounded and enclosed to the south by the tree lined Castleman Trailway. From this area there are some filtered views through the tree line of the Trailway onto the pasture fields on the eastern side of Site Area D and beyond to the residential

properties on the northern side of Merley which stretch along Oakley Lane. There are also views towards the landmark buildings on the western side of Canford Park.

Key Characteristics:

- Flat, narrow, rugged floodplain with a naturalistic and rural feel, with strong connection to undeveloped floodplain on northern side, with no intervisibility with settlement edges of Wimborne or Merley.
- Highly enclosed on southern side by tree line and vegetation running along the Castleman Trailway, and on the western side by the embankment and bridge crossing of the A31.
- Tranquillity reduced by noise from the A31.
- Eastern side adjoins Canford School boat houses which are set along the river bank.
- Views along river and north/north east onto floodplain on adjoining side of river.

Site Area C

Site Area C comprises a single pasture field, which slopes gently down towards the Castleman Trailway. It is bounded on all sides by mature trees and vegetation, as well as earth embankments on two sides which provide a high degree of cover. Towards the railway embankment the ground rises to form a crescent shaped plateau. The high degree of enclosure results in views from within this area of the site being almost entirely contained within the bounds of Site Area D.



Floodplain Meadow in Site Area A looking south towards the river



Footpath along south of river in Site Area B

There are some partial and heavily filtered views south through the tree lines of the Carriage Drive to the recent development at Hardy's Crescent and the wooded ridgeline beyond (all of which are seen below the tree line of the bridleway). Once in leaf, the Castleman Trailway tree line will block most of these views. There are also some heavily filtered views through trees of a few properties within Oakley Road to the west beyond the former railway embankment.

Key Characteristics:

- Small, enclosed, gently sloping remnant farmland (single field) cut off from adjoining farmland by A31.
- Visually enclosed/ contained by strength of boundary vegetation.
- Tranquillity greatly affected and reduced by noise from A31.
- Only limited views out/ into the area from public viewpoints.
- Visually and physically separated from adjoining settlement to the west (Merley Ways) by former wooded railway embankment.
- No public access,
- Limited views into the area from surrounding public vantage points (including from field entrance on the Castleman Trailway) and some highly filtered views through trees from Site Area A.

Site Area D

Site Area D forms the largest component of the site and comprises a number of pasture fields which are divided/

enclosed predominantly by post and wire fences. There are occasional and sporadic remnant tracks of low hedges as well as occasional large mature Oak trees. The landform is undulating and relatively complex, but generally smooth and gently falling away from Oakley Lane in the south towards the Castleman Trailway and A31 which form the northern boundary to Site Area D. The southern boundary is formed partially by more recent residential development around Silverwood Close and Cruxton Farm (to the West) and by a hedgerow (varying from 4m high by Cruxton Farm to around 1.5-2m for the rest of its length) which runs along the length of Oakley Lane, and by a clipped 1.2m high Beech hedge on the eastern boundary with Canford Park.

Internally, the general absence of field hedges results in this area being quite open in appearance, however the undulating landform which rises and falls within Area D to form 'hollows' and localised ridgelines, provides a very localised form of enclosure on site, particularly from the central area where it falls back towards Oakley Lane. The highest parts of Site Area D are located around Cruxton Farm within the south west and towards Oakley Lane on the south east of Site Area D. The area to the west of Cruxton Farm is relatively enclosed, mainly due to the topography and tree cover, there are filtered views out through the A31 tree line towards the recently constructed properties along Banks Road and Howarth Road. Above the tree line, views extend over the top of the river floodplain and feature properties within established residential areas within Wimborne which nestle within the 'wooded' hillside around Wesley Road. Above these properties is the treed ridgeline of

Colehill which forms the skyline.

Key Characteristics:

- Open, elevated gently undulating farmland (9 fields and Cruxton Farm) which rises above the River Stour but has little connection/ intervisibility with it due to the intervening vegetation associated with the A31 and Castleman Trailway.
- Remnant area of farmland cut off from surrounding countryside adjoining the northern settlement edge of Merley.
- Urban influence on the area as a result of the proximity to the settlement edge of Merley.
- A31 is largely hidden from view, however noise from traffic impacts on tranquillity of area.
- Weak and degraded internal landscape structure, with remnant tracts of low and fragmented hedgerows.
- Open nature of internal area is increased by the lack of strong field boundaries which are predominantly post and wire fences.
- Vegetation running along the A31 and Carriage Drive provides strong sense of enclosure and containment on the northern side and limits views out/over the site as well as into the site.
- Views over the tops of the tree lines feature the wooded ridgelines of Colehill and Cannon Hill, as well as existing settlement on the valley sides within the north of Wimborne.
- Western end of site has strong visual and physical connection with Cruxton Farm.
- Far eastern end of Area D has strong visual



Site Area C



Site Area D View towards housing on Oakley Lane

connection with the western edge of Canford Park.

- Large mature field oaks are an occasional feature of this area.

A line of low voltage electricity cables with timber posts, runs south-north across the centre of Site Area D; aside from these, there are no other structures or built form within the main area of this part of the site, however Site Area D also includes most of the Cruxton Farm complex, excluding the modern farmhouse but including the barns, yards (with brick walls) and two listed properties which front onto Oakley Lane. The farm features a mix of historic and more modern buildings and facing materials. Part of the complex (including the two listed properties) is within the Oakley Lane Conservation Area. This is a relatively small Conservation Area which includes a core of 'historic' buildings on the western end of Oakley Lane including the Willett Arms Pub, several residential properties fronting onto Oakley Lane, Oakley House (NHS Centre) and Cruxton Farm. The area has been partially infilled with more recent residential development set out around Silverwood Close (some of which is within the Conservation Area). Further development around Harrier Drive and Oakley Straight, as well as within the main areas of Merley have absorbed the historic core into the wider suburban area.

The southern side of the site is influenced by the proximity of typical modern and suburban residential development which stretches along Oakley Lane, and although partially contained behind garden fences and garden vegetation, is quite prominent and features as a backdrop to this area in some views.

Adjoining the eastern boundary is Canford School/ Park, which includes a number of prominent landmark buildings set out within a mature parkland setting, which contains many fine tree specimens, both of which create a varied and diverse skyline within some views. The river (where it adjoins the school) also contains a number of features including a weir and pedestrian suspension bridge. The Parkland character of the school grounds extends as far as the eastern boundary of Site Area D, beyond which some of the eastern field of Site Area D is considered to form part of the undeveloped wider setting of the Canford Magna Conservation Area.

In summary, the lower lying land of Site Areas A and B to the north of the A31 and Castleman Trailway, exhibit the characteristics of the Lower Stour Valley and have a relatively strong and intact landscape character which is more sensitive to development than the rising land within Site Areas C and D.

Site Area E

This area is divided into two parts by the B3073 Oakley Hill. Both parts comprise, flat, open and rugged floodplain meadow, with areas of marsh and the eastern area contains a small pond. From the eastern side there are views across the river and onto the southern end of Wimborne, the extent of views is restricted by the railway embankment to the east and the road bridge to the west. The wooded railway embankment is a prominent feature of the eastern area. From the western side, views look onto the southern edge of Wimborne, the River Stour flood meadows and the settlement edge around Merley Ways.

Highly enclosed on the eastern side by the wooded embankment of the former railway, and by a tree line on the southern side which adjoins the embankment. Tranquillity of the area is interrupted/reduced by the noise and movement of traffic travelling along Oakley Hill.

Key Characteristics:

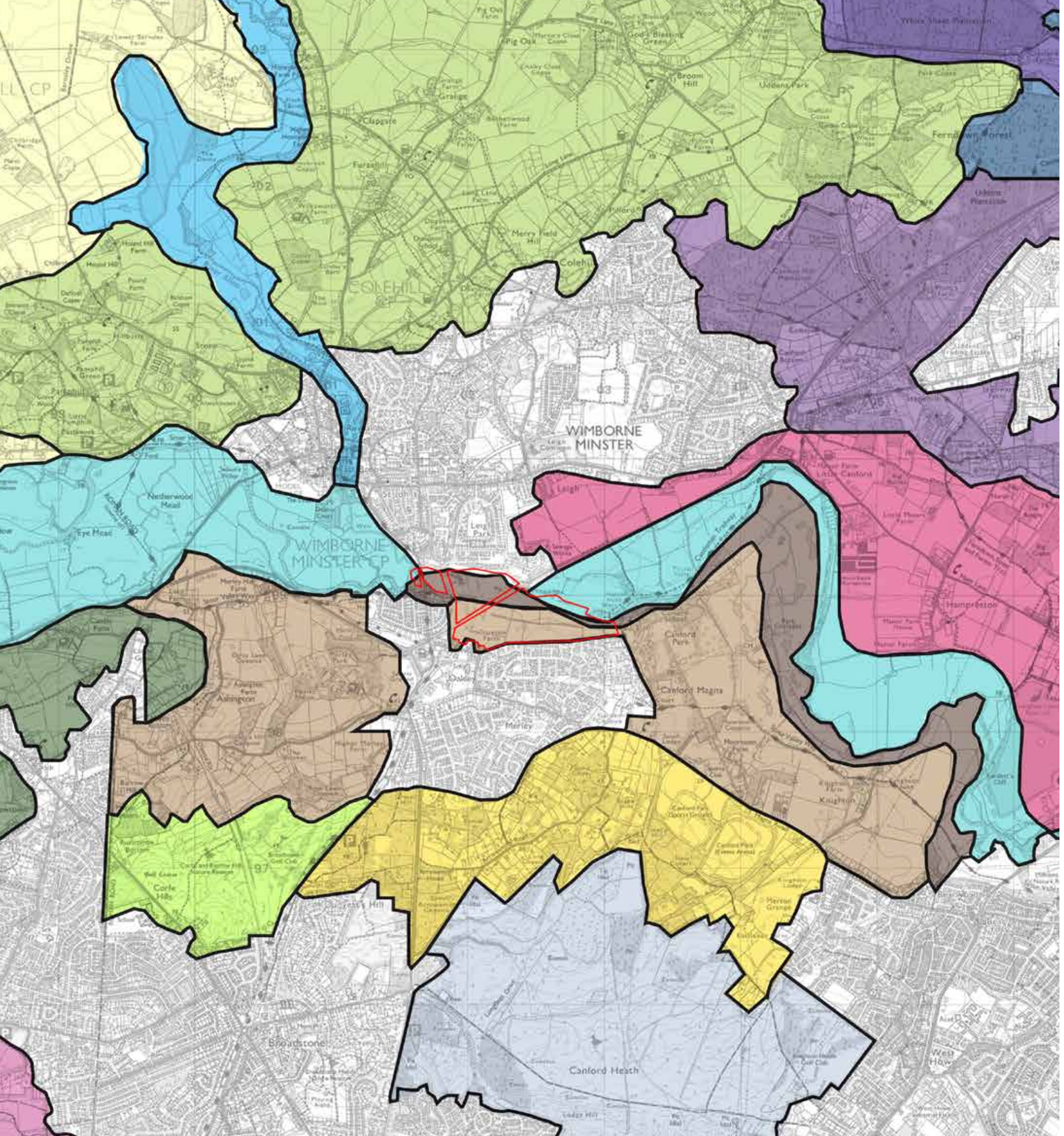
- Divided into two areas by Oakley Hill.
- Historic stone bridge (with recent footway/ cycleway addition) which crosses the River Stour is a key feature of both areas.
- Wooded railway embankment is a key feature of the eastern area.
- Flat open, rugged floodplain meadow with occasional mature trees giving the area a naturalistic and rural feel, however tranquillity is reduced by movement and noise from Oakley Hill and the proximity to settlement.
- Strong association and visual connection to the River Stour and its adjoining flood meadows (particularly on the western side).
- Views along the river and onto the southern settlement edge of Wimborne and housing around Merley Ways.
- Settlement edge on southern side of Wimborne and from Merley Ways brings urban influences to this area.
- Strong tree cover and enclosure to the eastern area formed by the railway embankment and the tree line to the south.



Site Area D from the Carriage Drive



Site Area E from Oakley Hill





Site Boundary

East Dorset Landscape Character Areas



Woodlands-Colehill & Hillbutts farmland/ woodland mosaic



Henbury - Corfe, Morden-Lytchett farmland/ woodland mosaic



East Dorset Downs/South Blandford Downs/ Bloxworth Downs



Upton Heath



Hampreston River Terrace



Ferndown Forest-Stapehill



Holt Heath



Lower Stour Valley



Allen Valley



Moors River Valley

Borough of Poole Characterisation Study



Lower Stour Valley



Corfe Hills Heath



Merley-Canford River Terrace



North Poole Heath/Farm Fringe



Canford Heath

Published Landscape Character

The character of the landscape has been mapped and classified at a national scale through to a more detailed local scale (see Published Landscape Character Plan). The national and county landscape character assessments provide a broad overview of the key characteristics and, whilst helpful in understanding the wider context, this level of detail is not sufficient to properly inform development proposals. The site lies within the 135 Dorset Heaths National Character Area. East Dorset District Council, which is situated to the north of the site, has produced its own landscape character assessment and, although old (published in 2008) and within the adjoining authority, is still useful in providing an understanding of the landscape of the wider area to the north of the site. Poole District Council has not yet published a landscape character assessment of its own area, however character areas are identified within the Poole Characterisation Study of 2010, but no descriptions or analysis are provided of the individual character areas. No landscape sensitivity studies have been undertaken by either authority. The East Dorset Landscape Character Assessment identifies the character areas north of the River Stour and the Poole Characterisation Study sets out the character areas south of the River Stour which includes the site area.

Poole Characterisation Study 2010

The lower lying northern areas of the site (Site Areas A and B) are within the Lower Stour Valley Character Area. The more elevated areas to the south (Site Areas C and D) are within the Merley-Canford River Terrace Character Area. These character areas extend into East Dorset District Council and the 2008 assessment includes useful descriptions as well as extracting the key characteristics.

East Dorset District Council Landscape Character Assessment 2008

The areas which are relevant to the site are:

- LCA 10 Lower Stour Valley
- LCA 11 Merley Ridge-Canford Terrace
- LCA13 Hampreston River Terrace

LCA 10 Lower Stour Valley

This is described as:

“A wide and flat, meandering flood plain”.

“The associated open, pastoral landscape character found in the western half of the valley is also significantly influenced by the roads, road crossings and the developments that encroach along its length. The historic

settlements of Shapwick, Sturminster Marshall and Wimborne are marked by their church towers in the views along the river”.

“At Wimborne the river is pinched between the ridge at Merley on the southern bank and more recent developments in Wimborne to the north and, further to the east at Parley, Dudsbury Rings also forms a pinchpoint. The Ensbury Bridge crossing to the south east marks the limit of urban encroachment from the Bournemouth conurbation to the south and the ribbon development along the A347 from West Parley to the north”.

Key Characteristics which are relevant to the site and its local surroundings include:

- Flat wide flood plain
- Meandering river
- Riverside trees and copses
- Long distance views along the valley
- Views of A31 Wimborne By Pass
- Road crossings and historic multi-arched bridges e.g. White Mill
- Julian’s, Canford and Longham Bridges
- Views of the church towers at Shapwick, Sturminster Marshall and Wimborne
- Views of Canford School

Site Areas A and B exhibit many of these characteristics.

LCA 11 Merley-Ridge-Canford River Terrace

This is described as:

“A character area shared with Poole, although only a small part lies within East Dorset. The lower part consists of a fragment of valley gravel at Lake Gates forming a flat step alongside the river marking the level of former flood plain. The remaining, higher south-eastern part of the area comprises undulating farmland, dispersed settlement and woodland blocks. The woodland provides a backdrop to the views across the Stour Valley from the north. The character of the eastern part of the area within Poole is heavily influenced by the presence of Merley House, its associated parkland and by the view and noise from the busy A.31 trunk road that runs along the northern edge of the character area”.

Key Characteristics which are relevant to the site and its local surroundings include:

- Undulating farmland
- Woodland blocks

Key Features:

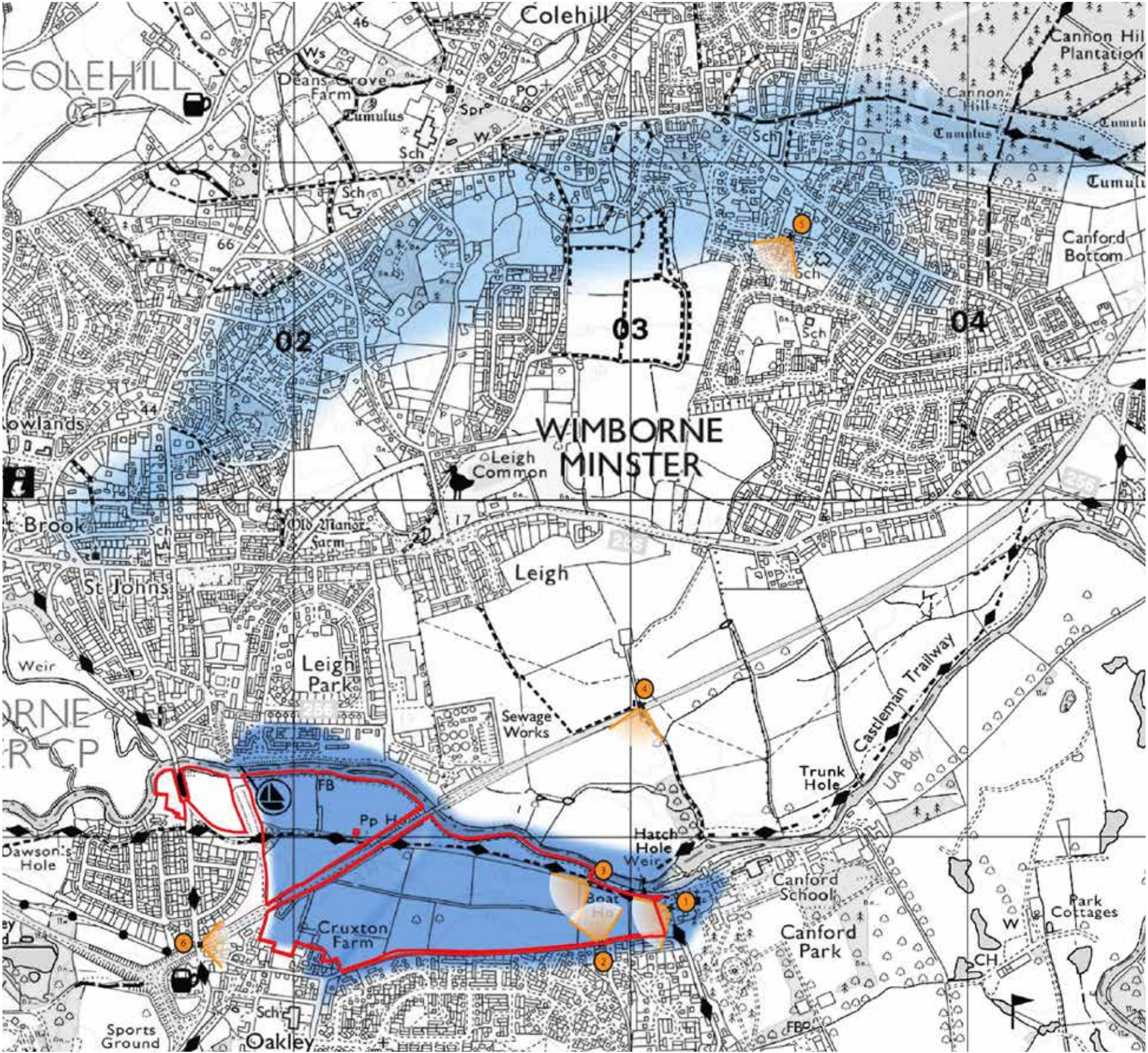
- Merley House and park
- A.31 Wimborne bypass

Site Areas C and D exhibit some of these characteristics and features.

