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# Illustrative Masterplan

A revised ***illustrative masterplan*** has been prepared as an indicative arrangement to demonstrate one way in which the proposals for land north and east of Blandford Forum can be achieved in accordance with the updated set of Parameter Plans.

This section presents the revised illustrative masterplan proposals, specifically focusing on the key amendments made to provide further explanatory context to the revised approach.

This section contains:

- Land use areas and density
- Character areas
- Landscape and open space strategy
- Access and movement strategy
- Community facilities

# Illustrative masterplan

A revised illustrative masterplan has been produced to demonstrate one way in which the vision and design objectives can be achieved, prepared in accordance with the updated Parameter Plans. The plan reflects a landscape-led approach to deliver comprehensive areas of community parkland with connected green corridors, tree lined streets and significant areas of new planting.



## Green space

Strategic landscape and open space covering over 47% of the development area



## Connected communities

New cycle and pedestrian priority connections linking communities together



## New homes

490 homes providing a balanced mix of types, sizes and tenures including affordable dwellings



## Healthy lifestyles

All residents within easy walking distance of green space or active travel routes



## Tree planting

Important trees retained and complemented with significant levels of new planting



## Bus access

Bus access point, improved stops, and potential to extend existing routes through the site



## Community facilities


New primary school, allotments, community hall, shops and play facilities



## Natural enhancements

Sustainable systems for managing surface water and increasing biodiversity



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- 1** Relocated Lamperd's Field allotments and facilities to larger and flatter site
  - 2** Community playing fields and potential Multi-Use Games Area
  - 3** New primary school located on flatter land adjacent to the footbridge over the A350
  - 4** Local centre at the town gateway with prominent frontage to Salisbury Road
  - 5** Parkland corridor edge to the bypass, with land raising, planting, and active routes
  - 6** New roundabout access connection to the A354 and pedestrian and cycle connections
  - 7** Tree lined entrance avenue with planned group of buildings announcing an arrival.
  - 8** Tree-lined avenue streets with safe routes for pedestrians, cyclists and vehicles
  - 9** Central community parkland space, with retained and new tree planting
  - 10** 'Villa' style dwellings overlook a reinforced tree lined northern edge to the park
  - 11** Native woodland planting belts connecting from the park along the contours
  - 12** Groupings of low scale terraced cottages, with car free response to the rural edge
  - 13** 'Barn' type courtyards presenting a rural character response framing the landscape
  - 14** Community parkland space with attractive wetland areas for drainage and biodiversity
  - 15** New pedestrian and cycle route extends southwards to connect with Black Lane



# Indicative density

The density plan (shown right) and accompanying table indicatively show how residential densities could be distributed around the proposed development areas to achieve a total of 490 homes. The illustrative masterplan is also shown underneath to demonstrate how the indicative masterplan layout accords with this guide.

The measured parcels correspond with the development areas set out by the Land Use & Access Parameter Plan. They represent gross development areas which are inclusive of internal access streets and incidental green space but exclude large areas of strategic landscape and open spaces, such as the central community green, wetland and linear parklands.

The average density for the development overall will be at around **32 dwellings per hectare (dph)**, with variances across the site to reflect the design rationale and surrounding context.

Higher density development between 50-60 dph is focused on the proposed mixed use local centre. This will be achieved through apartments above commercial ground floor uses to maximise the viability and sustainability of the community facilities, including the school and established public transport routes to Blandford centre. This also accords with the Design Review Panel feedback to create a focal area and extension of the town along Salisbury Road.

Medium density development between 30-40 dph applies to the areas within the southern parcel closest to the local centre facilities, and where some apartment buildings may be appropriate in providing an address to the large central park. A lower medium density range of 25-30 dph covers the remaining core residential area in the southern parcel. This density range includes allowances for potential variances to respond to key place making opportunities, including potential increases at the entrance avenue from the bypass, main avenue streets, and around the community parkland space.

Lower density development between 20-25 dph will support the objective to achieve of an appropriate transition and sensitive design response to the site edges, defined by the adjoining rural landscape.

It is important to note that density is only used as a 'measure'; a useful guide on the capacity potential, which while being a product of design, is not determined by it. Differing building forms, typologies, details, and appearance will have a greater influence 'on the ground' perceptions and sense of place.

The 'place making' principles set out in the following character areas pages and the Design Code Annex of this report provide further details on the proposed approach for key areas proposed across the site.



Density areas plan



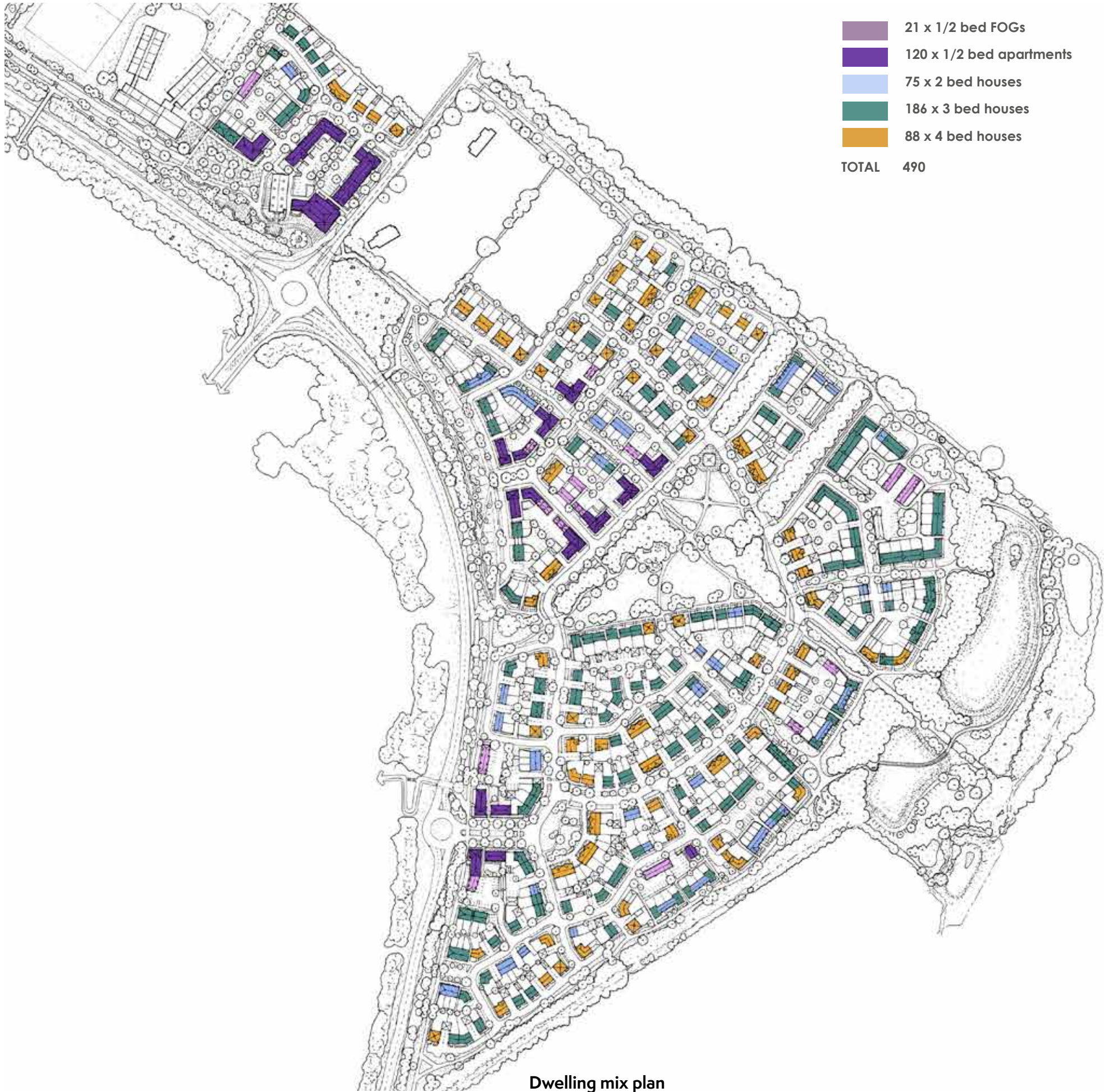
# Indicative dwelling mix

The illustrative masterplan demonstrates one approach to the delivery of 490 within the application site with the indicative dwelling mix shown on the plan and summary table opposite.

This mix reflects a range of housing types, sizes and tenures, showing accommodation of smaller households (1 & 2 bed apartments) along with smaller and family-sized housing (2, 3, 4, & 5 bed family houses).

It is anticipated that final housing mix across individual phases and / or parcels will vary, with the overall housing mix to agreed and secured through the Section 106 Agreement. This mix may be amended during the planning application determination and through drafting the s106 Agreement.

Policy 8 of the Local Plan seeks 30% affordable housing on open market sites. The Affordable Housing Statement submitted with this application, sets out how a suitable mix of affordable housing is proposed in both the detailed and outline components of the application. Such affordable housing provision can be secured through a Section 106 Agreement, as outlined in the planning obligations section of the Planning Statement.





# Character areas

This chapter introduces the proposed approach to development character, reflecting the vision for a ‘destination parkland neighbourhood, shaped and connected to the town and countryside’. Further details and guidance for the design approach is set out within the supporting Design Code Annex .

## Parkland components

The vision is translated through a landscape led approach to the masterplan, defined by a network of ‘parkland components’ evolved from the site’s unique features and setting, to create a base framework for character.

### 1 Parkland spaces

A central park will form a new community heart, incorporating existing landscape features to provide an extensive focal point for all residents to enjoy informal recreation, community activities and events. The parkland character will connect and continue along the site edges with linear parks providing further activity spaces and active travel routes. An arrival green will define a sense of parkland from the site entrance, forming a key node between the triple tree lined entrance avenue and the network of parkland avenue streets connecting through the site. A wetland parkland will transition to the rural edge, supporting ecology, water management, and provide a sensitive setting to adjoining boundaries.

### 2 Green wedges

Landscaped ‘green wedges’ will extend from the central park towards the wetland park, creating an interesting development edge and opening up views. A green corridor network will directly connect residents with the proposed parkland spaces and community facilities. The linear corridors will provide inviting routes that ensure connectivity and active sustainable travel are at the heart of the proposals. New and existing tree planting belts will be used to define a parkland character, with alignments set to views.

### 3 Woodland belts

New woodland belts will enhance existing east-west hedgerows running through the development, reinforce the wildlife corridors across the site and provide structure to the internal layout. When established the woodland will contain the parkland housing areas to the north and soften the views of the scheme from the wider landscape. New woodland planting would also extend along the eastern boundary of the site with Letton Park, complementing the existing mature woodland and adjoining parkland character. This will ensure a long term wooded boundary to the site.

### 4 Tree lined streets

A comprehensive strategy for structural tree planting will create a natural enhancement to the street scene and help assimilate proposals into a parkland setting. Key streets are designed with wide verges, allowing significant tree planting that over time will form mature parkland avenues where trees grow above the heights of new homes to help to break up the mass of development. The wide avenue streets will also be designed to accommodate bus routes that connect through the heart of the new parkland neighbourhood. All other streets and spaces will be tree lined to deliver a ‘green and leafy’ residential character overall.





- 1 Parkland spaces
- 2 Green wedges
- 3 Woodland belts
- 4 Tree lined avenues

'Parkland Components'

# Parkland areas

The parkland landscape components will tie together three broad character areas proposed for the development. Built characteristics within these areas will draw reference from both Blandford Forum and the surrounding rural Dorset vernacular with subtle differences in design detail, scale of buildings, and their relationship to adjacent routes and spaces, whilst maintaining an overall sense of unity and cohesion within the parkland landscape.

## Parkland Centre

The mixed-use local centre area in the northern parcel, will provide a range of community facilities and higher density residential development that maximises the viability and sustainability of facilities, including the school, shops, community hall and established public transport routes.

This area will present a more formal built character reflecting the civic functions, spaces, primary avenue access street, and the importance of the prominent frontage and town extension opportunity along Salisbury Road. The area will draw some reference from the mixed-use streets and spaces of Blandford Forum, with 2-3 storey buildings, active ground floor uses with apartments above, and busy community facilities addressing a square and access avenue street.

