

06 LAND USE AND DENSITY

6.1 The proposed land uses have been carefully considered throughout the design process. The full and detailed analysis and understanding of the constraints, opportunities and local context will enable an attractive and sustainable neighbourhood to be developed that is truly responsive to its setting. The proposed land uses are summarised below:

New homes and affordable housing

6.2 The majority of the site will be made up of new homes. The Southern extension will focus on delivering family housing, about 1,800 dwellings, but will provide a range of housing types, styles and sizes; terraces, semi-detached and detached homes plus a lesser amount of low rise flats/apartments.

6.3 To complement the typology mix there will also be a range of tenures. Subject to viability assessments on a site by site basis, 25% of the total homes will comprise affordable housing. These will be distributed across the site located in small clusters. The mix of affordable housing will be established with NDDC through the planning application process.

Local centre and commercial

6.4 The local centre could provide a mix of uses, reflecting Policy 21, together with an appropriate provision of car parking.

6.5 The local centre is proposed to be located adjacent Shaftesbury Road. This location will also complement the existing retail and employment uses present along this corridor. It is possible that the uses in the local centre could be split to straddle both sides of Shaftesbury Road. Pedestrian and cycling crossing facilities will be provided should the local centre take this form.

Education provision

6.6 The Southern extension development will provide primary education facilities to serve the new population.

6.7 The potential exists to expand the existing St Mary the Virgin Primary School and/or provide a new facility. The specific requirement will be established with the relevant authorities and reflected in future planning applications.

Employment

6.8 Employment provision within the Southern extension is provided on the land identified to the west of New Road and to the south of the existing Brickfields Business Park, and on land identified to the east of Shaftesbury Road, Kingsmead Business Park. The delivery of this is outside the control of the lead developer Consortium.

Public open space

6.9 Public open space will sit within a landscape framework (see section 08) which will include significant areas of informal open space, formal open space including playing pitches and allotments and/or community orchards.

Land use budget

6.10 The table below indicates the current land use quantum. This is subject to changes following updated and new survey work that will form part of an outline application. Any changes to the land use budget are not anticipated to be significant.

Land use	Amount
Southern extension boundary	129 ha
Residential	48.0 ha
Primary school(s)	2.7 ha
Local centre:	
• West of Shaftesbury Road	0.75 ha
• Extra care provision	0.4 ha
Principal street corridor <small>(The corridor may be less depending on the final road design. A 20m wide corridor has been provided for flexibility at this stage, see section 07)</small>	2.7 ha
Formal sports provision	7.0 ha
Community building to incorporate changing provision on land to the west of Shaftesbury Road <small>(based on 1800 units)</small>	
Informal open space <small>(Include multi-functional spaces including trees and woodland, swales, habitat creation, amenity space and children's play space (see section 08 Landscape))</small>	29.6 ha
At least 1 ha of this provision will comprise children's equipped play as stated in policy 21. -see section 08 <small>(based on 1800 units)</small>	
Attenuation basins <small>(Includes swale corridors)</small>	2.5 ha
Allotments <small>(Based on 75 plots at half NSALG standards, as agreed with NDDC)</small>	1.1 ha
Structural planting <small>(8m strip along the south western boundary with Cole Street Lane)</small>	0.5 ha
Employment <small>(to be provided on the Kingsmead Business Park (4.5 ha) and Brickfields Business Park (11.7 ha) sites)</small>	16.2 ha

6.11 The following series of land use plans breaks the site into:

- The total of the consortium controlled land
- Park Farm (east of Shaftesbury Road)
- Ham Farm and Newhouse Farm (Central area)
- Lodden Lakes
- Brickfields Business Park
- Kingsmead Business Park area



Consortium controlled land use areas

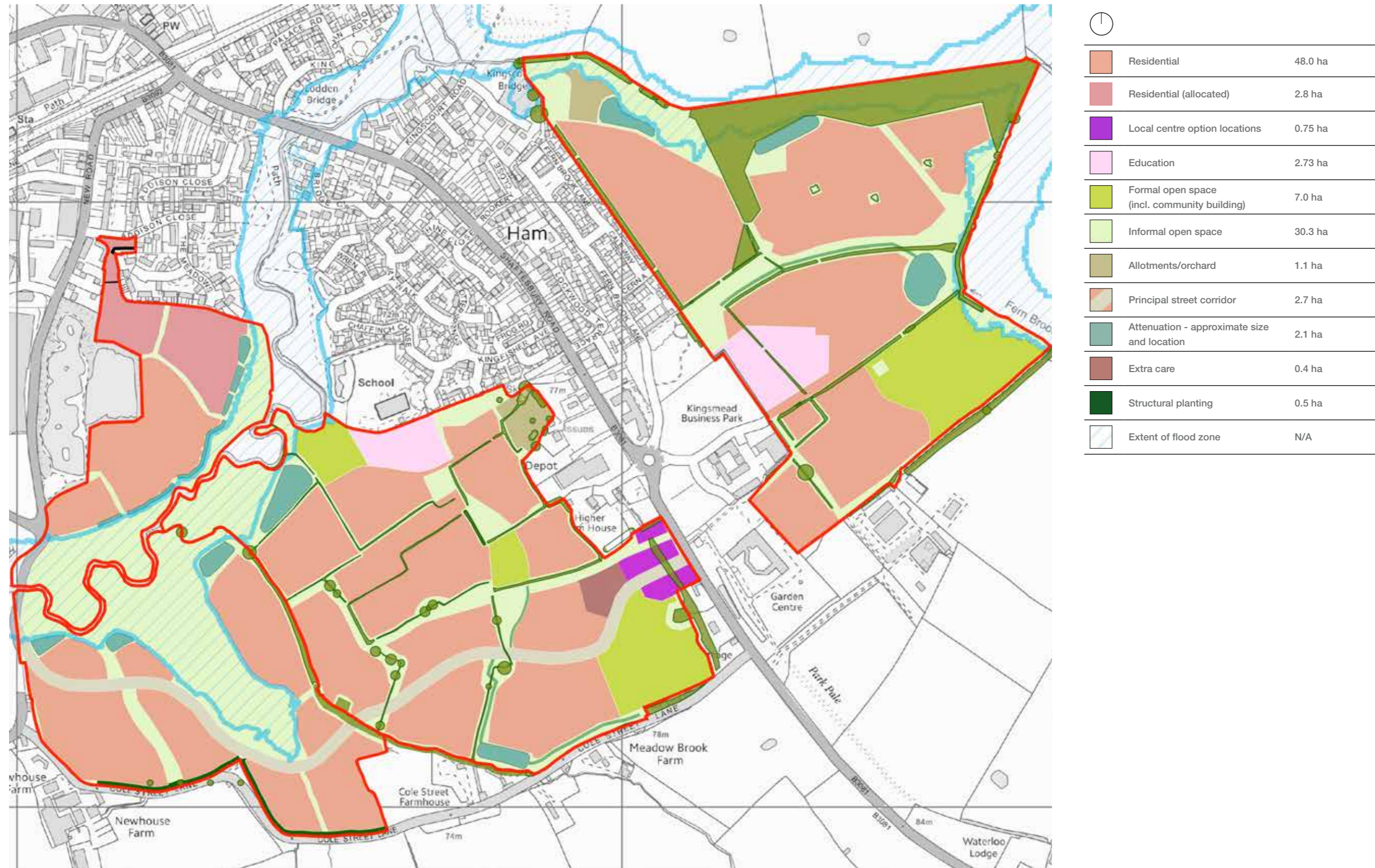
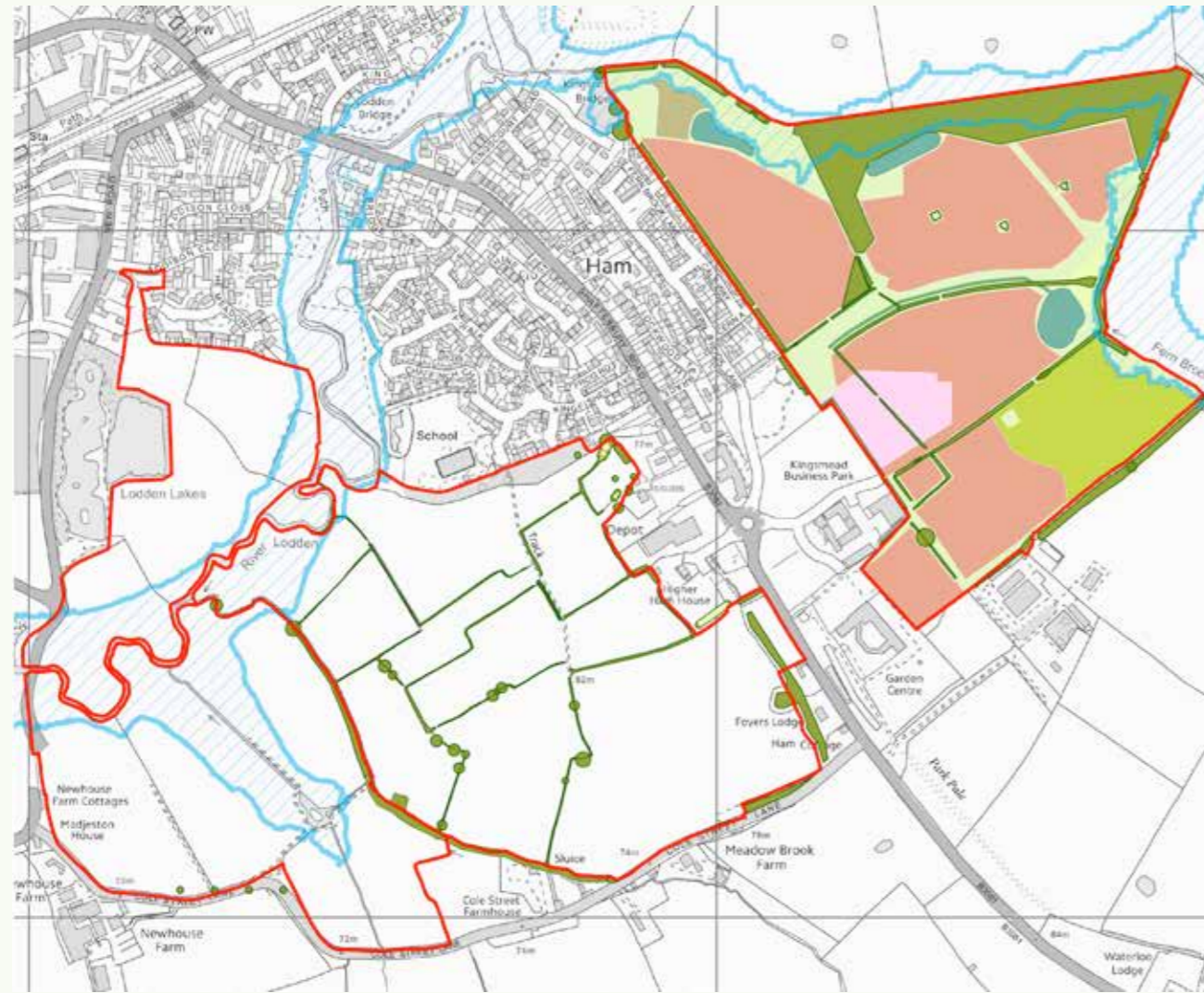


Figure 6.1: Proposed land use plan: Consortium-controlled land only

Figure 6.2: Park Farm land use areas

Park Farm land use areas



	Residential	18.3 ha
	Local centre option locations	N/A
	Education	1.73 ha
	Formal open space	3.4 ha
	Informal open space	12.1 ha
	Allotments/orchard	0.4 ha
	Principal street corridor	N/A
	Attenuation - approximate size and location	0.9 ha
	Extent of flood zone	N/A

Figure 6.3: Ham and Newhouse Farm land use areas

Ham Farm and Newhouse Farm (central area) land use areas

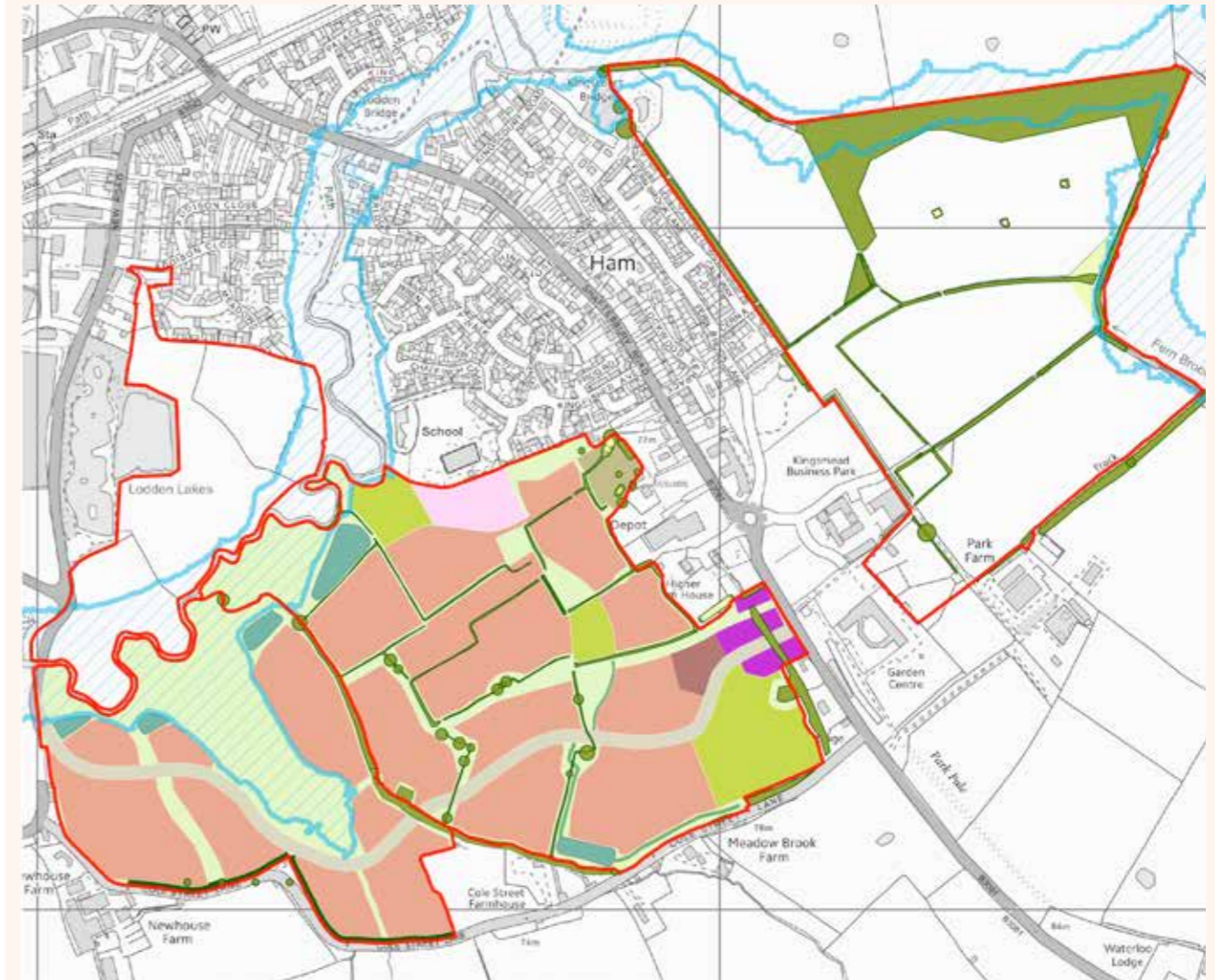
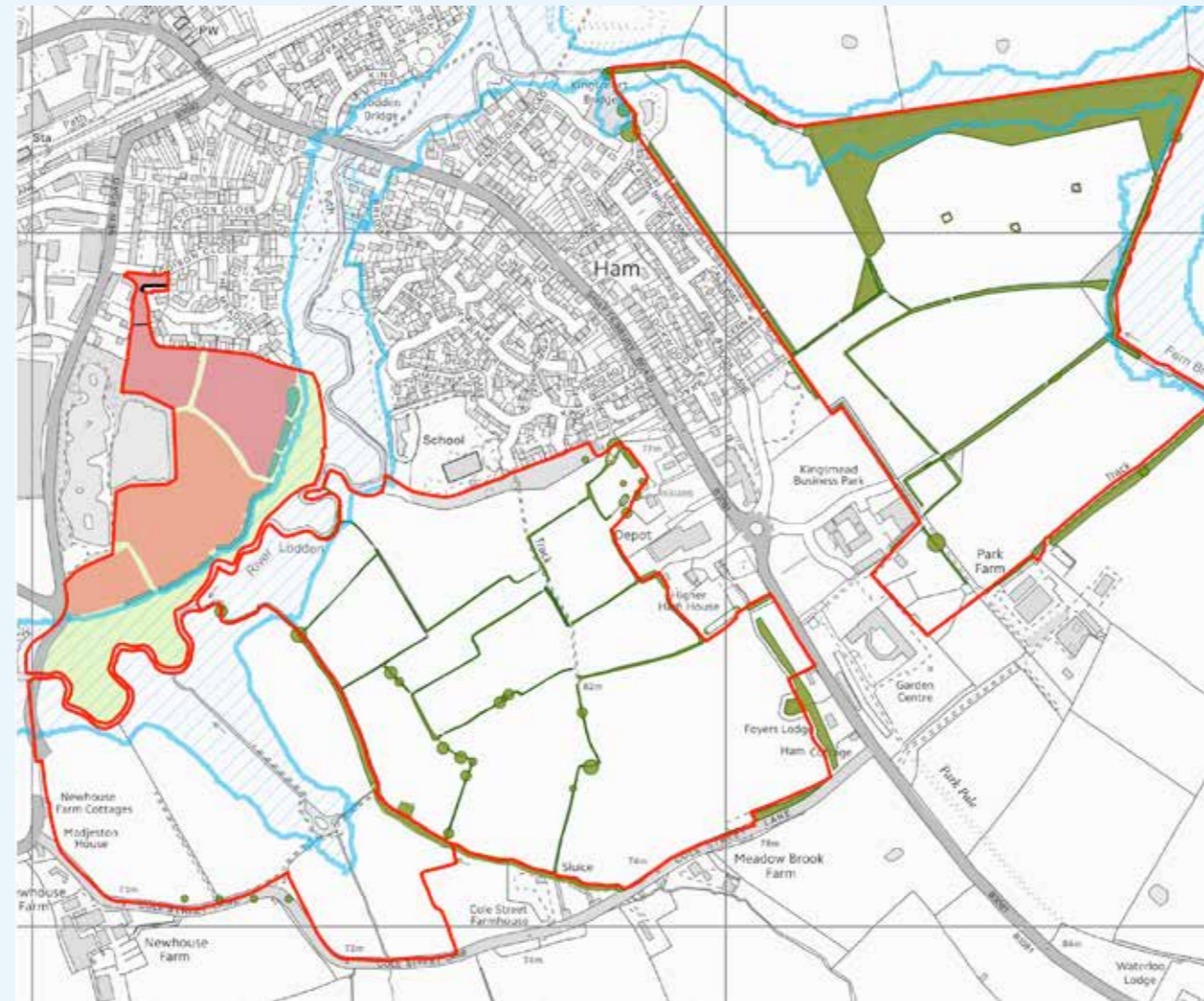