Visual Context

Despite the proximity of Cruxton to the historic town of Wimborne, centred as it is around the medieval Minster church, there is no sense of a visual connection to this historic area, either on the water meadows, from which views towards Wimborne are of a very recent housing development and of an industrial trading estate, or from the rising land to the north of the A31, from no part of which is a view of the Minster towers evident. Strong existing tree lines and vegetation help screen views of the proposed development area.

The area is a remnant area of farmland cut off from surrounding countryside. It adjoins and is influenced by the urban area of Merley. It has a weak and degraded internal landscape structure. There is little connection or intervisibility of Area D due to the intervening vegetation, other than at its eastern end. Tyler Grange make recommendations for landscape design which have been incorporated in the masterplan concept. Most significantly, new development is restricted to Area D, with the eastern end left open as parkland and a more intimate form of separation, allotments, being used to protect the setting of the Oakley Village Conservation Area to the west. In particular, lines of new tree planting within Area D aligned east-west, will have the effect of screening and framing the views of housing in near views to the south and in the very limited distant views from the north. New tree planting along the northern edge of Oakley Lane adjoining the central parts of the Cruxton development will, as recommended by Tyler Grange, provide stronger tree cover not just to screen the new houses in views from the south, but to provide a green backdrop to glimpses of the new development from land to the north and hence increase the sense that views from this direction are in fact of an area of woodland. The incorporation of playing fields to the east and allotments at the west will maintain a degree of openness and enhance the parkland feel to the land close to Canford Magna. Close views into the housing area from the Carriage Drive will be largely across the parkland and open setting of the “Lakeland Park”. Across the eastern end of Area D are the strongest views of open countryside. Here, open land will be retained abutting Oakley Lane such that there is a continuity of open land for approximately a quarter of the length of Oakley Lane adjoining Cruxton, and the Stour Valley meadows to the north.



23 | Panoramic Photograph Viewpoints

- Site Boundary
- Photoviewpoint Location
- Field Verified Visual Envelope
- Field Verified Visual Envelope



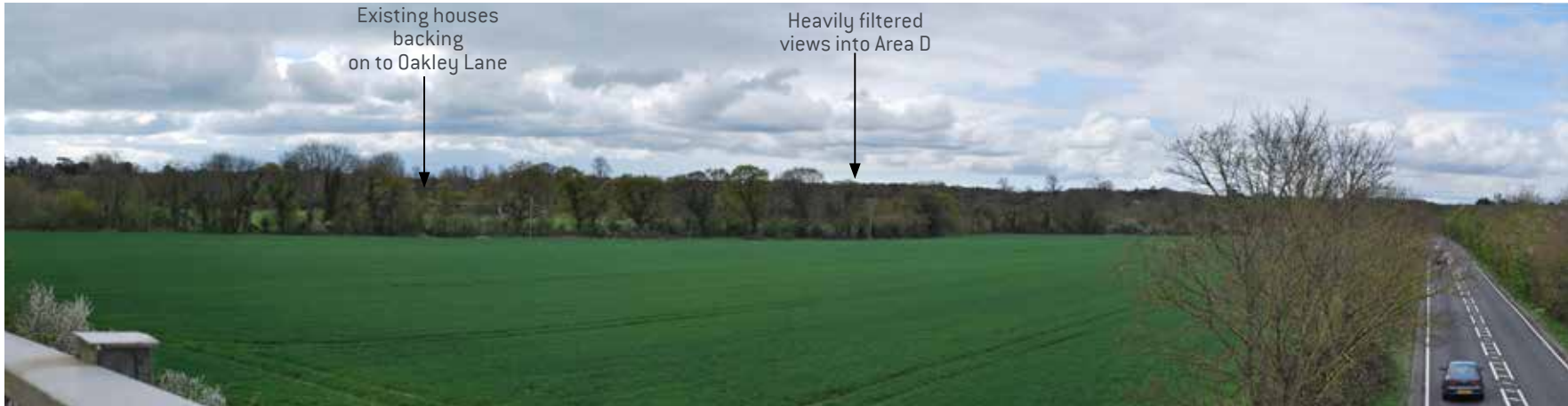
From entrance road to Canford School (viewpoint 1)



From Eastern end of Oakley Lane (viewpoint 2)



From Eastern end of Carriage Drive towards the site (viewpoint 3)



From the farm access/ footpath overbridge on the A31 (viewpoint 4)



From Ashmeads Close, Colehill. Area D is behind and obscured by the trees on the horizon seen between the two houses to the right. The fields glimpsed here are those north of the River Stour (viewpoint 5)



View from B3073 Merley Hill overbridge illustrating the A31 in a cutting for much of its length crossing Cruxton (viewpoint 6)

2.11 Arboriculture

To inform the masterplan and development design, arboricultural surveys were conducted on the site in 2018 in accordance with BS 5837:2012 (Trees in relation to design, demolition and construction – Recommendations).

The site is bisected east-west by the Carriage Drive. To the south of the Carriage Drive, the site comprises pastoral grassland, grazed by cattle and bounded by defunct hedgerows, dominated by hawthorn, with some bramble patches and occasional individual large mature oak trees of higher quality and value. Such trees include veteran specimens, including two Category A ancient open grown oaks to the south of the Carriage Drive and a further veteran candidate present to the south western reaches of the site. The tree has been struck previously by lightning with associated scarring / monolithic features present.

To the north of the Carriage Drive, there are further fields within the River Stour floodplain with scattered naturalised tree stock. The shallow banks of the Stour are lined with occasional trees of limited quality and value, with scrub patches and marginal vegetation. The A31 corridor transecting the site also includes belts of structure planting and naturalised hedgerow trees.

The Carriage Drive itself is bounded by a linear belt of semi-mature to mature trees with successional planting and tracts of scrub; the tree line provides an important linear corridor with links to the wider landscape. The tree line is dominated by mature trees including lime but other frequently occurring species include hawthorn, blackthorn, holly, sycamore and ash. Non-native cherry laurel and strawberry tree are frequent in the understorey.

The site is subject to several Tree Preservation Orders (TPOs), which are shown on the Considerations Summary (Figure 24) including TPO Ref. 92 with area A1 centred on Canford Park and covering the eastern portion of the site. Trees adjoining the site to the south west are also subject to Area TPOs, specifically TPO Ref. 161, Areas A1 and A2. Trees adjoining the site to the north-west are covered by TPO Ref. 71/2000, specifically group G1, T2, and woodland W1.

The Masterplan is designed to retain and safeguard the most important individual trees and linear hedgerow groups, with the consideration of calculated Root Protection Areas and tree canopy shading.

Generally, replacement and infill planting of native stock (of local provenance) would improve the age structure and condition of the hedgerows within influence of the site and appropriate planting strategies have been established in accordance with the recommendations set out within the separate landscape and ecology reports produced by Tyler Grange to ensure a robust mitigation and enhancement strategy for the site.

Along Oakley Lane runs a mature hedgerow around 2m in height. It runs along the length of the road. Where Oakley Lane meets Floral Farm in the east, hedgerow trees are also present until you reach the far east of the site boundary.

There are a number of remnant orchard trees around Cruxton Farm.



Two mature oak trees south of Carriage Drive



Mature oak tree in centre of site



Stags Head Oak

2.12 Noise, Air Quality and Odour

Noise

A traffic noise assessment has been undertaken to determine the impact of the development on existing receptors, chiefly residential properties, in terms of the changes in traffic noise levels due to changes in traffic flow levels from the Cruxton development. Fifteen separate road links in the vicinity (and housing located near to them) have been considered. Three scenarios have been considered for the year 2026 to reflect different ways of considering noise. The effects of traffic noise from the A31 on the proposed housing have also been considered in a residential suitability assessment. These assessments are based on data collected by unattended sound level monitors that were positioned at two locations within the site, each for a period of 7 days in late June 2016. The monitors collected noise data continuously through this period. The traffic noise change assessment indicated no significant adverse impacts from increases in traffic noise. The residential suitability assessment concluded that acceptable noise levels can be achieved throughout the development by appropriate design and this has been reflected in the proposed housing layout in the north-west part of this area.

Air Quality

Air quality has been assessed similarly, both to assess the potential effects of the development on the surrounding area and to assess the acceptability of the site for residential development. The assessment took account of the proximity of the A31 and the nature of the vehicle traffic it carries, as well as future traffic scenarios.

Potential effects of the development include temporary effects such as dust generation and plant emissions during construction, as well as emissions from road vehicles and domestic consumption of gas and solid fuels once the development is inhabited fully. In both cases the effects of the proposals were shown to be negligible. Air quality experienced by new occupants will be well within relevant health-based air quality objectives and the site is concluded to be suitable for the future use proposed.

Odour

In addition to examination of general air quality, we have also looked specifically at the issues that might arise from the proximity of the site to the Wimborne wastewater treatment works (WTW). Sampling was undertaken to identify odour and hydrogen sulphide monitors were used to identify this gas, which is distinctive in its own right and also a general proxy for other odorous compounds that may be created by sewage. The closest residential property to the WTW would be located 400m from the centre of the WTW. The field work, interpreted with general knowledge of WTWs, indicates that residential properties further than 300m from the WTW would be unlikely to experience worse than negligible effects. No odour complaints at all are expected beyond 340m from the WTW. The closest existing residential receptors to the WTW are 240m from it. During the last 10 years, the EA has received no odour complaints and East Dorset District Council (responsible for Environmental Health in this area) has received only three complaints. This low level of complaint from receptors closer to the site is indicative odour and will not be significant at Cruxton. Analysis has also shown that the likely levels of odour that may be experienced in the SANG land, part of which is closer to the WTW, are likely to be negligible.



Oakley Lane



Oakley Lane



A31

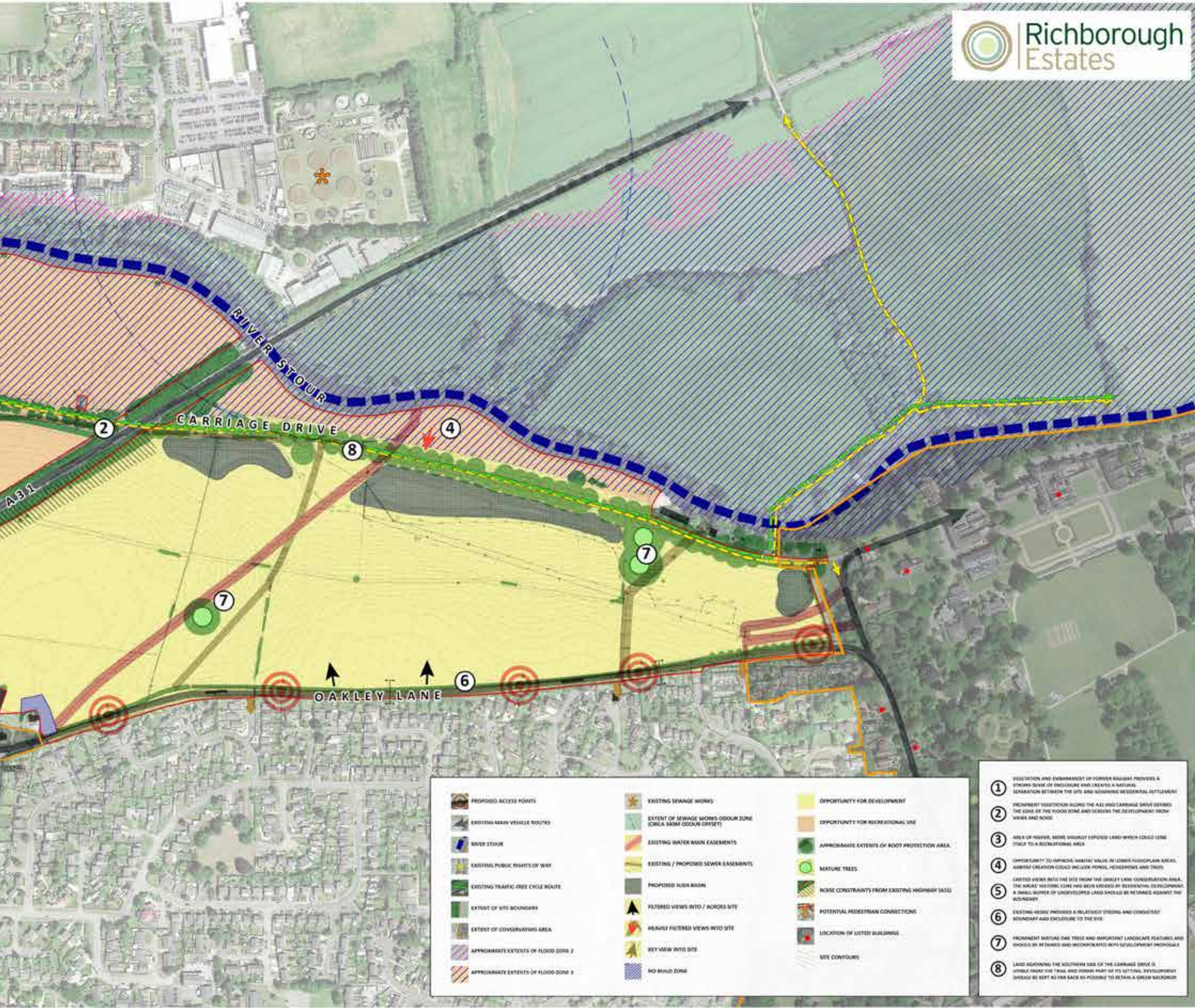
2.13 Site Considerations Summary

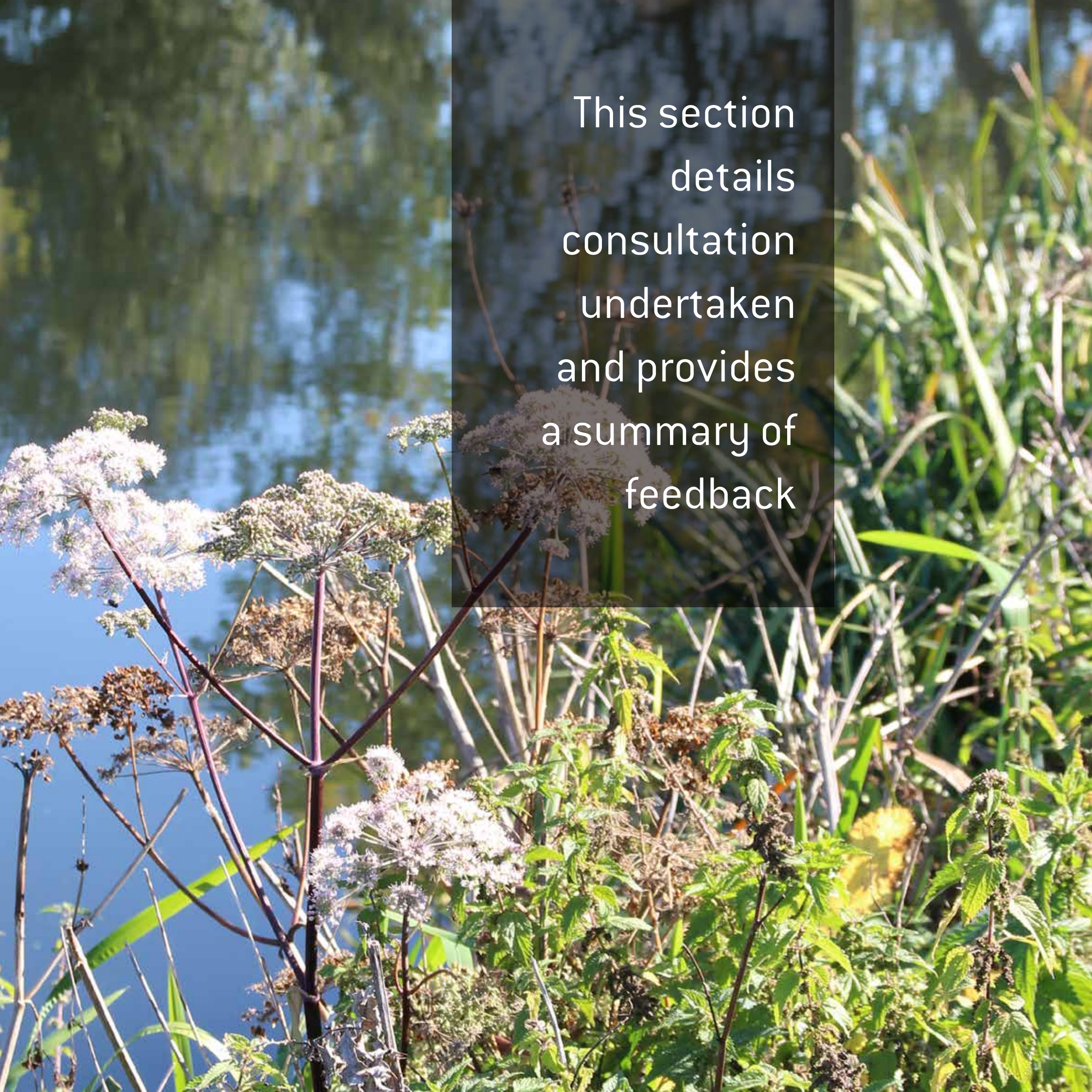
- Existing landscape features comprising hedgerows and trees, including the historic lime avenue along the Carriage Drive
- Views into the site from the Canford Magna and Oakley Lane Conservation Areas
- The visual amenity of existing houses along Oakley Lane and Silverwood Close
- Oakley Lane and Canford Magna Conservation Area settings
- The interface with the Carriage Drive
- Sloping topography
- Proximity to the River Stour flood plain
- Drainage requirements for attenuation
- Noise from the A31
- Oakley Lane frontage/ proximity to the backs
- Views into and out of the site from Colehill
- Underground water and drainage utilities and associated easements
- Interface with the future use of Cruxton Farm

2.14 Development Opportunities

- To provide access to the development via the existing road network
- To create a hierarchy of streets which have similar characteristics to existing streets in the northern and central parts of Merley
- To create a permeable street network which opens up public access across the site, strengthening links to Oakley Lane, existing Public Rights of Way and the proposed SANG
- To create a characterful development which comprises a range of building types, size and architectural styles that harmonise with the local vernacular
- To make efficient use of land through the application of appropriate densities which draw upon residential patterns within the surrounding area
- To create a sustainable and balanced residential development which offers a range of family house types, sizes and tenures
- To mirror existing residential edges and extend building lines into the site
- To maintain a green edge to the settlement envelope and enduring a new Green Belt boundary.
- To maintain views into the site and towards the wider countryside from the Conservation Area
- To disperse new development amongst a network of parks and green spaces which have distinctive landscape themes
- Create a network of recreational spaces, including equipped play areas and allotments
- Create an attractive riverside SANG space that can be enjoyed by both new and existing residents
- To integrate and safeguard existing landscape features
- To safeguard the historic Carriage Drive and Lady Wimborne Bridge by protecting views and ensuring development is sympathetic to all historic designations.
- To create interlinked green spaces that maintain suitable habitats for ecology and encourage habitat creation and biodiversity







This section
details
consultation
undertaken
and provides
a summary of
feedback

03: Involvement

03: Involvement

Richborough Estates, the applicant, pride themselves in working with landowners and communities to progress development projects such as this. We have undertaken engagement with a range of stakeholders and members of the public.