## Parkland Core

The main parkland residential area of the southern parcel. It is defined by a large central park space at the heart of the neighbourhood, a network of wide avenues and parkland streets, focal green spaces, and medium density housing.

Some formality in appearance will characterise the main entrance approach and primary avenue streets, where larger detached and paired semi-detached houses, villa dwellings and apartments will present regular and consistent building lines to define the street alignments. A network of Parkland and Mews Streets will transition from the wide primary avenues to form a more intimate residential character, with houses and cottages addressing gently curving tree lined streets.

References will be drawn from both Blandford and the surrounding area with predominantly 2 storey dwellings with brick elevations and slate roofs. Slight scale increases to 2.5 storeys will be contained to key frontages addressing the large park. The brick elevations will be intermixed with some flint and render adding variety. A more 'rural feel' will be created along the bypass, where some flint and timber boarding will mix with brick to help assimilate buildings into the landscape.

## Parkland Edge

A rural character to the parkland edges of the southern parcel as it transitions to the adjoining countryside. A visually sensitive location, where design references will be drawn from the surrounding villages and rural Dorset vernacular.

Barn style buildings, and groups of low scale terrace cottages 1.5 to 2 storey will present positive frontages to the surrounding landscape. Internal courtyards will contain and conceal parking and enable car free pedestrian and cycle routes to meander through the landscape. Local material references will be reflected through predominantly flint with brick banding, brick and occasional timber boarding elevational treatments to reinforce a rural character.

**Woodland Approaches:** The approaches to the Parkland Rural Edge are defined by the existing established Beech tree woodland boundaries. This informs a transitional sub character area leading into the Parkland Edge, with detached cottages gently stepping back and forth along a narrow lane fronting the woodland landscape.





Character Areas and 'Parkland Components'



# Character area objectives

The following pages set out a summary introduction to the three parkland character areas proposed through the masterplan, providing an overview of the key design objectives for each area.

The summary considers:

- Structure
- Residential typology
- Scale
- Appearance
- Streets
- Spaces

This overview includes illustrative examples and precedent local area references to provide an indication of the sense of place and built character objectives. This is an introduction to the design guidance for the areas set out in the Design Code Annex .

The supporting Design Code Annex will provide further detailed guidance for each of the character areas, alongside overarching guidance on key structuring elements of the design approach, such as block structure, street and parking arrangements, planting and the overall material palette.

## Design Code references

Index references for 'key place making areas' relevant for each character area are introduced below and shown on the plan opposite. These cross reference to the further guidance provided in the Design Code Annex .

Design Code 'Key place making areas':	
Parkland Centre	1 Salisbury Road frontage
	2 School Avenue
	3 Linear Park
	4 Community Square
Design Code 'Key place making areas':	
Parkland Core	5 Entrance Avenue & Arrival Green
	6 Central Park
	7 Parkland Avenues
	8 Parkland Streets
	9 Green Wedges
	10 Bypass Frontage
Design Code 'Key place making areas':	
Parkland Edge	11 Rural Edge
	12 Woodland Approaches & Parkland Lanes



Character Areas and 'key place making locations'



# Parkland Centre

Mixed-use local centre area in the northern parcel with a key frontage to Salisbury Road. A community hub for new and existing residents of north Blandford.



Illustrative masterplan - Parkland Centre extract layout

Character summary	
Structure:	Perimeter blocks. Frontages to street and spaces. Internal landscaped parking courtyards.
Residential typology:	Apartments, some with mixed use ground floor. Detached, semi-detached, terrace houses.
Scale:	Up to 3 storeys at the key corner frontage to Hilltop with a commercial ground floor use. 2.5 to 2 storeys elsewhere. Single storey to the school.
Appearance:	More formal character to the Salisbury Road frontage. Brick and occasional render elevations and tile hanging. Slate and dark clay tile roofs.
Streets:	Tree lined School Avenue (primary route).
Spaces:	Community Square, Linear Park edge.

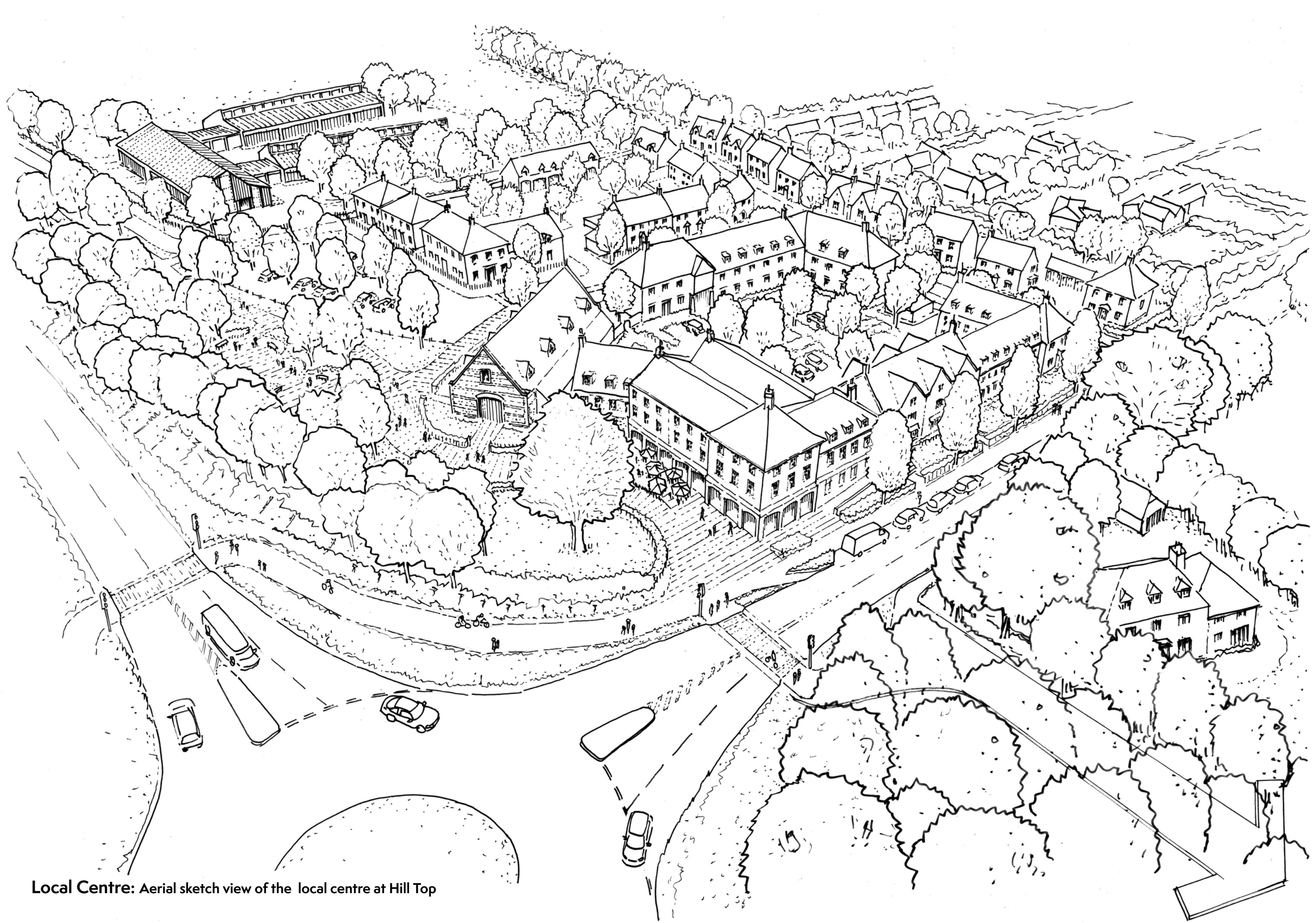


Local area character references (Blandford and Pimperne)



Local materials, details and boundary references

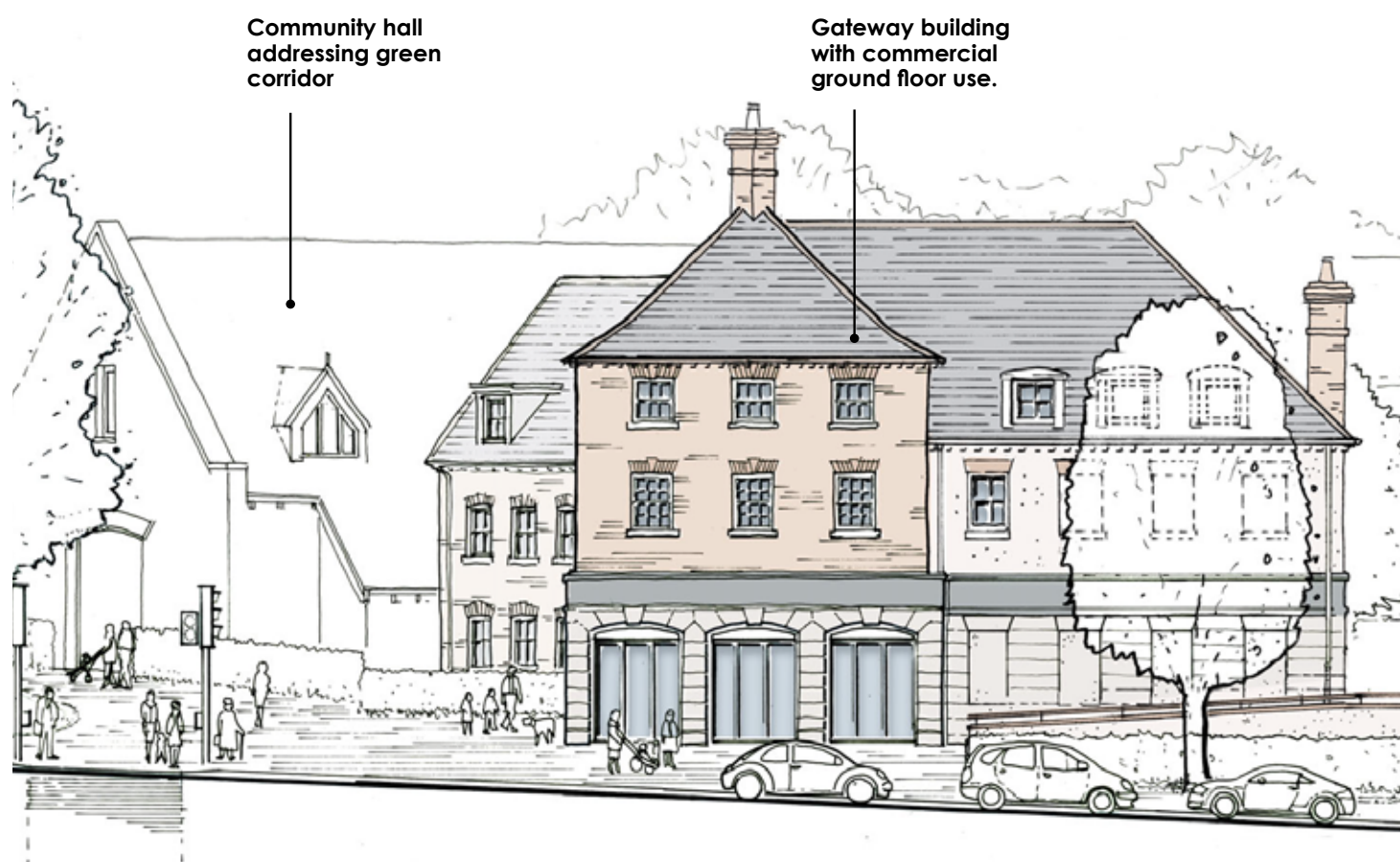




Local Centre: Aerial sketch view of the local centre at Hill Top



Sketch view of the green corridor link from the Southern parcel overlooked up to the Local Centre



Illustrative elevation: Salisbury Road frontage





Salisbury Road street elevation

Tiled gables break up street massing on the approach routes into Blandford

Street trees and hedges line Salisbury Road

2.5 storey apartments step up the hill fronting the street

Tree planting on higher ground visible above roof line

Access street and new homes gently step up the slope

2 storey feature 'lodge' house marking the site entrance





# Parkland Core

Core residential area within the southern parcel defined by a central parkland space, community greens, leafy avenues and parkland streets.



