

Milborne St. Andrew

Land south of Milborne Business Park

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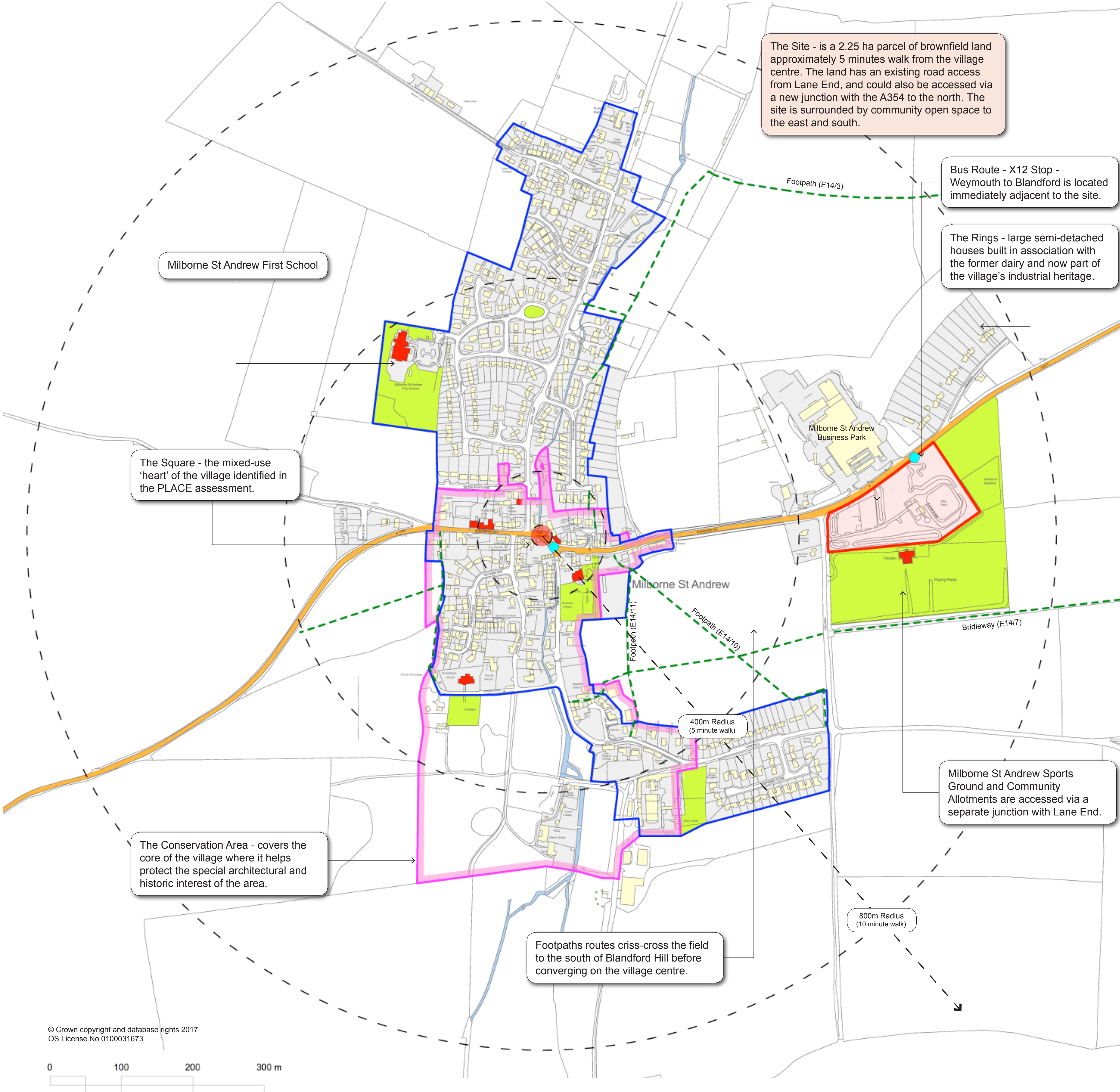
Introduction

The draft Milborne St Andrew Neighbourhood Plan has identified the land opposite Milborne Business Centre as a possible site for future development within the village. Upon the request of the Neighbourhood Plan Group (NPG), the owners of the site have prepared this illustrative material to show how it could be developed for a mix of appropriate land uses, while taking into account the community feedback and site assessment work undertaken to date.