Figure 6.4: Lodden Lakes land use areas

Lodden Lakes land use areas



Symbol	Land Use Area	Area (ha)
	Residential	26.1 ha
	Local centre option locations	0.75 ha
	Education	1.0 ha
	Formal open space (incl. community building)	3.6 ha
	Informal open space	14.6 ha
	Allotments/orchard	0.6 ha
	Principal street corridor	2.7 ha
	Attenuation - approximate size and location	1.0 ha
	Extra care	0.4 ha
	Structural planting (8m strip along the south western boundary with Cole Street Lane)	0.5 ha
	Extent of flood zone	N/A

Symbol	Land Use Area	Area (ha)
	Residential	3.6 ha
	Residential (allocated)	2.8 ha
	Local centre option locations	N/A
	Education	N/A
	Formal open space (incl. community building)	N/A
	Informal open space	2.9 ha
	Allotments/orchard	N/A
	Principal street corridor	N/A
	Attenuation - approximate size and location	0.2 ha
	Extra care	N/A
	Extent of flood zone	N/A

Housing density

6.12 Densities are highest close to the Shaftesbury Road corridor and the anticipated location of the proposed local centre. This will help identify the importance and hierarchy of this area and also place emphasis on this route as the primary southern gateway to Gillingham.

6.13 Densities are also high surrounding the proposed expansion area of St Mary the Virgin Primary School. Again, this will help to identify the importance of the space adjacent to this civic function and enable strong townscape features to be incorporated into detailed design proposals and relate to the densities of the adjoining existing built area.

6.14 The lowest densities are focused towards the south western part of the Southern extension. This reflects the relationship with the rural edge in this part of the site. This area of the site will act as a transition point between the new urban edge of Gillingham and the countryside beyond.

6.15 To reflect the changing character along the length of the principal street the densities adjacent to it will vary. However, high or medium density is maintained along the majority this street to help articulate its role as a key strategic route and to aid legibility.

6.16 Additional homes could be provided as part of the local centre designs. This could include apartments above retail units, which would add a small number of homes to the total.

Building heights

6.17 The majority of the residential area of Southern extension will be developed at two to two and half storeys, with buildings only exceeding this at key locations to perform specific townscape functions. These locations could include the key nodal points such as the local centre, close to the primary schools and other spaces that require a specific townscape articulation. Taller buildings could also be used in key positions to terminate vistas and create a variation in roof lines adding to the visual interest of the streets throughout the Southern Extension.

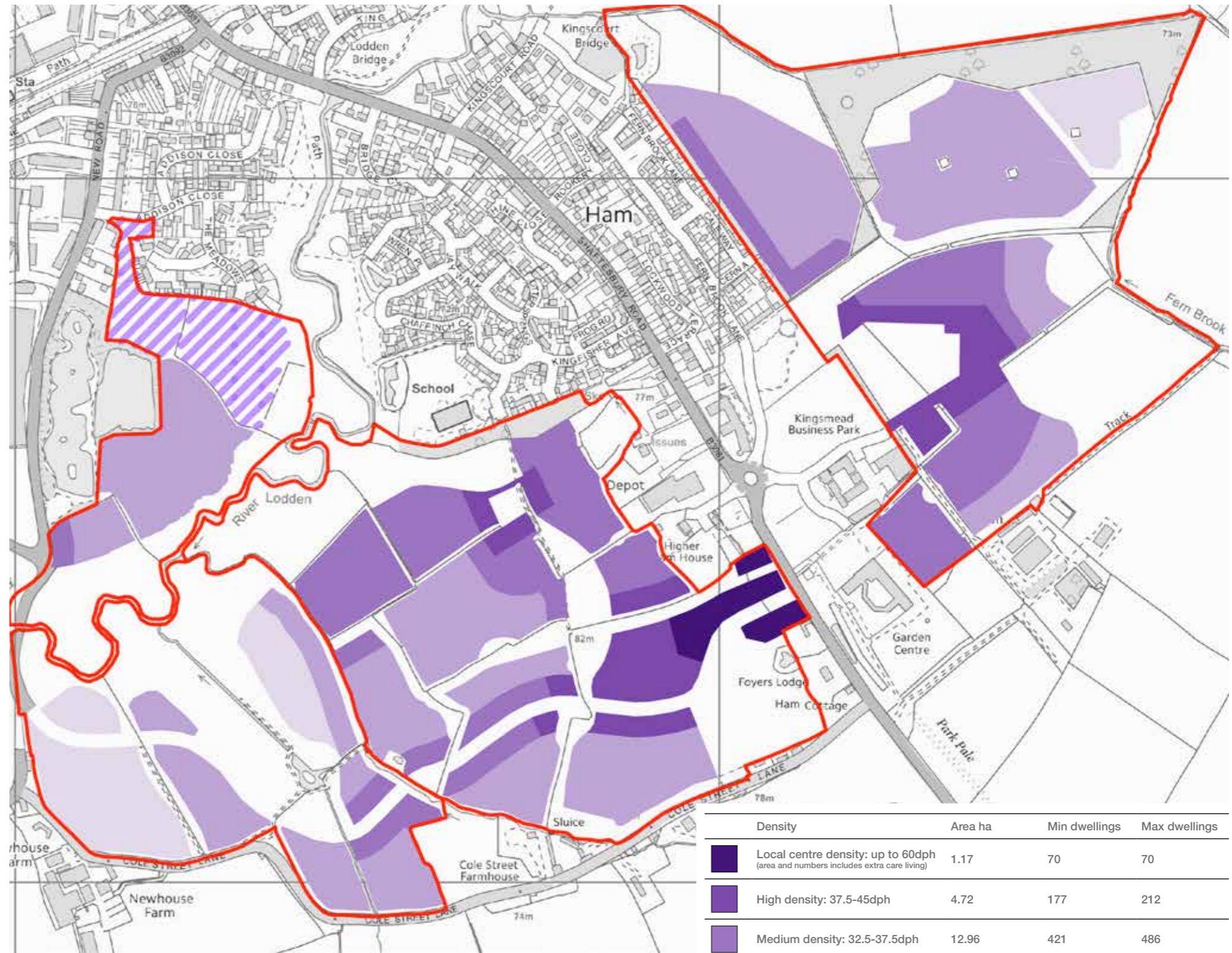
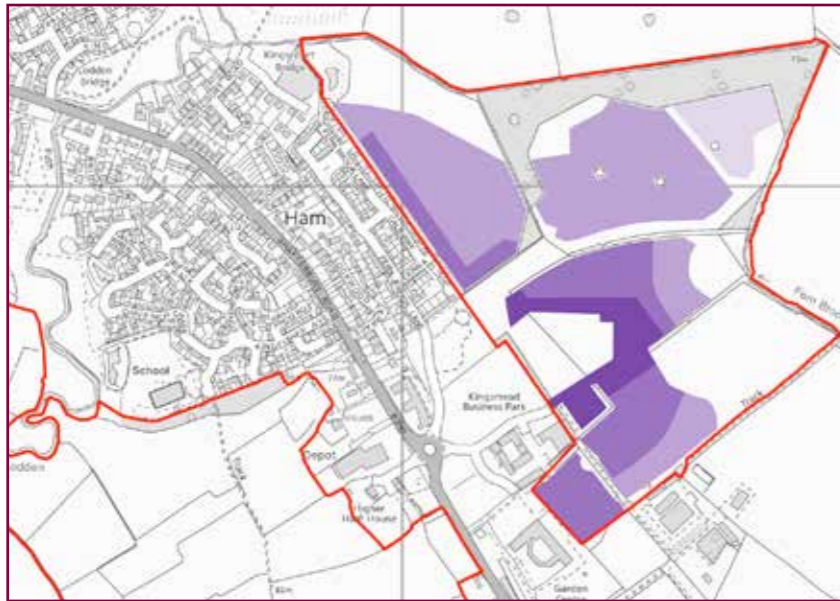


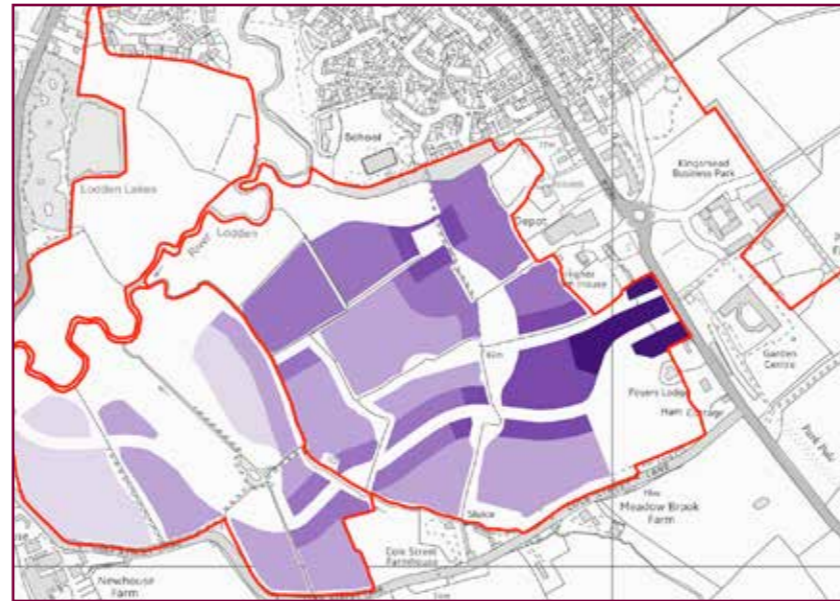
Figure 6.5: Indicative density plan

West of Shaftesbury Road



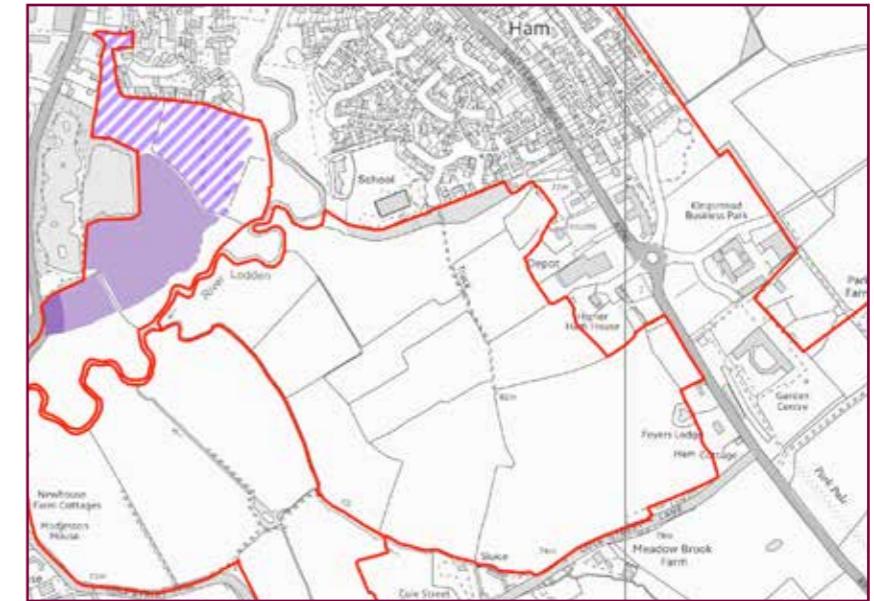
Density	Area ha	Min dwellings	Max dwellings
Local centre density: up to 60dph (area includes extra care living)	N/A	N/A	N/A
High density: 37.5-45dph	1.88	71	85
Medium density: 32.5-37.5dph	5.17	168	194
Low density: 25-32.5dph	9.93	248	323
Very low density: 15-25dph	1.33	20	33
Total	18.3	507	634
Average density	27.7 - 34.7 dph		

Central area



Density	Area ha	Min dwellings	Max dwellings
Local centre density: up to 60dph (area and numbers includes extra care living)	1.17	70	70
High density: 37.5-45dph	2.83	106	127
Medium density: 32.5-37.5dph	7.61	247	285
Low density: 25-32.5dph	11.31	283	368
Very low density: 15-25dph	4.32	65	108
Total	27.2	771	959
Average density	28.3 - 35.2 dph		

Lodden Lakes



Density	Area ha	Min dwellings	Max dwellings
Local centre density: up to 60dph (area and numbers includes extra care living)	N/A	N/A	N/A
High density: 37.5-45dph	N/A	N/A	N/A
Medium density: 32.5-37.5dph	0.18	6	7
Low density: 25-32.5dph	3.40	85	111
Very low density: 15-25dph	N/A	N/A	N/A
Allocated (31dph)	2.89	90	90
Total	6.47	181	207
Average density	28 - 32 dph		

07 MOVEMENT AND ACCESS

Movement and access objectives

7.1 In accordance with the objectives of Policy 21, the main objectives of the transport strategy to serve the Southern extension are to provide:

- The opportunity for journeys to be contained within the Gillingham Southern Extension and Gillingham as a whole
- Development layouts that maximise the potential for walkable neighbourhoods where walking and cycling are the first choice as a mode of transport
- Integration between the development areas and the remainder of Gillingham through improved linkages and connectivity to enable future residents, employees and visitors to the site to travel to everyday destinations by a choice of travel modes:
 - Walking and cycling improvements on the links to Gillingham town centre and other key local destinations
 - Bus service improvements to serve the site, Gillingham, and key off site destinations
 - Improved connections to Gillingham railway station (pedestrian, cycle and bus)
- Demand management measures that will encourage future residents, employees and visitors to the site to travel destinations by modes other than single occupancy car use
- Minimise external traffic generation and traffic impacts on the existing local highway network and identify improvements that can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Self containment and walkable neighbourhoods

7.2 The illustrative framework master plan is based on a traditional perimeter block structure, creating a highly permeable movement framework, as part a walkable neighbourhood. The plan provides an illustrative street layout. However, the access points and alignment of the southern principal street are broadly fixed.