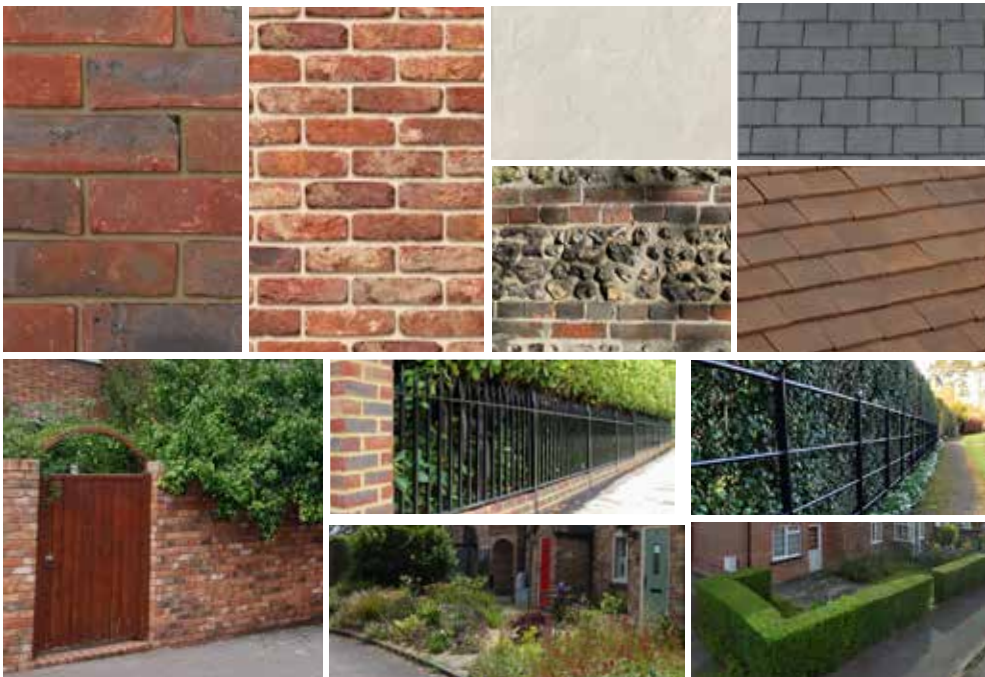
Character summary	
Structure:	Perimeter blocks. Frontages to streets and spaces. Some internal parking courtyards.
Residential typology:	Detached, and pairs of semi-detached houses, terraced cottage groupings. Occasional villas and apartment buildings.
Scale:	Predominantly 2 storeys. Up to 2.5 storeys in key locations to enclose central park.
Appearance:	Some formality to announce entrance and avenue streets, and to address the north side of the Central Park. Vernacular cottages and houses to Parkland Streets. Brick, some render and occasional flint elevations. Dark tile roofs.
Streets:	Entrance, Main and North Avenues (primary routes), Parkland and Mews Streets.
Spaces:	Arrival Green, Central Park, Bypass Frontage.



Illustrative masterplan - Parkland Core extract layout



Local area character references (Blandford, Langton Long, Bryanston, Blandford St. Mary)



Local materials, details and boundary references



## Arrival Green

Pairs of semi-detached houses are grouped around a focal arrival green space at the end of the Entrance Avenue. The 'planned group' will frame the space, presenting a positive and more formal character lead into the connecting Avenue Streets.



Illustrative view of the Arrival Green, framed by feature semi-detached dwelling pairs



## Parkland Avenues

A network of 'Avenue Streets' will create a distinctive character quality to the Parkland Core Area and will form a key element of the landscape strategy and approach. Regular building lines, front garden space, and wide street verges will combine with sequenced tree planting to continue a sense of formality.



Illustrative sketch view of the tree lined Main Avenue Street



Bypass frontage

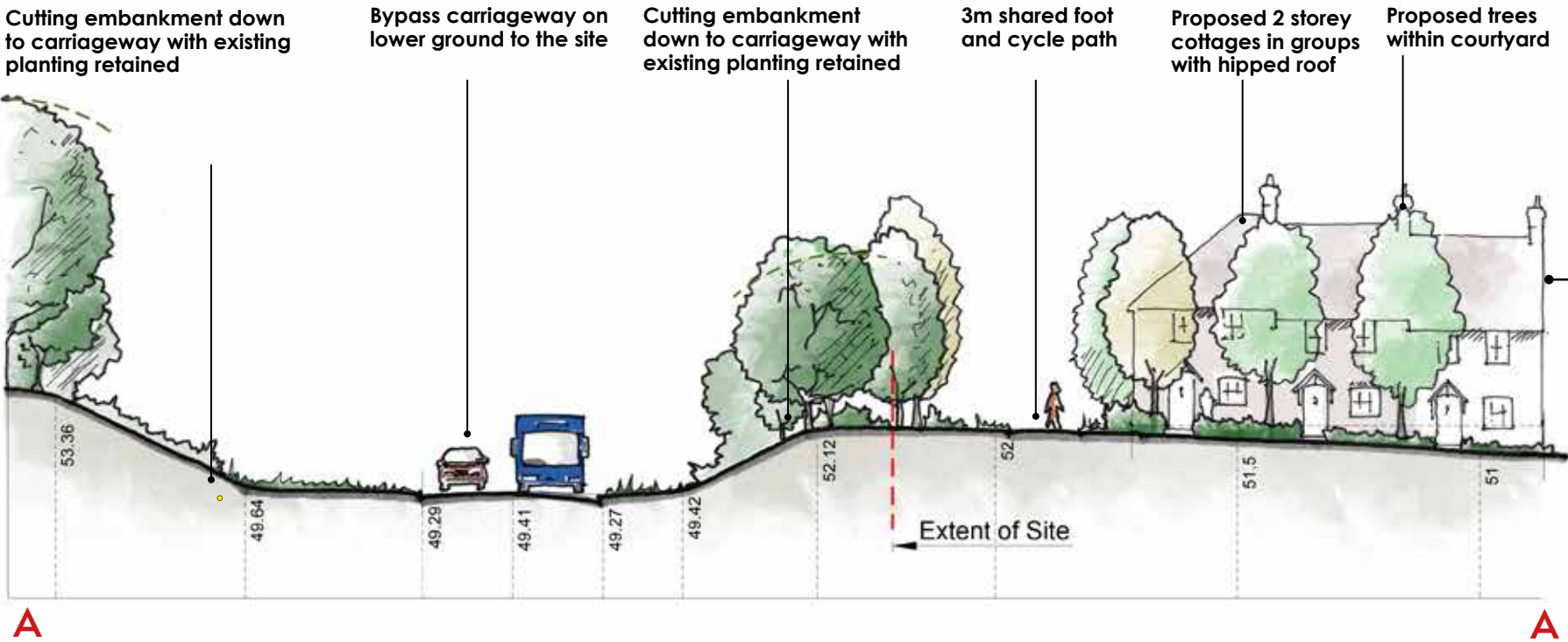
A landscape- led approach to the western edge of the Parkland Core will reinforce the green character elements of the bypass route, with development positioned to retain boundary planting and create space for parkland corridors with new planting. A more rural and informal built character will be presented with lower scale development, including groups of terrace cottages, hipped roofs, and use of local and traditional materials with brick, flint and timber.



Existing bypass route view at section line A-A showing the green site edge.  
(Map data ©2022 Google)



Local area character reference (Poundbury, Dorset) showing the proposed 'Edge Street' arrangement with development set back to address the street and adjoining landscape.



Illustrative section (proposed view)



Local area character reference (Bryanston) showing hipped roof cottages adjoining the landscaped edge.



# Parkland Edge

A rural setting arrangement in transition towards the sensitive woodland and countryside edges in the southern parcel.



Character summary	
Structure:	Half blocks and courtyard blocks with frontages to rural lanes or car free landscape routes.
Residential typology:	Groups of terraced cottages and barn style / Farmstead buildings. Detached cottages along Woodland Approaches.
Scale:	Lower scale, 1.5 to 2 storeys.
Appearance:	Rural character with barn buildings and vernacular cottages. Flint, brick, and occasional timber boarding. Slate roofs.
Streets:	Parkland Lanes to Woodland Approaches.
Spaces:	Wetland Park, Rural Edge.



Illustrative masterplan - Parkland Edge extract layout



Local area character references (Langton Long, Pimperne, Blandford, Bryanston, Stourpaine)