Site Context

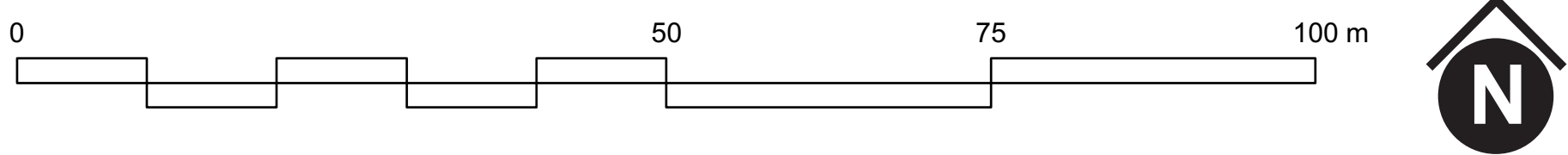
The site measures 2.25 ha (5.56 ac) and is located directly south of the Milborne Business Park on the opposite side of the A354. The land was previously developed in association with the former Bladen Diary site, for which it provided car parking and a drainage treatment works. As a large brownfield site consisting of a mixture of redundant buildings and hard-standing, the redevelopment of the land would be of benefit to the village for the following reasons.

- The re-use of a brownfield site would be environmentally sustainable by avoiding the need to build on greenfield land elsewhere within the village. Redevelopment of the land would involve the removal of the unsightly drainage basin and car parking area, and their replacement with a sensitively designed, mixed-use development in keeping with the local building styles and materials.
- The site is large enough to provide a mix of land-uses and house types, and would generate a requirement for affordable housing to help meet the local needs identified by the NPG. In addition, the site could accommodate an element of small-scale employment use along with a new GP Surgery and pre-school nursery.
- The site is easily accessible from the A354 main road, and will therefore avoid the need for additional traffic to use existing residential streets elsewhere within the village. The majority of the site adjoins open space / highway, and its development would therefore be of minimal impact to existing residential properties within the village.
- The site is well located to ensure future residents can easily access the village centre facilities via the existing footpath on the northern side of Blandford Hill. This equates to a distance of approximately 0.3 miles (4 to 5 minute walk) to the Post Office, with the First School around 0.6 miles (10 to 11 minute walk). The site is immediately adjacent to the Milborne St Andrew Sports Ground and the Community Allotments. No public right of way would be directly affected by the development of the site.



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Illustrative Masterplan

This proposal gives an impression of how the site could be developed with a mix of land uses, which include the provision of up to 60 new homes alongside a new GP surgery, pre-school nursery and a small number of live / work employment units.

The layout is based around the creation of a small-scale network of village streets which reflect the traditional character of the local area and aim to create a safe and attractive public realm.

The GP surgery, pre-school and live / work units would be accessed from Lane End, with a new junction from the A354 serving the residential land only.

The illustrative proposal includes a mix of house types and sizes, with an emphasis on smaller, affordable starter homes / apartments, along with mid-sized family accommodation. All of the homes have dedicated car parking spaces in accordance with the emerging Milborne St Andrew Residential Parking Standards for new development.

Housing Mix			
The indicative housing mix has been informed by research carried by the NPG which identified the need for a higher proportion of smaller 1 and 2 bedroom starter homes along with some family housing. The development would provide a mix of open market and affordable homes. The illustrative proposal would provide the following mix of housing:			
1bed	7 No	12 %	(Apartments)
2bed	26 No	43 %	(Apartments 15 No & Houses 11 No)
3bed	20 No	33 %	(Houses)
4bed	7 No	12 %	(Houses)

Buildings could be set back from the road to allow the introduction of a new hedge / tree planting to visually soften the appearance of the development at this point.

