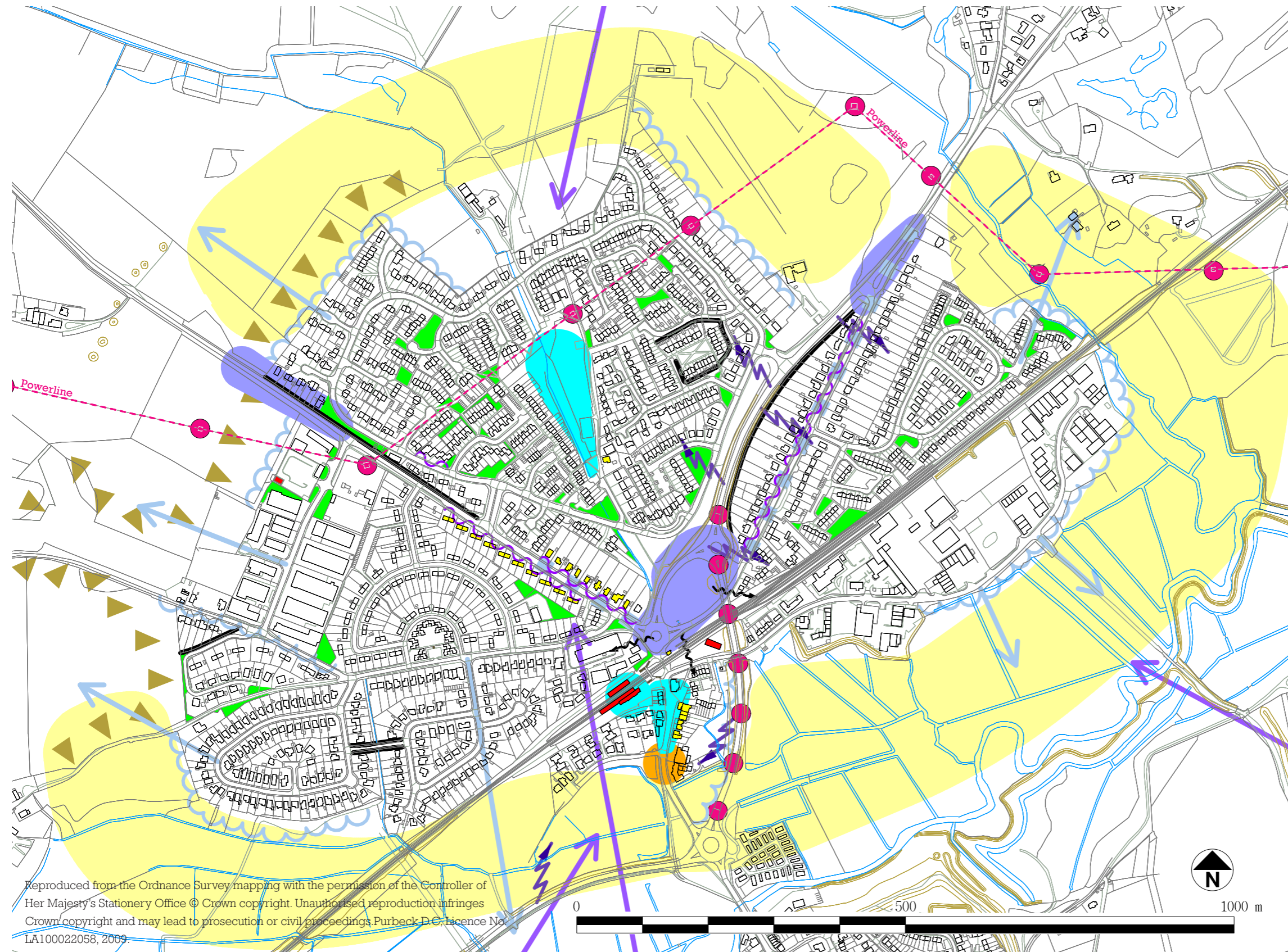




North Wareham Townscape Analysis 05.1 Townscape Analysis



- Focal space
- Landmark
- Buildings of townscape interest
- Visually engaging frontage
- Dead frontage
- SLOAP
- Minor scarp
- Ribbon development
- Unobtrusive edge (generally abrupt)
- High quality landscape adjacent to town
- Weak town entrance
- Positive town entrance
- Weakly enclosed space
- Intrusive feature - visual
- Intrusive feature - noise
- Principal views - out of town (glimpses towards countryside)

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North Wareham Townscape analysis 01.02

Townscape analysis

5.1.1 Overview

North Wareham is a closely associated extension of the old town but in reality quite separate from it and therefore forms a clearly defined settlement in its own right. The location of the settlement was originally defined by the end of the northern causeway that crossed the River Piddle valley although the arrival of the railway in 1847 and its associated station subsequently became a key factor in its development. However, the settlement only really began to develop in earnest in the early and middle part of the 20th Century, as residential housing estates infilled the areas between the original roads which radiate out from the railway station.

5.1.2 Relationship to surroundings

The Piddle Valley forms a contiguous landscape area and the floodplain is highly sensitive in terms of its intrinsic landscape quality, its setting of the settlement and providing an important visual separation from the old town, as well as its ecological importance.

5.1.3 The northern and western edges of North Wareham are notably more elevated than the southern part of the settlement and are visually sensitive to further development in these locations which would become highly visible in the wider landscape.