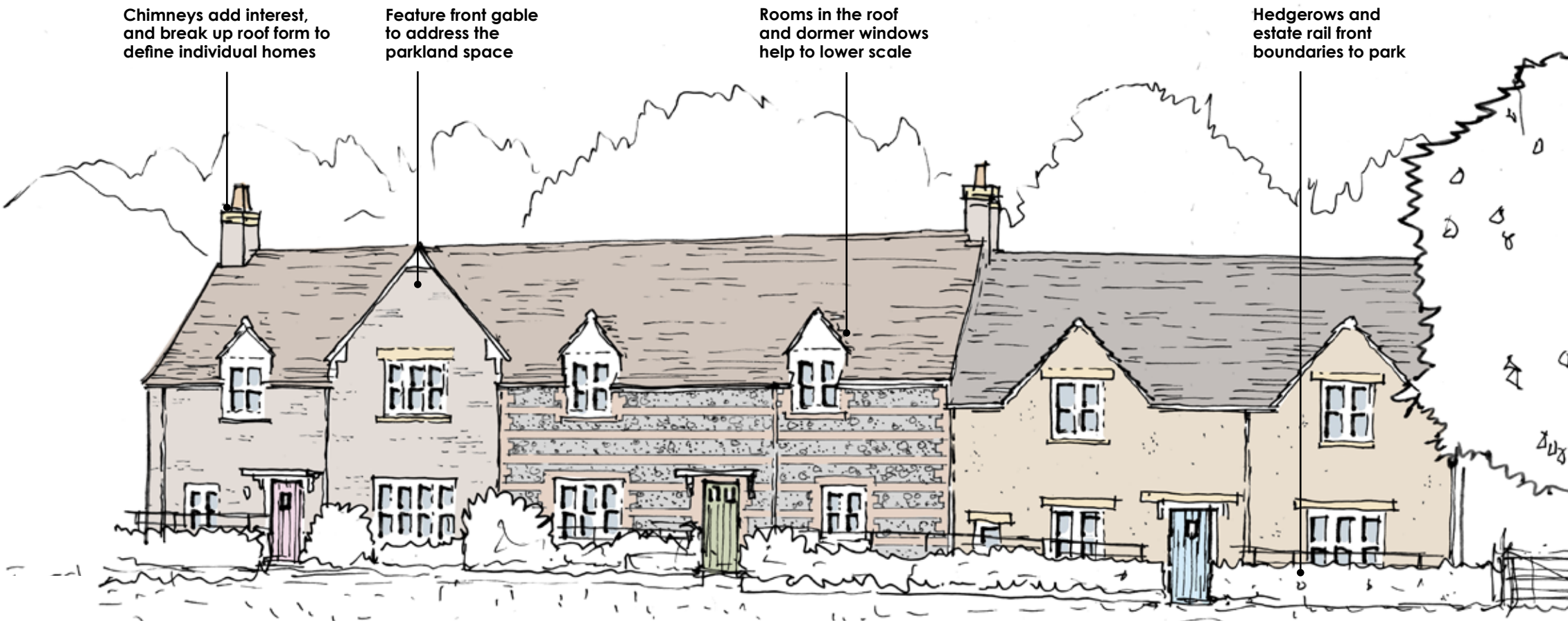


Local materials, details and boundary references

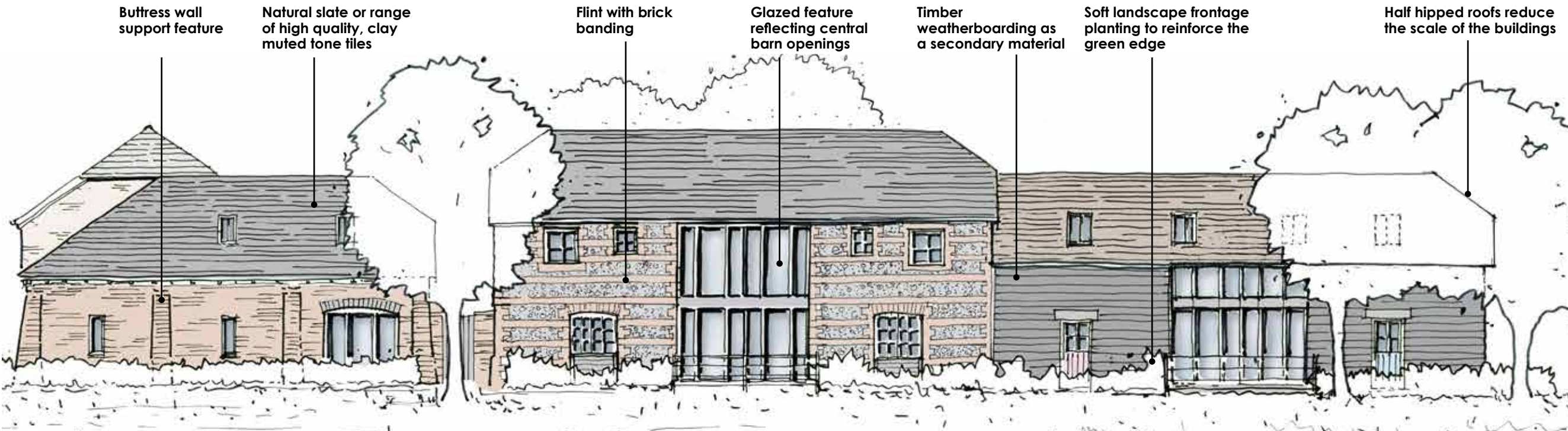


Rural edge

'Barn' style dwellings and cottage groupings, with pedestrian only access to frontage. Rear access to internal landscaped courtyards to contain parking and garden spaces. Maximised active frontages to parkland and minimised gaps between buildings for good degree of enclosure.



Illustrative elevation: Groups of low scale cottages



Illustrative elevation: Rural barns with rear landscape courtyards

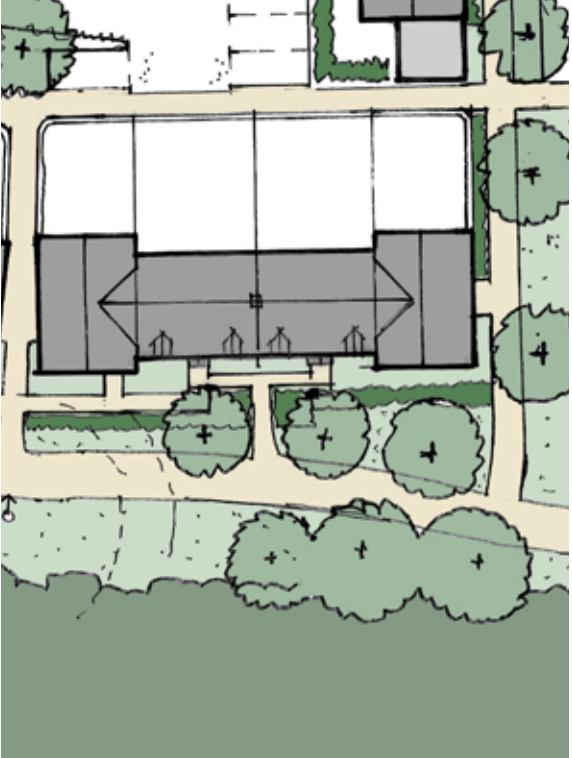


Rural edge

Proposed bespoke cottages for Blandford's rural edge grouped together to reinforce parkland character. Ridge heights reduced to 7.5 - 8m with first floor in roof space. Architectural details with flint and brick banding similar to villages in the local area.



Sketch elevation of the proposed built character response to the rural edge, with grouped cottages and locally distinctive materials



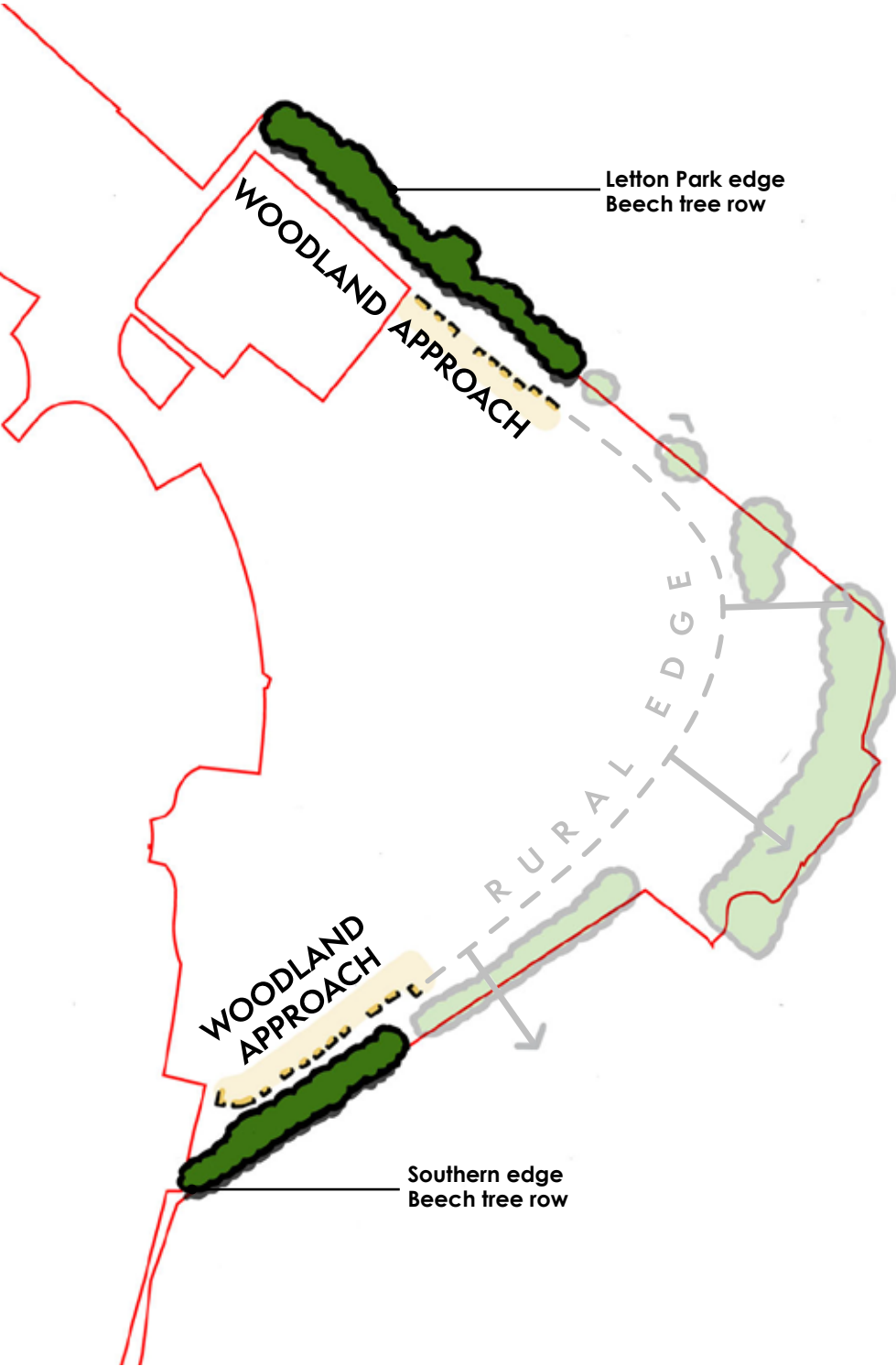
Phase 1 layout extract of terrace cottage grouping and local area built character references (Stourpaine and Durweston).

Southern parcel 'Rural Edge' transition to the surrounding countryside



# Woodland approaches

The approaches to the Rural Edge element of the Parkland Edge character area are defined by the existing established Beech tree woodland boundaries. This informs a transitional 'sub character area' with cottage dwellings gently stepping back and forth along lanes fronting the woodland landscape. After the Woodland Approach sub character, the Rural Edge response applies, where the site opens up with views out to the wider countryside. Here 'barn' style dwellings and cottage groupings with car free frontages are appropriate to the landscape.



Southern edge 'woodland approach'



Letton Park edge 'woodland approach'



Illustrative sketch view of the 'woodland approach' edge with landscaped routes and 'Rural Edge Lanes'



# Movement

This chapter outlines the proposed access and movement strategy for the development area in accordance with Policy 13 of the Local Plan. The strategy seeks to integrate new development with Blandford and the adjoining areas, promoting sustainable movement choices and encouraging active travel.

The proposals have been developed in accordance with policy and the latest best practice guidance. A permeable network of overlooked and well-lit pedestrian and cyclist routes, to encourage walking and cycling, link all the proposed land uses together and connect with existing communities, facilities, and the town centre.

Further enhancements to the original access and movement strategy have been made following the design review process. This includes amendments to the proposal to facilitate the potential for public transport access through the scheme, improved pedestrian and cycle connectivity, and off-site works to support accessibility to the town centre and adjoining facilities. Details of proposed off site works are set out in Section 4: Detailed Application.

The remainder of this chapter provides an overview of the site wide strategy, considering:

- **Cycle and pedestrian network:** Primary routes and connections for active travel
- **Public transport connections:** Arrangements to support a bus route connection
- **Access and street network:** Vehicular access proposals and street hierarchy

Further details are provided in the submitted Transport Assessment (AWP) and within the Design Code.



# Cycle and pedestrian network

Active travel forms a central element of the movement strategy for the development proposals to provide direct, safe, and inviting pedestrian and cycle routes to adjoining communities, facilities, and the town centre.

## Segregated and shared routes

Segregated pedestrian and cycle routes (5m wide) are to be provided in line with LTN 1/20 guidance. These routes will provide access to and from both the northern and southern development parcels. Connections are made to key community facilities, including the school.

Car free, shared pedestrian and cycle routes (3m wide) are also to be provided along the key 'avenue streets', set back from the carriageway. The shared pedestrian/cycle route width is defined with reference to LTN 1/20, Table 6-3, for routes which carry no more than 300 cyclists and 300 pedestrians per hour.

Car free shared pedestrian and cycle routes (3m wide) are also set within the landscape of the proposed green 'corridors', 'wedges', and parkland fringes to provide a network of internal leisure-based connections. This includes a link through the linear parkland edge to the bypass, extending the length of the southern parcel to Black Lane, and a route through the central spine green corridor to the community parkland space.