3.1 Poole Borough Council

Local Plan

Consultation has been ongoing for several years on the site, with Richborough Estates promoting the designation of the site for a strategic housing led urban extension through the Local Plan process since 2015. As part of that site promotion, dialogue and meetings have taken place with the Borough of Poole Local Plans team, as well as other officers from the Council. A range of Statutory Consultees have also been engaged during the Local Plan promotion process including Highways England, Historic England and Natural England.

Political Dialogue

Two presentations have been delivered to the Borough of Poole’s established Member Engagement Forum (MEF). In July 2016, the vision for what was then referred to as ‘Crupton’ was explained and debated, with questions and answers. The first presentation to the MEF took place to assist in informing the Council’s decision making in taking the site forward as an allocation in their emerging Local Plan.

In September 2018, a second presentation was delivered to the MEF. This presentation was delivered following an Inspector’s endorsement of the soundness and legal compliance of the Local Plan and therefore focussed on presenting how the illustrative masterplan had evolved following further technical assessments. The MEF provided further questions and the process was helpful in enabling the scheme to be refined and progressed as a result of comments from local politicians.

Pre-Application

Richborough Estates have committed to a thorough consultation process in advance of submission of this outline planning application. A formal pre-application enquiry was submitted to the Borough of Poole on the 11 July 2018. The pre-application process has involved an extensive series of meetings with key stakeholders and Council Officers which came to an end in April 2019. The inputs from stakeholders and Council Officers has influenced the evolution of the design approach and the

design principles set out in this DAS. In summary, key stakeholders and officers engaged through the pre-application process include:

- Borough of Poole
 - Planning (Development Management)
 - Planning Policy
 - Urban Design
 - Conservation
 - Housing Delivery
 - Highways
 - Sustainable Transport
 - Open Space and Recreation
 - Arboriculture
 - Biodiversity
 - Refuse

- Historic England
- Highways England
- Natural England
- Local Bus Companies
- Wessex Water
- Utility Providers

Following each meeting, a detailed meeting note was drafted to ensure that an accurate record of discussions was maintained. The open and collaborative approach adopted by officers at the Borough of Poole through the pre-application process has positively influenced the design and the facilitation of this process is gratefully and fully acknowledged by the applicant and the consultant team. The approach to the process has enabled ideas to be tabled, discussed and a suitable course of action agreed and taken forward to influence the current submission.

3.2 Public Consultation

Two public exhibitions took place on the 16 and 17 October 2018. The first exhibition was held at the Hamworthy Club on the 16 October between 19.00 – 21.30. The second exhibition was held at the Willett Arms on the 17 October between the hours of 13.00 – 16.00. Both events were open to members of the public with both being exceptionally well attended.

The public were invited via a leaflet drop to residents in

the Merley area as well as the erection of site notices and press notices which appeared in the Bournemouth Echo on the 10 October 2018 and the Stour and Avon Magazine on the 12 October 2018. Initial ideas were presented on design and layout which were displayed in sketch format.

An exhibition was on display and the full project team were on hand to answer questions or queries arising from the public. Over 400 people attended over the course of the two events with a total of 286 completed questionnaires received alongside other comments received by email and post.

The exhibition boards are included along with a full report of the event in a document entitled “Statement of Community Involvement”, submitted as a supporting document to the planning application. The main themes emerging from the comments related to:

- Character of development
- Traffic congestion and impact on the highway network
- Education
- Medical Facilities
- Flooding
- Affordable Housing
- Heritage
- Sustainable Transport

Analysis of the comments has ensured that an increased provision of natural play areas and allotments have been added to the illustrative masterplan. However, many of the issues raised relate to off-site infrastructure issues which will be addressed through off-site highway mitigation and the provision of contributions via the S106 process to facilitate improvements to services such as education, doctors surgeries and public transport connections.

Section 4 of this report details response from the Design Review Panel.

Detailed responses to these main themes are set out in the supporting specialist technical reports as well as the supporting planning statement submitted with the application.



Exhibition Board Thumbnails



Images from the October 2018 Exhibition





04:

Design Concepts and Progression

4 Evaluation & Concept Design

4.1 Approach

The scheme has evolved over time with consultation and technical input. To start the design process, the team prepared a number of layout options which sought to establish the capacity of the site and test the proposed layouts. The key design principles were as follows:

- Respond to the riverside setting
- Extend existing urban edges into the site
- Access from Oakley Lane
- Ensure minimal disturbance to tree root protection areas
- A positive response to the position of mature trees

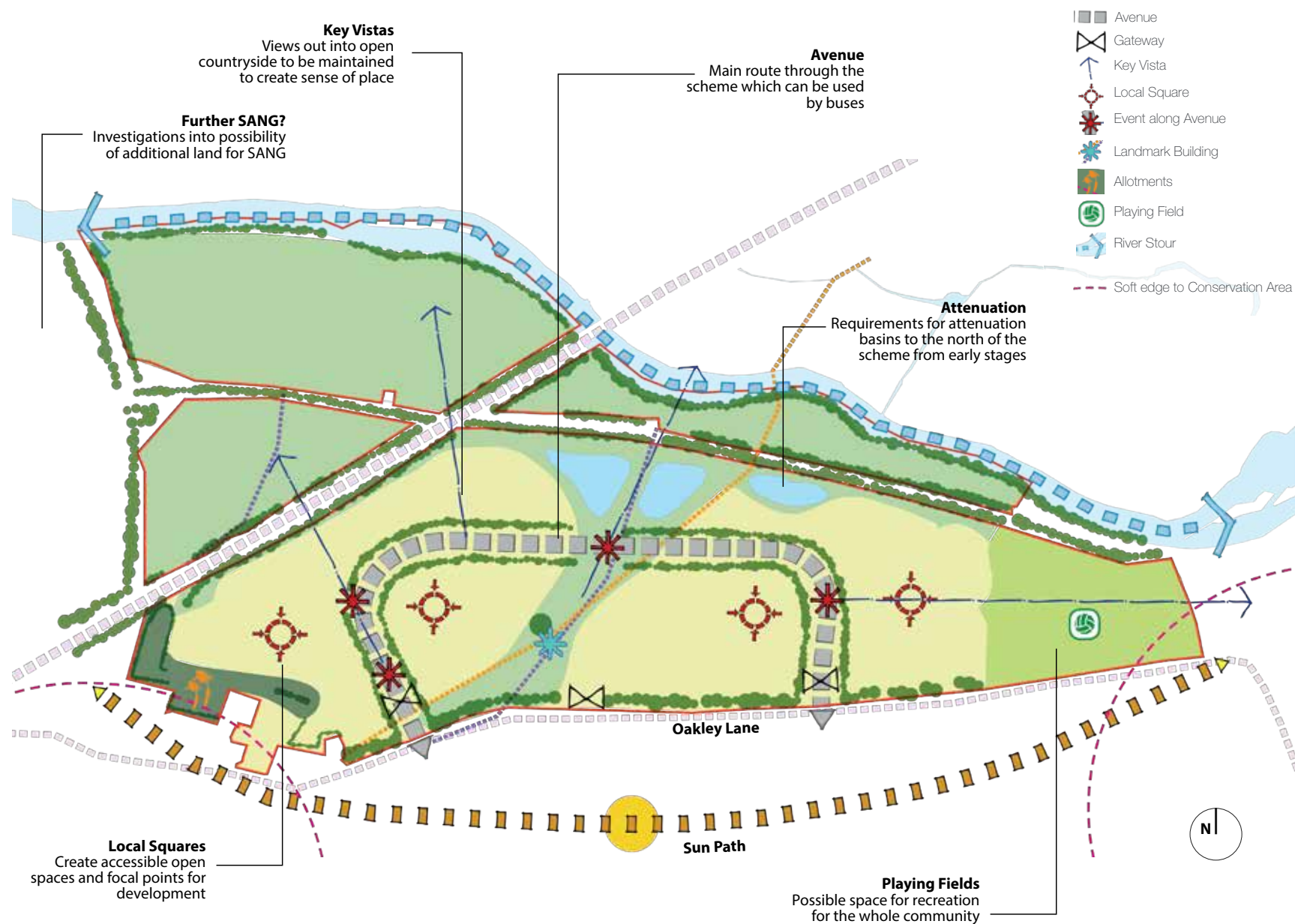
- Positively responding to the constraints
- Where possible, achieve outward facing frontages onto the new parkland

The site is characterised by its east/west rectangular shape, which is reinforced by heavily vegetated field boundaries and the dominant verdant setting of the Carriage Drive. The site is part of a much wider pattern of fields bounded by thick and tall hedgerows, which define the space between Merley and the River Stour. Development of this site would create an opportunity to accommodate housing within a strong landscape framework. It also provides the opportunity to create a more sympathetic edge to the Stour valley than is currently provided for by the backs of houses along Oakley Lane.

4.2 Evolution of the Scheme

Concept Masterplan - Spring 2016

The project started with a concept masterplan which sought to define the capacity of the site and its relationship to the River Stour. It was clear from the start that the constraints imposed by the utility easements, which run on east-west axis through the scheme, would define a break in the urban form. This initial layout assumed new neighbourhoods overlooking a parklands edge. The requirement for suitable alternative natural green space was defined at an early stage and it was clear that this SANG would connect with other open spaces along the Stour Valley.



Design Review and Consultation Masterplan - 2018

During the summer of 2018 the design team undertook a place making review of the masterplan and considered alternative layout approaches to key parts of the site. In particular we considered the best layout for the interface with Canford Magna conservation area. This resulted in our estate cottage approach to the four eastern ends of the proposal. We also considered how the streets leading to the Carriage Drive, which could be articulated. In the western part of the site, the team considered options for the arrangement of streets and blocks around a central green space and also defined the linkages to Cruxton Farm.

Feedback

This masterplan was shown at public consultation and at the Design Review Panel. It was shared with Borough of Poole for comments, which have been detailed in section 4.3.

Design Changes

- Playing fields removed at eastern end of scheme and replaced with housing, which is sympathetic to conservation area and mimics grid structure
- Further access points added
- Allocated spaces for SANG, LAPS and NEAPS
- Futher land to west for SANG
- Signature green spaces defined
- Definition of built form and perimeter blocks



Illustrative masterplan - Autumn 2018

In response to the comments from the design review panel, a further scheme was prepared which addressed key issues such as the proposed Belvedere walk to the river and the requirement for a seamless transition between linear parts. Although the scheme is an outline proposal, this master plan was also worked up to a greater level of detail which demonstrated how key issues such as refuse collection, parking and housing mix could be accommodated within the agreed layout.

4.3 Design Review Panel Response

The South West Design Review Panel reviewed the scheme in July 2018. [See appendix A].

The feedback was generally positive, with comments welcoming the early involvement of the DRP, the logical and well considered approach to design and the benefits the site visit delivered to the process. The DRP considered the site presented a great opportunity and, subject to further design consideration, stated that the proposals could be very successful. Key issues identified by the DRP with our intended approach to address these issues are set out below.

Further clarity needed between landscape analysis and urban design proposals

We reviewed our landscape analysis to further demonstrate how this can influence the masterplan, particularly with regard to the design cues immediately adjacent to Cruxton Farm. The next stage of work also demonstrated the influence the analysis had on the design of our open spaces and wider green infrastructure:

A) As a result, the masterplan was rationalised to incorporate:

- Agricultural references in Cruxton Farm Fringe Identity area;
- Looser patterns of development and lower density forms to the eastern and western edges of the development
- A new tree avenue to safeguard the longevity of the Carriage Drive

B) Looser patterns of development and lower density forms to the eastern and western edges of development.

C) New tree avenue to safeguard the longevity of the Carriage Drive.

There is further opportunity to draw the river frontage into the scheme

We reviewed the suggestion of selective thinning of the Lime avenue that runs along the Carriage Drive, to

consider whether this would allow greater linked views between the development site and the river frontage. The existing treeline does currently fulfil an important role in filtering views towards the site from the north and creates two distinct areas between the developable site and the future SANG and Stour Valley Park. Following the suggested approach of thinning, is likely to result in greater levels of intervisibility of the site from the north, which needs careful consideration. We also looked to maximise opportunities for connectivity between the development site and the river frontage by setting out a permeable network of SANG routes which seamlessly linked to the internal street network.

Issue of Belvedere Walk, emphasis on the east/west route and usability of the central green space and north/south link

The east/west route is a product of the challenging topography at the eastern end of the site. The DRP comments were noted and we reviewed how the east/west layout could be softened with a greater emphasis provided to the north/south linkage. The comments and criticism of the Belvedere Walk area were noted and this element was removed from the scheme. Car free frontages have been added which align/frame each side of Cruxton Vale Park leading between Oakley Lane and the Carriage Drive. There have also been additional enhanced pedestrian links and green spaces have been aligned with the existing links (eg to Merley East).

Competing design ideas

We reviewed the criticism of competing design ideas and the suggestion of paring the complexity of the proposals back. We also looked at the advice of simplifying the architectural approach with a more contemporary feel, as well as the opportunity to provide greater scope and opportunity for a mix of house designs beyond the outline application stage. The character area section of the Design Code develops on the points raised by the DRP, to create an understanding and framework for securing the character and quality of the development beyond the outline planning application stage.

Sense of Community

The DRP comments regarding maximising opportunities to create a sense of community were noted and we looked at ensuring the scheme is well connected to existing community facilities in the locality. The scheme also demonstrated how the development would connect and relate to the existing farm complex site, reserved for the future employment proposals by way of a separate application. We also developed the open space proposals through the site which provide linkage to the river frontage, connectivity between

Merley and Wimborne, as well as providing opportunity for people to meet, socialise and play, to build on the theme of creating a sense of community throughout the development. This will be achieved by:

- Introducing Pocket Parks
- Community orchard and allotments
- SANG car park - creating places to visit and meet
- Car park for shared community use
- Dispersal of play spaces throughout the green infrastructure network of the scheme so as to ensure they are easy to access for all

Transport Issues and Parking

Our appointed Transport Consultants were also in discussions with the Borough of Poole regarding the requirements from the development for traffic calming along Oakley Lane and this was included as part of the proposals submitted with the outline planning application. We reviewed the number of parking courts that were proposed but noted that, where they are used, careful consideration will need to be given to the boundary treatments. We have also introduced additional crossing points into the scheme and along Oakley Lane and ensured pedestrian priority and traffic calming measures have been put in place across Cruxton Vale Park.

Sustainability

Opportunities to promote sustainable modes of travel, using a permeable network of well-connected streets for pedestrians and cyclists have been incorporated into the scheme. Buildings have been orientated to maximise solar gain for optimum daylight and thermal performance. These methods will be further explained within submission documents supporting the outline planning application.

Evaluation

As a brief for the next stage of the masterplanning, the following key elements were synthesised from the DRP feedback;

- Agricultural references to be included within identity areas and the Design Code
- Lower densities closer to the heritage constraints
- New planting along the Carriage Drive to secure its future
- Improved linkages between riverside SANG routes and the internal street network
- A simpler layout with less formal arrangements of streets and blocks by the river side
- A greater focus on the community elements such as allotments, parks and SANG access
- Less courtyard parking and more car free frontages adjacent to primary open spaces
- Reinforcement of the tree lined street concept.

4.4 Historic England Comments

Following discussions with the Borough of Poole conservation officer Historic England were asked to advise on the proposed layout at the Canford Magna end of the scheme. Simon Hickman from Historic England attended a pre-application meeting with the BoP officers on the 7th November 2018. He advised that the design submitted at that meeting would result in an objection from Historic England. His principal concerns related to the proximity of proposed development to the Carriage Drive and the alignment of the building line next to the two mature oak trees.

Following this meeting, the design team prepared a series of alternative layouts which sought to address this issue. The revised designs were prepared and sent to Simon Hickman in advance of a meeting with him in Bristol on the 30th November 2018. The key design changes were as follows.

Development boundary along the Carriage Drive

The primary design response to the comments was the redrawing of the development boundary along the Carriage Drive edge, which is now a car-free frontage. We pulled the development boundary back to at least 30m from the canopy edges and in the north east corner, the nearest building was now 45m from the corner of the Conservation Area. The previous building line was marked on the preferred scheme sketch for reference.

Lady Wimborne Cottages

The Lady Wimborne cottage pairs are reduced from three to two along the eastern edge but the type is continued against the Carriage Drive and used to terminate the vista into this part of the site from the western access road.

From Arts and Crafts to traditional Dorset styles We did not think it was appropriate for the whole of this area to be dominated by the Lady Wimborne Cottage style so the western side of the area gradually transitioned into a more traditional Dorset cottage style using the sort of terraces found in the villages along the Stour Valley and indeed in Canford Magna itself.