7.3 The movement strategy creates a clear hierarchy of streets and routes with accessible links and connections both within the built area and as part of the green infrastructure. The streets will contribute an important element of place making and help aid the visual richness and legibility through the

Southern extension. Where Lanes, mews or private drives are indicated these should be connected with pedestrian routes to retain a high level of permeability.

7.4 This movement network builds on the mixed use development proposed for the Southern extension constituting a sustainable urban extension and supporting the towns role in North Dorset. The opportunity for trips to be contained within the site will be achieved through the following:

- The proposed development will provide a mix of uses (including local centre, community uses, potential primary school provision) in order to enable opportunities to undertake day to day activities within the site to assist in reducing off site vehicle movements.
- The provision of additional jobs at an Brickfields Business Park to provide the opportunity for journey to work trips to be contained on site and reduce the need for commuting.
- The key facilities on site will be located within a short walking distance of the majority of residents
- Investigate the potential provision of infrastructure to enable super-fast broadband access to allow easy access to home working and local home delivery services.

7.5 The internal street layout will be designed and constructed in accordance with the guidance provided in the Manual for Streets, with design speeds aiming to limit traffic speeds to 20mph and below away from the principal street. Margin widths will be determined based on utility companies' requirements and the highway adoption requirements of the local highway at the time of outline and reserved matters planning applications. The proposed vehicular routes within the site that will be adopted as public highway will be lit to the DCC's adopted lighting standards at the time of outline and reserved matters planning applications.

7.6 The storage and collection of waste will be designed in accordance with the guidance set out in Manual for Streets and Schedule 1, Part H of the Building Regulations (2000) or any other subsequent guidance at the time of outline and reserved matters planning applications.

Main access arrangements

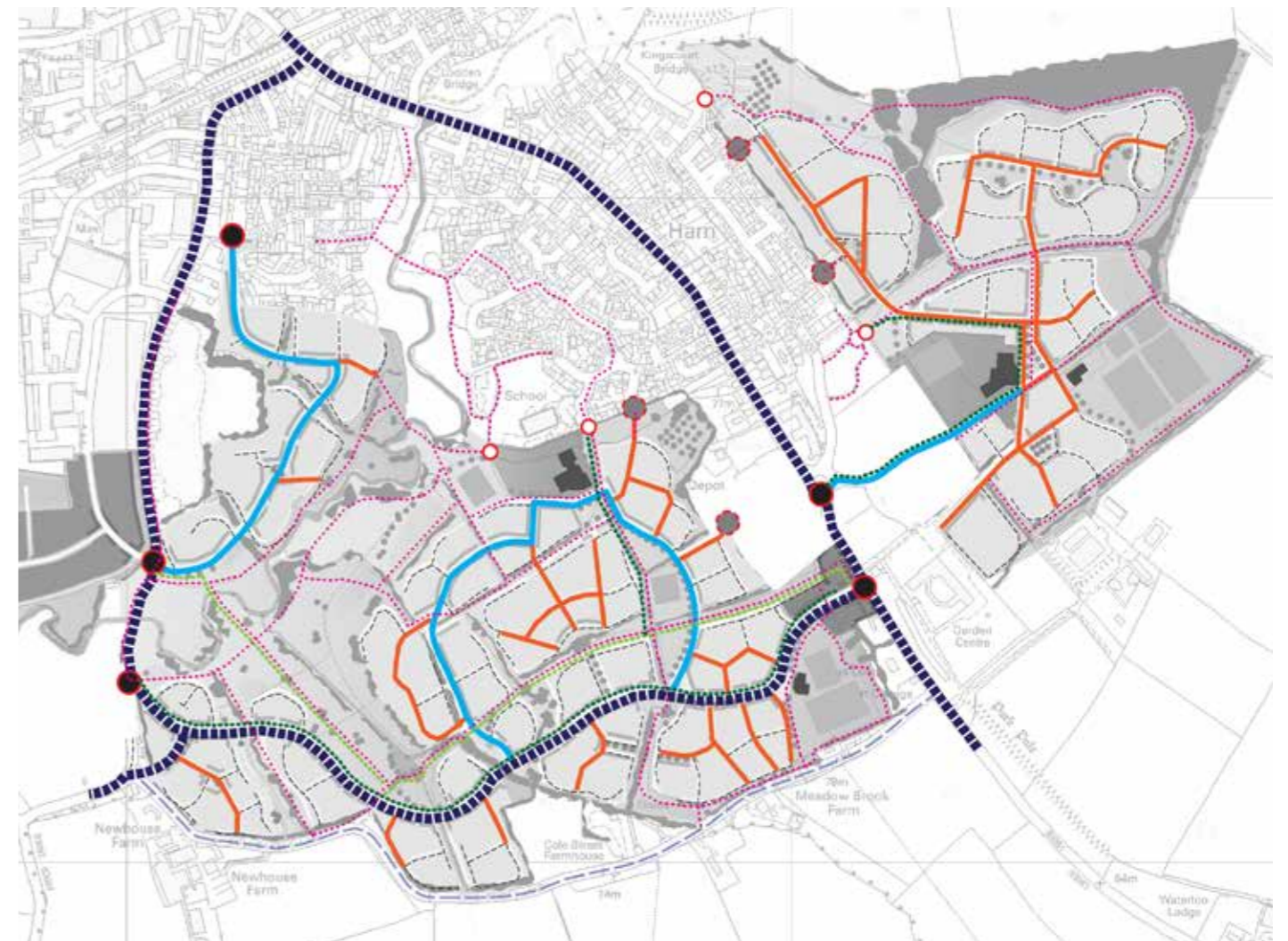
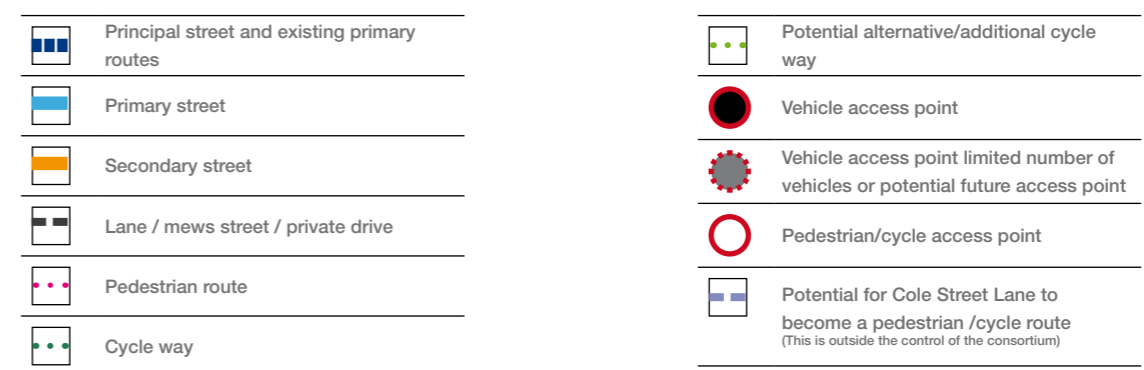


Figure 7.1: Proposed street hierarchy



7.7 The vehicular access arrangements will be developed and agreed in advance of the determination of any planning applications on the site. At this stage, the following main access arrangements are proposed:

• **Central Area**

For the central area, the main access will be from the B3081 Shaftesbury Road, likely to be via a junction to the south of the existing Park Farm roundabout.

In advance of delivering the proposed vehicular access to this parcel from Shaftesbury Road, it is proposed that approximately 100 dwellings can be served via an extension of Woodpecker Meadow into the site as part of an early phase of development on the site. This strategy has also been agreed with DCC and can be readily delivered without any modifications to the highway network (it was allowed for as part of the Wimpey development).

Following the implementation of the principal vehicular access from Shaftesbury Road, this link will be controlled so that it forms an access to a maximum of approximately 100 dwellings.

• **Eastern Parcel**

For the Park Farm site on the east side of the B3081 Shaftesbury Road, the main access is likely to be via the eastern arm of the existing Park Farm roundabout.

Additional vehicular access points to the this parcel are also proposed via Cale Way from the eastern end of Cerne Avenue and to the east of Trent Square.

• **Lodden Lakes**

It is anticipated that the main access to the Lodden Lakes site will be via a new junction on the B3092 New Road, which can be delivered in advance of the extended Brickfields employment development coming forward.

In advance of delivering the main vehicular access to this parcel from the B3092 New Road, access to the site is likely to be to the south of Addison Close.

Access arrangements and on site provision: Pedestrian and cycle routes

7.8 Providing clear, direct and well surveilled routes to all the key facilities and open spaces is fundamental to the comprehensive pedestrian and cycle framework, following the principals of a walkable neighbourhood. This will aim to encourage sustainable movement choices throughout the Southern extension.

7.9 The pedestrian framework, which includes diverted existing public rights of way, will connect into adjacent routes, provide a number of circular recreation routes and new routes along the River Lodden corridor.

7.10 A shared use footway / cycleway will follow the alignment of the principal street, with the cycle route extending into development to the east of Shaftesbury Road. Suitable pedestrian/cycle crossing facilities will be provided at junctions, including on the B3081 Shaftesbury Road enabling safe linkages between Ham Farm and Park Farm

7.11 The proposed pedestrian and cycle connections into the Southern extension from the existing local highway network allowing journeys on foot to key local destinations are summarised below;

Park Farm (east of Shaftesbury Road)

- Via main access from Shaftesbury Road
- Eastern end of Cerne Avenue / Cale Way junction
- Eastern end of Trent Square / Fern Brook Lane junction

Ham Farm (west of Shaftesbury Road)

- Via main access point from Shaftesbury Road
- Southern end of Woodpecker Meadow
- Southern end of Pheasant Way
- Links to Cole Street Lane will be included

Lodden Lakes

- South of Addison Close
- Any access from New Road

Off site walking and cycling strategy

7.12 The Southern extension will assist in completing the gaps in the existing pedestrian and cycle route provision between the site and Gillingham town centre and other local facilities. These will include:

- Provision of a new footway on the eastern side

of New Road linking the potential new access to Lodden Lakes and the extended employment area with the existing footway provision to the north of the existing junction serving Brickfields Business Park (subject to the extent of highway maintainable at the public expense and land ownership constraints)

- The development will assist in bringing forward, through delivery and / or financial contribution, improvements to pedestrian / cycle access between the site and Gillingham town centre and other facilities, including:
 - The core pedestrian / cycle routes within the highway between the development site and key local destinations
 - Any other routes that are developed by Dorset County Council at the planning application stage into deliverable and costed improvements, which may include:

- Improvements to pedestrian access to Gillingham railway station via the off-road route on Brickyard Lane to the south of the railway line
- Footway / cycleway between Kings Court Road / Kings Court Palace and King John Road
- Improvements to the footpath links along the Lodden Valley between the site boundary and Shaftesbury Road, at the Lodden bridge. There are existing links on the eastern side of the River Lodden, however there is currently no provision on the western side. A new public footpath in this location would be desirable to achieve improving connections from the site to Shaftesbury Road and the town centre. This is located on land outside the control of the Consortium but together with NDDC provision for this connection will be sought.

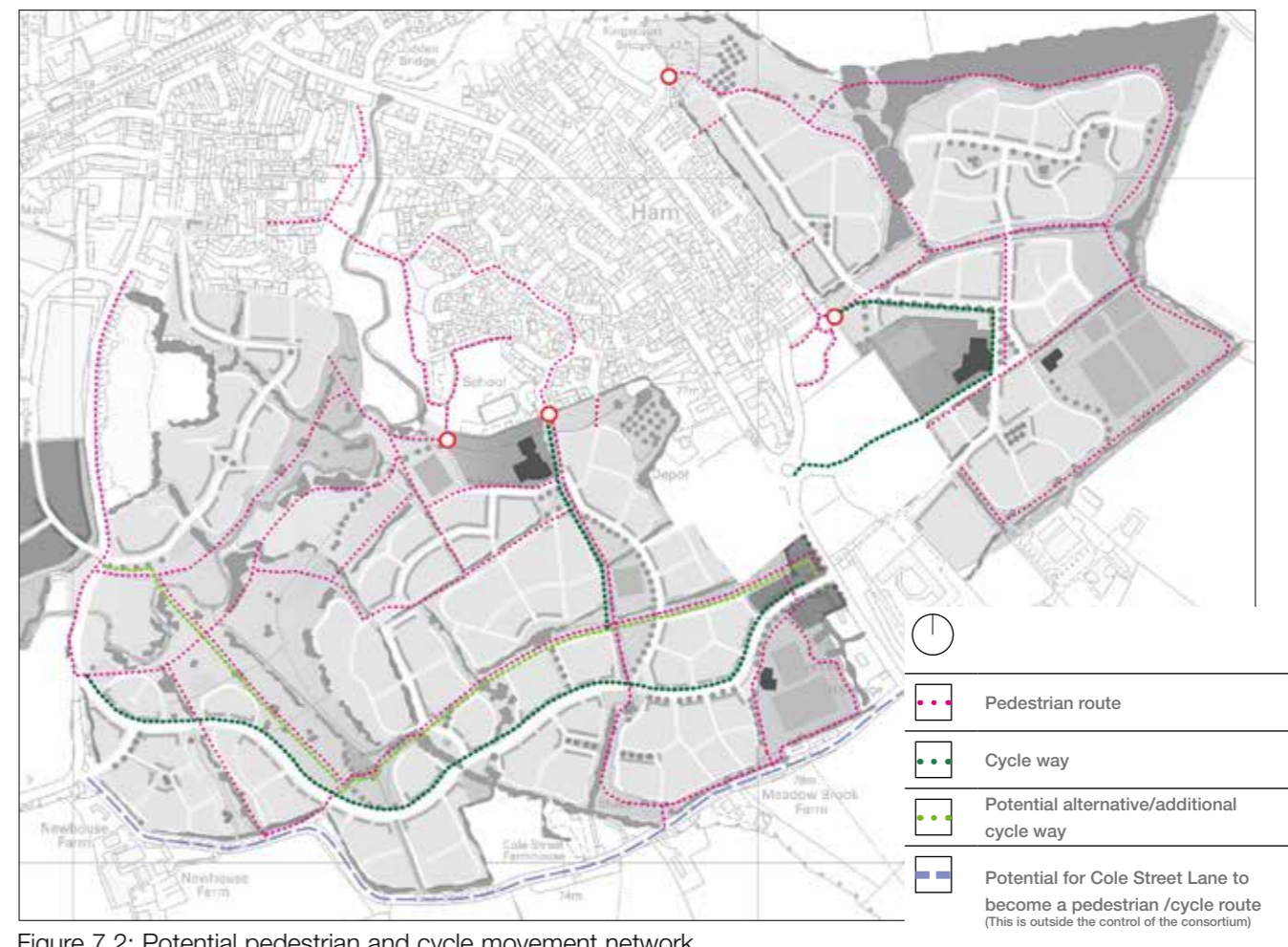


Figure 7.2: Potential pedestrian and cycle movement network

Public transport

7.13 The overall vision is for a 20-minute bus service linking Gillingham with Shaftesbury along Shaftesbury Road, connections to Brickfields Business Park via the principal street and with all buses calling at the community transport hub.

7.14 The main bus stops that future residents of the site will use (i.e. those on Shaftesbury Road and New Road along the site frontage), as well as additional key bus stops within Gillingham town centre, and Gillingham railway station, will be enhanced and upgraded, including the provision of real time passenger Information, and bus shelter provision.

