The draft was issued 20th February 2009 and was the subject of an 8 week public consultation. The resulting changes were agreed by the Council and the document was adopted by the Borough of Poole on 20th July 2009.

This document forms part of the evidence base for the Local Development Framework for Poole and development proposals will be reviewed according to four key documents including:

• Poole Local Plan First Alteration (adopted March 2004)
• Poole Core Strategy adopted 19th February 2009
• The Southwest Regional Spatial Strategy (public consultation) July 2008
• Bournemouth, Dorset and Poole Structure Plan 2004

The Poole Local Plan policies included in this document are under review and will be replaced as part of the Poole Core Strategy revisions.

Broadstone Conservation Areas Appraisals and Management Plans: Publication Details

The purpose of this document

To provide an analysis of the character and appearance of the Broadstone Conservation Areas in accordance with Section 71 of The Planning (Listed Buildings and Conservation Areas) Act 1990 and to formulate and publish proposals for the preservation and enhancement of Conservation Areas.

The appraisal and management proposals are intended to act as guidance to residents, planners, agents and developers in order to manage future changes and development proposals within the Conservation Areas in ways that preserve or enhance their character or appearance.

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Summary

The Conservation Areas of Poole are recognised and appreciated for the way the distinctive qualities of the buildings, the landscape, open and public spaces and trees have survived over time. They require a focused and coordinated management approach to create benefits for residents and the Borough. Good management and recognition can foster stewardship of the environment and create a sense of place.

In 2006 Tudor Road Conservation Area and the Ridgeway/Broadstone Park Conservation Area were assessed together on the basis of their historic architectural and spatial character and appearance. As a result of the assessment, proposals to extend them and options to enhance and manage them in accordance with their special character and attributes were recommended. The report will serve as evidence for Local Development Documents and development proposals for these areas will be reviewed accordingly.

The Tudor Road Conservation Area was, as a result of the 2006 consultation, re-assessed in 2007. On the basis of the assessment it has been re-named the Tudor Road / Golf Links Road Conservation Area and recognised as the early civic core of the former village and rural district of Broadstone, prior to being annexed to the Borough of Poole. The area buildings are representative of all facets of life in a Victorian railway suburb, including church, school, homes, shops, public walkways and a golf course.

The Ridgeway and Broadstone Park Conservation Area was designated in October 2004, and is representative of a mid to late Victorian settlement laid out in the style of a garden suburb to take advantage of the area’s best natural features. Solidly constructed mid to late Victorian houses, set in spacious gardens are glimpsed through large trees, gates and over boundary walls. The large trees and ridges provide a green backdrop and setting for the buildings. The open space provided by the parkland and large gardens is of increasing value for biodiversity and the amenity of residents.

Views of Broadstone Golf Course, founded 1898, from footpath off Lower Golf Links Road
Introduction

“The significance of a place embraces all the diverse cultural and natural heritage values that people associate with it, or which prompt them to respond to it. These tend to grow in strength and complexity over time, as understanding deepens and people’s perceptions of a place evolve.”

English Heritage, 2008 Conservation Principles, Policies and Guidance

“Yet Broadstone has something as important as fine buildings and that is its strong sense of community and continuity with the past”.


The Ridgeway/Broadstone Park and St. Johns Church Conservation Areas were designated in October 2004 after a survey, public consultation and initial assessment determined that they met the designation criteria set out in the Poole Local Plan. The “Conservation Areas Review: Broadstone” report to the LEOG (Local Economy Overview Group of 9.09.04), proposed designation and recommended a more detailed study of these two areas and the adjacent properties. The more detailed study now complete and comprised by this report will inform future planning decisions, site design review and tree preservation work in favour of preserving the character and appearance of the Conservation Areas. The two separate Broadstone Conservation Areas now consist of the areas illustrated in Maps 1 and 2.

Yew Avenue, St Johns Parish Church
The practice of identifying Conservation Areas dates from the passing of The Civic Amenities Act 1967 when the government recognised the importance of protecting whole areas from encroachment by inappropriate developments and ill thought out demolition. While unique buildings may be important it is the group value and layout of the buildings on their plots and their setting together with the street patterns and furniture, public open space, trees and other vegetation which all contribute to the nature and identity of a place. The 1967 legislation is now in force under The Planning Act 2008 and The Planning (Listed Buildings and Conservation Areas) Act 1990. The legislation empowers local planning authorities to exercise their duty by reviewing developments, and publishing proposals for the preservation and enhancement of Conservation Areas.