Sinuuous building line

The revised proposal had a more sinuous building line which was pulled back from the mature trees in the west. This sinuous building line was brought to a conclusion in the north east where the Lady Wimborne

Cottage pair is slightly twisted to ensure the frontage faces the corner of the conservation area and provides natural surveillance over the approach to the Victorian suspension bridge.

At the meeting with Simon Hickman, he agreed with the amended design and stated that Historic England would not raise an objection to the scheme as now drawn.

4.5 Post application comments from BCP & subsequent layout changes

Following discussions with the officers at BCP Council (in late 2020 & early 2021) the proposed masterplan has evolved through a series of detailed changes across the scheme. These include but are not limited to the following:

Cruyton Farm Interface Area - In the submitted scheme, this area was identified as a separate Identity Area with a predominance of contemporary architectural styles. There was concern that the contrast with the traditional architectural style in the adjacent Cruyton Mead could be a jarring interface. It was also felt that the size of the area was not sufficiently large enough to create a significant character change. It has therefore been agreed that the separate identity areas would be merged into one but that specific guidance for a contemporary architectural style on the outward facing frontage would be maintained.

Allotments - The post application discussions have lead to a rearrangement of the allotment layout and an increase in the available area for plots by a more efficient arrangement of the parking area. A new lower key road type, referred to as a 'Lane' has been included in this area to ensure that the edge feels less engineered and a more sympathetic interface.

A31 edge - This edge is designed to be outward facing to ensure natural surveillance over the adjacent linear space. To achieve this, the previous scheme had a linear parking courtyard to the rear. The BCP comments raised concerns over the extent of these parking courtyards and the re-design has broken these up into much smaller groupings. On the far north western corner of the scheme a new curved terrace has been designed to create a subtle interface between the built form and the SANG areas in that part of the scheme. This now has a lower building height too.

SANG car park - Officers were concerned that the original position of the northern SANG car park interrupted the flow of recreational foot traffic as people progress along Cruyton Vale Park to the NEAP & Carriage Drive. As a

result, the SANG car park has been re-positioned further west to ensure that the axis is kept free.

Cruyton Vale Park frontage - A key focus of the scheme is the long car free frontage which will define either side of Cruyton Vale Park. Whilst officers were supportive of the car free frontage, there were concerns about the long mews street which was shown behind the frontage. The revised scheme reconfigured the layout to create two separate development blocks with small parking courtyards behind. These are then accessed by a series of Lanes and Green Mews. Our discussions with BCP also led to an increase building heights to 3 storeys.

Principal Tree Lined Street boundaries - Officers requested that the front boundaries of properties along the main streets through the scheme be defined by low brick walls. These amendments were made to the layout and the relevant codes in the Design Code.

Care Home - Officers requested that a no development zone was accomodated to the west of the Care Home to create a buffer next to the conservation area. We've reduced this to 2.5 storeys. Previously it was 3.

Stour Valley Edge sinuous buidling line - To accenuate the character change from the Oakley Lane Formal area it was agreed with officers that the building line would be more sinuous than the previous scheme. The sinuous edge would assist in creating a softer more organic edge to the Carriage Drive and the Stour Valley Glade.

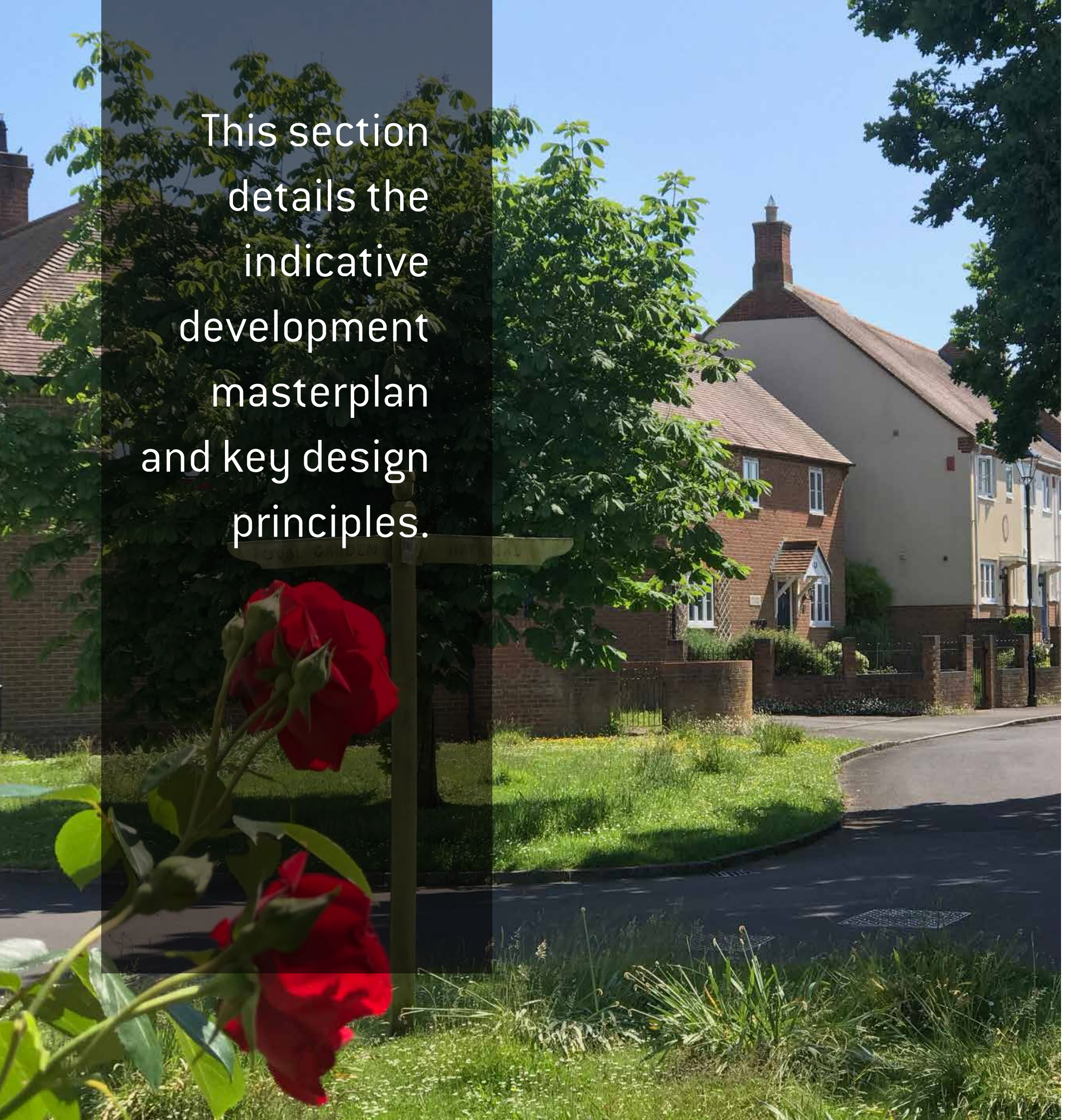
Lower key roads in Canford Magna edge - In order to create a less engineered lower key environment it was proposed that a new road type called a 'Lane' was developed without defined kerbs. This would run alongside the Two Oaks Green park. We have also removed the vehicular connection between Canford Magna Interface and Oakley Lane Forml to strengthen the flow of Two Oaks Green between Oakley Lane and the carriage drive.

Play Space - It was agreed to change the LAP provision to Natural Play and relocated it to Two Oaks Green.

Parking - We've updated the scheme to allow for the new SPD. We're also making provision for Beryl bikes.

Stour Glade - Informal stepped crossings have been introduced.

This section
details the
indicative
development
masterplan
and key design
principles.



05: Proposed Outline Illustrative Masterplan

Section 5: Proposed Outline Illustrative Masterplan

Our objective is to create a high quality new neighbourhood to the north of Merley. It should be a place which recreates the best aspects of the historic character of the nearby Wimborne and Canford Magna and creates a new place which celebrates the area’s relationship to the River Stour.

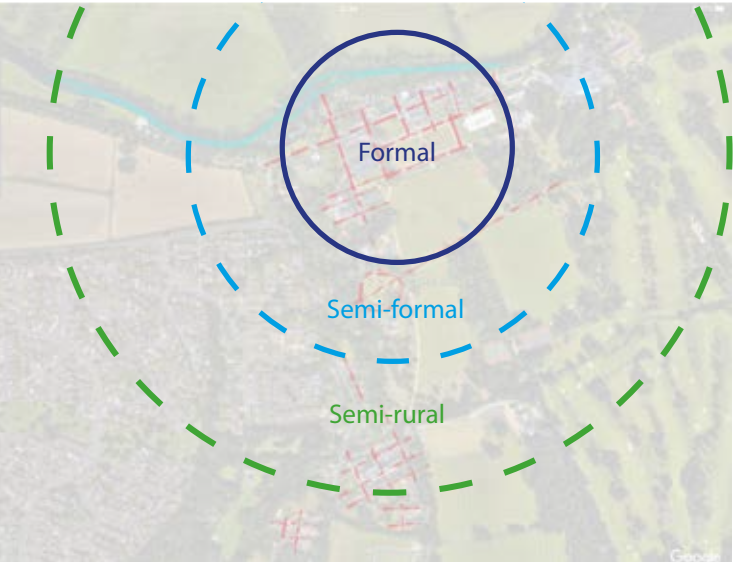
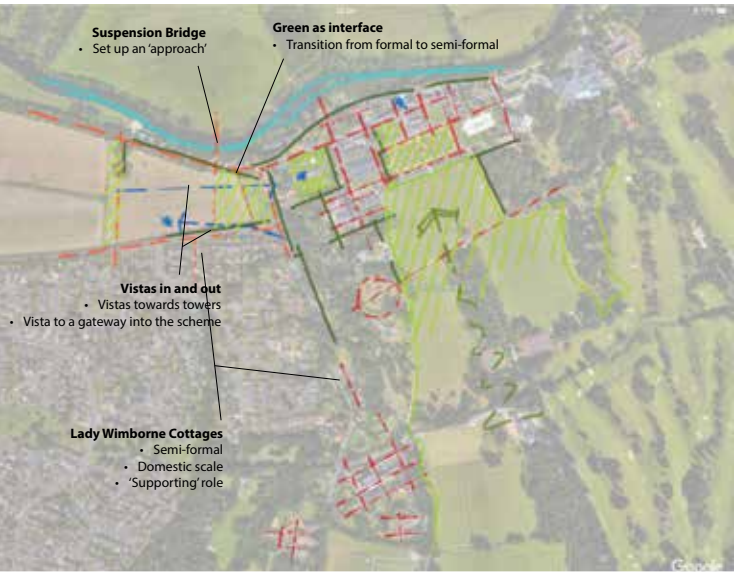
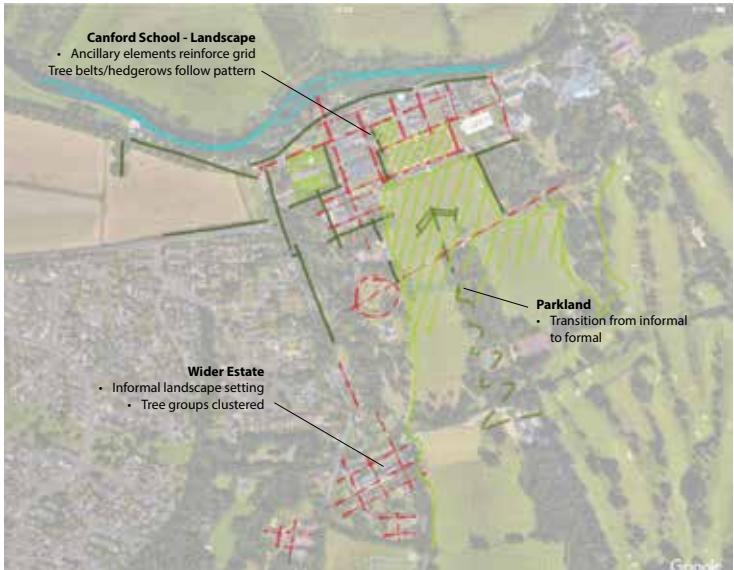
5.1 Approach

Layout

The structure of the Illustrative Masterplan (Figure 27) sets out a clear hierarchy of streets and spaces based on a layout with a clear differentiation of public and private spaces. The emphasis is to create frontage development overlooking streets, local parks and strategic parkland linking the site to Oakley and to the landscape beyond. The layout is focused around a strong north-south route to achieve this permeability. Wherever possible, the block structure encourages the ease and choice of movement by foot. It creates an understandable network of streets and spaces to enable people to find their way around.

Block Structure

The development uses a perimeter block structure which gives flexibility and a clear definition of public and private space. It ensures a variety of movement routes and can accommodate a range of building types. The form of the development also responds to site constraints and opportunities, including in particular the landscape features and topography of the site. The layout focuses more continuous frontage made up of terraced and semi-detached houses along the central spine street. Detached properties would be located along the edges to create a more fragmented urban form, which provides opportunities for larger gardens. This would assist in creating a softer edge to the scheme.



Canford Magna in the mid-19th Century

Influences on the Canford Magna interface

Conservation Area Interface

With the Canford Magna and Oakley Lane Conservation Areas at either end of the site the masterplan provides sympathetic layouts for these interface areas. A key part of this response will be to articulate two identity areas which relate to the historic constraints. The design objective at the Conservation Area edges is to reinforce the parkland setting and create a subservient built form which reflects the traditional estate workers cottages found in the vicinity.

Estate Cottages

The Lady Wimborne style cottages are a defining feature of the Oakley Lane area. They are semi-detached ‘pairs’ and only extend to one and a half storey in height. Most date from the mid- 19th Century but the Canford Magna conservation area is defined by the older estate workers’ terraced cottages along the main road. This particular style will be a key part of our ‘Design Framework’ for the Canford Magna identity area.

Parkland

The focus of the scheme will be a series of interlinked parkland areas. These spaces will be a focus for families by providing natural play opportunities for children and walks for all. These spaces will connect seamlessly to the SANG parkland which will run alongside the River Stour.

Softening views into the site

Some existing hedgerows and tree belts on site will be maintained and enhanced with new screening planting. A central linear green space would provide space for tree planting within the site. This would break up views of the urban form from distant locations to the west.

Edges

The development would be outward facing to ensure that movement around the site along the green edges can be overlooked. On the eastern boundary, where Canford Magna Conservation Area is adjacent to the site, the layout will have properties actually facing onto this edge with cars kept away from the new parkland.



Early concept sketch showing the Canford Magna interface



Early concept sketch showing linkages to the River Stour SANG



Early concept sketch showing formal layout through the centre of the site

5.2 Strategic Design Principles

There are four strategic design principles which have informed the site wide design strategy. These are set out below;

Optimise the site's riverside character

- Create a complex local network of walks which connect with the existing footpath network along the Stour Valley
- Retain complex network of woodland, tree belts and hedgerows
- Reinforce landscape character through appropriate management of open spaces
- Keep recreational pressure away from the Dorset Heathlands through the creation of Suitable Alternative Natural Greenspace (SANG)



A new neighbourhood focused on distinctive new spaces

- Create a set of symbolic new spaces on the internal movement network
- Create rural to urban transitions from the Stour Valley to Oakley Lane
- Create a gateway park which leads from Oakley Lane to the River Stour
- Create a series of focal spaces around existing mature vegetation and historic features



Green edges and interfaces

- Create over 4km of development edges fronting onto woodland, hedgerows and tree belts
- Many of these edges to be car free
- Ensure that the edges are outward facing to ensure that the green infrastructure is overlooked
- Create a variety of edge types which respect and enhance the existing features



Create locally distinctive identity areas which respond to the site character

- Create identity areas which respond to different parts of the site
- Western areas characterised by a deformed grid of streets with buildings in a vernacular style
- Lower density edges along the riverside and conservation areas
- Create new avenues along Oakley Lane and the adjacent spaces







- 01** Cruxton Vale Park
This will be a major new open space for the existing and new residents of Merley and Oakley. It will provide an attractive approach from Oakley Lane down to the riverside.
- 02** New Oak Park
This will be a memorable new park at the heart of the Cruxton Mead Identity area on the route of the Principal Tree Lined Street.
- 03** Stags Head Oak Park.
Another neighbourhood park focused on an existing mature Oak Tree.
- 04** Cruxton Farm
A separate proposal will bring forward employment space on the farm site. The scheme will safeguard access into the employment.
- 05** A31 interface
The A31 edge will be focused on mitigating the impact of noise from the road on the scheme.
- 06** Tree lined principal street
The tree lined principal street will be a unifying feature which binds the core parts of the scheme and underpins the street hierarchy.
- 07** Landmark building
This prominent corner will be visible from a number of points from inside and outside the site.
- 08** Neighbourhood Play Area (NEAP)
This key facility will provide play opportunities for new and existing residents.
- 09** Stour Glade
Linear woodland will provide an attractive setting to the housing and filter views of the site from the other side of the valley at Colehill.
- 10** Oakley Lane Street Trees
New street trees will be planted along the full length of Oakley Lane.
- 11** SuDS
New balancing ponds will be designed in a manner which maximises their role in providing usable public space and provides a softer rural edge.
- 12** Green gateway/Two Oaks Green
An attractive gateway into the eastern part of the scheme will be achieved by establishing a strong vista toward the mature trees in the north. Natural Play Areas define the space.
- 13** Protecting the Carriage Drive for the future
Parkland will run alongside the Carriage Drive creating a green setting to this part of the scheme. A secondary avenue of trees will be planted to safeguard the future of the Carriage Drive.
- 14** Canford Magna Interface
Car free frontages and new parkland to create a bespoke interface with the Conservation Area.
- 15** Wider Strategic Open Space
The proposed footpath network will seamlessly link wider strategic open spaces along the Stour Valley.
- 16** Productive Landscape
The interface between Cruxton Farm will be defined by allotments and an orchard with 8 parking spaces. This area also provides a buffer to the Cruxton Mead Area.
- 17** SANG
The proposed footpath network will seamlessly link wider strategy open spaces along the Stour Valley.
- 18** Care Home
Fronts onto the main open space and is within walking distance of Oakley shops. It will be an important gateway and landmark building with a landscape buffer next to the CA.
- 19** SANG car park
A car park comprising 12 spaces will be provided to facilitate access to the adjacent SANG.
- 20** Cruxton Farm interface
This area has been carefully designed to present a softer edge to the Cruxton Farm area and Oakley Lane Conservation Area.
- 21** Dorset terraces
The terraced forms in these areas will take their cue from the traditional terraces found in Dorset villages.
- 22** Community car park
This car park will be for the use of community activities in the Canford Magna area.
- 23** Locally Equipped Area Playspace (LEAP)
This play facility will be an important resource for new and existing residents.