7.15 There is potential for the inclusion of a community transport hub in the vicinity of the local centre. This hub would include some or all of the

following:

- Safe and secure cycle parking
- Covered/heated passenger waiting facilities with real time information
- A lay-by area for buses to dwell
- Spaces for community transport vehicles
- Car share / car club spaces
- Potential charging point for electric cars
- Limited amount of parking linked to community uses

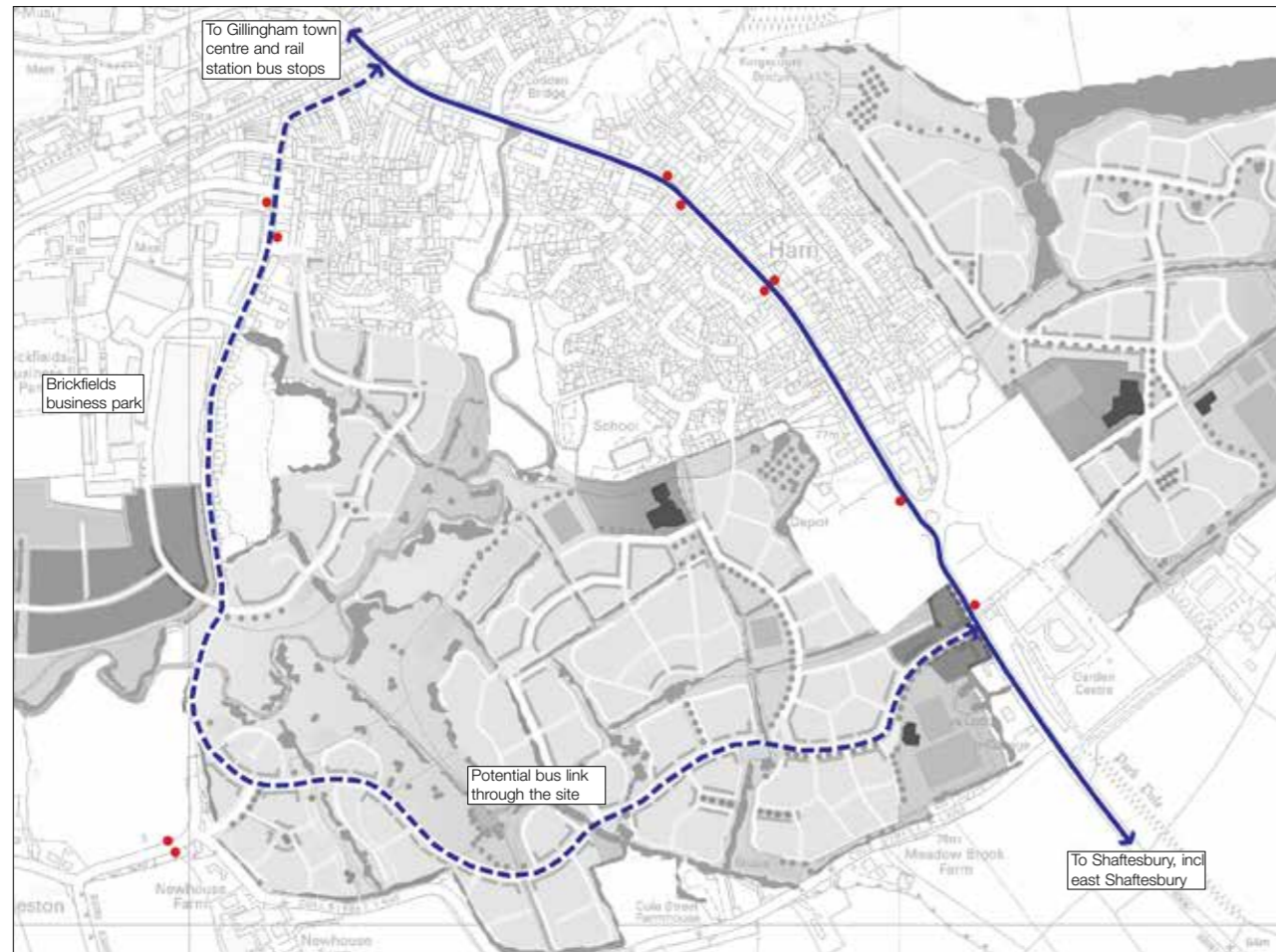
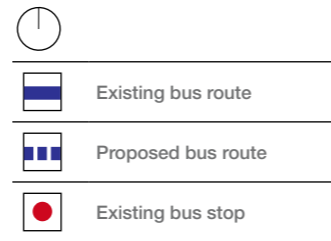


Figure 7.3: Potential public transport movement framework

Travel plan

On-site

7.16 An over arching travel plan will be developed for the site from which specific residential, school and workplace travel plans will be produced.

7.17 The detailed heads of terms for the travel plans will be developed and agreed in advance of the determination of any planning applications on the site but is likely to include some of the following measures:

- Smarter choices measures covering targeted marketing initiatives
- Consideration of provision for electric charging points across the site
- Provision of a car club (to tie in with existing car club operators in Dorset)
- Commitment to update the existing Gillingham and Shaftesbury walking and cycling map

Town wide

7.18 Deliver town-wide personal Travel Planning (PTP) for existing Gillingham residents, as well as those residing within the Southern extension.

Parking

7.19 The development will incorporate a range of car parking solutions, including on-street, on-plot and parking courtyards. These will be designed to ensure that car parking is well integrated, accessible and situated so as to support rather than dominate the street scene. The exact extent of each of these solutions will be determined at the detailed design stages of development. However, on-plot will be used most prominently, with on-street and courtyard parking likely to be more frequently used within the higher density areas.

7.20 Provision for cycle storage will also be made within each plot and convenient safe and secure public/visitor provision will be made at key positions, such as the local centre and primary schools.

7.21 The parking provision for the development will be carefully considered. The amount of and design of parking spaces and garages will be provided in accordance with the guidance set out in 'The Bournemouth, Poole and Dorset Residential Car Parking Study', May 2011 or any other guidance that may be adopted.

The southern principal street

7.22 The NDLP requires a road link between the B3081 Shaftesbury Road and the B3092 New Road – a ‘principal street’ through the Ham Farm site that would:

- Make the principal street a key structuring element within the spatial master plan and to enable the route to be an integral part of the urban design objectives rather than functioning simply as a road. It should be designed to provide the main means of vehicular access to the Ham Farm parcel and should be at the top of the hierarchy in terms of the development’s street typology, as well as designed to enable a bus service to route through the site. It is currently envisaged that the principal street will provide direct frontage access to development. Direct frontage access will enable an efficient layout in land-use terms which maximises natural surveillance and the amount of developable land.
- Building in resilience to the highway network in the southern part of the town. It would secure a road connection between the two existing radial routes to the south of the town, which will provide an alternative route for traffic accessing Brickfields Business Park and other existing developments off New Road (particularly for journeys to the south) without having to use the signalised B3081 Shaftesbury Road / B3092 New Road junction. This should help mitigate the impact of the development on the constrained B3081 / B3092 corridors and enable more opportunities for local trip dispersion.

Principal street alignment

7.23 Careful consideration has been given to the proposed alignment of the principal street. The preferred alignment shown in figure 7.1 utilises the natural topography to help minimise the visual impact, particularly on views from the south.

7.24 The preferred alignment avoids existing trees and actively aims to set up vistas towards the existing landscape features. This, combined with a deliberate sinuous form, aims to reduce traffic speeds, allowing direct frontage access, whilst performing its intended strategic function.

7.25 The south western part of the route avoids

the flood zone negating the need for unnecessary bridging structuring and other works in the flood zone, that could also be an imposing feature on the landscape.

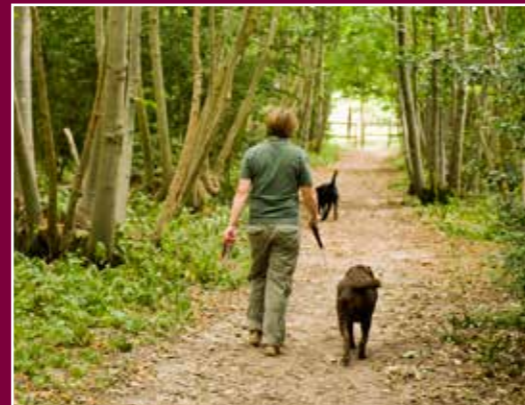
7.26 The preferred route alters the alignment of New Road and will require a new bridge to cross the River Lodden. This is required to straighten the existing tight bends in this location and allow a new roundabout access to Brickfields employment site and the north western residential part of the Southern extension.

7.27 A strong character, defined by the buildings and landscape treatment along the principal street’s route, will help to clearly delineate the importance and hierarchy of the route in relation to the wider Southern extension.

7.28 The final alignment will be determined through continued surveys of the site and transport assessments. The alignment shown is flexible but broadly illustrates the position the southern principal street will occupy.

Cole Street Lane

7.29 The principal street alignment and design will create the appropriate conditions for Dorset County Council to consider the role and function of Cole Street Lane to protect its character. This may include the re-prioritisation or partial/full closure of the this route, with Cole Street Lane used primarily as a route for pedestrians and cyclists. Pedestrian and cycle links from the consortium controlled land to Cole Street Lane will be included in detailed designs.



Principal street

7.30 The principal street should have varying characteristics along its route to respond to the position within and features of the Southern extension. However, some elements will be fixed. It is currently envisaged that the carriageway will be a minimum of 6.75m with combined 3m footway/ cycleway on at least one side of the carriageway. This should be the starting base for any detailed proposals. The use of shared surface or a widening of the carriageway to create a space is encouraged at key points or junctions. The sections in figures 7.4 and 7.5 highlight two possible design solutions that would be appropriate to follow. The final street design will be determined through the outline and reserved matters planning applications in consultation with the NDDC and Dorset County Council.

7.31 Figure 7.4 shows a tighter urban form that is considered appropriate close to the Shaftesbury Road gateway. This more urban form corresponds with the density plan and should be combined with a higher degree of continuous frontage emphasising the hierarchy of the route.

7.32 Some parts of the principal street will include provision for direct frontage access and there is potential for the street to include provision for on-street parking spaces in appropriate bays, particularly in the vicinity of the local centre. The precise location of these properties will be determined through the detailed design stage.

7.33 Figure 7.5 shows how landscaping could be incorporated into the street cross section. The landscape strip creates a softer environment, that allows for tree planting and potentially occasional parking bays. Varied building set backs would further enable a greening of the street and parking to the front of dwellings. This approach would be appropriate towards the western edge of the principal street responding to the more rural nature of this part of the Southern extension. A verge could be incorporated into the eastern, more urban, sections of the principal street to both soften the urban form and segregate the footway / cycleway from the carriageway.

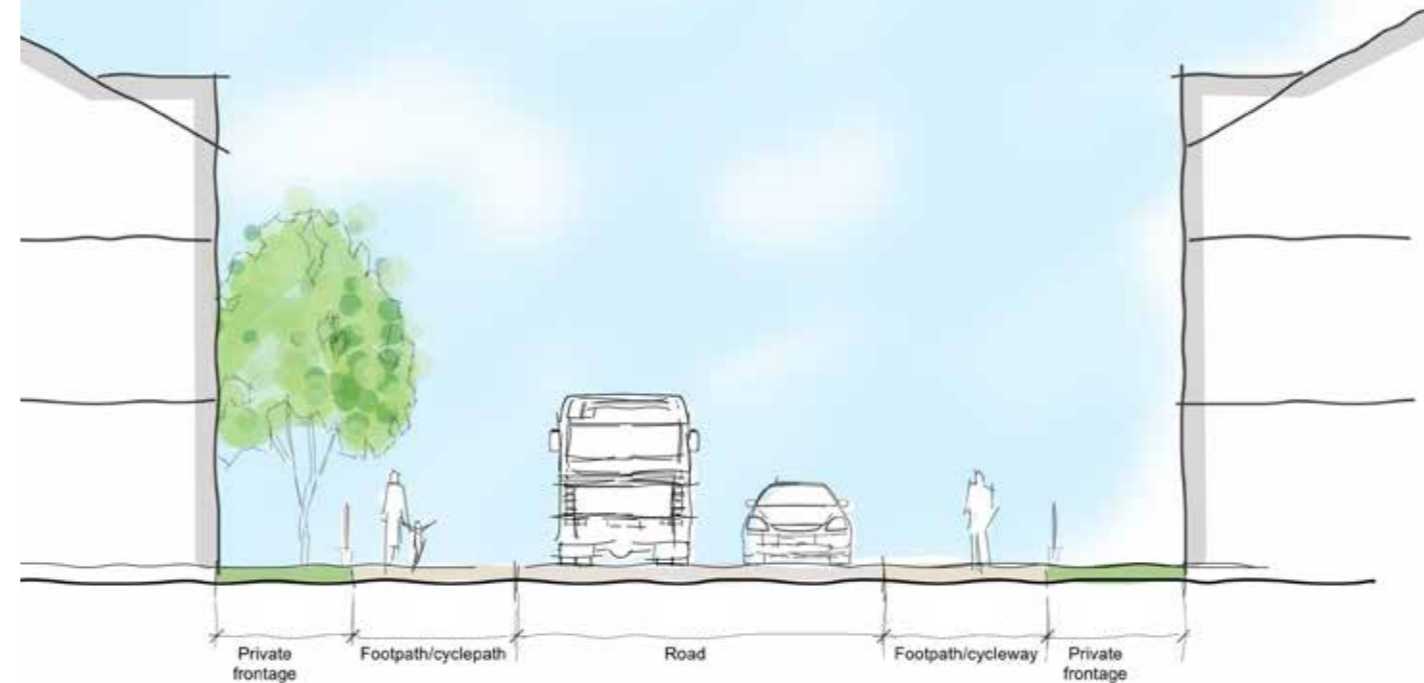


Figure 7.4: Indicative section of one potential option for the principal street

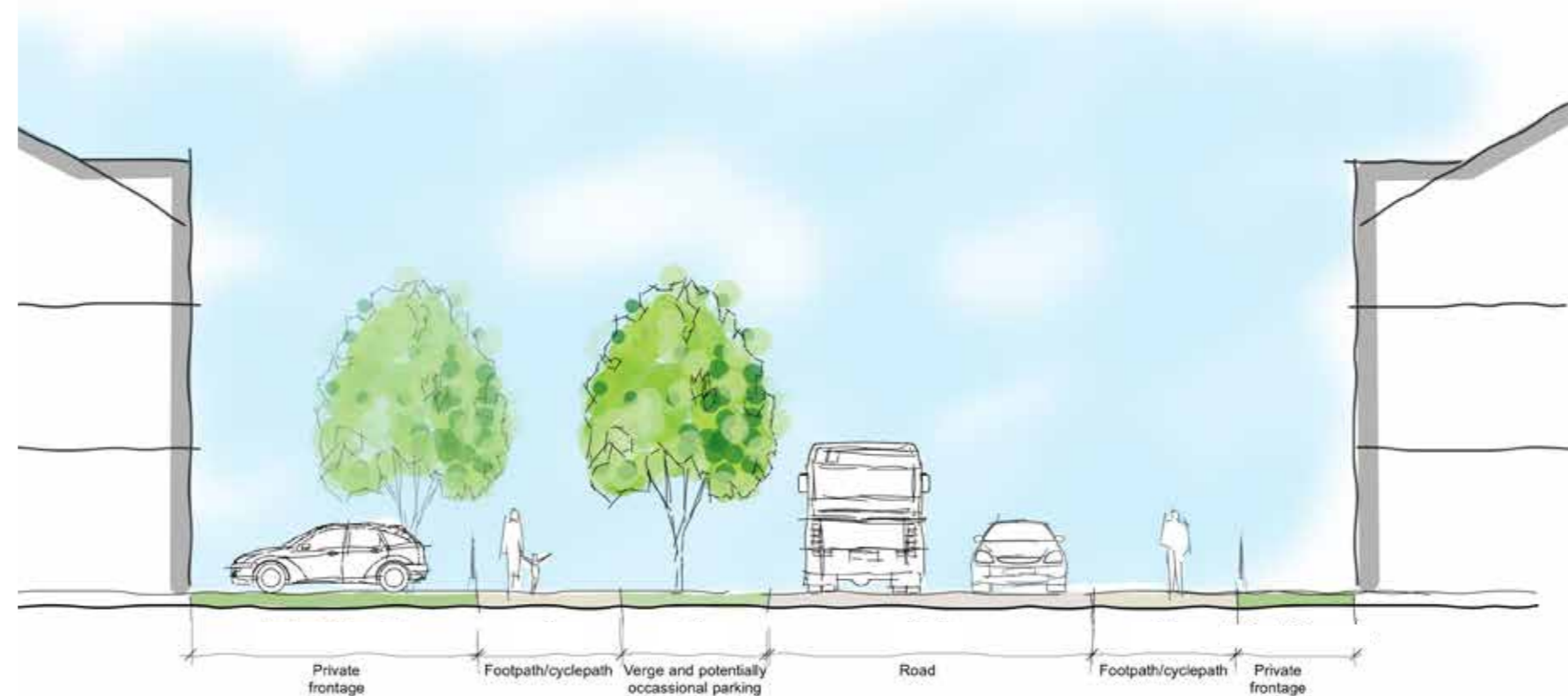


Figure 7.5: Indicative section of an alternative potential option for the principal street

Highways mitigation strategy

7.34 The proposed highway improvement to deal with the residential traffic of the development are set out as follows:

- B3081 Shaftesbury Road / B3092 New Road junction improvement scheme incorporates a two-lane approach on the B3092 New Road to enable left and right-turning traffic to be controlled separately so that the left-turn manoeuvre from New Road can run simultaneously with the right-turn from Shaftesbury Road (North) as part of the signal staging, as well as better pedestrian provision
- Convert the existing mini-roundabout at the B3081 Le Neubourg Way / Newbury (High Street) to a signalised junction (including pedestrian provision)
- SCOOT installation at the following junctions, i.e. synchronising adjacent sets of signals to minimise and reduce wasted green time and reducing stop/start at the following junctions:
 - B3081 Le Neubourg Way / Station Road
 - B3081 Le Neubourg Way / Newbury (High Street)
 - B3081 Shaftesbury Road / B3092 New Road and;
 - B3081 Shaftesbury Road / King John Road
 - B3092 Le Neubourg Way / B3081 Wyke Road junction
- New road link between B3081 Shaftesbury Road and B3092 New Road
- An appropriate financial contribution towards the Enmore Green Road

7.35 The sustainable transport strategy will need to be further refined and updated as the proposals are developed through the planning process.