The illustrative layout carefully places car parking to the rear of those properties that front Blandford Hill - this permits the creation of a near-continuous building line that encloses the street and avoids the appearance of a suburban housing estate dominated by parked cars.

A new priority junction in this location would have sufficient visibility plays to permit safe access onto the A354 and could form part of a traffic calming scheme on approaching the village from the east.

Possible location for new bus lay-by - subject to detailed engineering and safety review.



Traffic Calming
Village 'Gateway' feature forming commencement of village traffic calming scheme along the A354.

Footpath route to proposed Community Woodland via The Rings. (Subject to agreeing access across private land)

Pedestrian refuge island to footpath linking to proposed Community Woodland to the north of The Rings. Refuge forming part of traffic calming scheme.

The existing bus stop could be improved with a new off-line lay-by to allow buses to pick up and set down without interrupting the movement of traffic along the A354, along with a new bus shelter.

Allotment Gardens

On-street visitor parking can be accommodated across the development in accordance with current planning policy and highway design guidance.

Surface water can be directed to a new balancing pond in the southeast corner of the site, to enable its controlled discharge via the existing SW sewer to Foxpound.

Possible footpath connection to adjacent Milborne St Andrew sports ground and Community Allotments.

Car Parking Provision

The proposals have been designed in accordance with the recommendations of the NPG's study into residential car parking for new development. This includes the use of no more than 2 inline (tandem) spaces per dwelling, and garages with minimum internal dimensions of 3x6m to ensure they can be used for parking. All 3 and 4 bedroom homes have been allocated at least 3 parking spaces, and dedicated visitor parking spaces are distributed across the site. The illustrative residential proposals provide a total of 154 parking spaces serving 60 dwellings, with a further 30 spaces serving the adjacent non-residential uses.

Employment or Live / Work units with ground floor office space and 2 bedroom apartments above. Accessed from and overlooking a communal parking

There is an opportunity to introduce a new refuge island crossing to enable pedestrians to safely cross the A354 and access the village centre / school etc, via the footpath on its northern side, and to continue the village traffic calming scheme.

In addition, the introduction of buildings and a new road junction to the south of the A354 could facilitate a reduction in the current speed limit from 40mph to

New and improved footways and junction improvements to provide safer crossing to village.

A new GP surgery could be located in the north-west corner of the site where it would be most visible from the main road and accessible from the village centre.

The existing access from Lane End could be retained and upgraded to serve a limited number of uses to include a new doctors surgery, pre-school nursery and live/work employment buildings.

This approach would separate the residential and mixed-use traffic, avoiding the need for visitors to the surgery or nursery to enter the residential area, and so helping to maintain a safe and attractive public realm.

A new pre-school nursery building could be located alongside the southern boundary where it is well away from the main road and easily accessible from the adjacent sports ground.

New 5m wide native tree and shrub planting to create a protective buffer between new homes and the sports ground to the south.

Subject to a future noise assessment, there is an opportunity to introduce a short length of acoustic boundary fencing to the north of the Pavilion should this be required.

A new public space at the centre of the development could incorporate a children's play area, located where it would be well overlooked and easily accessible by new residents.



A well designed public realm framed by a combination of detached and terraced homes would help create a safe and attractive environment for pedestrians.