5.3 Parameters

The masterplan is not a single plan, but the culmination of a number of guiding strategies or ‘parameters’. The Parameter Plans below set out the key components such as the development area, building heights, retained vegetation, access road and structural landscape features. To complement this, the Illustrative Masterplan (Figure 27) shows how the development could be arranged within those proposed parameters and the Indicative Land Use Plan (below) measures the areas defined by the Illustrative Masterplan.



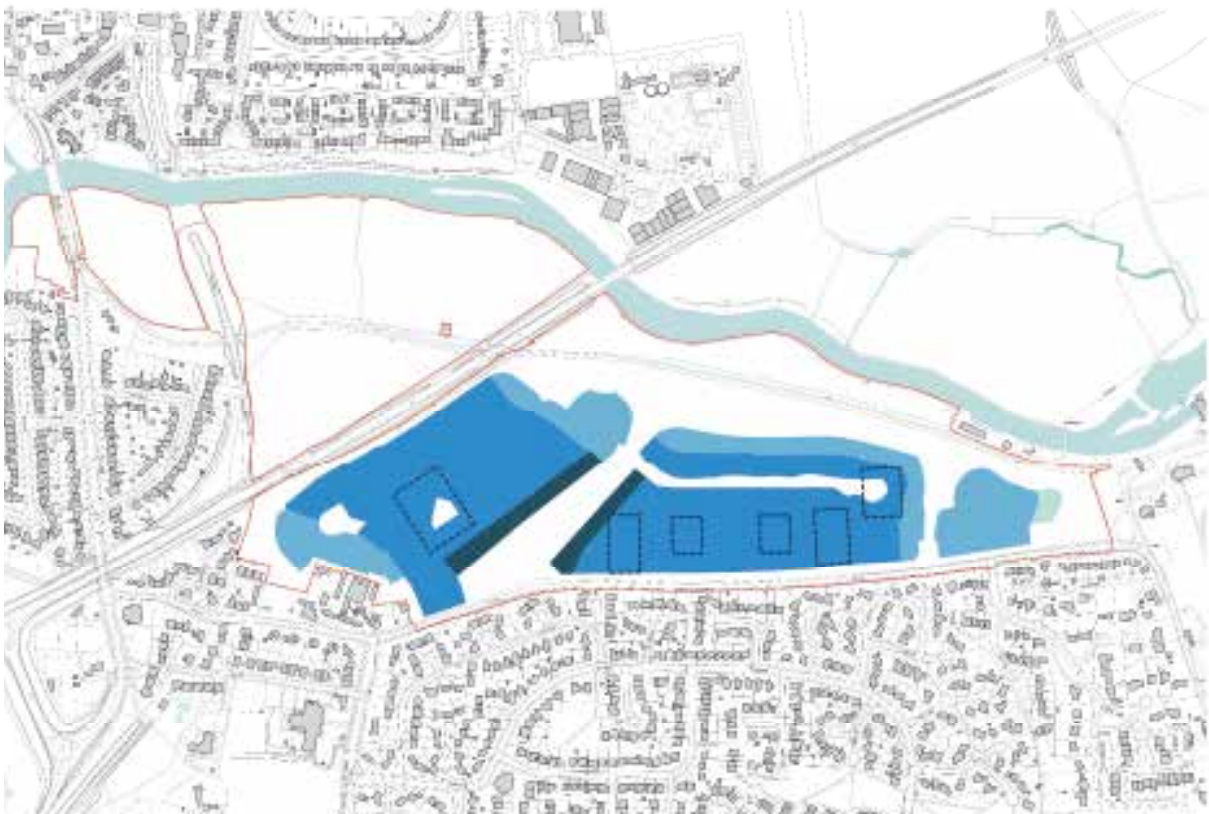
Land use

The predominant development land use is residential, however the development also provides a care home and significant areas of POS and SANG.



Building density

The development will provide a mix of building densities across the site, responding to character and context. Higher densities will predominantly be focused in the western and central parts of the site closer to the key routes into Wimborne and Merley. Medium and higher densities will be found across the majority of the residential area. Lower densities will be situated at edges.



- Key
- 1.5 Storeys
 - 2 Storeys
 - Up to 2.5 Storeys
 - Up to 3 Storeys
 - Building height flexibility zones
 - 1.5 Storey height limit level

Building heights

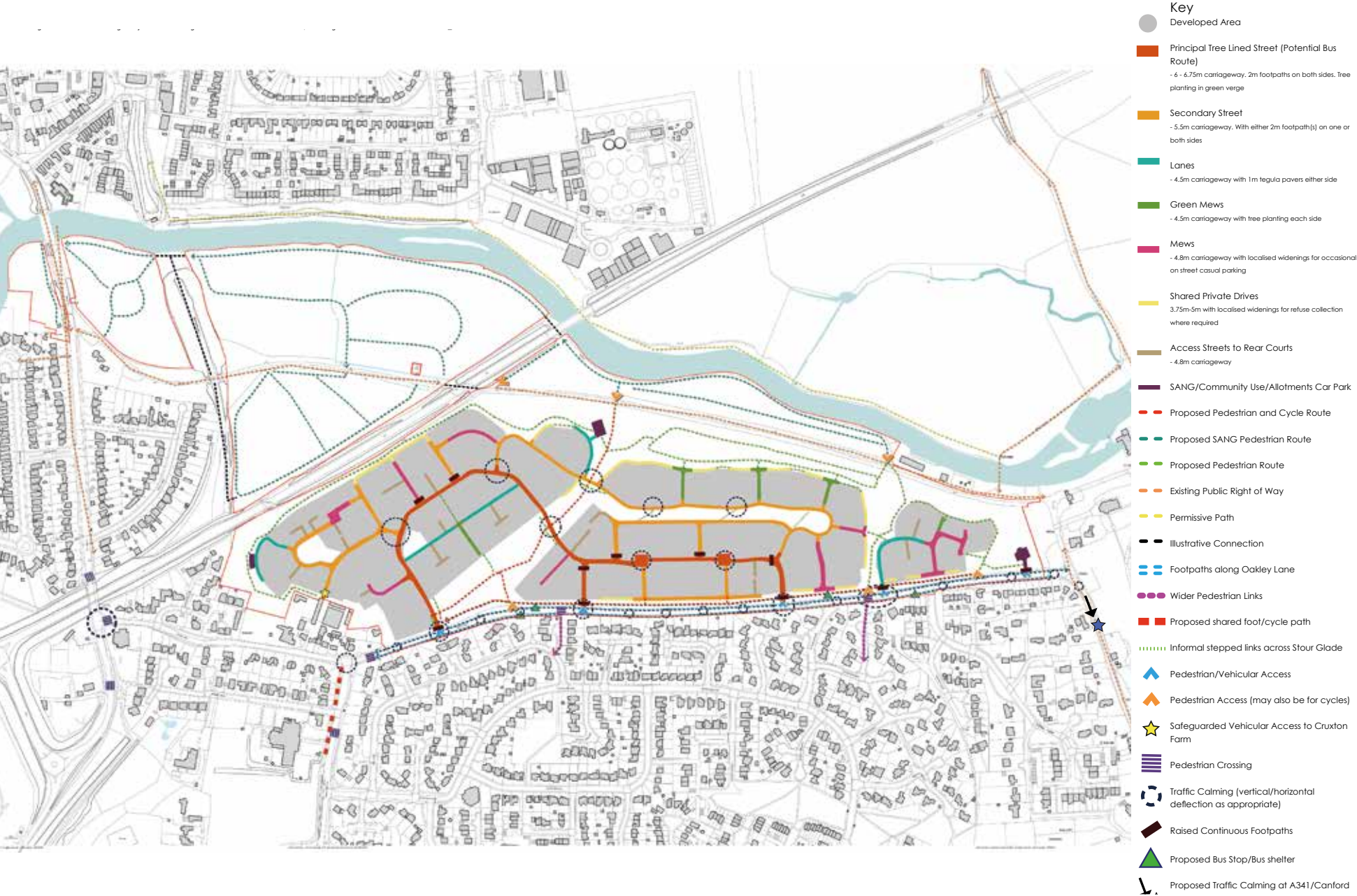
Building heights will be varied across the site, however in most cases they will be 2-2.5 storeys. An increase in scale along primary streets, landmark buildings and buildings that enclose public realm is required, and in these key locations 3 storeys will be acceptable. Eastern edge will be 1.5 storeys only.



- Key
- Canford Magna Interface
 - Stour Valley Edge
 - Oakley Lane Formal
 - Crupton Mead

Identity Areas

Identity Areas arise directly from the variations of existing site characteristics (landscape, site features, contours, and adjoining uses) and the roles and responsibilities of the masterplan (land use, density, scale), including relationship to Merley and the creation of the riparian parkland setting.



28 | Access and Circulation Plan

Access and Circulation
 The movement strategy will deliver a highly legible network of streets. A principal tree lined street runs along an east-west axis through the scheme. Cycle movement throughout the development, linking Oakley Lane to the SANG, will promote sustainable modes of transport.



5.4 Residential Development

The proposed indicative masterplan comprises up to 550 dwellings. The proposed density allows for the provision of a range of dwellings of varying sizes and tenures which will offer choice and promote a sustainable, balanced residential community. The creation of new households will help to sustain existing facilities and services within the village.

The development will comprise a mix of dwelling types including smaller flats or studios, terraced and semi-detached cottages and larger detached houses and Lady Wimborne Style cottages. The focus will be to provide family housing.

Housing Mix

The Poole Local Plan Policy PP8 indicates that other than where prescribed for some allocations in the Plan, the Council does not prescribe a particular housing mix development should follow. It indicates that the housing mix will be considered on a case by case basis. Policy PP10 relates to the Strategic Urban Extensions and indicates that proposed development should provide a mix of housing types with a focus on housing suitable families, properties that enable local residents to 'right-size' and specialist housing for an ageing population. The illustrative masterplan demonstrates that a mix of housing types and sizes can be achieved on the site. The emphasis will be on the provision of family sized dwellings to deliver a range of accommodation sizes from 2 to 5 bedrooms. Some smaller accommodation will also be provided to meet the needs of local residents looking to 'down-size' as well as the needs of those on the local housing register.

Affordable Housing

The Local Plan policy requirement towards Affordable Housing seeks a 40% provision on site with a tenure mix of 70% affordable rent and 30% intermediate housing. The Government has broadened the definition of Affordable Housing to include Starter Homes and discounted market sales housing through the revised National Planning Policy Framework (February 2019). The proposed development will make the relevant policy requirement contribution of 40% provision on site towards affordable housing. The tenure mix of that provision will be subject to discussion and agreement during the planning process taking account of the Local Plan and National Policy requirements. The Affordable Housing will be distributed throughout the development making it indistinguishable from the market housing. The proposed development, if delivered in phases, would deliver a proportionate amount of Affordable Housing across each of the development parcels.

5.5 Density

Approach

Densities, as in the case of building heights and pattern, will respond to the roles and responsibilities of the structure of the streets and spaces, land uses and context. Densities also help provide cues to understanding the form of the place, with clusters of higher densities along key movement corridors and areas of interaction such as the main spaces along the Principal Tree Lined street or key gateways into the scheme. An average density will be assigned to each identity area which does not preclude higher density forms. Densities are measured as gross net - they include measurement for area including the roads and up to any boundaries of POS/SANG.

Critical density blending locations exist where character areas meet and there must be a blended approach to ensure that the development harmoniously exchanges from one character area to another. Within these areas the density is likely to reflect both neighbouring character areas to ensure a smooth transition in design.

Proposed densities

Whilst the development should consider the local context, it should also create a strategy that the development responds to local housing need and mix. It should also seek to ensure that the more sensitive parts of the site, such as the rural edges, are carefully considered. Densities have therefore been designed to be responsive to the area and function of the Masterplan to be informed by housing need and to focus on family housing. The following density range has been incorporated and is based on the number of dwellings per hectare (dph):

- Higher densities (35-38dph) will be focused within the heart of the Cruxton Mead and Oakley Lane Formal identity areas, focussing a high proportion of housing close to the local amenities of Oakley and Wimborne.
- Medium densities (30-35dph) will be focused around the edges of the Cruxton Mead identity area in the interface with the Oakley Lane Conservation Area.
- Lower densities (20-25dph) will be focused along the northern and eastern edges of the site. Given the context of these areas, with the Canford Magna Conservation Area and Listed Buildings and the riverside Carriage Drive, these lower densities will provide a greener edge to the new housing and minimise visual intrusion.

5.6 Massing and Scale

Enclosure of streets

Streets should not be governed by highways and the movement of vehicles. Streets, as opposed to roads, are the spaces between buildings. The character of a street is governed by how buildings and structures help to enclose the space. A positive sense of enclosure and the associated activities can combine to create an interesting environment. It is therefore important to control the position of building lines to help reinforce street hierarchy. The heights of buildings also need to respond to the width of the street and the role of that street and public space. Taller buildings (above 2 storeys) will be given greater emphasis, located on the priority spaces and routes.

Building Heights

The masterplan requires buildings sympathetic in scale to their neighbours. The majority of buildings should be up to 2.5 storeys. Lower building heights (1.5 storeys) are proposed within the Canford Magna Interface identity area at the eastern end of the site. Overall, building heights help to inform identity areas and key spaces, such as green mews.

Building Height Flexibility Zones

The parameter plan for building heights allows for a 'flexibility zone' around the key spaces within the layout, such as the pocket parks and shared surface squares along the principal avenue. The extent of this flexibility will be determined at the reserved matters stage when the detailed layouts around the spaces will be designed in greater detail. The flexibility zones on the parameter plan will coincide with the key building groups in the layout. These are determined in the Regulating Plan which can be found in the Design Code.

Elevations and Roof Lines

Façades which form the primary frontage within a block will focus on creating activity, with the number of pedestrian entrances maximised wherever possible. Attention will be paid to the impact of new development on surrounding properties, particularly existing properties surrounding the site.



Careful placement of detached properties to create a street



Buildings carefully placed to overlook and enhance pocket parks and green spaces



Landmark building



Groupings around a mature tree and attenuation area



Mews street

5.7 Form

The masterplan comprises a series of development zones or 'housing blocks' which align streets and routes, create spaces and provide frontages. This approach draws upon existing contextual residential patterns. The form of development is strongly influenced by site topography and accessibility.

Use of housing block principles ensures strong frontages define the public realm, whilst protecting the amenity of residents. This approach promotes continuity, creates an active streetscene and achieves a safe, attractive environment.

The layout focuses more continuous frontage generally made up of terraced and semi-detached houses along the central spine street. Detached properties would be largely located along the edges to create a more fragmented urban form, which provides opportunities for larger gardens. This would assist in creating a softer edge to the scheme.

5.8 Landmark and Corner Turning and Marker buildings

Landmark buildings are strategically positioned to terminate key vistas. These buildings will be used to create local identity and contribute to the townscape quality, providing reference points to enhance legibility and way finding. Landmark buildings should be defined through an alternative approach to architectural design or height, so that buildings are distinguishable from the prevailing urban form. The landmark buildings should however harmonise with the surrounding buildings and the local character of Canford Magna and Wimborne. Examples of different approaches to the detailing of landmark buildings could include ornamental brickwork patterns or Lady Wimborne cottage style gable ends in the Canford Magna Interface Identity Area.

Corner turning and marker buildings are placed where the layout turns a corner and requires dual-aspect properties. This ensures active frontages on the corners of streets, promoting secured by design principles. They also help to reinforce perimeter block structure and overlook public open spaces. Other examples of marker buildings will be the Lady Wimborne style cottages which face the Canford Magna conservation area.

5.9 Frontages

There will be a range of frontage types specified on the Regulating Plan in the Design Code. These will range from the most highly visible locations such as the frontage along Cruxton Vale Park to less prominent frontage along roads in the layout.

5.10 Character & Identity

The new neighbourhood will comprise a range of densities, house types and tenures. However, the diversity of these elements will be defined by order and unity because the new neighbourhood will be planned as a whole. Buildings will enclose and define streets and spaces; they will overlook and address the public realm.

A key part of such a large development will be the creation of Identity Areas. These areas will respond directly to the contextual influences that they relate to, for example vistas, historic features, landscape influences and topography.

Successful neighbourhoods have a sense of place that helps residents to feel a sense of identity. Giving new development a character and quality helps community pride and ownership, which increases the likelihood of people respecting their surroundings. For large scale developments, a variety of distinctive character areas makes it possible for people to recognise different parts and to know where they are.



1. Cruxton Mead

A formal character inspired by local vernacular development in Poole and Wimborne

A strong tree lined through route

A greater number of linked/terraced forms than other identity areas

Signature frontages along Cruxton Vale Park

A new 'gateway' into the western side of the site



2. Stour Valley Edge

A semi-formal character inspired by the local Lady Wimborne Cottage style

Predominantly semi-detached and detached forms

Signature frontage overlooking the Carriage Drive

Green Mews streets

Crescent space at the eastern end of the Stour Glade woodland.