5.1.4 Urban structure

The settlement's residential estates have largely defined its character in terms of the modest scale of buildings, style of architecture and its primarily suburban function. Its residential estates are generally large, self contained and laid out around loop roads and cul-de-sacs with garage courts. This results in very quiet streets which often feel empty. The scale of these estates, their standardised road layouts and ubiquitous architecture is such that they are deprived of interesting townscape character and legibility. Some early residential development, along Bere Road and Sandford Road, is architecturally more interesting. Although these buildings are not necessarily of historical importance or high quality per se, they nevertheless provide for more visually engaging townscape than is present in the majority of the settlement.

5.1.5 The presence of three industrial estates makes North Wareham an important settlement within Purbeck for employment uses, not least because of the historic and geographical constraints within the old town.

5.1.6 However, North Wareham lacks its own centre. The settlement has very few shops and its office and employment uses are dispersed. And it clearly relies on the facilities located in the centre of old town. Consequently, those retail and commercial uses which are present are unable to generate the critical mass of activity and vibrancy necessary to give North Wareham a 'heart' to the settlement. As a result, it lacks a 'sense of place' or identity of its own and looks and feels like a dormitory settlement to old Wareham.

5.1.7 The railway station provides the main location of activity and gives the settlement some sense of focus. It is the closest North Wareham has to a town centre in terms of vitality and character. This is possibly the settlement's greatest asset, containing a number of older buildings of some architectural and townscape interest.

5.1.8 Open spaces

Northmoor Park is the principal recreational open space that serves the settlement. This is a multifunctional park and is an important asset.

5.1.9 The other major space in the settlement is the open area around the Bere Road roundabout, which is the main entrance into the settlement itself. This is an area dominated by road traffic and is an uncomfortable environment for the pedestrian. As a major point of entry into North Wareham it lacks a clear sense of arrival.

5.1.9 Scattered throughout the settlement are various incidental green spaces. Some contribute to the townscape and form small greens and spaces around which buildings have been arranged. However, many are of little practical use in terms of their size or shape and playing games is frequently prohibited. Many are what might be defined as Space Left Over After Planning (SLOAP).

5.1.10 Views

The settlement itself is actually positioned relatively discretely within the wider landscape. Situated on gently sloping land which rises northwards from the Piddle Valley the folds of the landscape largely obscure the settlement in views from the west and north.

5.1.11 Hedgerows and the railway embankment obstruct views into North Wareham from the low lying bypass to the south whilst mature vegetation along the valley to the east largely hides the large industrial buildings situated along Sandford Lane. It is only from the elevated north 'walls' of old Wareham that the extent and disposition of the settlement becomes more apparent. While the rooftops of the settlement can be appreciated from various locations, the generally modest one and two-storey buildings ensure that it remains surprisingly discrete.

5.1.12 When seen from the north, trees around the intervening golf course do much to assimilate development into the landscape despite its rather abrupt edge.

5.1.13 Within North Wareham there are some locations that afford glimpses to the countryside and trees, beyond which provides a visual connection with the surrounding landscape.

5.1.14 Negative features

The A351 bypass is an important transport route but divides the settlement into two parts. It also is a visually prominent feature where it crosses the railway. In addition, noise generated by traffic intrudes into the adjoining areas.

5.1.15 A series of electricity pylons and power lines cross the northern half of the settlement and these are prominent features both within certain parts of the settlement and when viewed in the wider landscape. The telecommunications mast at Westminster Road Industrial Estate is also a prominent landmark.

5.1.16 Conclusion

The settlement is generally unremarkable and ubiquitous in character lacking any obvious sense of local distinctiveness or quality. However, it is sited discretely within the wider landscape and is well contained by its landform and vegetation which also provide a high quality setting for the town. Whilst some overtly negative features are present these are few and the settlement provides a generally pleasant residential environment, albeit of limited character. However, there is some potential to make better use of the land and there are opportunities to enhance the settlement in terms of its townscape, sense of place and identity.



North Wareham

Appendix

06.1


Stakeholder Consultation Summary


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


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

The following questions were asked:

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

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

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

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

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

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

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

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

6.1.3 The workshop feedback is summarised below: (N/B Wareham and North Wareham were discussed together)

Townscape Workshop Feedback

- Saxon walls very important – not enough made of them. Saxon re-enactment on Walls should be encouraged.
- All approaches to Wareham should be protected
- Issues with definitions:
- Schools – locally distinctive (yellow dots) but not visually pleasing (green dot)
- Walls area is very distinctive (yellow line)
- Bells Orchard – fairly sensitive estate by the standards of the time
- Old Alms Houses – sense of history
- Stowell Crescent – huge gardens but not such attractive houses

Opportunities for development:

- East of bypass (playing field area)
- Gas works
- Northmoor
- Between station and Carey (disputed) – relocate businesses
- Golf course (disputed)

Opportunities for intensification

- If playing field is developed should south-side of Worgret Road be intensified to 'match'?
- Different opinions on intensification of Worgret Road – 2 or 3 garden plots do not work – needs to be holistic with more plots with comprehensive scheme
- Frome Road? But there is only one access.
- Piecemeal development of small plots would not work in any situation
- Wessex Oval – people living there love the place – greener, bungalows
- Smell of landfill a problem and the pylons on Bere Road
- Stowell Crescent area needs to be looked at as a whole – all the plots, not incremental adding of development
- View from bypass is important
- Development should not go to edge of bypass
- No 'anywhere' development - high quality design required
- Move Purbeck School (disputed)