7.36 The potential highway improvements schemes outlined can be delivered either within the highway land or land controlled by the consortium ensuring they are deliverable.

08 LANDSCAPE

GREEN INFRASTRUCTURE

8.1 The Green Infrastructure strategy will design, provide and manage an integrated network of green spaces, green links and other green elements within and adjoining the southern extension. It will create an attractive natural landscape setting for people, living, working and visiting Gillingham.

8.2 The green infrastructure strategy has three principal aims:

1. To integrate the development into the local landscape

8.3 The proposals will successfully integrate the development area with both the local wider countryside and the existing edges of the town. Particular care will be taken along the SAA's eastern and southern boundaries to ensure a sensitive transition between the extended town and surrounding countryside. Pedestrian and cycle routes will create a well connected and integrated development to both the existing urban area and the wider countryside. In particular connections will be made to the River Stour, Lodden Lakes, Kings Court palace and the farmland to the south. A non-vehicular crossing of the River Lodden will be provided to ensure connectivity in the form of a low key upgrade to the existing footpath bridge.

2. To conserve and enhance the ecological and heritage interests on site and close to the site within the wider area

8.4 The proposals will embrace habitat creation as an important part of the landscape and open space strategy. Existing landscape assets will be successfully integrated into the development with new landscape features complementing and enhancing these. Important trees and hedgerows will be retained within the southern extension. Where hedgerows have been removed these have been necessary for urban design objectives. Sections of hedgerow will be removed where necessary to achieve transport connections. The positions of these will be carefully considered at each subsequent planning application stage to ensure that the poorest sections of hedgerow are removed and that good quality trees are retained. The landscape framework allows for 5 metre wide publicly accessible

'greenways' along the length of the retained hedgerows and proposes development fronting onto these 'greenways'.

3. To deliver SUDs

8.5 The master plan framework makes provision for SUDs and has ensured that development and areas of sports pitches and allotments are located outside of the potential surface water flood zones. The established network of watercourses and other drainage features on site including ditches associated with retained hedgerows will be used as part of the SUDs network. There will also be new attenuation basins provided throughout the development outside of the flood zones to allow for future drainage.

Landscape Context

8.6 The Blackmore Vale landscape key characteristics consists of:

- A broad expansive clay Vale which is tranquil and unified
- A unique mosaic of woods, straight hedgerows and grassland fields 'dotted' with distinctive mature hedgerow Oaks
- Open views across the undulating to flat pastoral landscape to the chalk escarpment backdrop
- Dense network of twisting lanes often with grass verges and sharp double 90 degree bends
- Small hump backed bridges with low stone or brick parapets
- Many very small villages and hamlets built with locally distinctive materials, such as stone, redbrick, tile and thatch
- A network of ditches, streams and brooks which drain into the tributaries of the Stour
- Lydlinch Common (an SSSI) and Stock Gaylard Deer Park (an SNCI) are both key locally important features.

8.7 The successful integration of the southern extension into the Blackmore Vale landscape will involve:

8.8 A sensitive transition between the edge of the southern extension and the surrounding Blackmore Vale landscape will be created. To achieve this structural landscape planting will be implemented north of Cole Street Lane and east of Newhouse Farm. This will include new planting to

strengthen the existing hedgerows that will help to integrate the development into the landscape from views into the site at Hunger Hill. Other areas of structure planting will be provided to the south of Kings Court Palace scheduled monument that will connect with Royal Forest Project existing woodland planting. This will strengthen the boundary with the surrounding countryside and provide ecological connectivity throughout the southern extension. These areas of planting will help to reduce visibility of the extension and will soften the built form when viewed from the south, west and north east. The new strategic landscape planting should be provided within an early phase of development to ensure a robust landscape setting prior to construction of the residential development. The planting will be designed to provide a screen whilst allowing for views into and out of the development, ensuring that identified important views to Hunger Hill and Kings Court Palace scheduled monument are retained.

8.9 The retention and enhancement of the river Lodden corridor and southern drainage ditches leading to the river. The majority of the key landscape features in the form of the existing field hedgerow network, hedgerow trees and small copses will be retained within the master plan proposals. Beyond the river corridor these key landscape features will be incorporated into the master plan in the form of a natural interconnected framework of 5m wide greenways that link the proposed housing areas with new open spaces via a system of footpaths and or cycleways. A few sections of hedgerow will need to be removed where either road access is required or where smaller fields need to be amalgamated to form suitable development parcels. The precise location of these gaps will be determined at the detailed design stages and will consult the tree and hedgerow condition survey to ensure the most appropriate location is chosen.





8.10 The species-rich sections of hedgerow will be carefully managed to retain their ecological value. The species-poor sections of hedgerow will be strengthened with additional planting of other native shrub species. Some new hedgerow and hedgerow trees will be planted where required. These measures will help to maintain and enhance the ecological connectivity of the hedgerow system throughout the southern extension and ensure

connectivity to the wider countryside and existing development green infrastructure.

8.11 The important views out of the site to the open countryside to the south from the high point west of Shaftesbury Road will be retained. These will be focussed on Duncliffe Hill and will be achieved by creating a hill top park within the southern extension with a number of greenways as view corridors.

8.12 The delivery of an enhanced multi-functional green infrastructure network will integrate the southern extension into the wider landscape, conserve and enhance wildlife interests and provide sustainable drainage.

Landscape conservation

-  Existing areas of woodland or copses to be retained
-  Existing hedges to be retained within landscape corridors
-  Existing hedgerow or free standing field trees to be retained within open space network
-  Existing fishing or farm ponds and wet ditches to be retained and managed for drainage and conservation

New soft landscape proposals

-  Proposed small woodland/copse planting comprising native tree species
-  Strategic tree planting in lines or groups
-  Proposed community orchards
-  Proposed landscape corridors between development areas
-  Proposed allotments

Public open space network

-  Informal recreation areas - amenity grasslands with areas of wildflower meadow grassland
-  Formal recreation - sports pitches
-  Proposed recreational footpath network including retained section of public rights of way



Figure 8.1: Proposed landscape framework

Sports pitches

8.13 7 hectares of sports pitches will be provided in the southern extension including football pitches, cricket pitches, five-a-side football and other sports, and tennis courts. These will be provided in four clusters and will be located for access by car, cycle and foot. Car parking will be provided at each location as well as cycle parking.

8.14 At least one cluster of sports pitches will be provided to the east of Shaftesbury Road and one to the west to provide easy access for residents in different parts of the site. Kickabout pitches and a bowling green will be located on the higher land creating a hilltop park.

8.15 Dual use facilities could be provided with the primary schools and or community building. Pitch sizes and design specification should be in accordance with Sport England guidance and through consultation with the relevant authorities.

8.16 The plan and the following text describes the aims of each of the four locations for formal playing pitches:

- ① **Area: 3.4 ha** - The site to the east of Shaftesbury Road could provide a number of recreation pitches. The location is relatively flat, provides a transition between the built form and the countryside beyond the site. The facility also benefits from being in close proximity to the primary school enabling future shared use opportunities.
- ② **Area: 2.3 ha** - The principal street will wrap this recreation grounds northern flank creating an attractive entrance to the central part of the site. This location also helps to provide a transition between the new settlement edge and the countryside to the south, as well as being located on a flat part of the site. This site will accommodate a combined community hall and club house with changing facilities. This should be located to terminate the vista when travelling from the west along the principal street.
- ③ **Area: 0.5 ha** - The hill top park will provide an alternative recreation offer, subject to viability testing. This could be in the form of a kick-about area or bowls green. The space will act as a focus point as a hill top park. The space benefits from views in all directions.
- ④ **Area: 0.8 ha** - Strategically placed adjacent to the extended school, this recreation space provides an ideal opportunity for shared use. Potentially providing courts and a kick-about area the space would be easily accessible by the new and existing community along the river Lodden corridor.

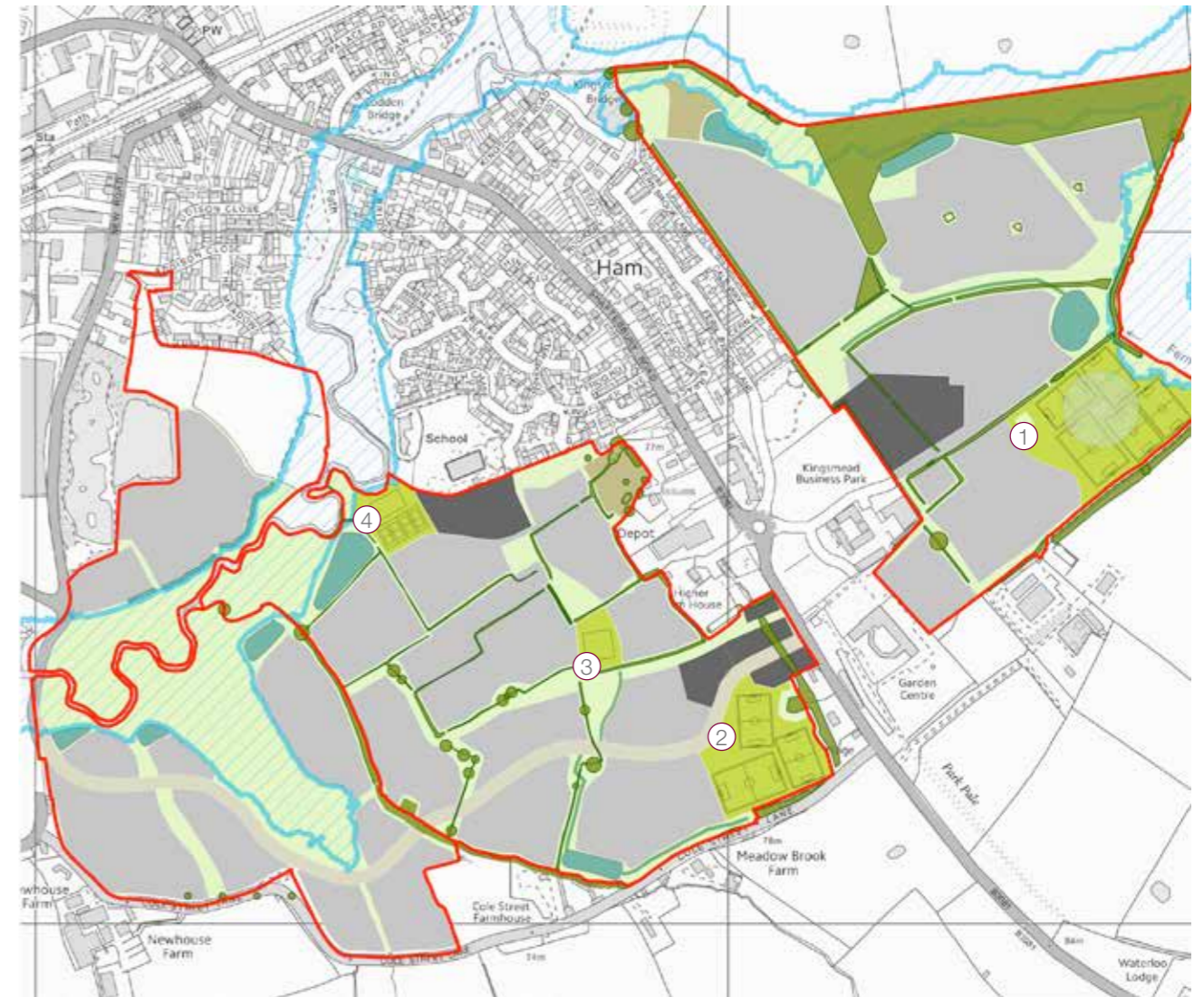


Figure 8.2: Formal sports provision plan










Children's equipped areas for play

8.17 There will be at least 1.08 hectare of children's equipped areas for play provided. These will be in the form of two neighbourhood equipped areas for play (NEAP) and four local equipped areas for play (LEAP). At least one NEAP and two LEAPs will be located to either side of Shaftesbury Road. The NEAP located to the east of Shaftesbury Road should be located adjacent to the existing LEAP at Fern Brook Lane and should be connected to the existing open space.

8.18 The remainder of the equipped areas for play will be in the form of playful landscapes / LAPs. These will be located throughout the site located within green buffer zones, tree corridors and informal open space. Some may be located within the attenuation areas ensuring that the areas will only be affected in times of extreme flood.

8.19 The playful landscape areas will have no equipment but will be imaginatively designed and contoured using as far as possible natural materials such as logs, boulders, stepping stones, grassed mounds and dry river beds creating an imaginative setting for play. A combination of amenity grass and longer wildflower meadow could be provided within these areas and the design of the attenuation basins could be modelled to include play. The children's

Play area	Area ha
 NEAP	0.2
 NEAP buffer zone (30m from habitable room)	N/A
 NEAP buffer zone within informal open space suitable for non-equipped play	0.66
 LEAP	0.17
 LEAP buffer zone (20m from habitable room)	N/A
 LEAP buffer zone within informal open space suitable for non-equipped play	0.69
 Playful landscape	0.64
Total	2.36
Total without buffer zone play	1.00

play spaces should be overlooked from nearby homes to provide natural surveillance and should be designed to provide children with an interesting, enjoyable and challenging environment in which to play as sought in the Dorset Play Strategy 2012-2016.

Allotments

8.20 The creation of allotments forms an integral part of the multi-functional green infrastructure amenity. The allotments will form a focal point for community food production. Allotments remain popular and promote energy saving local food production. Local food production, in turn, provides the opportunity for income-earning and also recreation and relaxation. Social benefits from local food production include better health and nutrition, food security within households and promotion of community social life. Allotments and or community orchards will be provided in three locations across the site, with at least one to the east and one to the

west of Shaftesbury Road. The allotments to the east of Shaftesbury Road should be positioned to the south of Kings Court Palace scheduled monument thereby protecting the setting. Allotments may be owned by the local authority / parish council / voluntary body or self managed by the allotment holders through an association. The allotments will provide approximately 75 plots as agreed with NDDC. These should be half plot size 125sqm as these will serve more residents and are seen as being more manageable. They should include a composting and recycling area, car parking, a watering point and be a secure lockable site.