3. Oakley Lane Formal

A formal character inspired by Georgian and Victorian buildings in Wimborne and Poole

New 'gateways' into the central and eastern areas of the site

A strong tree lined route through-route and a treed frontage to Oakley Lane

Crescent space at the eastern end of the Stour Glade woodland and Two Oaks Green

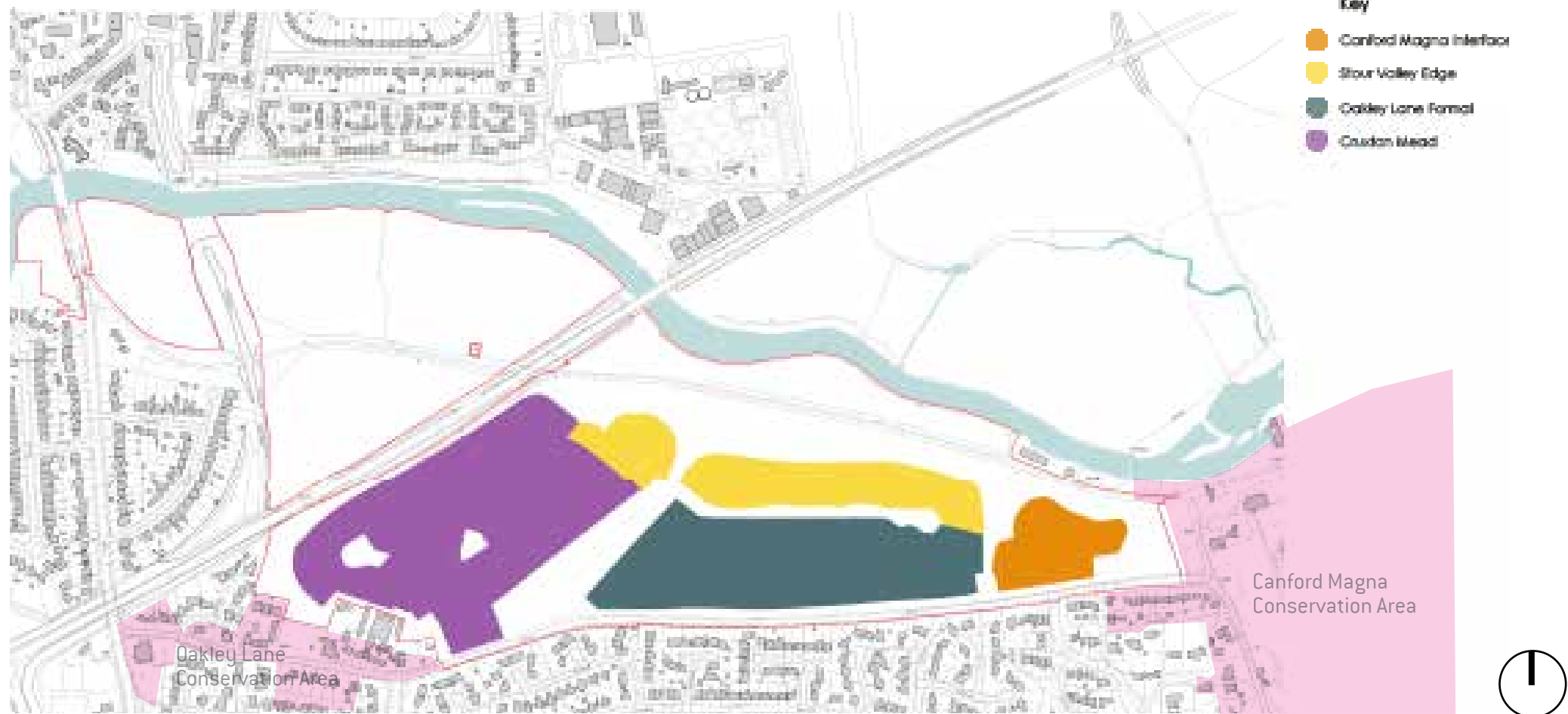


4. Canford Magna Interface

A new parkland which mirrors the existing green space at Canford Magna
Filtered views into the area softened by new tree planting

Lady Wimborne Cottage 'arts & crafts' inspired architecture overlooking the Canford Magna edge and a Dorset vernacular style on the western side

New Lady Wimborne style cottage 'pairs' overlooking a car free green edge.





Clay 'multi' and red bricks



Decorative brick banding



Buff brick



Through coloured render

5.11 Appearance

The appearance and architecture of the new homes will be determined at reserved matters stage following the determination of this application in accordance with the Design Code. It should reflect the setting and be responsive to the local vernacular, enhancing the character of Oakley. This should be through study of Dorset vernacular, materials and architectural form, that could be reflected by employing stock brick with render and tiled roof similarly used in the surrounding villages, or by utilising timber cladding reflecting the agricultural environment.

Materials will need to be chosen to weather well over time and be effective to maintain, ensuring the longevity of the scheme. Materials will need to unify the scheme but subtle differentiations should be employed adding variety and richness to the environment.

Architectural form and the use of materials are set out in more detail in the accompanying Design Code to this document. The materials palette focuses on a range of local materials, with a variety of colours and textures to

ensure appropriate variety, but with a common theme local to the four identity areas.

Architectural detailing should show clear reference to south east Dorset vernacular styles, but poor copies will not be promoted. A priority for such a development of this scale is to deliver a co-ordinated variety of architectural styles with a common palette of materials, colours and textures. This is achieved through the use of the defined identity areas, which creates subtle changes in building form and landscape treatment throughout the development.

Materials

Attention to detail, coupled with high quality design, materials and construction, and a high standard of maintenance make the difference between successful and mediocre places.

Doorways, porches, walls, fences, eaves detail, roofscape and rainwater pipes are all important. At Oakley Lane there will be a focus on attention to detail quality and effective future maintenance.

The materials for landscape and informal open spaces will respond to the need to retain existing vegetation where possible, creating a legible green neighbourhood that reinforces the identity areas within the scheme and its rural context.

The street design balances highway safety and operation with high quality design - the use of surface materials will compliment identity areas, reinforce street heirarchy and will be agreed with the Highways Agency at the reserved matters stage.

Neo-vernacular style

Traditional style terrace encloses the space and gives a sense of permanence through the neo-vernacular design

Primary Elevation

A mix of materials such as brick and render which is combined to create a locally distinctive scheme



Boundary treatments

Space defined by low walls along the Principal Tree Lined Street

Fig. 31. Illustrative view along the Principal Tree Lined Street in the Cruxton Mead Identity Area

◀..... Oakley Lane Conservation Area✕..... Neighbouring Land.....✕..... Proposed Development▶



32 | Illustrative Section AA' Crupton Farm Conservation Area Interface

◀..... Proposed Development✕..... Stour Glade.....✕..... Proposed Development▶



33 | Illustrative Section BB' Centre of the site

5.12 Key Interfaces & Sections

The scheme interfaces with a number of different third party land ownerships. A number of these are critical to the success of the scheme, these include the following:

- Cruxton Farm and Oakley Lane Conservation Area
- Oakley Lane
- Carriage Drive and Riverside
- Canford Magna Conservation Area

The sections on this and the following pages demonstrate how these important interface areas will be designed.

Cruxton Conservation Area Interface (32)

This section demonstrates that there will be a significant gap between the proposed built form and the edge of the conservation area. The section also shows the progression from the edge of the site to the Stag’s Head Oak Park. The development will be separated by a landscape buffer of POS here which helps to aid the long term retention of new and existing trees.

Centre of Site (33)

The second section shows the interface with Oakley Lane where the existing hedge is retained, New formal tree planting is identified along the length of the existing road. Frontage development is then shown overlooking Oakley Lane. Progression northward into the site shows how the perimeter blocks step down the hill towards the Cruxton Grove linear woodland. Then the final block on the northern edge steps down and overlooks the new attenuation ponds.



.....X..... POS and SuDS



Section cut lines

<..... Proposed DevelopmentX..... POS and SuDSX..... Neighbouring Green



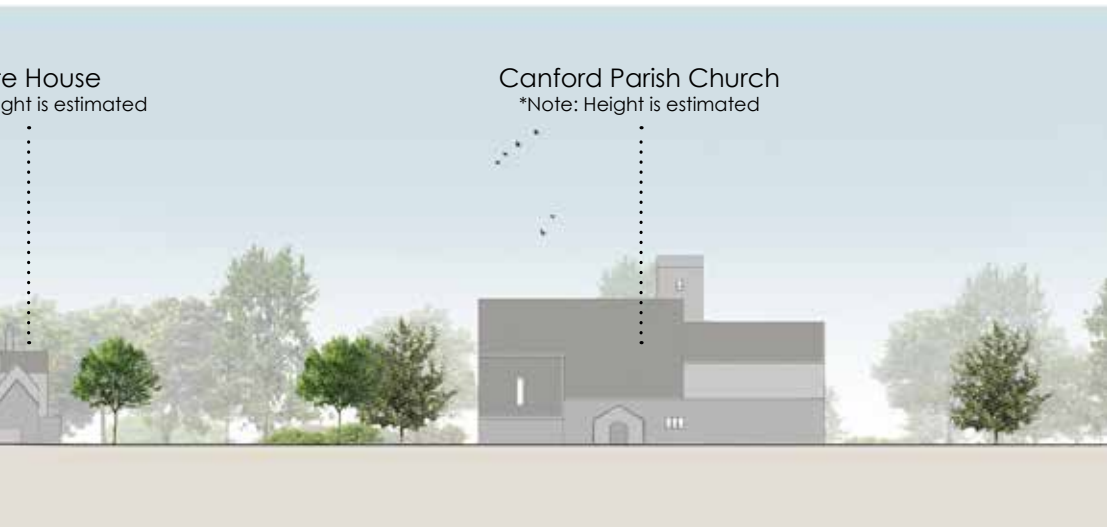
34 | Illustrative Section CC' Canford Magna Conservation Area Interface

<..... Neighbouring Land.....X..... Proposed DevelopmentX..... POS.....X..... River Sto



35 | Illustrative Section DD' Canford Magna Conservation Area edge

.....X..... Canford Magna Conservation Area>



Canford Magna (East/West)

This section demonstrates that there will be a significant gap between Canford School Gatehouse (120m) and the proposed building line. There will also be a gap of 55m from the proposed building and the Conservation Area boundary along the existing hedge on the eastern side of the existing green.

Canford Magna (South/North)

This section demonstrates that the interface with Canford Magna will be characterised by the Lady Wimborne Cottage pairs stepping down the hill from Oakley Lane to the parkland which will run along the edge of the Carriage Drive.

ur...>





Amenity Green Space



Natural and Semi-natural Green Space



Children & Young People - Natural Play Area

5.13 Open Space Provision

The scheme is focused on the provision of a park at the heart of the scheme, as well as along its northern edge. The strategic open space at the heart of the new neighbourhood will be Cruxton Vale Park, which will run from Oakley Lane in the south to the Carriage Drive in the north. It will be a flexible open space, suitable for kickabout, with a local equipped area for play (LEAP). In the north, the space will culminate in a major new Neighbourhood Equipped Area Playspace.

This will be located centrally to allow good access for all residents and linked to pedestrian access routes from the existing adjacent housing area. The housing layout will ensure that the green space is overlooked to ensure natural surveillance of the play areas. Cruxton Vale Park will be complemented by Stour Glade woodland in the centre of the site, the Stags Head Oak and New Oak Pocket Park in the west.

The scheme is providing POS typologies including natural and semi-natural greenspace, amenity space and children and young people play. The overall requirement for the scheme of up to 550 dwellings and a 62 bed care home is 6.589 hectares and we are providing 8.466 hectares so an overprovision of 1.87 hectares.

5.14 Landscape Design Principles

The form of the development responds to its setting against mature hedgerows and trees:

- » Setting back development to ensure that it will not infringe the root protection areas of retained trees.
- » Accommodating shading patterns caused by the existing mature retained trees/ woodland to ensure that there would not be legitimate pressures to fell or reduce existing trees because of unacceptable levels of shading.
- » Ensuring that development addresses the retained trees and hedgerows in a positive manner, safeguard long term retention and maintenance by retaining all existing trees in POS and by avoiding rear gardens backing on to the outer boundaries and using the access road to form a 'buffer'. This will be part of the public realm and subject to surveillance, between houses and woodland.

- » A new green infrastructure of new public green spaces, preserved habitats and private gardens will support the wider hedgerow network of wildlife corridors. As the development is contained by the enclosing mature hedgerows, there will be a limited impact to the character of the wider landscape and community.
- The site benefits from a mature landscape framework. New planting (with the emphasis on native species) will be focused on the residential development and tree planting along the boundaries where necessary. The management of the green infrastructure network is a key part of the strategy and would include such elements as:
 - » Wildlife habitats incorporated into the development including new native tree/ shrub planting and wetland meadow.
 - » Consideration of proposed lighting during detailed design, to mitigate adverse impacts on bats.
 - » Control of self-seeded vegetation to ensure the retention of diverse open grassland areas and habitats.

Key elements such as the linear parks and primary streets would then open up into the main green spaces, which are aligned to celebrate the views of the mature trees and wider views. The predominant approach to the structure of the scheme should be the arrangement of outward facing perimeter blocks, which demonstrate a clear division between the private and public realm. Key building typologies include predominantly semi-detached and detached houses with block layouts and a variety of building set-backs, to allow street planting and vegetation.

Buildings should front the majority of the green spaces, creating a positive relationship between landscape and development. This is a fundamental part of the identity of the development and consistent with Secured by Design principles.

In accordance with both the Local Plan, the provision of allotments on site is accommodated in the western part of the site near the farm buildings.



- 1 Cruxton Vale Park**
Design/Character: Semi-formal (with some areas of semi-natural)
Primary Function: Multifunctional amenity space with areas for formal and informal play and recreation
Management Objectives: Manage for amenity value

2 Stour Valley Park
Design/Character: Informal and semi-natural
Primary Function: Multifunctional open space incorporating SuDS and drainage features which provides an interface/buffer between Carriage Drive and the proposed development
Management Objectives: Manage for amenity and wildlife value

3 Stour Glade
Design/Character: Informal and semi-natural
Primary Function: To visually and physically separate Oakley Lane Frontage from Stour Valley Edge and to incorporate strong tree cover and naturalistic planting
Management Objectives: Manage for wildlife and amenity value

4 Two Oaks Green
Design/Character: Informal, semi-natural
Primary Function: To create an attractive, usable green that incorporates the two mature oak trees and natural play elements
Management Objectives: Manage for wildlife and amenity value

- 5 Canford Magna Parkland**
Design/Character: Semi-formal parkland/ informal and semi-natural
Primary Function: To create a multifunctional open space which incorporates SuDS features and provides an important interface/buffer between the new development and Canford Magna Conservation Area
Management Objectives: Manage for wildlife and amenity value

6 New Oak Pocket Park
Design/Character: Formal
Primary Function: Pocket Park/ small green
Management Objectives: Manage for amenity value

7 Stags Head Pocket Park
Design/Character: Formal
Primary Function: Pocket Park incorporating the existing mature oak tree
Management Objectives: Manage for amenity value

8 Cruxton Farm Interface
Design/Character: Informal
Primary Function: Community food production area to help create an attractive interface between the new development and Oakley Lane Conservation Area
Management Objectives: Manage for food production and wildlife value

- 9 A31 Fringe**
Design/Character: Informal and semi-natural
Primary Function: To create a suitable buffer between the A31 and Cruxton Mead
Management Objectives: Manage for wildlife and amenity value

10 Oakley Lane Fringe
Design/Character: Semi-formal
Primary Function: To create a linear greenspace incorporating pedestrian and cycle route and new trees
Management Objectives: Manage for amenity value

11 SANG
Design/Character: Informal natural greenspace
Primary Function: To provide recreational routes for dog walkers and near-by householders with access to the Stour Way and to create new habitats including permanent wetland and hay meadow
Management Objectives: Manage for wildlife and amenity value

KEY

Site boundary

Principal open spaces

Revisions:

C - 2019.03.07 update LAP locations

D - 2019.07.04 update notes

E - 2019.07.04 update red line boundary

F - 2021.01.16 - published version

5.15 Landscape, Public Open Space and SANG

Green Infrastructure

The proposed multi-functional green infrastructure set out across the site, will ensure that the development is sensitively integrated into the wider landscape and will maximise wildlife, amenity and recreational value. The existing oak trees (which are key assets of the site) will be retained within large areas of open space. A number of new parks and open spaces (of differing character) will be created across the site which will offer opportunities for a wide variety of recreational activities.

Food Growing

The site will accommodate allotments and there is also the opportunity to create a community orchard, offering opportunities for the local residents to manage, maintain and eat their own fruit. This can include a variety of apples, pears, plums and cherries, including local or rare varieties. In addition, the native hedgerows will include edible berries such as sloes.

Recreation

The provision of a number of play areas across the site will benefit both the existing community and new children to the area.

Nature Conservation

Both the development area and the SANG have sought to retain and enhance all the existing habitats of ecological importance including hedgerows, scattered mature trees, ponds and the mature treeline along the Carriage Drive, which is a key wildlife corridor for bats, birds and other mobile fauna.

Existing marshy grassland and wetland, (a UK Priority Habitat and confirmed as supporting great crested newts and grass snake), is to be retained within the SANG and will be managed to minimise scrub encroachment and to maximise floral diversity. Green corridors bring wildlife features into the built-form and landscape design will be more formal within the development, comprising extensive tree planting of native species typical of the area. At the development margins, open space will be less formal for wildlife.

Sustainable Drainage Systems (SuDS) will be attractive features which encourage wildlife and the species-

richness of existing grassland will be enhanced by introduction of hay cutting. Some species-rich scrub and woodland will be planted to create a habitat mosaic of benefit to birds, invertebrates, reptiles and bats.

5.16 Key Open Spaces

The key open spaces within the scheme are summarised below. More details of the spaces can be found in the Design Code.

New Oak Park

The New Oak Park will be a critical space in defining the character of the Cruxton Mead area. It will also be a key amenity resource for the local community.

Two Oaks Green

This will be a focal point to the eastern end of the scheme which enjoys views from the entrance to the south towards the two magnificent oak trees on the edge of Carriage Drive.

Stags Head Oak Pocket Park

The Stag's Head Oak Park will comprise buildings arranged in a crescent form to create an attractive local greenspace.

Stour Valley Park

This is a multi-functional space which will incorporate attenuation/drainage features and ecological features. Informal 'rural' character to provide a soft edge to the development. It will have native planting, areas of standing water and informal footpaths. This space will act as a receptacle for the SANG and contain a SANG car park to allow a connection with the Carriage Drive. A new secondary tree avenue will also be planted here to reinforce the Carriage Drive edge.

Canford Magna Park

Parkland character with strong structure reflected in tree lined paths giving a sense of formality. Edges defined with clipped hedges or estate railings. Opportunity for single arboretum type trees and contrasting mowing regimes.



Children & Young People - NEAP



Community Food Growing



Children & Young People - LAP

Crupton Vale Park

Multi-functional space incorporating informal recreation and play, with meandering footpaths and cycleways, and some formal tree structure. The space benefits from strong visual links/vistas from Oakley to the Carriage Drive, which it connects to. It is well overlooked and contains a mix of informal and formal characteristics with contrasts in planting styles, mowing regimes, sinuous and linear path arrangements. The road crossings sub-divide the park in to 3 areas, however the impact of crossings will be reduced, with road narrowing and changes to surfacing, dropped kerbs and detached footways.

Allotments and Food Production

Community allotments for food growing with water, huts, composting areas, power and car access. Adjoining areas could also include a community orchard with fruit and nut trees.