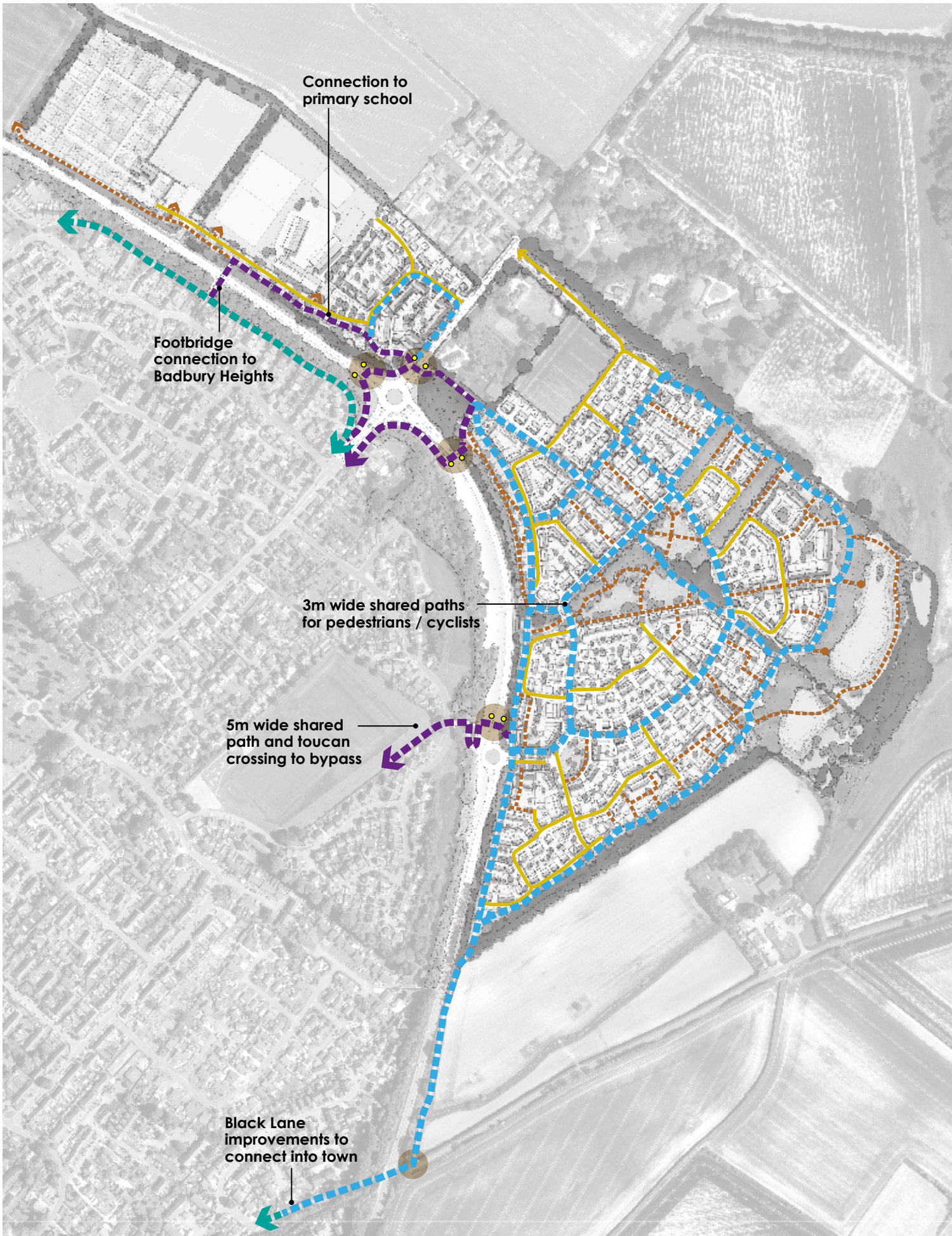
Due to low traffic volume and speeds, it is proposed that cyclists also use the wider internal street network. This is in accordance with the Manual for Streets guidance and LTN 1/20. Streets will have footways and carriageways that have sufficient width to accommodate all users.

Signalised (toucan) crossings are proposed over Salisbury Road and the bypass, providing safe, direct linkages between the northern and southern parcels, and adjoining communities of north Blandford. To the south of the site, a new shared use foot/cycleway is proposed to provide a connection to Black Lane. At Black Lane a new footway/cycleway proposed on the northern side would then facilitate access to the existing pedestrian/cycle network, allowing residents to cross beneath the bypass and reach the existing Primary School and retail shops in the south of the town.

The new foot/cycleway along Black Lane would complete the gap in existing infrastructure, and the associated works to the adjacent carriageway would provide a traffic calming feature at the entry to the Blandford 30mph zone.

Details of the proposed works and routes are set out in Section 5 of this statement and within the Design Code Annex.

- Existing shared infrastructure
- 3m wide segregated ped/ cycle route (off carriageway)
- 5m wide segregated ped / cycle route (off carriageway)
- 20 mph streets with footways
- Pedestrian connections
- New at grade crossings
- Signalised toucan crossing



Active travel network



# Public transport connections

## Proposed bus routes

The Parkland Avenues have carriageway widths of 6.7m to facilitate bus movements. In combination, these streets would provide the opportunity for a looped bus service to be introduced by an operator in the future, facilitating an efficient routing around the site to/from the new site access roundabout on the A354 without the need for reversing manoeuvres. The layout also allows for through routing utilising a dedicated bus entry from Salisbury Road and exit to the bypass.

The bus-only access would allow vehicles to route directly into the southern development parcel from Salisbury Road at a new entry-only junction approximately 250m north-east from the Hill Top Roundabout. The proposed School Avenue will also be designed to support bus access. Along the proposed avenue streets opportunities will be presented to introduce bus stops in locations that maximise accessibility for residents.

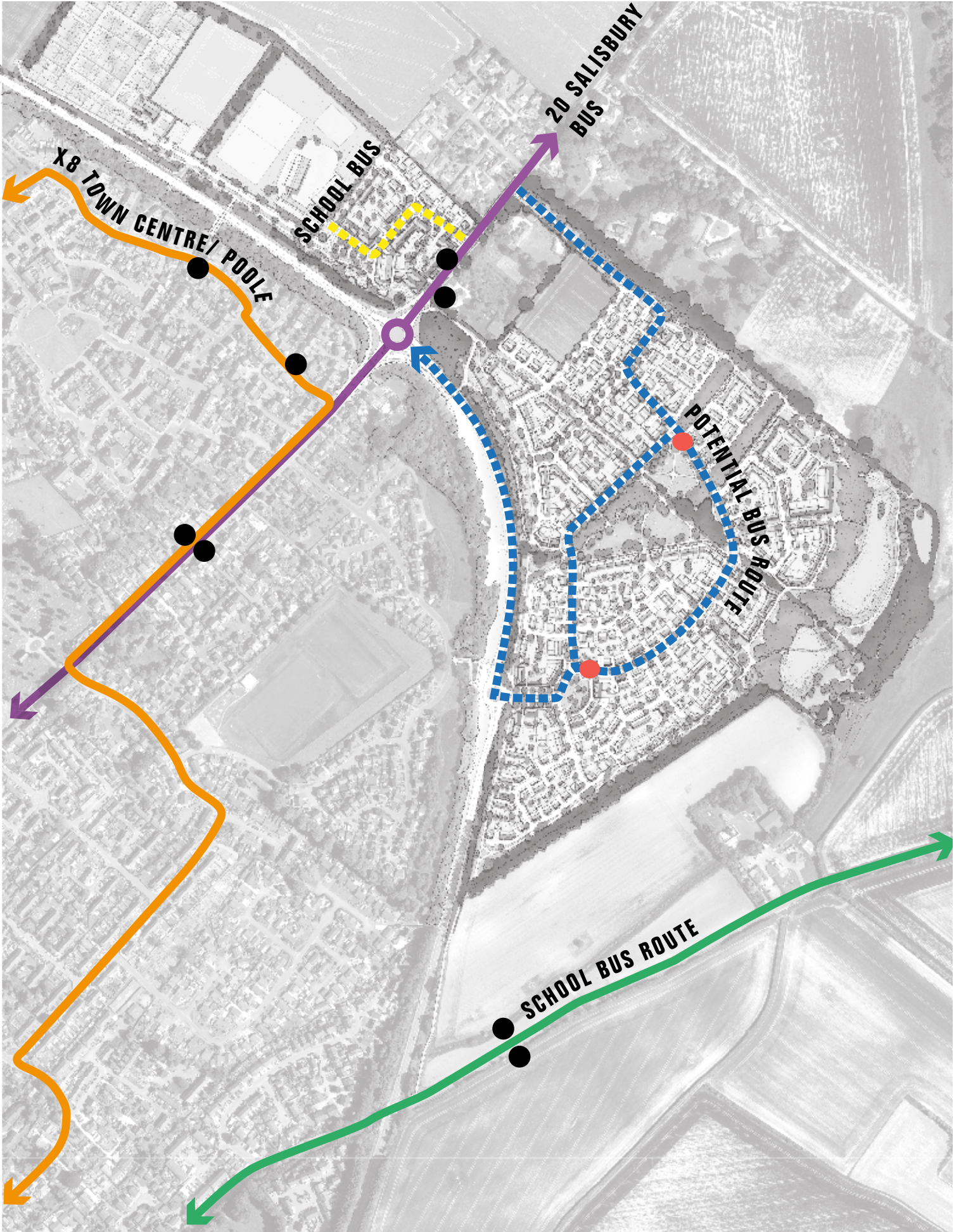
## Off site improvements

New bus stops are proposed along the streets surrounding the site to provide access for residents to the local bus network. This includes new bus stops along Salisbury Road adjacent to the local centre facilitating access to the Number 20 service which runs between Salisbury and Blandford Forum.

It is also proposed that new bus stops are provided on Black Lane to the south of the scheme to provide access to school services that run between Blandford Camp and The Blandford School. Connectivity to between the site and these stops would be provided by the proposed foot/cycle link to Black Lane.

Opportunities for improvements to existing bus stops in the neighbourhood surrounding the site have also been identified. This incorporates new shelters and cycle parking, providing improved waiting facilities and the opportunity for linked cycle/ bus journeys. The strategy includes proposals for improvements at Sandbourne Avenue, Rosebank Lane and Tudor Gardens that are all served by the X8 bus route, which provides services between Poole and Blandford Forum.

It is envisaged that the off-site works at the exiting bus stops would be delivered by Dorset Council with the benefit of a financial contribution from the developer secured in the S106 Agreement. The bus entry link would be delivered by the developer subject to an appropriate Traffic Regulation Order being implemented by the Highway Authority.



Public transport access



# Access and street network

## Vehicular access: Northern parcel

The northern parcel area currently has one existing vehicular access from Salisbury Road into the allotments. The existing access point into the allotment site will be utilised to connect to a new road network within the northern parcel. This junction design is submitted in detail as part of this application. See AWP drawing in Section 4. Potential temporary access arrangements are indicated from the bypass or via the adjoining land parcel (proposed recycling centre / employment land). Field access points from the A350 where they are no longer needed will be closed.

## Vehicular access: Southern parcel

A new roundabout access point is being proposed into the southern parcel from the A354 bypass. This allows access into the site without compromising the existing flow of traffic on the bypass. This is submitted in detail as part of the full phase 1 application. See AWP drawing in Section 5.

The proposed road network and access points have been designed so that emergency vehicular access can also be achieved, including a connection to the southern parcel from Salisbury Road. This connection point is also identified as an opportunity for a potential bus connection (one way in from Salisbury Road) to serve the development area.

## Street network hierarchy

The illustrative masterplan illustrates one approach to the network of streets internally within the development. New road networks and a street hierarchy have been created within both the northern and southern parcels.

The Parkland Avenues form a new primary route network which has been created to support a bus route with a carriageway width of 6.7m, with verges, tree planting and car free pedestrian and cycle paths.

Secondary 5.5m wide carriageway Parkland Residential Streets have been designed to promote permeability to the primary routes. They will define on street parking, be tree lined and have 2m footways to each side.

Tertiary 5m wide carriageway Edge Streets and Lanes will address the landscape edges of the development, with dwellings and footways set typically to one side of the street. This helps to give a softer, more rural character to the parkland.

Details of the proposed accesses are set out Section 5 of this statement and the street typology arrangements within the Design Code Annex.



Access and street hierarchy



# Landscape and open space strategy

The Open Space and Landscape Strategy has been revised to take into account the consultation responses from the Council’s officers and external consultees such as the AONB board, the design review panel and on-going discussions with Dorset Council.