Informal public open space

8.21 At least 26 hectares of informal public open space will be provided throughout the southern extension. This will generally be located along the river corridors and will build upon existing retained landscape features creating a riverside recreational park. New areas of native species woodland; new

riverbank tree planting; wildflower areas; meadow grassland, wetlands, swales and ponds as part of a sustainable urban drainage scheme will be provided. Areas of quiet natural open space will be laid out as orchards, copses and woodlands throughout the area. Residential development will be designed to overlook these areas providing natural surveillance. A variety of types and lengths of footpaths will be provided throughout the open space allowing for different lengths of walk with a variety of different experiences. A cycle route will also be provided and connectivity at various locations to the existing development edge and throughout the southern extension will be required. Other neighbourhood areas of informal open space will be provided throughout the development building upon existing hedgerows or individual trees that will be retained. These will include seating areas, grassland, wildflower and tree planting with SUDs features and possibly areas of natural play.

8.22 Topsoil and subsoil surveys will be undertaken prior to each reserved matter application to ensure that the species of planting selected are suitable for the ground conditions. All planting details for trees will comply with NHBC technical standards and be in accordance with the national plant specification. Tree planting within adopted highways will meet Dorset County Council guidelines / requirements.

Landscape land use table

Land use	Amount
Formal open space	7.0 ha
• Community building to incorporate changing provision on land to the west of Shaftesbury Road	
Primary school(s)	2.7 ha
Equipped Children's play space (includes playful landscapes)	1.0 ha
Informal open space* (Include multi-functional spaces including trees and woodland, hedgerows and buffers, habitat creation, amenity space *14.5 Ha of informal open space is within the flood zone)	28.6 ha
Attenuation basins (Includes swale corridors)	2.5 ha
Allotments (Based on 75 plots at half NSALG standards, as agreed with NDDC)	1.1 ha
Structural planting (8m strip along the south western boundary with Cole Street Lane)	0.5 ha

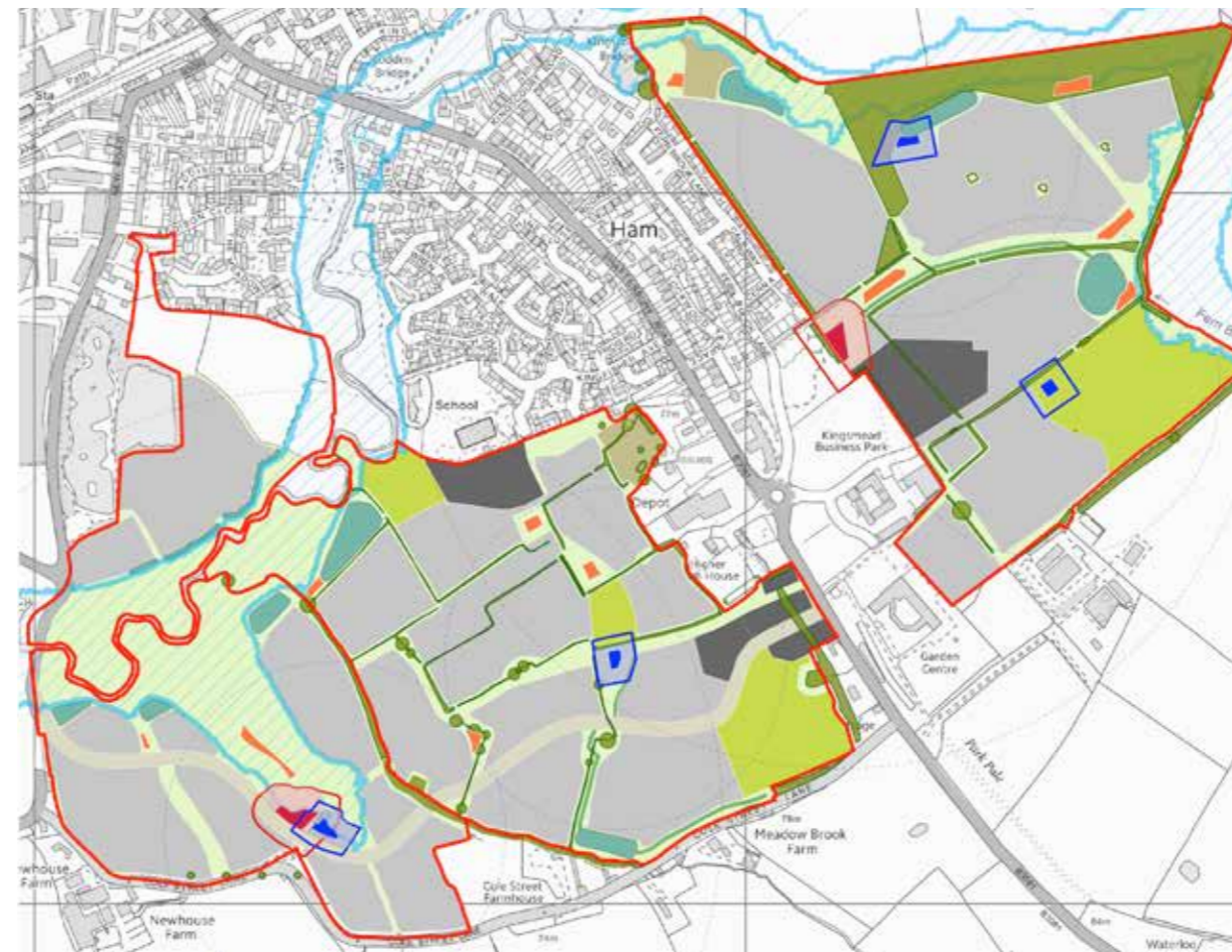


Figure 8.3: Children's play location plan

Off site features

8.23 Adjacent to the site boundary are a number of green spaces that have the potential to link with the on-site proposed green infrastructure. The key areas adjacent to the site are highlighted in figure 8.2. The Consortium will seek to work with NDDC to ensure that these areas, outside of their control, will help to create a comprehensive green infrastructure network.

Sustainable urban drainage

8.24 The proposed drainage framework has been considered as to not exacerbate any flood risk associated with properties situated upstream, or downstream of the site in accordance with principles set out within the NPPF.

8.25 The proposed development drainage strategy will comprise a traditional drainage network that will be supplemented, where practicable with various SUDs devices to provide source control, water quality and biodiversity enhancements and could include green roofs on civic buildings, basins and ponds and filter strips and swales.

8.26 The potential to use and enhance the existing water courses and ponds on site will be explored through the detailed design stages.

8.27 A shallow swale could potentially follow the alignment of the principal street, complemented in each development parcel by swales that follow the green corridors, the plan opposite indicatively highlights the location of these. These are likely to take the form of shallow grassed ditches that will be carefully incorporated into the landscape. The use of swales have a number of benefits including:

- Forms a visual feature in landscape amenity areas
- Provide corridors and new habitats for wildlife
- Provides further on-site storage in addition to the proposed attenuation basins
- Provides a visual reference aiding environmental education

8.28 In addition to the potential swales a number of attenuation basins are included across the development area, figure 8.3. These will take the form of grassed embanked basins, which where

possible will be contoured to minimise their visual impact. One or more of these basins could include an element of permanent water to allow the planting of emergent and marginal plant species providing a further wildlife / habitat area.

8.29 The final position and size of swales and attenuation basins will be determined through the detailed design stages and through further drainage studies.

Delivery

8.30 The green infrastructure will be delivered in tandem with the housing at trigger points to be agreed with NDDC. Phased delivery will be secured through a S106 Agreement.

Management

8.31 The Consortium will consider all options for the comprehensive long term management of green infrastructure. It will seek dialogue with NDDC and relevant stakeholders to determine a suitable management arrangement at the detailed design stages. Likely options include:

- The town council becomes involved with the long term management with the use of commuted sums agreed at the planning application stage
- The promoters establish a management company for all or each of the individual application areas
- The Land Trust (LT). The Land Trust (LT) is a charitable trust that has an independently appointed Board of Trustees that help steer the strategic direction of the organisation and ensure that each site delivers against the Trust's environmental, social, health, educational and economic charitable objectives. LT takes a long-term interest in sites and was established specifically to deliver in perpetuity GI management and maintenance, and to enable local organisations to implement agreed management to benefit both the community and the environment.

8.32 Management will be secured in perpetuity through a S106 Agreement.



Figure 8.4: Key green infrastructure areas outside the site

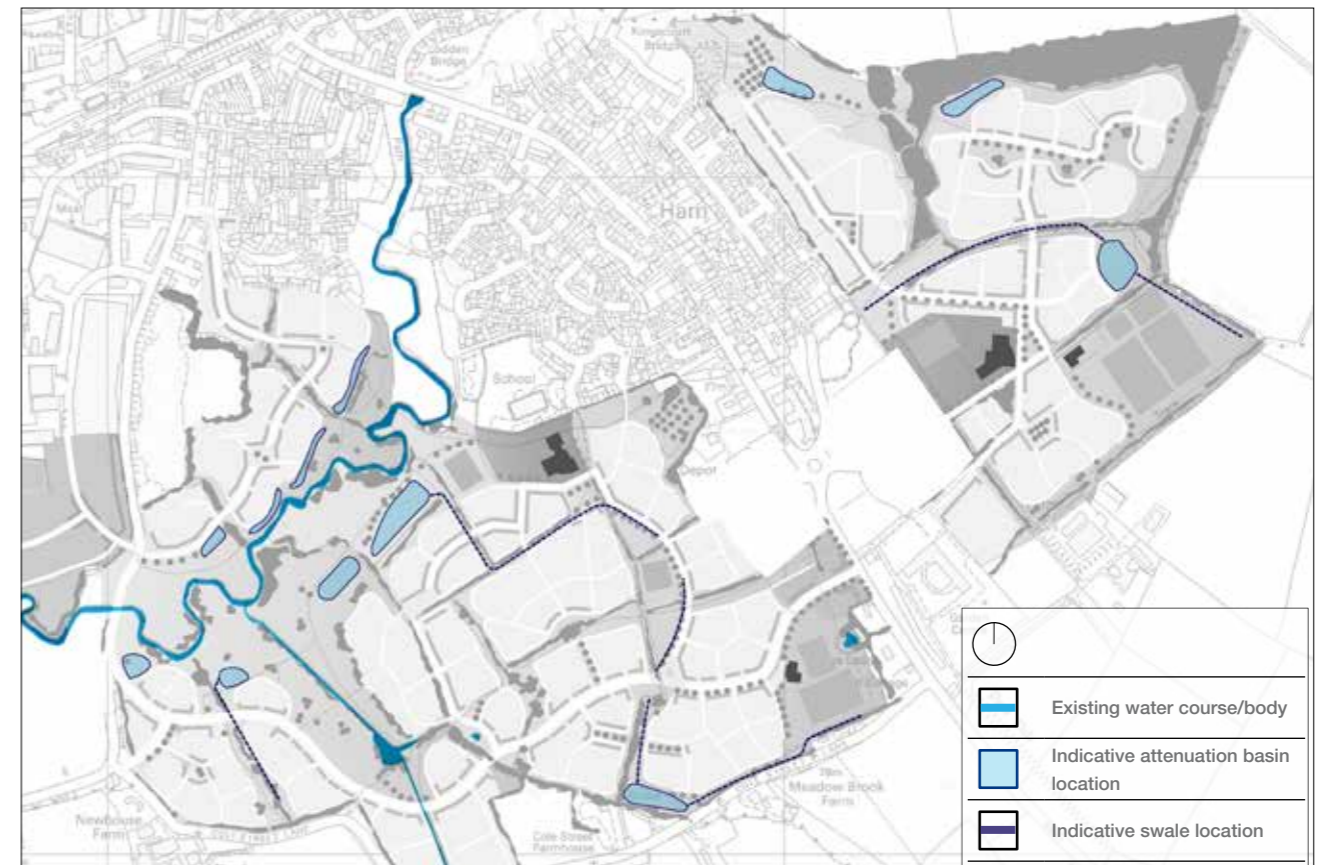


Figure 8.5: Potential swale and attenuation basin locations

09 CLIMATE CHANGE

9.1 The priority is to reduce energy demands associated with the Southern extension development at the outset and ensure that all new buildings in the Southern extension are as energy efficient as possible. In order to achieve this, the development will incorporate the following:

- A “fabric first” approach with optimum economic levels of insulation according with prevailing building regulations at the time the reserved matters applications are submitted
- Low levels of air permeability based on a “build tight, ventilate right” philosophy
- Attention to detail regarding the avoidance of thermal bridging
- Optimising the use of passive heating and cooling (and passive ventilation in the summer)
- Exploiting daylight for illumination whilst avoiding unwanted solar gains
- Minimising technical complexity and cost by “designing out” complex and costly technologies. The approach is to endeavour to keep energy

systems as small and simple as possible

- The avoidance of inefficient building plan forms with simple rectangular footprints being adopted where possible. This minimises the area of external wall in relation to floor area and therefore reduces heat loss. This design strategy also minimises the number of junctions (again reducing heat loss and thermal bridging) and reduces building material wastage.

9.2 Considerable attention to detail will be adopted in the specification of energy-using plant and equipment. Lighting will be energy-efficient and best-in-class building services plant. If domestic appliances are installed by the developer, these will be AAA-rated. The preference will be for best-in-class high efficiency gas condensing boilers, which typically result in 20% lower CO2 emissions than air-source heat pumps, which are complex to install and maintain and expensive to procure.

9.3 Buildings will be constructed in line with the current building regulations at the time.

9.4 Recycling facilities could potentially be located within the Southern extension. The scale and location of the facilities would be agreed with NDDC and the operator during the implementation phase.

Adaptability

9.5 All built development is positioned outside of the flood zone with consideration and land provided for flood attenuation measures.

9.6 These attenuation basins/swales, together with a new habitat throughout the informal open space, will increase biodiversity across the site. These areas will allow for ecological enhancement with sufficient space and flexibility for these habitats to adapt over time. The precise position and form of these areas will be determined at the detailed design stage.



10 PHASING AND INFRASTRUCTURE DELIVERY

Phasing

10.1 The new neighbourhood will be delivered over a number of years. Phasing will ultimately be determined by a series of factors including future market and commercial considerations. As such, the phasing plan in figure 10.1 provides an indication of how the neighbourhood *could* grow.

10.2 This plan will be supported by an infrastructure delivery plan (IDS), which will provide triggers for key infrastructure to be delivered alongside social and community infrastructure and new homes. These triggers will include elements such as, highways (both on and off site improvements), utilities and the local centre.

10.3 Land north east of Lodden Lakes represents the first phase of development and will be developed between 2016-2018. Thereafter, each of the constituent sites could each deliver housing and infrastructure through six further phases.

10.4 Further details on phasing will be presented as part of the works to finalise the IDS and at planning approval stages.

Phasing breakdown

10.5 The following phasing breakdown provides an indicative sequence of housing delivery together with key on site community infrastructure and off site highway improvements.