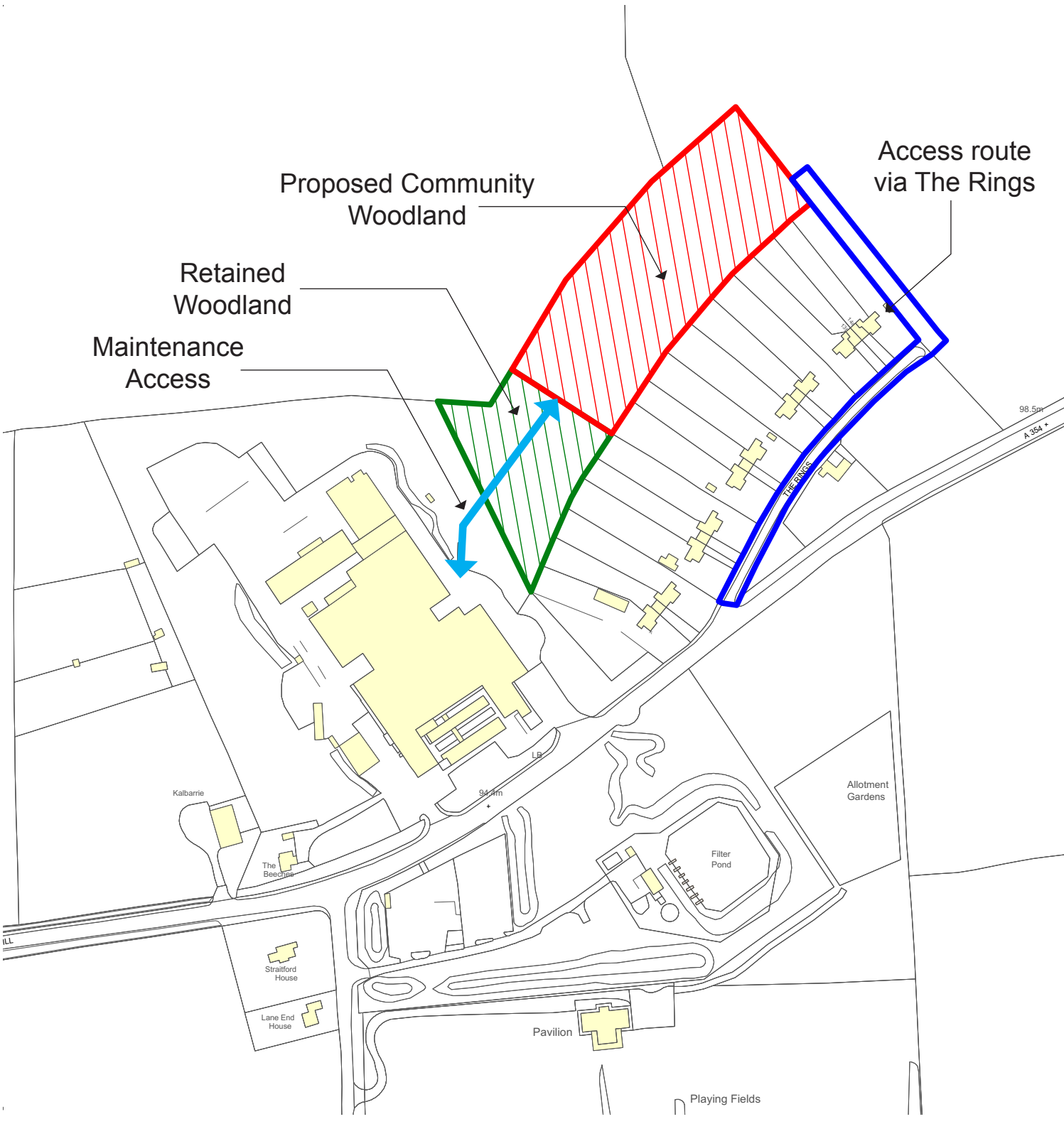
Traditional materials and architectural forms that respect the local character of the area would help integrate new development into the setting of the village.



A new public open space at the centre of the development would provide a focal point and valuable community space which could incorporate a small play area, seating and space for larger scale specimen tree planting to help create a distinctive public realm.

Community Woodland

The NPG have identified a possible requirement for a woodland site that could accommodate a small portable building suitable for coordinating outdoor activities. In addition to the illustrative proposals shown here, the owners of the site are able to provide the large area of mature woodland to the north of The Rings for this purpose. The area of woodland to be conveyed to the Parish Council is cross hatched below in red, along with a possible access route from The Rings outlined in blue, to be provided with the kind permission of Mr J. Martin. Access for the maintenance of the woodland would continue to be provided through the retained woodland cross hatched green.



New native tree and shrub planting to form a new hedgerow along the southern and eastern site boundaries.



Surface water balancing area integrated into public open space design - with controlled outfall to existing surface water drain to Foxpound.