- 1 Entrance Avenue and Green – Wild flower lawn with Avenue tree planting to frame views of the green with footpaths, focal trees and shrub planting
- 2 Central Park – Existing mature trees retained, play area (NEAP), footpaths seating, wild flower lawn and native shrub planting and ornamental shrub planting
- 3 Avenues – Formal and informal avenue tree planting and calcareous grass verges to the principal roads within the neighbourhood area
- 4 Green corridors – Linear green space allowing movement of people and wildlife. Existing mature hedgerow and trees will be retained and enhanced with new planting. The corridors will extend through the site linking open space areas and new amenities and provide view corridors out into the wider landscape
- 5 Informal parkland – The parkland will form a transition between new homes and open countryside. Areas of amenity and wild flower grassland, rough grassland and woodland planting will provide opportunities for play and habitat creation.
- 6 Permanently wet SuDS ponds will be planted with appropriate marginal and emergent species to encourage wildlife and stablish an attractive lakeside amenity setting.
- 7 Landscape edges will comprise informal footpaths, trees and grassland with the retention and enhancement of existing established woodland and hedgerow planting. New whip and feathered tree planting will provide long term continuity.
- 8 Formal recreation area which could accommodate a sports pitch, multi-use games area and parking.
- 9 Allotment provision to replace the existing facility at Lamperd’s Field.
- 10 Retention and enhancement of existing boundary woodland and hedgerows. New whip and feathered tree planting will provide long term continuity.
- 11 Retention of existing hedgerow and new structure planting to school boundary.
- 12 Main school buildings to include Green roofs and ridge heights to be limited to 8m above finished ground levels.
- 13 Green corridor linking school, allotment and open space with trees native planting and informal play facilities and amenity grass areas.
- 14 Linear park to provide elevated views out to the AONB and provide a landscape screen between the bypass and new housing
- 15 Native woodland belt to provide a landscape framework to the development.



Landscape strategy



# Entrance and arrival

## Bypass edge

More detailed analysis of the frontage hedgerows and hedgerow trees has identified a reduced length of tree and hedgerow removal. Less than 10% of the frontage to the bypass south of Hill Top roundabout would be affected by the access proposals. The pedestrian crossing, on the bypass, has been re-aligned to avoid the removal of the large mature tree within the boundary hedgerow. The loss of the species rich grassland on the western verge would be mitigated by the establishment of areas of calcareous grassland within the site.

In order to reinstate the hedgerows, behind the new access visibility splays, the entrance apartment blocks have been reduced in size and moved eastward into the site. In addition to reinstating the hedgerows, new tree planting is proposed to add to the depth of planting adjacent to the entrance, both to strengthen the boundary planting and provide a robust and soft entrance to the site. The new development around the entrance would be seen in oblique views from the road, between new tree and hedgerow planting, marking the arrival point.

Tree planting would include native species appropriate to the locality and would include semi-mature and extra heavy standard trees. The relatively short sections of replacement hedgerow would comprise “ready hedge”, sections of semi-established hedgerow, which would provide an immediate visual effect.

## Entrance Avenue and Arrival Green

The original concept of a triple tree lined street has been modified to accommodate the appropriate levels of street lighting. Lighting columns would be located within the central island, set within a formal avenue of large columnar trees, Small leaved Lime trees, which would lead on to the entrance green. The Green would be defined by specimen trees, to form a focal point, in front of the housing fronting onto the open space. The verges and central island would be established as calcareous grassland and adjacent gardens and frontages defined by evergreen species hedges. The green would be enclosed with low hedging, overlooked by new homes and would provide an attractive area for informal recreation.

The principal roads, running north from the entrance green and through the development, the north and east avenues, would be tree lined with appropriate native tree species, planted as a formal avenue, north south through the development and an informal avenue running west to east. Large semi-mature trees would be set within a wide grass verge, providing early maturity to the scheme and a consistent landscape character to the avenues.



Landscape strategy: Entrance & arrival



## Central park, green corridors & wedges

### Central park

The Central park provides a new and substantial open space at the heart of the development south of Salisbury Road. It is focused around the existing hedgerows and tree belts running through the site and provides the opportunity to enhance the wildlife corridors and links across the development.

The woodland would include native tree species and a shrub understorey. The new woodland and tree belts, which would run along the contours, would also serve to break up and visually contain the more elevated areas of the development, as seen from the wider landscape to the south and east.

New planting would avoid the services corridor which runs, north-south through the centre of the park, although existing trees and hedgerows within the easement would be retained. The open spaces would be a combination of wild flower meadow and amenity grassland, which would provide for informal play and the enhancement of the wildlife potential.

The park would provide a range of more informal recreation opportunities, including a play area Neighbourhood Equipped Area for Play (NEAP), seating and a pavilion for events. The park has an elevated location which would afford long views out to the wider landscape and AONB.



Landscape strategy: Central park & green corridors





Precedent image of Neighbourhood Equipped Area for Play in Central Park



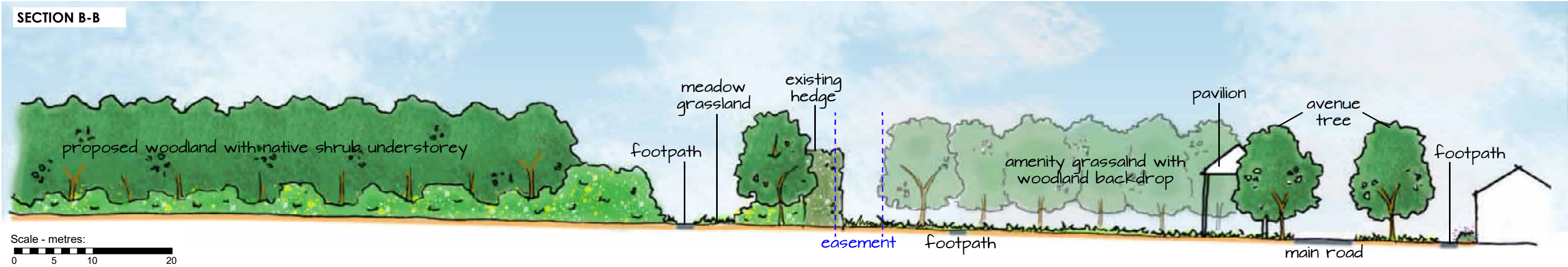
Potential for a community pavilion overlooking the park



Existing mature trees will be retained as a feature of the Central park



Connected active travel routes cross through the park



Illustrative sections (prepared by HDA)



### Green corridors and wedges

The central park is linked to the surrounding neighbourhoods by a series of radiating green corridors with footpaths and cycleways. Existing trees and hedgerows would be incorporated into the north-south corridors, new links or wedges to the east and west would include amenity grass, wild flower lawns and native tree planting.

The green routes would provide views out to the southern country park and the wider landscape. All routes would have active frontages with housing facing onto the open spaces, providing passive surveillance, and with the majority of routes restricted to pedestrians and cyclists a quiet and restful character.

### Woodland belts

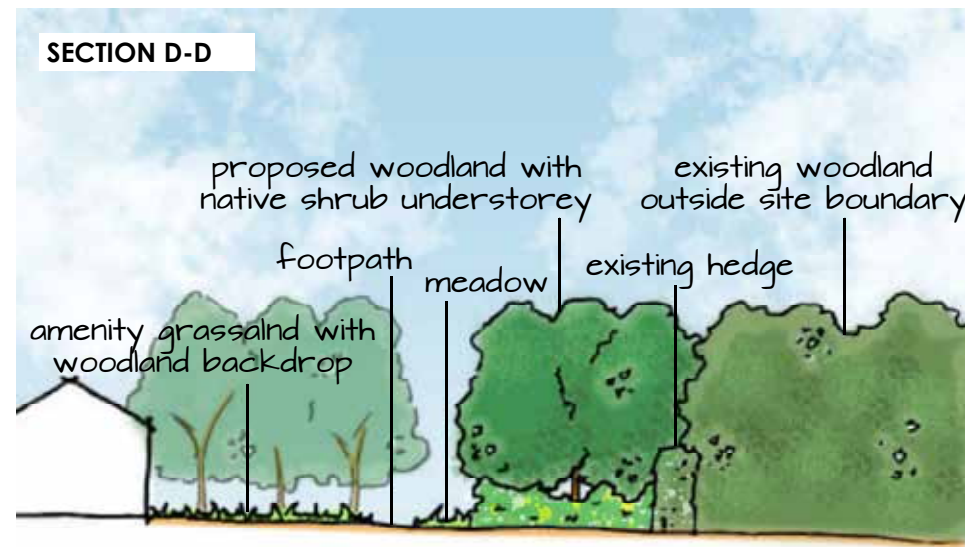
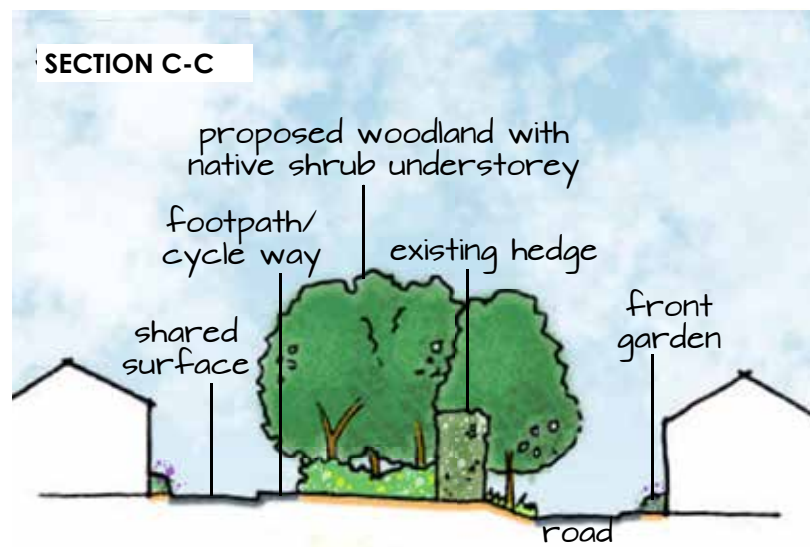
The existing east-west hedgerows running through the scheme would be enhanced with two belts of substantial new woodland planting reinforcing the wildlife corridors across the site and providing structure to the internal layout of the scheme. When established the woodlands would contain housing areas to the north and soften the views of the scheme from the wider landscape.

New woodland planting (standard trees and whips) would also extend along the eastern boundary of the site with Letton Park, complementing the existing mature woodland and ensuring a long term wooded boundary to the site.



Landscape strategy: Central park & green corridors





Woodland belt edge character (Colehill, East Dorset)



Green wedge character precedents with grassland spaces, tree planting, connecting routes, and opening vistas to the adjoining countryside (Charlton Down, West Dorset)





## Country park

The Country park occupies the lower ground in the southern part of the site and would include, wetland features, principally the SuDs ponds and surface water management for the overall scheme. The ponds would be natural in form, permanently wet features, planted with marginal and emergent species around the fringes of the wetlands with complementary groups of native tree and shrubs. The ponds and associated wetland areas would establish new wildlife habitats that would be enjoyed from within the park and from approaching footpaths. A timber board walk would provide access to the southern pond and an attractive route across the wetland area.

The more elevated parts of the park would include extensive areas of new native woodland, interconnected by a network of bound gravel and grass footpaths. The park would also provide for formal and informal recreation with the provision of play equipment and informal meadow grassland areas and seating.

The park would be managed to provide a wide range of wildlife habitats and ecotones, maximizing the wildlife potential of the site and a semi-natural character to the southern end of the scheme. The extensive planting along with the existing mature tree belts and established tree and scrub planting to the Country park would provide a strong landscape framework and assist in the integration of the scheme as a whole with the wider landscape.



Landscape strategy: Country park



# Blandford Forum Landscape Precedent Images

Waterside habitat, reeds bed and board walks





## Western linear park

The interface between the bypass and the development has been redesigned to provide a soft edge to the scheme and a landscape buffer between the proposed housing and the road and its associated traffic. It has provided the opportunity to incorporate additional open space and a linear park to the western margins of the site. The land would be raised to buffer the noise from the bypass and provide a landscaped setting to the new housing, rising a maximum of 2m above the levels of the adjacent bypass.

The elevated land would afford long distance views across the site to the wider landscape to the south and east. Footpaths within the park would link to the school and community facilities to the north and the central park and housing neighbourhoods to the south. The landraising would also facilitate an at grade crossing of the bypass linking to Salisbury Road and the town centre.

The parkland would include calcareous grassland and native tree and scrub planting. The newly established grassland would offset losses to the existing grassland around the main site access. The western boundary of the park would be planted with native trees and shrubs which would reinforce the retained roadside hedgerow and trees. The planting strategy would strengthen the existing wooded landscape character of the bypass.