	Residential	Landscape	Strategic site roads	Off site highway	Community
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					

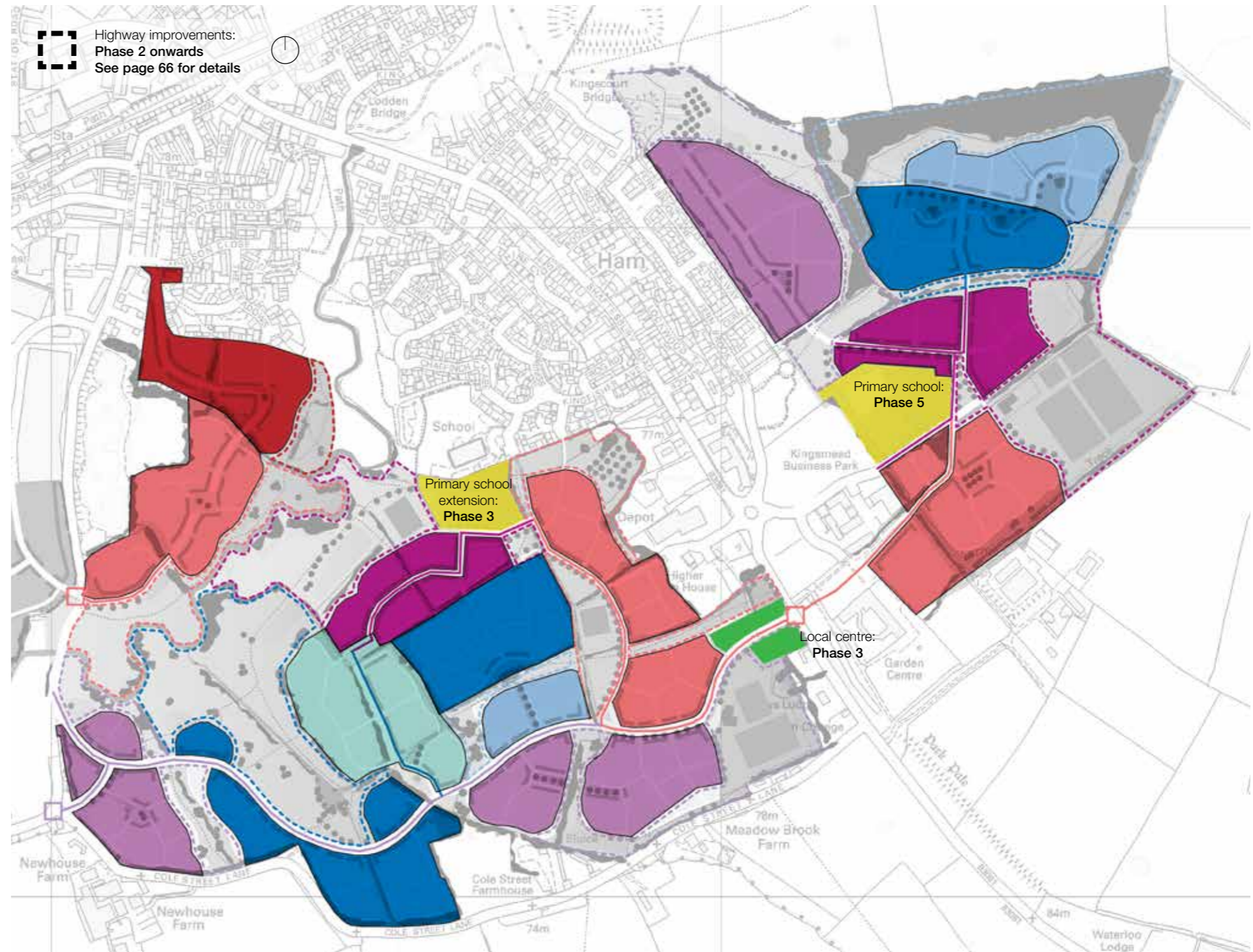


Figure 10.1: Indicative phasing plan



Phase 1 - approx 90 dwellings

- Lodden Lakes allocated and permitted outline application



Phase 2 - approx 550 dwellings

- Hill top park, including element of formal recreation
- Off site highway, as outlined on previous page
- Increase in Shaftesbury Road corridor bus service frequency



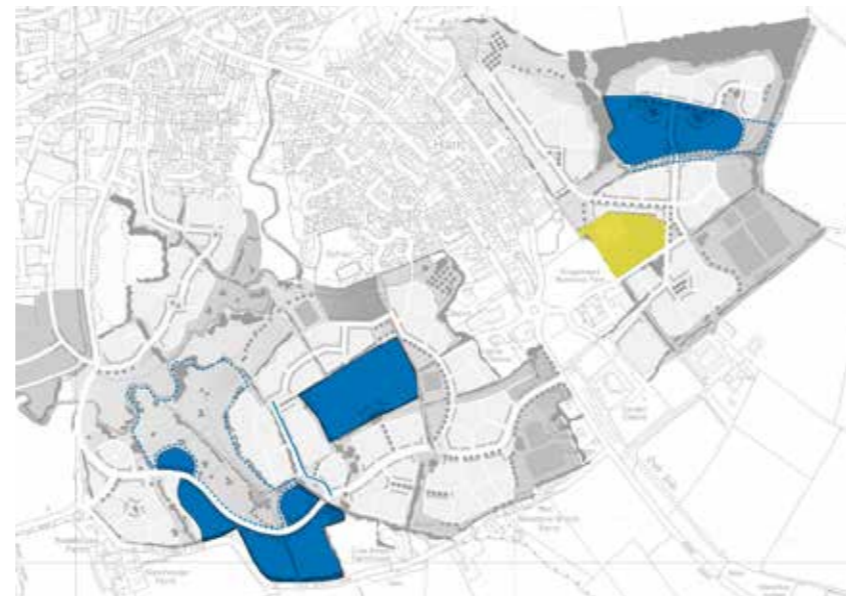
Phase 3 - approx 800 dwellings

- Recreation grounds east of Shaftesbury Road
- Local centre



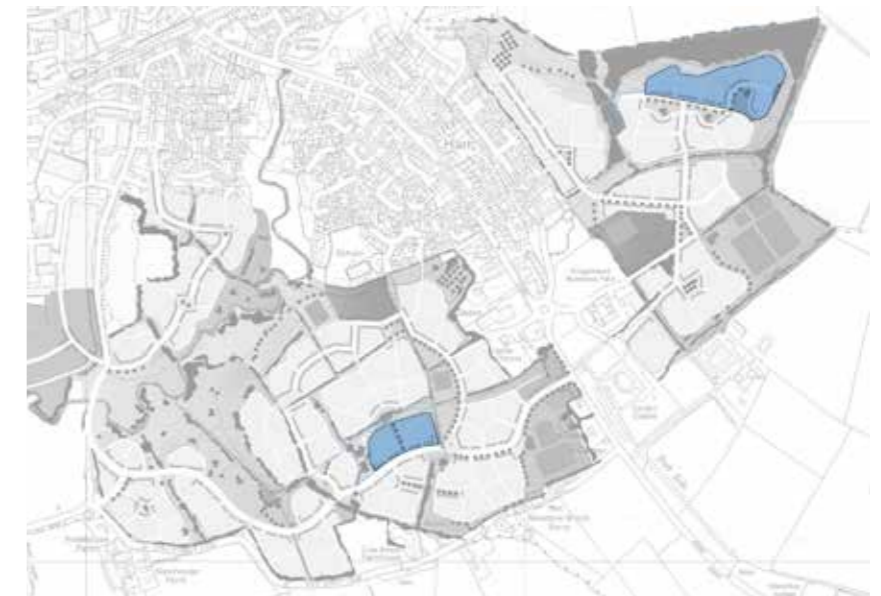
Phase 4 - approx 1200 dwellings

- Recreation grounds west of Shaftesbury Road including combined community hall and changing facilities



Phase 5 - approx 1550 dwellings

- New primary school to the east of Shaftesbury Road
- Completion of landscape works along the River Lodden corridor



Phase 6 - approx 1650 dwellings

- Housing



Phase 7 - approx 1800 dwellings

- Housing
- Completion of development

Infrastructure requirements

10.6 The details of the infrastructure required as part of the Southern extension are established by NDLP Policy 21. The specific requirements will be established evidentially through survey and assessment together with agreement with the relevant authorities in connection with the outline planning applications. Any applications on land outside the Consortium's control will be subject to the same requirements to ensure that all developers contribute proportionally to infrastructure delivery. Infrastructure associated with the Southern extension will include:

- Transportation including improvements to highways, pedestrian & cycle provision and public transport together with a travel plan
- Green infrastructure including formal and informal open space, green corridors and allotments
- Education
- Health
- Social infrastructure
- Sport
- Public services
- Emergency services
- Utilities e.g. water/electricity/telecoms/drainage

Infrastructure delivery

10.7 It is envisaged that Southern extension infrastructure delivery will be secured via a S106 agreement accompanying the grant of outline planning permission. The S106 agreement will include a detailed infrastructure delivery plan (IDS) identifying each element of infrastructure and the relevant trigger point for its delivery. The developers will voluntarily enter into a legally binding agreement to secure financial contributions at relevant stages in the development phase and to ensure that these contributions deliver relevant infrastructure as and when required. Other sources of infrastructure funding may also be sought including government or Dorset Local Economic Partnership, as appropriate. The key infrastructure associated with the Southern extension is described below:

Transportation infrastructure

10.8 The following transportation infrastructure is to be delivered as part of the Southern extension.

10.9 A phased increase in the bus service frequency on the Gillingham to Shaftesbury corridor will be implemented at 300 dwellings and 750 dwellings.

450 dwellings

- B3081 Shaftesbury Road / B3092 New Road junction improvement scheme
- B3081 Shaftesbury Road / Newbury (High Street) junction improvement scheme
- Provision of SCOOT UTC on B3081 / B3092 corridor at the following junctions:
 - B3081 Le Neubourg Way / Station Road;
 - B3081 Le Neubourg Way / Newbury (High Street)
 - B3081 Shaftesbury Road / B3092 New Road
 - B3081 Shaftesbury Road / King John Road
 - B3092 Le Neubourg Way / B3081 Wyke Road

1,100 dwellings

- Principal street (a new road link between the B3081 Shaftesbury Road and B3092 New Road)

10.10 As agreed with DCC, the phasing of the sustainable transport strategy will be determined by the location of the development parcels that come forward first, i.e. to ensure adequate pedestrian/cycling/bus infrastructure is provided to serve those areas.

Securing Southern extension Infrastructure

10.11 As noted above, the total infrastructure budget associated with the Southern extension will be established through the IDS. This will include evidentially supported infrastructure sought by the NDLP Policy 21 and additional infrastructure required to support the Southern extension such as utility connections and improvements. The IDS will be finalised prior to the submission of outline planning applications.

10.12 The IDS will also establish the trigger points for delivering infrastructure. Again, these will be established prior to the submission of outline planning applications, noting that the trigger points for the delivery of transportation infrastructure have been established in order to provide certainty at the outset.

10.13 Infrastructure will be secured on each site through legal agreements under S106 of the Town and Country Planning Act 1990 relating to each outline planning application. These S106 Agreements will identify the specific type and scale of infrastructure to be delivered on each application site along with the triggers established through the IDS. The objective is to secure the comprehensive delivery of infrastructure across the entire Southern extension.

10.14 It may well be that some of the land parcels appear to deliver more infrastructure than would normally be required on that site if the proposal was a stand-alone scheme. This is commonplace in major strategic developments and reflects the individual characteristics of individual sites and their differing roles in securing the comprehensive aims of the new development. Accordingly, the developers will enter into an agreement that secures "equalisation" payments to compensate those developers who shoulder a greater burden of infrastructure delivery to ensure that there is equal incentive for individual applications and developments to come forward. These agreements will also include provisions to ensure that infrastructure critical to the Southern extension as a whole (eg transportation and drainage) is delivered on all sites across the Southern extension in accordance with the IDS even where the landowner or developer in question is for whatever reason not proceeding with development at the required pace.

10.15 The overarching aim is to ensure that the development of the Southern extension takes place in a comprehensive and coherent manner and that it secures the objectives of NDLP Policy 21 and this MPF.

Scope of the Outline Planning Applications

10.16 It is envisaged that individual developers will scope the content of their outline planning applications with NDDC officers at the appropriate time. The scope of the applications will be undertaken against the national and local application validation checklists and the specific requirements of the respective sites. These scoping discussions will ensure a holistic and comprehensive approach to the preparation of evidence to be submitted in connection with relevant applications, including a common approach to the scale and nature of all technical information including all plans and drawings. As noted above, it is envisaged that a single ES will be prepared for the Consortium-controlled land. This document will act as a strong co-ordinating document in that the technical evidence that sits behind the assessment will be common to all sites and the assessment will consider the environmental effects of the development as a whole.

10.17 The ES will also establish an indicative delivery programme for individual elements of the Southern extension, which will necessarily depend on external factors such as prevailing market conditions. However, the NDLP trajectory for the Southern extension is considered to be realistic

Summary

10.18 This MPF seeks to respond to NDLP Policy 21. The MPF will be a material consideration in the determination of planning applications. It therefore provides a positive framework for the preparation and consideration of planning applications for the entire Southern extension. It also provides a framework to co-ordinate the comprehensive delivery of the infrastructure required to support the new community in tandem with housing and jobs.

10.19 A broad analysis of the sites' constraints and opportunities is presented as a basis for an Illustrative Layout. It is possible that the Illustrative Layout will evolve as further survey and assessment work is undertaken and this will be reflected in the planning applications.

10.20 The MPF provides the flexibility for the Southern extension development to respond to emerging national and local policy including the emerging Gillingham Neighbourhood Plan, together with other standards for example in respect of climate change and the implications it may have on new development.

10.21 Creating a strong sense of place is a key policy requirement. Accordingly, the MPF sets a clear design strategy that provides strong brief for future design work as part of the individual outline and reserved matters applications.

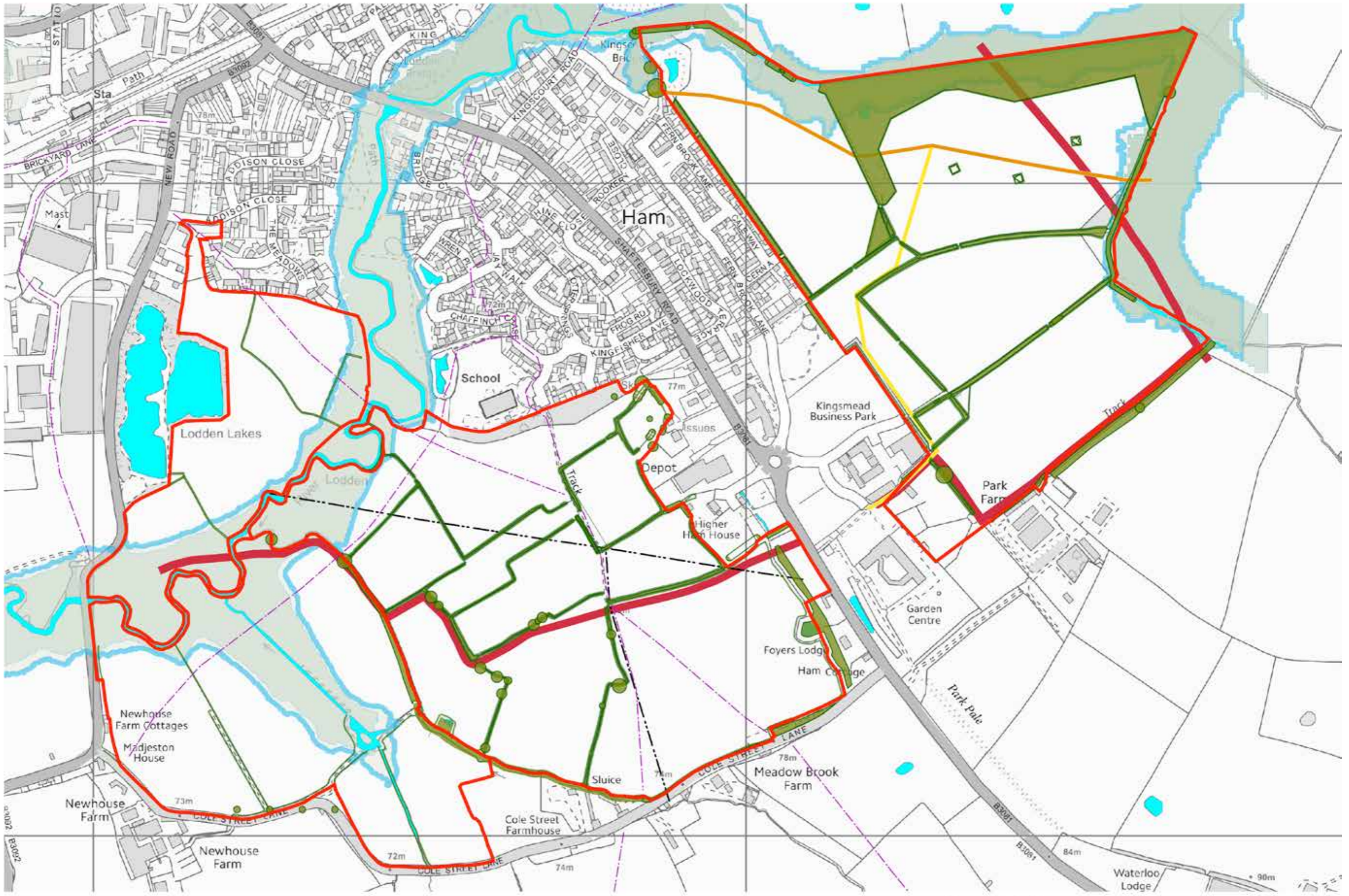
10.22 The MPF provides an indicative land use budget and phasing plan, noting that these are likely to evolve through the detailed design and implementation process.

10.23 Finally, the MPF sets a delivery framework that includes the preparation of an Infrastructure Delivery Plan and S106 Agreements relating to individual applications based on a robust cost equalisation agreement between the developers.