Stour Glade

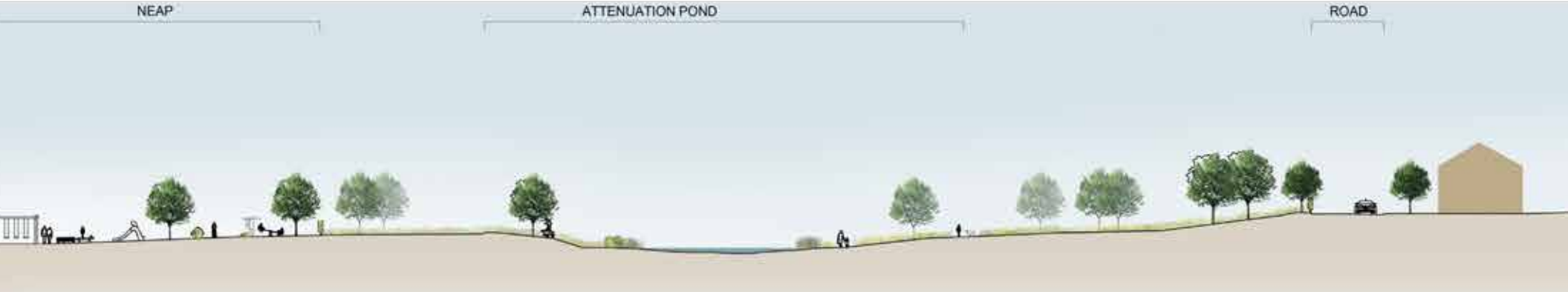
Semi-formal space, simply laid out, with good overlooking from adjoining properties. Contrasting character on western side which could be heavily planted with blocks of trees and more open character on the eastern side. Opportunity for linear tree planting on the higher southern end, which will in time create a filter for development beyond, and blocks of tree planting below. Opportunity of occasional large single tree and clipped hedges to define space, particularly on the eastern end.

Key

- Neighbourhood Equipped Area of Play (NEAP)
- Local Equipped Area of Play (LEAP)
- Natural Play Trail
- Allotments
- Community Orchard with fruit trees
- SANG Car Park
- Community Use Car Park
- Allotments Car Park
- SUDS
- SANG
- Proposed Pedestrian and Cycle Route
- Proposed SANG Pedestrian Route
- Proposed Pedestrian Route
- Existing Public Right of Way
- Permissive Path

- Illustrative Connection
- Footpaths along Oakley Lane
- Wider Pedestrian Links
- Proposed shared foot/cycle path
- Informal stepped links across Stour Glade
- Existing Trees + RPA
- Proposed Trees
- Tree-Lined Primary Street
- Secondary Street
- Green Link
- Landscape Buffer (within care home site)
- Pedestrian Priority
- Pedestrian Crossing





Section A-A'



Section B-B'



Section C-C'



SANG

The north and north western part of the site will comprise SANG, much of which is alongside the River Stour. From the SANG there will be attractive views along the river corridor, links to Wimborne, Bytheway SANG and to the Carriage Drive to the east as well as continued access to the Stour Valley Way to the west. The SANG will be multi-functional, including a section of the riverside pathway for use by the Canford School Rowing Club. There will also be a park immediately adjacent to the development which will include open grassland, permanent and semi-permanent wetland, a dog exercising area (including a pond created for specific use by dogs) and a platform installed for pond dipping.

New footpaths and interpretative signage will be installed within the existing marshy grassland, open grassland and woodland habitats. These will be enhanced as part of the proposals and new habitats including ponds and tree planting, will be created to diversify the recreational experience.

SANG and community use car parks will be located in the west of the scheme, near the allotments, the centre of the scheme, near the NEAP in Cruxton Vale Park and to the east of the scheme in the Canford Magna Parkland.

See Table 1 for an assessment of site opportunity versus Natural England’s SANG characteristics.



Boardwalk through a wet woodland part of a SANG



SANG interpretation board



The SANG will be accessible to all age groups



	Criteria	Current	Future
1	Parking on all sites unless the site is intended for use within 400m only	N/A	The SANG is intended for use principally by residents of North of Merley, all within 400m, and by others within walking distance Two small car parks would be provided which would relieve current parking in the vicinity of Canford School and Church
2	Car parks easily and safely accessible by car, open in nature and sign posted	N/A	Accessible car parks
3	Easy access between development or car park and SANG; able to safely let dog out of car into SANG	None	Multiple access points from the development to the SANG are proposed - see Figures 5 and 13
4	Access points with signage outlining the layout of the SANGS and routes available to visitors	None	Signage can be placed on access routes from development site and at strategic points along proposed walking routes
5	Paths easily used and well maintained but mostly un-surfaced	Existing Stour Valley Way Public Right of Way (PRoW) and private path along River Stour	Desire lines formalised, new paths create (un-surfaced), boardwalks where required
6	Circular walk start and end at car park	N/A	Accessible car parks
7	Circular walk of between 2.3-2.5km	No formal circular walks currently	Three separate circular walks totalling 6.1 km are proposed
8	SANG design so that they feel safe for visitors	No specific design with safety in mind	More formalised paths, numerous access points back into housing and signboards will be included
9	Clearly sign-posted or advertised in some way	None	Signs placed in local park and community building, around development and in 'Lakeland Park'
10	Leaflets or website advertising their location to potential users	None	Information can be included on development website and in housing information packs
11	Perceived as semi-natural space, without too much urban intrusion	Informal use currently indicates this is the case Area C has no public access	No significant change in habitats proposed, development will be screened by trees.; River Stour is a significant public attraction
12	Contains a variety of different habitats	Contains swamp, marshy grassland, treelines	No significant change in habitats present; management such as a hay cut in Area C could improve biodiversity
13	Access unrestricted – plenty of space for dogs to exercise freely and safely off the lead	Currently no formalised access north of Stour Valley Way PRoW but used informally by dog walkers; access to the Castleman Trailway to the east	Ponds within the attenuation area can be geared specifically towards dogs to avoid conflict with great crested newts in other ponds
14	Site is free from unpleasant intrusions	No intrusions present currently	Development will be screened from SANG by treeline
15	Links to existing or proposed SANG	Private path linked to Stour Valley PRoW leading to Wimborne SANG	Potential to use existing footpath across footbridge to formalise link to Wimborne and Bytheway SANGs
16	Links to public Rights of Way network	Currently informally linked to Stour Valley Way PRoW and the Castleman Trailway beyond	Links to Stour Valley Way PRoW and associated paths will be formalised

TABLE 1 : Assessment of site opportunity versus Natural England’s SANG characteristics





06: ACCESS

Section 6 : Access

This section sets out the overarching movement strategy for the Land north of Oakley Lane, Poole. It provides an overview of the access arrangements and should be read in conjunction with the DC which has more details on street hierarchy and parking.

6.1 Regional Accessibility

Travel Plan

A detailed sustainable Travel Plan will be prepared which, in addition to the pedestrian, cycle and public transport improvements, will include other measures to promote sustainable patterns of travel.

Pedestrian / Cycle Access

A key element of the development will be ensuring that local journeys to and from the site can be undertaken on foot and by bicycle and also that accessibility of the SANG is improved for existing residents.

A package of pedestrian and cycle improvements are therefore proposed, which include:

- Provision of a network of routes through the site which will connect the existing settlement to the SANG
- Pedestrian/cycle route through Cruxton Vale Park
- Improvements to pedestrian and cycle provision on Oakley Lane including the provision for off-road cycling
- Introduction of crossing points at a number of locations along Oakley Lane connecting to existing pedestrian routes
- Contributions to wider cycle improvements linking the site to Wimborne and Poole

6.2 Internal Movement

Site Access & Traffic Calming

Access into the site will be from Oakley Lane with five access points provided for vehicles and a safeguarded access to Cruxton Farm. The access points will form part of a traffic calming scheme that will reduce vehicle speeds on Oakley Lane and change the character of the road to that more suited for a residential area. In addition to the access points, measures currently being considered include the narrowing of the carriageway of Oakley Lane, the removal of white lining and introduction of contrasting surface treatments.

Multiple access points also help to assist with

deliver, construction and phasing.

6.3 Mobility

Context

The outline scheme creates a development layout that is capable of meeting all of the access requirements of a range of user groups with varying mobility requirements.

Mobility Impaired Users

The range of routes has been designed to allow easy access on pavements and into buildings for all users with mobility impairments. The use on continued flat surfaces across the site will give ideal access for wheelchair users; all appropriate measures to assist in the crossing of the highway will be provided.

Parents and Young Children

The range of routes has been designed to allow easy access on pavements for those using children's pushchairs and walking young children. In particular the use of dedicated cycleways for the primary streets, and the parkland footpaths and greenway links, will provide safe and secure routes ideally suited to this user group.

Access for those without a car

Provision of both easy access to public transport services right through the site, and community facilities and services within easy walking distance of all homes within the development, ensures that those without access to a private car can still gain access to local services and facilities.

DDA Requirements

Sufficient space will be provided to ensure that all properties can meet the Disability Discrimination Act (DDA) requirements to ensure access, including step free front door access.

6.4 Parking

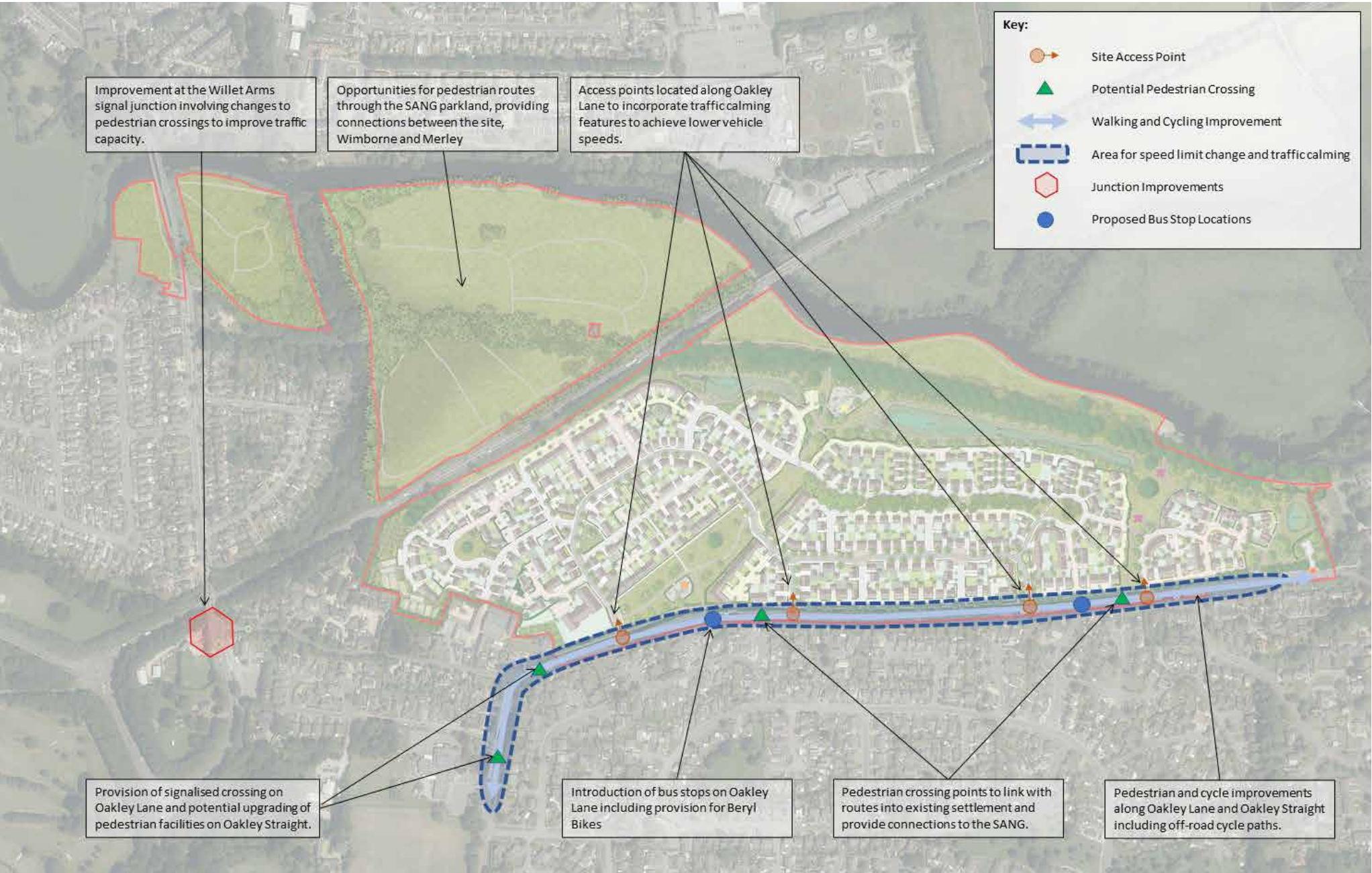
Parking on the site will be provided in line with BCPs Supplementary Planning Document and Highway Layout.

Residential parking will be provided as a mix on plot driveways, car ports, suitably sized garages and parking courts. The BCP optimal parking standards include a demand of 0.2 visitor spaces per dwelling. This demand will be accommodated as a mix of additional on plot provision, allocated visitor spaces and informal on street provision where roads are suitable. In addition, thirty visitor spaces will be provided in the three SANG/ community use and allotments car parks spread across the site.

6.5 Recreation Routes

The development at Cruxton Farm will deliver a network of footways and cycleways across the site that link to existing public right of way linking to Merley Hill to the west and on to Wimborne. In addition, access to the Castleman Trailway will link the site to routes north of the river towards Ham Lane and Canford Bottom.

The development will also facilitate the delivery of improved cycle connections across the wider network. The purpose of the contribution would be to assist in the delivery of an off-road cycle connection between Oakley Hill and Gravel Hill where there is currently a gap in the cycle network. This will not only benefit the residents of the proposed development but will also encourage greater numbers of existing residents in Merley and Wimborne to undertake journeys by bike, resulting in a modal shift away from private car use.



6.6 Street Hierarchy

The access and circulation plan (Figure 41) provides a detailed layout of the movement proposals. It should be read in combination with the Design Code which provides cross sections for each of the street types and more details of the parking requirements.

Vehicular movement is only one function of a street; streets within the development will have a multitude of functions, including place. Streets should form places that provide for wider uses than movement alone, such as social interaction, play and recreation.

The street hierarchy is determined by topography, existing services and other site considerations, such as the location of attenuation ponds. The hierarchy also helps to inform different identity areas and land uses and traffic calming measures help to slow traffic in pedestrian priority spaces.

A strong relationship between streets, buildings and green infrastructure/ open space will combine to provide a well defined and distinctive character throughout the development. Streets will be designed to be inclusive of all people regardless of age or ability. Where an aspect of any street unavoidably prevents its use by all, an alternative option is to be provided. Frequent rest opportunities are to be provided along key pedestrian routes. It is important to design streets that provide for all street activities - not just movement. Where active frontages are proposed along streets, footways will provide sufficient width to accommodate anticipated human behaviour.

Streets should be planned to incorporate self-enforcing speed reducing measures. The arrangement of streets in relation to buildings and public space can be used to create horizontal deflection and reduce sight lines which will naturally limit vehicle speeds.

In providing a development that offers sustainable travel opportunities it is important to consider the requirement of public transport from the outset. The principal street, which underpins a hierarchy of routes, will be designed to accommodate a bus service and bus stops within easy walking distance.



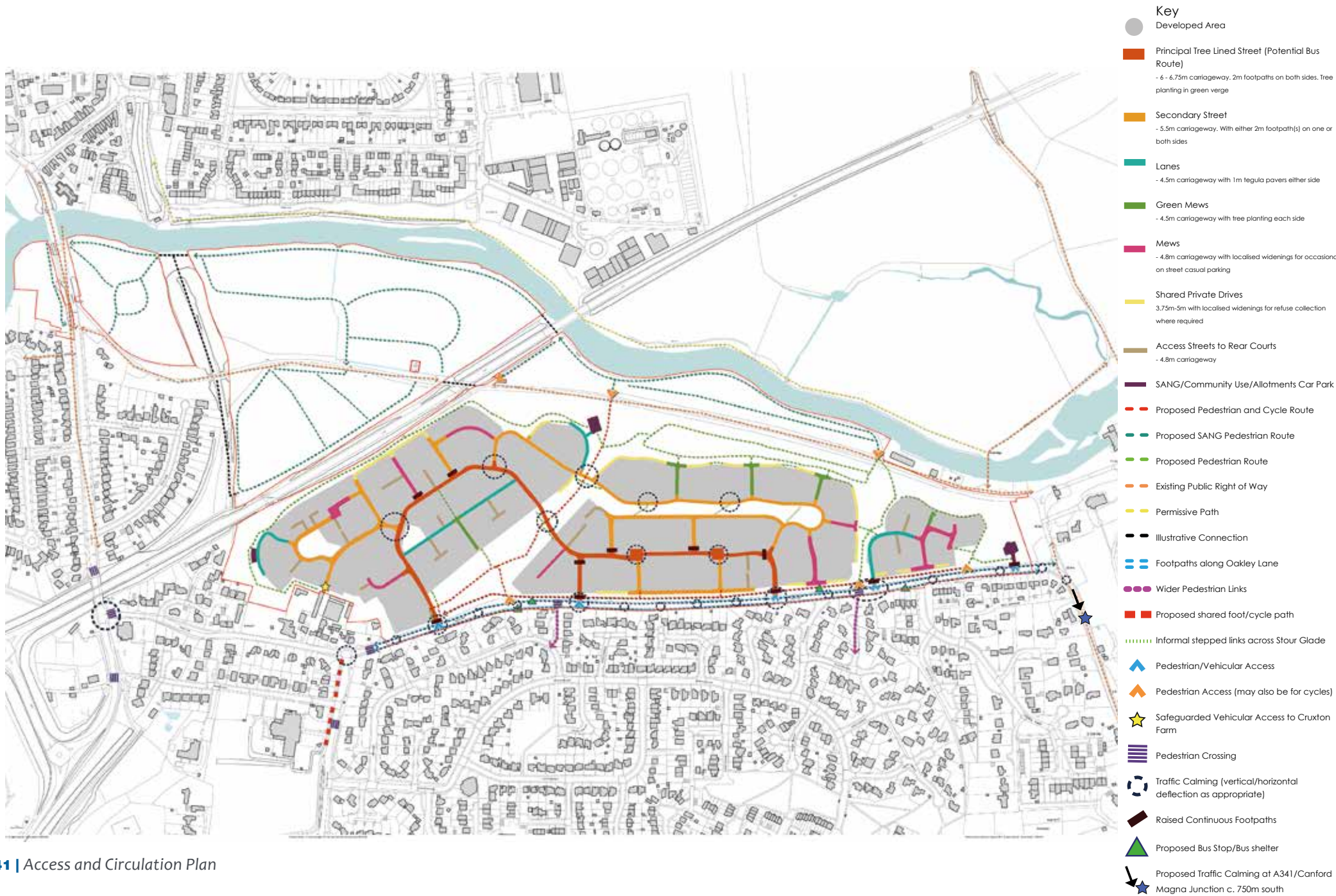
Informal on street parking provision



Secondary street through the heart of a scheme



Mews street accessing garaging and houses





07: Conclusion

7.5 Conclusion

Delivering Sustainable Development on a Site Allocation in the Local Plan

The principle of the development of the site has been agreed through the allocation of the site for residential development in the Borough of Poole Local Plan, releasing the land from its former Green Belt designation.