Landscape strategy: Western linear park



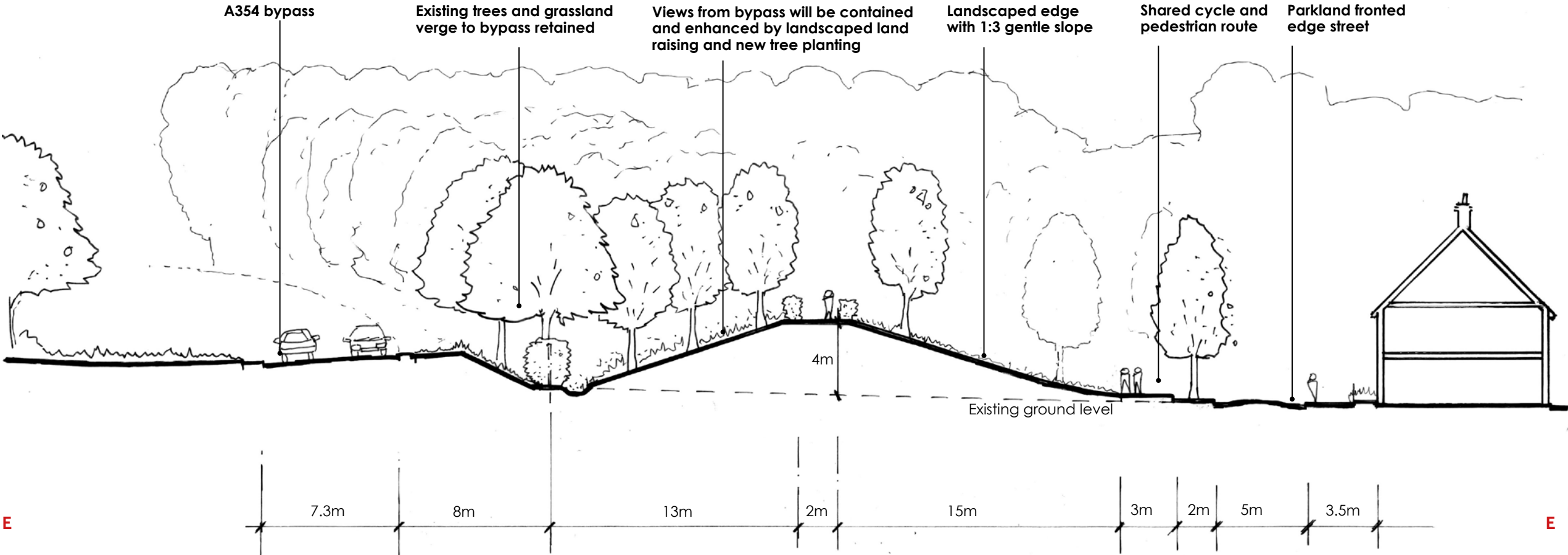
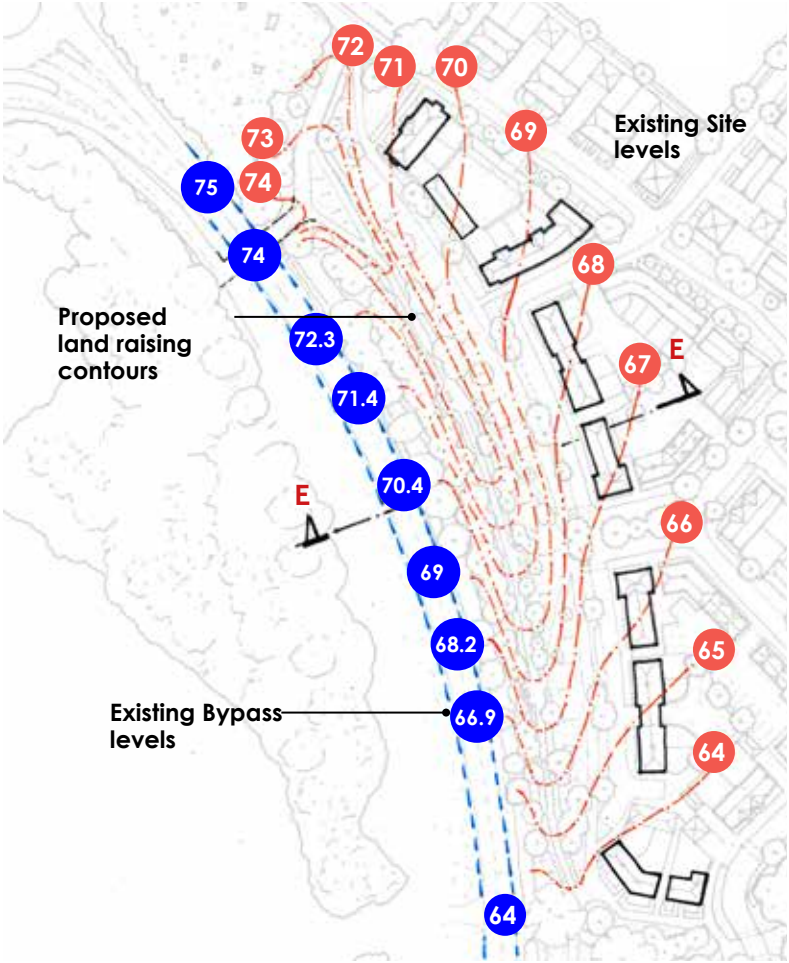
Proposed land raised edge

The illustrative section below and inset plan opposite highlight the approach to the land raising edge to the bypass in the western linear park. The site currently sits lower than the bypass in this location, and the proposed land raising will create a landscaped profile for new planting along the boundary to the bypass to strengthen and enhance the edge character.

The proposed feature will follow the bypass edge as the road's existing levels gently rise (northwards). A leisure route for pedestrians will gently step up along the length of the feature, leading to an 'at grade' position for the proposed toucan crossing over the bypass. Along the base of the land raising, adjacent to the proposed dwellings and edge street, a shared cycle and pedestrian route will connect north-south as part of the primary active travel network.

Gentle 1:3 slopes will facilitate new planting and enable landscape maintenance of the grassland and trees on both sides of the raised feature.

Landscape strategy:  
Proposed land raising



Landscape strategy: Illustrative section E-E



# Recreation hub

The northern parcel of the site lies within the AONB and the land uses are, with the exception of the school, confined to recreation and amenity. Existing shelter belts and the hedgerows along the eastern boundary of the scheme, together with the roadside hedgerows would be retained.

A 10m woodland buffer would be established alongside the eastern hedgerow boundary to the school site. Along with new hedgerow and tree planting to the allotment and school site boundaries, the landscape strategy would reinforce the already contained nature of the development site.

The relocated allotments form the majority of the scheme with the attendant store and car park to the south. A community pitch and potential MUGA site would be provided between the allotments and the school playing fields, accessible to the new development and the existing community via the pedestrian bridge.

The existing mature shelter belts of trees along the eastern boundary would provide a substantial landscape buffer between the new land uses and the wider AONB landscape and when established the proposed woodland buffer to the east of the school playing fields would contain the school site from the wider landscape.

The retention of the roadside hedgerows and the provision of new hedgerows and tree planting, to the internal boundaries of the scheme, would ensure that the character and appearance of the bypass would remain unaffected by the development.



Landscape strategy: Recreation hub



# Play strategy

The range of play facilities are illustrated on the illustrative masterplan and the play strategy plan. It is intended to meet the allotment provision, informal and formal play provision, based on saved Local Plan policy and Field in Trust (FIT) standards. An intermediate sized football pitch (0.51ha) would also be provided to the north of the new school playing fields.

A minimum of 2500 sqm of dedicated play space would be provided based on a provision of 0.2ha per 1000 population (520 dwellings x 2.4 people per dwelling).

LAPS (Local Areas of Play); 2 LEAPS ( Local Equipped Area of Play); and a NEAP (Neighbourhood Equipped Area of Play) would be provided; LAPS would be incidental and distributed within the development, LEAPS are illustrated on the masterplan as being located close to the Local centre and in the Country park. The NEAP lies within the Central park. Informal play and trim trails would form part of the layout for green corridors and green wedges throughout the scheme.

The overall open space allocation for play, sport and passive recreation includes the following:

- 2.5 ha Allotments – (replacing existing provision of 2.24ha). Including car parking and a store building.
- 0.51ha Outdoor sport – potential for an intermediate sized football pitch
- 0.25 ha Formal play – play areas as specified above spread over 3 locations.
- Circa 13ha Informal open space and green infrastructure.
- Circa 16ha Overall landscape provision

As a percentage of the site area 47% of the land is dedicated to Public Open Space and Green Infrastructure, inclusive of some access roads. With a significant over provision when compared against Local Plan policy and FIT standards, the scheme is landscape led and responds to its location on the edge of the town and close proximity to valued landscape.



Play strategy (prepared by HDA)



## Mixed use local centre

The proposed local centre will provide a prominent and active new frontage address to Salisbury Road, reinforcing the established town growth pattern along this historic approach route. This approach responds positively to the technical feedback received to the original hybrid planning application submission. Key guidance principles for this frontage area are set out in the Design Code Annex.

An illustrative masterplan layout (shown opposite) has been prepared to test and demonstrate one potential arrangement for the local centre area in compliance with the place making principles and the submitted Parameter Plans. The proximity to key community facilities, including the school and established bus route linkages to the town centre, support the proposed potential for higher density living around the local centre area.

The indicative dwelling mix for the illustrative masterplan in this location reflects this potential with 1-2 bed apartments occupying upper floors of a mixed-use building, alongside other apartment buildings with internal landscaped courtyard parking arrangements. A mix of 2,3 and 4 bed houses including detached, semi and terrace cottages are also indicated along the avenue streets to provide a good range and choice.

This gateway location also supports the potential for an increase in building heights, as noted by the Design Review Panel. The section F-F and G-G overleaf illustrate how the existing ground levels gradually rise up from the Salisbury Road towards the northern boundary. The lower ground at the street frontage and existing adjacent mature trees creates an opportunity for taller buildings to address Salisbury Road potentially with commercial use ground floor.

- 1 Mixed use gateway building addressing Salisbury Road, with commercial use ground floor activities.
- 2 Continuous frontage to extend along Salisbury Road to reinforce the historic town approach route.
- 3 New tree planting, a widened footway/ cycleway path, and an opportunity for new bus stop facilities.
- 4 Focal corner building to define the site entrance at the remade access junction.
- 5 Tree lined avenue street extending up and across the slope, with defined visitor car spaces.
- 6 Potential community hall facility with parking area within an adjoining flexible use landscape square.
- 7 A widened 'green corridor' link containing new planting, landscaping edging to the bypass and informal spaces for parents / school children to meet.
- 8 Existing boundaries secured with new dwellings backing on with deep rear garden to protect privacy.
- 9 Perimeter block, providing positive frontages to the street and concealing parking within courtyards.
- 10 Potential staff only access to school parking area and sub station
- 11 Secure public access point to school, adjacent to the focal 'square space' and green corridor connection
- 12 Primary school building and main entrance frontage.





Mixed use local centre illustrative layout



**Illustrative sections**

The illustrative sections also show how the proposed Building Heights parameter plans zones (dashed in blue) would apply in this location, responding to the existing ground levels to reduce heights as the ground rises to create a fairly consistent roof ridge profile.

In time, the proposed trees planting on the higher ground west - east along the school plot boundary will grow in height sufficient to be visible above the roof ridgeline in views from Salisbury Road.