10.24 Overall, the MPF provides a robust and evidential basis on which to deliver the aspirations of NDLP Policy 21.

APPENDIX

Combined constraints plan
Illustrative master plan
Land use plan
Density plan
Phasing plan

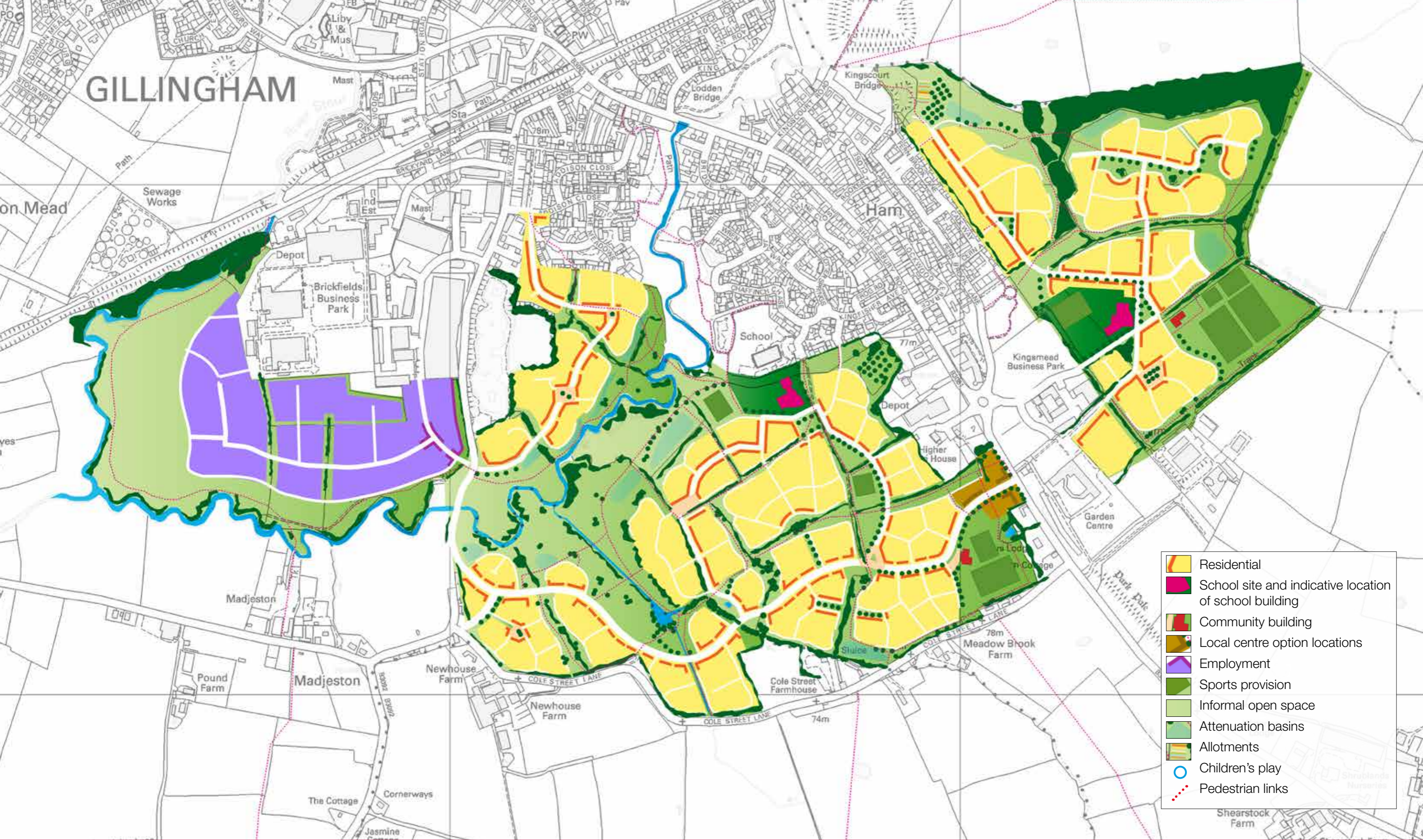


C.G. Fry & Son and Weiback Land
Gillingham southern framework

Combined constraints plan

Constraints Plan
220723MCP Rev A
May 2011
Scale: 1:5000

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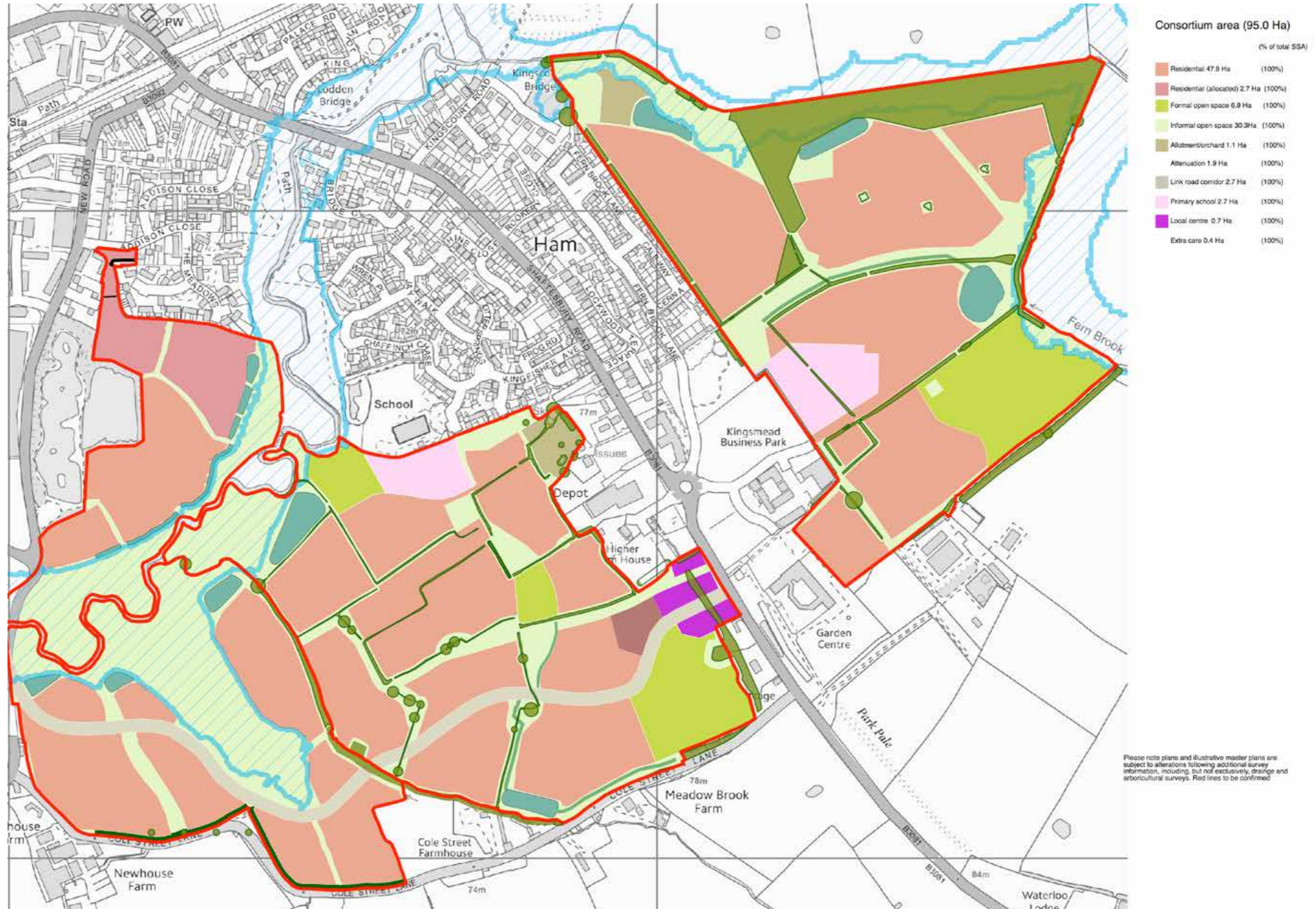
- Residential
- School site and indicative location of school building
- Community building
- Local centre option locations
- Employment
- Sports provision
- Informal open space
- Attenuation basins
- Allotments
- Children's play
- Pedestrian links

South Gillingham SSA

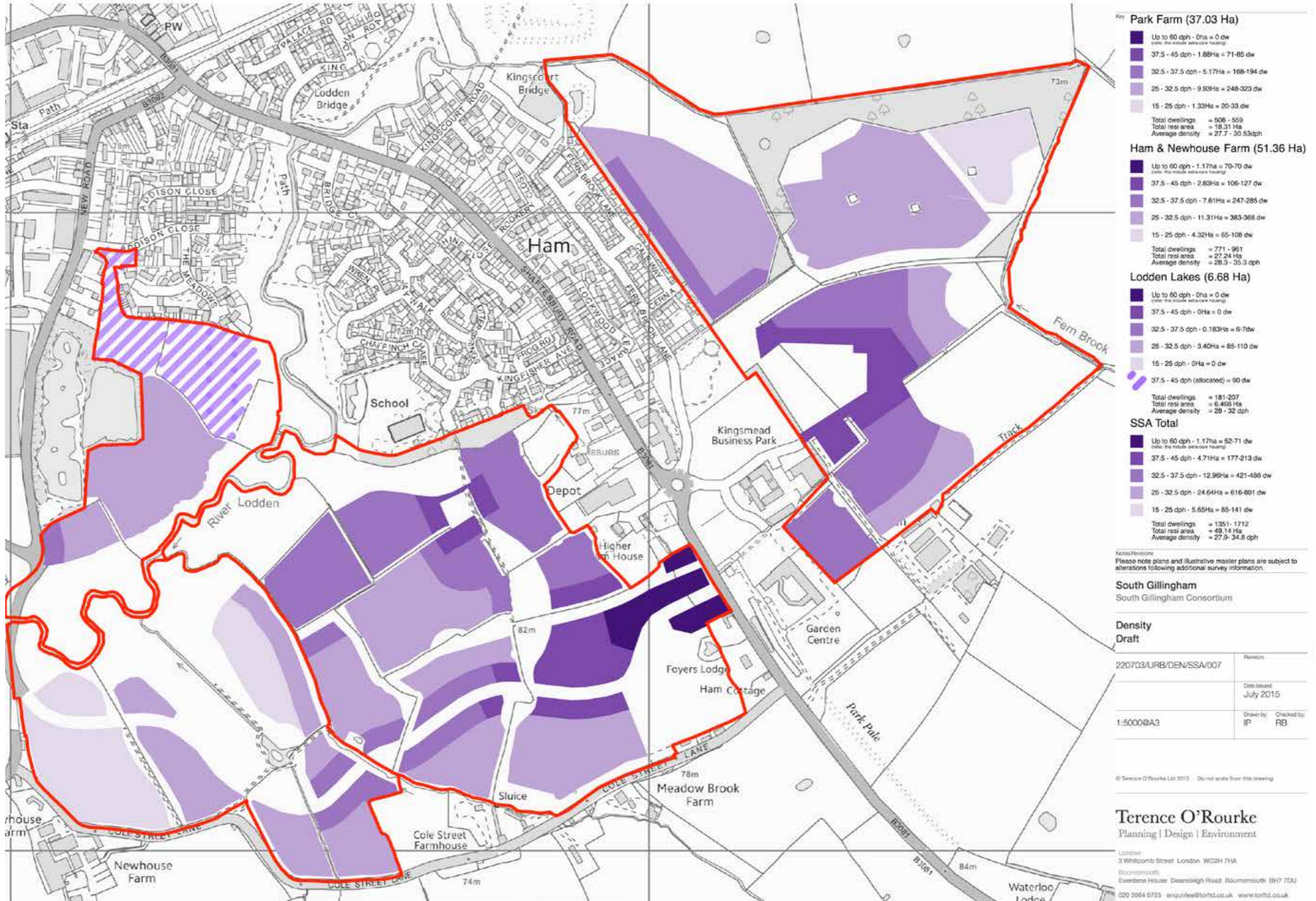
Illustrative master plan doc
Aug 15 220701_U_SK_IMP_001



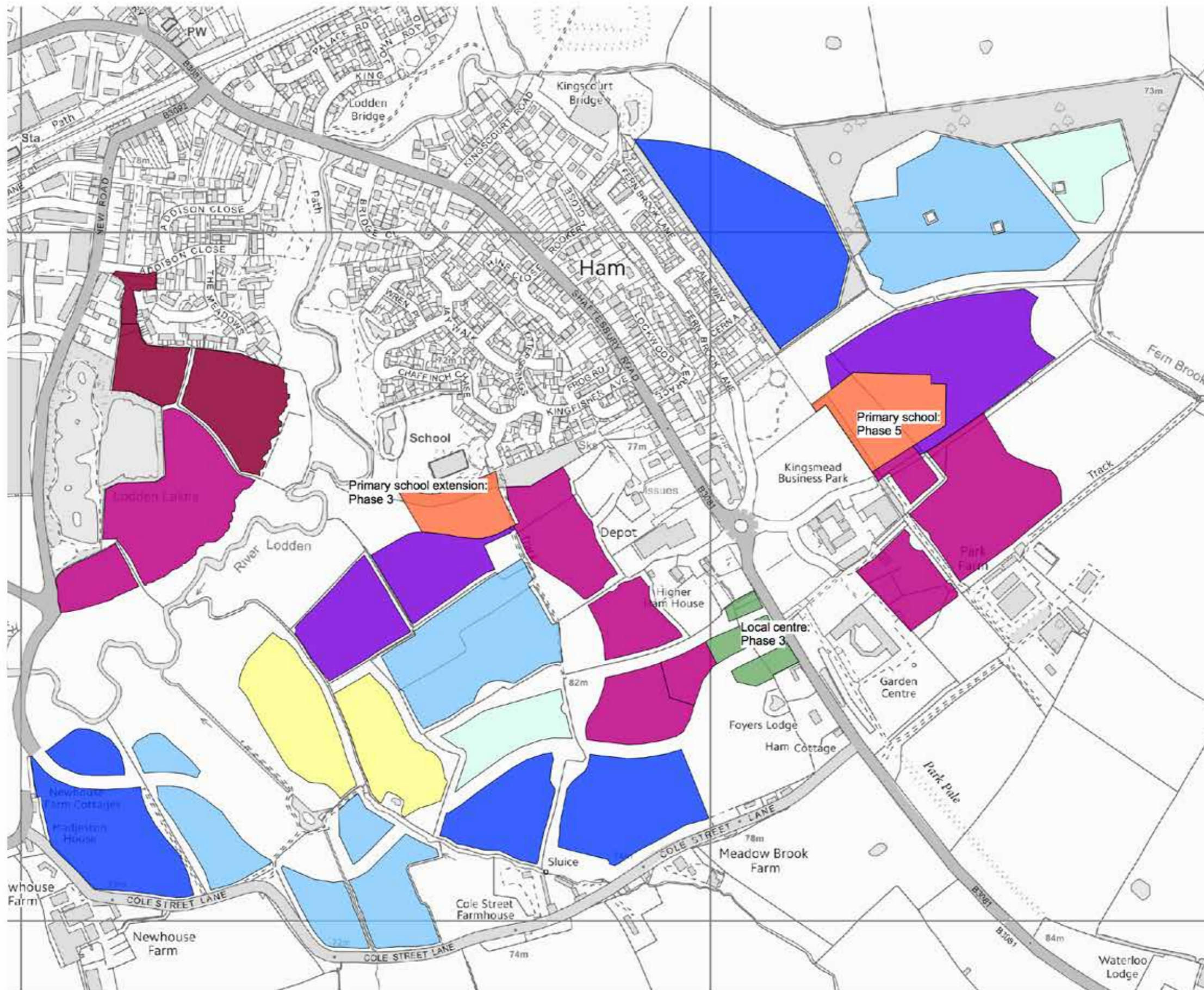
Illustrative master plan



Consortium land use plan



Consortium density plan



Key

PHASING

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6
- Phase 7
- Schools
- Local Centre



C.G.Fry & Son and Welbeck land
 South Gillingham

Phasing plan
 DRAFT FOR DISCUSSION
 220703/PH/SSA/003

Draft	drawn by IP/SL
Oct 2015	checked by JP
1:5000@A3	revised

Please note plans and illustrative master plans are subject to alterations following additional survey information, including, but not exclusively, drainage and arboricultural surveys

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Phasing plan



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