This outline planning application provides the next stage in the planning process of delivering residential development.

This Design and Access Statement has explained the proposed development and how it accords with the planning policies in the development plan at the local and national level. It identifies how the scheme has addressed the wide range of material planning considerations associated with a development of this scale.

The extensive and positive pre-application discussions with Council officers during both the Local Plan process and subsequently in preparation for this outline planning application have been gratefully received and it is hoped that this dialogue can continue during the consideration of this outline planning application. The overarching vision for land off Oakley Lane is to create an attractive, high quality and sustainable neighbourhood that responds positively to both the village of Merley and the River Stour. The scheme will have a wide variety of identities which directly respond to the inherent qualities of each part of the site and be grounded in the predominant themes that define south east Dorset and Poole.

This Design and Access Statement and the accompanying Design Code will ensure the provision of a harmonious built environment set within a cohesive, high quality public realm. They will be particularly focused on ensuring distinct but complementary identities for the various parts of this new neighbourhood.


Richborough Estates are committed to responsible and genuine sustainable development and the land north of Oakley Lane represents a significant opportunity to achieve this in a high quality manner. We are convinced that we will deliver a new place which:


- responds positively to the inherent mature landscape of the site
- has excellent pedestrian, cycle and bus connections linking the site to Poole and Wimborne
- will be a balanced community with amenities for people of all ages
- has new identity areas inspired by Poole and its environs
- will be based on a comprehensive network of footpaths and cycleways linking to the existing schools, shops and houses
- will create new habitats throughout the extensive Green Infrastructure and Suitable Alternative Natural Greenspace
- achieve sustainable living enhanced through the provision of sustainable building design, with allotments and a community orchard.





42 | Illustrative Masterplan





- 


Proposed SANG Route
- 


Proposed Footpath
- 


Housing
- 


Sustainable Drainage (SUDS)
- 

Vehicle Access
- 

Pedestrian Crossing
- 

Bus Stop
- 

Natural Play Area
- 

(NEAP) Neighbourhood Equipped Play Area
- 

(LEAP) Local Equipped Play Area

- 01 Croxton Vale Park
This will be a major new open space for the existing and new residents of Merley and Oakley. It will provide an attractive approach from Oakley Lane down to the riverside.
- 02 New Oak Park
This will be a memorable new park at the heart of the Croxton Mead identity area on the route of the Principal Tree Lined Street.
- 03 Stags Head Oak Park
Another neighbourhood park focused on an existing mature Oak Tree.
- 04 Croxton Farm
A separate proposal will bring forward employment space on the farm site. The scheme will safeguard access into the employment.
- 05 Asi interface
The Asi edge will be focused on mitigating the impact of noise from the road on the scheme.
- 06 Tree lined principal street
The tree lined principal street will be a unifying feature which binds the core parts of the scheme and underpins the street hierarchy.
- 07 Landmark building
This prominent corner will be visible from a number of points from inside and outside the site.
- 08 Neighbourhood Play Area (NEAP)
This key facility will provide play opportunities for new and existing residents.
- 09 Stour Glade
Linear woodland will provide an attractive setting to the housing and filter views of the site from the other side of the valley at Colehill.
- 10 Oakley Lane Street Trees
New street trees will be planted along the full length of Oakley Lane.
- 11 SUDS
New balancing ponds will be designed in a manner which maximises their role in providing usable public space and provides a softer rural edge.
- 12 Green gateway/Twin Oaks Green
An attractive gateway into the eastern part of the scheme will be achieved by establishing a strong vista toward the mature trees in the north. Natural Play Areas define the space.
- 13 Protecting the Carriage Drive for the future
Parkland will run alongside the Carriage Drive creating a green setting to this part of the scheme. A secondary avenue of trees will be planted to safeguard the future of the Carriage Drive.
- 14 Canford Magna interface
Car free frontages and new parkland to create a bespoke interface with the Conservation Area.
- 15 Wider Strategic Open Space
The proposed footpath network will seamlessly link wider strategic open spaces along the Stour valley.
- 16 Productive Landscape
The interface between Croxton Farm will be defined by allotments and an orchard with 8 parking spaces. This area also provides a buffer to the Croxton Mead Area.
- 17 SANG
The proposed footpath network will seamlessly link wider strategy open spaces along the Stour valley.
- 18 Cave Home
Fronts onto the main open space and is within walking distance of Oakley shops. It will be an important gateway and landmark building with a landscape buffer next to the CA.
- 19 SANG car park
A car park comprising 12 spaces will be provided to facilitate access to the adjacent SANG.
- 20 Croxton Farm interface
This area has been carefully designed to present a softer edge to the Croxton Farm area and Oakley Lane Conservation Area.
- 21 Dorset terraces
The terraced forms in these areas will take their cue from the traditional terraces found in Dorset villages.
- 22 Community car park
This car park will be for the use of community activities in the Canford Magna area.
- 23 Locally Equipped Area Playspace (LEAP)
This play facility will be an important resource for new and existing residents.



The Design
Review Panel
helped guide the
evolution of the
masterplan

Appendix A:

Design Review Panel Responses



Site	Cruxton Farm, Oakley Lane, Merley (SNUD371788).
Proposal	550-600 New Homes, (Depending On Mix And Density), 60 Bed Care Home, Suitable Alternative Natural Greenspace, (SANG), Equipped Play Areas, Allotments & Attenuation Ponds.
Local Authority	Borough of Poole
Applicant	Richborough Estates
Agent	Savills
Review Date	26 th July 2018

<p>This is the first time the Design Review Panel has reviewed a proposal for this site. The session was booked by Savills.</p> <p>The Panel raised the following points: -</p> <p>The early engagement with The Design Review Panel, at what is still an early stage of the design process, is welcomed by the Panel; the feedback and comments within this document should be read in this context.</p> <p>The Panel considers that the presentation given at the design review panel session was extremely clear, thorough, and professional; it is felt that the layering of the key issues and considerations have been carefully considered and demonstrate a logical and well considered approach to the design process. It is felt that this clear and professional presentation, along with the comprehensive level of information provided in advance of the session, has been of benefit to the design review panel process.</p> <p>Furthermore, it is considered that the site visit was an extremely useful exercise in helping the Panel to appreciate the unique site location and characteristics; the Panel acknowledges the parameters and constraints that exist on the site.</p> <p>The Panel feels the site represents a great opportunity and feels that, subject to further design development, the proposals could be very successful.</p> <p>There is a concern currently that there may be a gap between the landscape analysis and the urban design proposals. It is suggested by the Panel that there may be an opportunity to further consider</p>



<p>the elements of the existing landscape that define the existing landscape character, that is to say what key landscape characteristics the proposals are seeking to respond to. It is felt by the Panel that the character of the existing landscape is one of an open arable landscape that has historically, in parts, been converted into park land.</p> <p>Whilst the Panel recognizes it is a degraded landscape, it is suggested that there may be a benefit in retaining some of the existing agricultural qualities and character. For example, existing remnant hedgerows and historic field patterns may represent an opportunity in this regard. The Panel also feels that it may be helpful to further consider the level of proposed density; it is suggested that a looser density may help to achieve the stated aspirations in terms of creating a sylvan character.</p> <p>Furthermore, the Panel feels that the existing river frontage represents a greater landscape asset to the landscape character, that takes precedent over the 18th Century parkland and avenue, and it is suggested that it may be beneficial for this to be reflected within the design proposals. A management plan for the lime avenue, to include selective thinning of self-seeded trees, would have the potential to restore both visual and physical connectivity between the site and river frontage.</p> <p>In particular, the Panel currently feels uncomfortable with the proposed 'Belvedere Walk' as it is currently proposed, the Panel feels that it may be beneficial for the north south links to make better use of the natural topography and drainage patterns linking to the river and SANG, rather than the current emphasis on the east west route. It is suggested that the proposed central east west green space may benefit from further consideration, and that generally it may be beneficial for the design proposals and layout to look beyond the most recent historic layer of landscape character.</p> <p>The Panel questions the linear level change across the site. It is suggested that it may be beneficial for site sections and or a 3d study to be produced, as this would allow the gradient of the spaces to be established. The Panel is supportive of the aspiration to try and avoid significant retaining structures within the back gardens, but it is suggested that the proposals should also consider the gradient and accessibility through the central green space; there is a concern that currently this space may be unusable for many as a result of a very steep gradient. It is felt that currently the level changes may result in movement/inclusivity issues; it is suggested that it may be beneficial for the development to respond better to the site topography.</p> <p>Overall it is felt that there are some strong ideas being proposed, however there is a concern that some of these appear to be competing and are not yet working well in harmony or meshing together as a coherent whole; it is suggested that there may be an opportunity for the complexity of the proposals to be pared back.</p> <p>In an effort of helpfulness, it suggested that there may be an opportunity for the proposal to further consider how a sense of community may be created; as an example, there may be an opportunity to incorporate an employment use into the existing agricultural buildings along with some other small-scale community facilities. Furthermore, it is suggested that the proposals may benefit from further considering wider links beyond the redline of the site in terms of how the proposed residential development may link to wider facilities, amenities, employment sites and existing school etc.</p>

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The Panel acknowledges the early stage of the design proposals, and realizes that the indicated architectural sketches have been provided only as a very initial discussion tool. Furthermore the Panel notes that this is an outline application and it is appreciated that the house type sketch information is only setting a feel of the aspired character and quality of the development; notwithstanding this, the Panel suggested that the proposals may benefit from giving consideration at this initial design stage to what the prime commercial locations, (i.e. most expensive units), of the site may be and the location and mix of proposed house types. The Panel notes the different typologies presented, (ie Lady Wimborne, Victorian etc), however, would welcome a greater mix of house/unit types throughout the development. It is felt that this may be an important aspect of ensuring that the aspirations in terms of character and quality of the proposals are delivered beyond the outline stage.

It is noted that the initial sketches indicate a traditional retro architectural style, and the Panel questions if this is appropriate for the site location. It is suggested that there may be an opportunity to provide something more contemporary in terms of the architectural style of the house types; the Panel notes this has been indicatively explored within the presentation sketch 'South Eastern Gateway,' and the Panel feels that the more contemporary proposal is more successful than the more traditional option shown. Overall the Panel suggests that it may be beneficial to provide different architectural styles in different character areas across the site; it is felt that this will help to create a unique sense of place, as well as help with end user navigability across the site. The Panel welcomes the suggestion made to incorporate the redundant farm yard/ courtyard buildings into the proposals and suggests that there may be an opportunity to further incorporate this typology into the proposed house types within part of the site.

In order to help ensure the aspired to quality of the development is achieved on site, especially when different parts of the site may be delivered by different national house builders, it is suggested that the proposals should carefully consider and identify important key design features at this early stage of the design process. Notwithstanding this, the Panel feels that a Design Code may not be appropriate at the outline stage; rather it is felt that a 'Design Statement' should be produced at the outline stage; it is felt that it may be important to control the verticality and density of the proposals at this stage, but, it may be beneficial to allow the aesthetics to remain fluid in terms of the proposed house types. It is felt that a detailed Code for each character area should be produced at the reserved matters stage, that demonstrates how the Design and Access Statement aspirations have been met.

The consideration of a bus route within the proposals is welcomed by the Panel, and it is suggested that the route should be considered as a key aspect of the masterplan. Regarding the connections back into the existing street, (Oakley Lane), there is a concern that this existing street is wide and a fast road; the Panel suggest that the proposals would benefit significantly from the incorporation of natural traffic calming measures along this road, for the benefit of pedestrians, particularly children accessing the existing primary school to the south, as well as pedestrians accessing the local center along with cyclists. Notwithstanding the above, the Panel supports the proposals to create an east west pedestrian avenue within the site running alongside Oakley Lane.

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There is a concern that the proposals do not currently incorporate many access points along Oakley Lane, and it is felt that more links into the site along this route would be beneficial, particularly so as to provide greater north/south permeability and access to the river frontage and SANG beyond; it is suggested that there may be an opportunity for the proposal to demonstrate an enhancement in this regard for the existing housing area to the south.

The Panel notes the idea for car free frontages and parking courts; it is felt that if this principle is proposed it should be alongside an expectation of high quality boundary treatments. The detail of any rear parking courts should be carefully considered in terms of their design and detail, particularly boundary details, to ensure high quality spaces are provided.

There is a concern that there may be an unresolved tension between vehicles, cyclists, and pedestrians, where the proposed roads cross the boulevard; it is suggested that these areas would benefit from further consideration and careful detailing. In an effort of helpfulness it is suggested that it may be beneficial for these areas to be primarily for pedestrians. It is further suggested that the vehicular routes may benefit from incorporating natural/integrated traffic calming as there is a concern that the proposed long streets may encourage high speeds from motorists, if not appropriately addressed.

Regarding ecology; it is felt that the natural assets of the site and legislative requirement for SANG means that development of the site provides significant opportunity for ecology enhancement and 'biodiversity gain' (as per the requirements of the revised NPPF). It is felt that there are significant opportunities for habitat creation associated with the SANG, the river corridor, public open space within the development and the proposed built forms. Furthermore, it is felt that if the available opportunities are taken, that the proposals could result in a wonderful place to live with health and well-being benefits associated with biodiversity-rich green spaces. Notwithstanding the above, and whilst the Panel acknowledges the proposals are at an early stage, the Panel considers that currently the proposals are lacking a coherent site-wide ecological vision for the development.

It is suggested that it may be beneficial for an ecological constraints and opportunities plan to be produced; there is a concern that there is currently only a limited response to habitat creation beyond generic reference to SANGs. It is suggested that it may be beneficial for an ecology strategy to be further developed as a key element of the proposals. It is felt that this should include the presentation of an 'Ecological Constraints and Opportunities Plan', showing habitat creation proposals that are also quantified in a 'Biodiversity Budget'.

The Panel considers that having completed the above the challenge may then be to ensure that this strategy is carried through to the detailed design. In an effort of helpfulness, the Panel suggests that planning conditions could be imposed requiring the Reserved Matters Applications for each development phase to include a 'Biodiversity Budget'; for approval by the local authority, to demonstrate compliance with the overarching strategy established as part of the outline. An overarching 'Ecological and Landscape Strategy' (LEMS) could also be provided at outline stage, with 'Landscape and Ecological Management Plans' (LEMPS) prepared with the Reserved Matters Applications for each phase, detailing that phases compliance with the overarching strategy.

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The Panel welcomes the suggested involvement of the local Wildlife Trust in the future management of the SANGS.

It is suggested that it may be beneficial for the proposals to consider sustainability and low energy aspects at this early strategic stage. It is suggested that the site offers an opportunity in terms of its orientation, large roof areas and dwelling typology to benefit from passive solar gain and the use of PVs/solar slates. Sustainability should however be considered at an early strategic stage, as it may inform fundamental considerations such as siting, orientation of buildings, roof forms, and varying fenestration sizing. The Panel considers that producing proposals that maximize passive solar gain and solar renewable energy generation may represent a benefit in terms of the sale-ability of the completed development, and, if empirically demonstrated, may also represent a material consideration in favour of the proposals in terms of local authority approval.

It is suggested that there may also be an opportunity to incorporate electric vehicle charging points within the development.

SUMMARY OF RECOMMENDATIONS, (to be read in conjunction with the above).

In summary the main conclusions of the Panel are: -

- Early engagement with The Design Review Panel is welcomed.
- It is felt the site represents a great opportunity and feels that, subject to further design development, the proposals could be very successful.
- There is a concern currently that there may be a gap between the landscape analysis and the urban design proposals.
- There may be a benefit in retaining some of the existing agricultural qualities and character.
- A looser density may help to achieve the stated aspirations in terms of creating a sylvan character.
- It may be beneficial to reference the river frontage further within the design proposals.
- It may be beneficial for the north south links to be further emphasized making greater reference and links to the river and the SANG.
- There is a concern that currently the central green space may be incorporate a very steep gradient that may make it not accessible to many users.
- It is suggested that site section drawings may be useful as design & presentation tools
- There may be an opportunity for the complexity of the proposals to be pared back.
- It is suggested that there may be an opportunity for the proposal to further consider how a sense of community may be created.
- The Panel would welcome a greater mix of house/unit types throughout the development
- In terms of architectural style, the Panel feels that the more contemporary proposal is more successful than the more traditional option shown.



- To help ensure the aspired to quality is delivered on site, it is suggested that the proposals should carefully consider and identify important key design features at this stage of the design process.
- It is felt that a 'Design Statement' should be produced at the outline stage; this should allow the aesthetics to remain fluid in terms of proposed house types.
- The Panel supports the proposals to create an east west pedestrian avenue within the site running alongside Oakley Lane.
- It is felt that more links into the site along Oakley Lane would be beneficial.
- Rear parking courts should be carefully considered in terms of their design and detail, particularly their boundary details.
- There may be an unresolved tension between vehicles, cyclists and pedestrians where the proposed roads cross the boulevard.
- Vehicular routes may benefit from incorporating natural traffic calming.
- There is a concern the proposals lack a clear site wide ecological vision of how the ecological opportunities may be delivered.
- There may be further opportunities to demonstrate ecological enhancements to the SANG.
- It may be beneficial for the proposals to consider sustainability and low energy aspects at this early strategic stage.
- There may also be an opportunity to incorporate electric vehicle charging points within the development.

The Design Review Panel

NOTES:

Please note that the content of this document is opinion and suggestion only, given by a Panel of volunteers, and this document does not constitute professional advice. Although the applicant, design team and Local Authority may be advised by the suggestions of the Design Review Panel there is no obligation to be bound by its suggestions. It is strongly recommended that all promoters use the relevant Local Authorities pre-application advice service prior to making a planning application. Further details are available on the Council's website. Neither Design Review Ltd nor any member of the Panel accept any liability from the Local Authority, applicant or any third party in regard to the design review panel process or the content of this document, directly or indirectly, or any advice or opinions given within that process. The feedback and comments given by the Panel and its members constitutes the members individual opinions, given as suggestions, in an effort of helpfulness and do not constitute professional advice. The local planning authority and the applicants are free to respond to those opinions, or not, as they choose. The Panel members are not qualified to advise on pollution or contamination of land and will not be liable for any losses incurred by the Local Authority or any third party in respect of pollution or contamination arising out of or in connection with pollution or contamination.