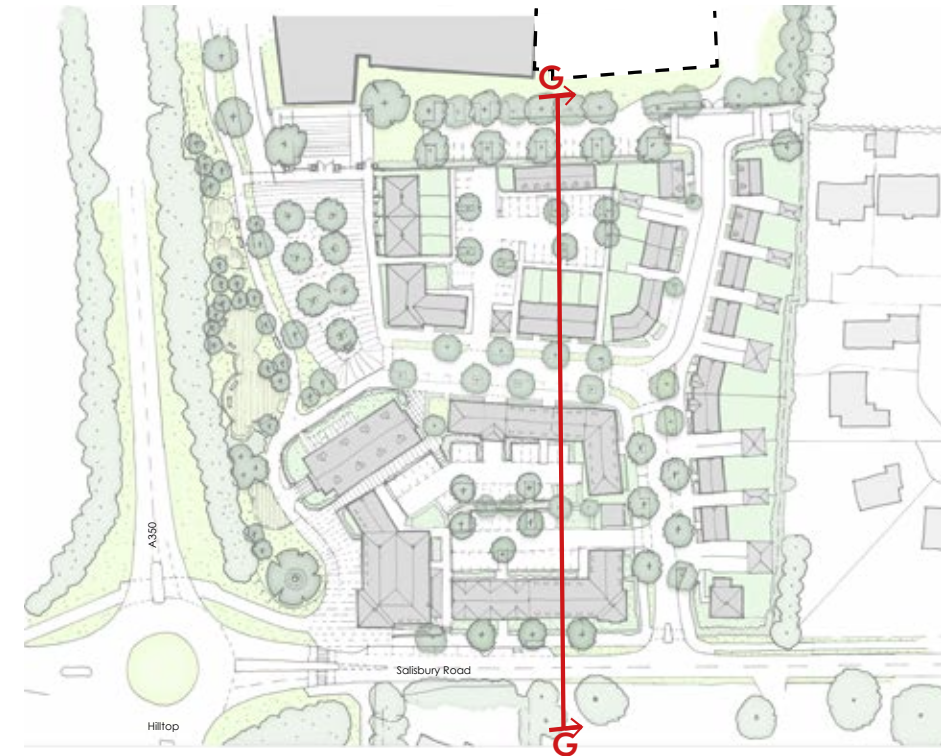


Section location plan

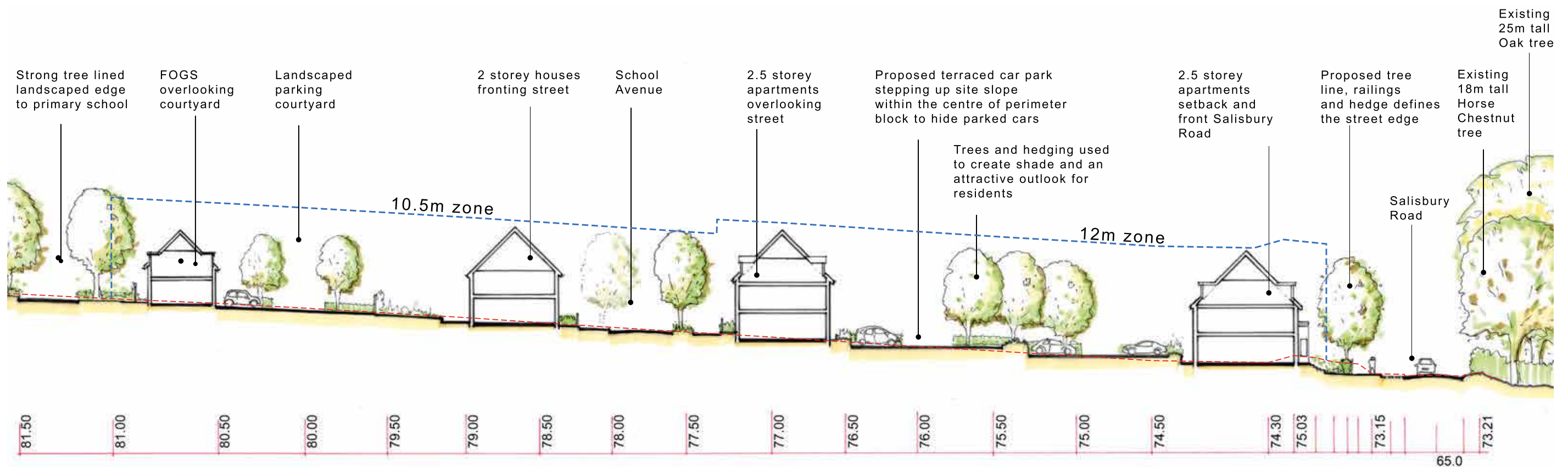


SECTION F-F





Section location plan



SECTION G-G



# School

3 hectares of land is provided for the delivery of a new primary school in the northern parcel, adjacent to the local centre. It is expected that Dorset Council will acquire the land and build the school. It offers the potential for a modern and efficient facility with new outdoor sports pitches, games courts and natural habitat play areas. The plot is sufficient for a 2-form entry school initially, with space provided to support expansion to 3-form entry in the future.

Iterations of school plot and building layouts had been drawn to test the capacity and layout of the required uses. The northern parcel location, and the illustrative arrangement for the school plot (shown opposite) have been re-tested and confirmed with officers at Dorset Council since the original hybrid application was submitted.

Minor adjustments to plot boundary have been made to support a widening of the green corridor connection proposed parallel to the bypass, which leads to and from the footbridge crossing.

The school building and entrance have been located so it is visually perceived from the local centre area. A separate vehicular access, potentially staff only, is proposed to connect into a landscaped frontage area with new tree and hedgerow planting integrated around staff car park spaces.

The main school entrance and hall building has been located close to the local centre supporting linked trips and the schools community activities. The teaching class room wings are arranged north south with narrow gable ends reducing the scale when seen from the wider AONB.

A community playing field and MUGA are located adjacent to the school. The sports facilities complement the school site and pitches, which can be used by the school as an additional sports ground if necessary.



Illustrative layout for new primary school



# Allotments

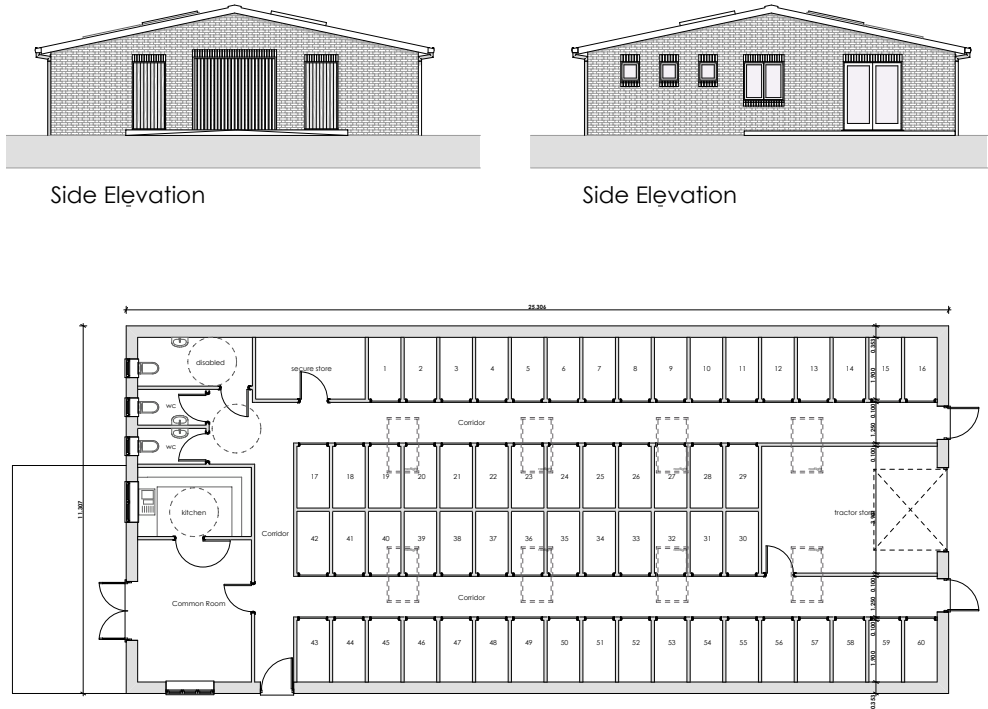
2.5 hectares is provided for the relocation of Lamperd's Fields allotments. The proposed site within the northern parcel is larger and on flatter ground than the existing area.

Working closely with Blandford Town Council and Blandford Allotment Society, detailed plans for the proposed layout of the new allotment area and facilities have been prepared. This engagement has taken place since the original hybrid application was submitted.

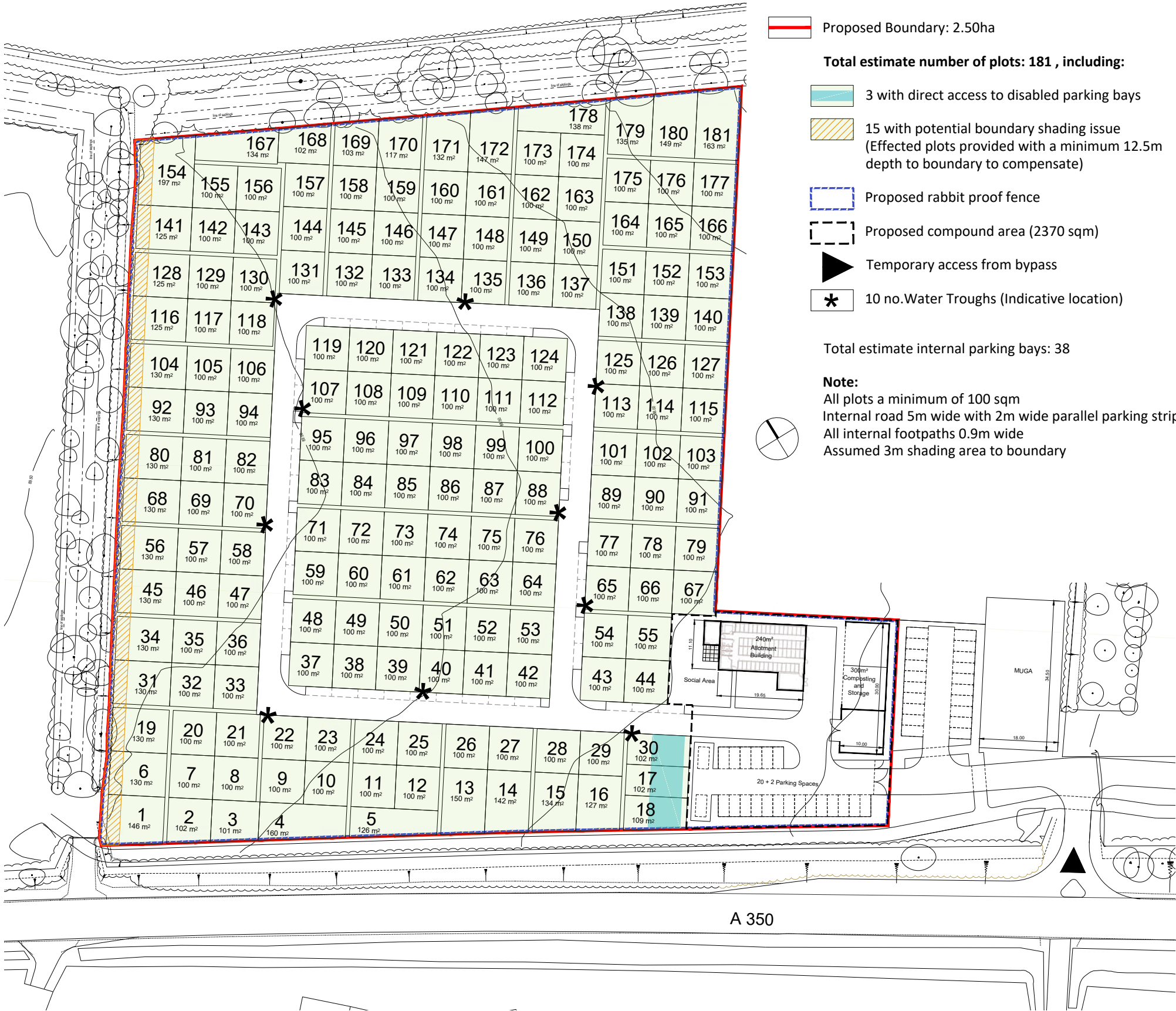
The agreed plan for the site layout is shown opposite and a detailed zoom-in plan of the compound area is shown below.

Key elements of the agreed arrangements include:

- Space for approximately 180 plots (min 100 sqm size)
- Internal access loop route with on-street parking bays
- Water troughs supplied from rain water harvesting systems
- Secure and rabbit proof fencing
- Potential for temporary access from the bypass
- New allotment building with communal areas, secure stores, south facing roof fitted with solar panels, and rainwater harvesting system
- Parking areas, outside social space, secure waster transfer / storage areas



Allotment building details



Allotment layout plan