A variety of measures can be taken to influence high quality development and control adverse impacts of development in Conservation Areas. The government has granted Local Authorities specific powers, under the General Permitted Development Order, 1995 (GPDO) to control the development of properties within Conservation Areas in order to preserve and enhance their character. Demolition controls, limits to extensions and minor alterations, alterations to rooflines and cladding materials are all controlled through planning procedures that are necessary to have in place to maintain the appearance and the special features for which the area is recognised. Government guidance on managing development in Conservation Areas is given in Planning Policy Statement 5, Planning for the Historic Environment. Key principles within Planning Policy Statement 1, Delivering Sustainable Development, relate to new designs for buildings. English Heritage Guidance on conservation area appraisals and management plans provides the framework for drafting appraisals.

The Draft Regional Spatial Strategy for the Southwest 2006-2026 encourages Local Planning Authorities to identify, protect and enhance the region’s unique environmental and cultural assets. In recognising that variations “in the architecture and ‘feel’ between cities, towns and villages across the South West is a distinctive asset, with differences in character based on the age and function of the settlements and the locally available building materials”, the Strategy’s policy on the Historic Environment favours characterisation studies. Characterisation studies assist in understanding the significance of historic areas and their contribution to the local environment.

1.1 Conservation Areas in Poole

Planning policies are included in the Poole Core Strategy 2009, and form the basis for the designation and review of all developments requiring planning permission and consents in Conservation Areas. Some of the Poole Local Plan conservation policies are under review and will be replaced as part of the Poole Core Strategy revisions. Other Supplementary Planning Guidance relevant to Conservation Areas are The Landscape and Natural Environment Design Code and A Design Code, 2001.
2.1 Location

Located in the north-west of the Borough, the Ridgeway/Broadstone Park and Tudor/Golf Links Road Conservation Areas are central to Broadstone and immediately east of the commercial centre (see Map 3, page 11). The Tudor Road Conservation Area forms the linear core of buildings with the First School, the Arts & Community Centre and St. John the Baptist parish church lining the road. It is located at the centre of Broadstone with access close to where the Lower Blandford Road (B3074) meets Dunyeats Road and the Broadstone Way (A349). The roundabout at this point was the position of an important historic road and rail junction.

2.2 Setting and Topography

Both Broadstone Conservation Areas are ideally situated for access to the countryside as they are surrounded by green belt to the east, north and west. Corfe Hills to the east is an important 30 acre Nature Reserve of heathland character and part of the internationally recognised Dorset Heath. The Broadstone Golf Club within the Corfe Hills landscape character area to the north maintains the important open, heathland character and green corridor that stretches to Gravel Hill and beyond.

2.2.1 Ridgeway/Broadstone Park Conservation Area

The presence of several ridges creates sharp slopes and elevated sites along the Ridgeway with views of the coast through vegetation. Bands of clay soils run through the centre of the cricket ground on an east west axis then turn south through the western edge of the recreation ground, indicative of Poole generally, where they provided raw material for 19th century brick makers. Elsewhere silty clays and drift predominate.

The semi-wilderness area of the Broadstone Heath Local Nature Reserve which adjoins the cricket ground provides an important green corridor and continuous well treed character to the Ridgeway/Broadstone Park Conservation Area. Ridgeway is entered at a busy junction with the Lower Broadway at the Stepping Stones public house. The town centre of Broadstone is a viable commercial area with a wide variety of store chains and independent shops. While most of the shops are modern or in extensively renovated Victorian or Edwardian buildings with few architectural attributes, the overall form and scale of the road is pedestrian friendly and welcoming. The green setting, rural past and wide provision of community facilities has fostered a sense of self-containment and given residents of Broadstone the impetus to call the area an “urban village.”
2.2.2 Tudor Road Conservation Area

Tudor Road is laid out around the parish church of St. John the Baptist and its setting and topography is less dramatic than the Ridgeway. Mature trees and other vegetation enclose the churchyard and other public buildings. The south end has a red brick former stable and informal character lined with garden walls leading to a narrow public footpath surrounded with high evergreen hedges. The north end follows Golf Links Road where it bends and turns into Upper Golf Links, terminating with views of Delph House.

2.3 Settlement History

Early History:

The origins of settlement, not clearly in evidence in Broadstone, relate to its position around 2000BC on the eastern edge of the Iron Age track from Hamworthy, which was the forerunner of the later Roman road, to Badbury through Corfe Mullen and Sleight where there were settlements at that time. An ancient east/west track from Woodbury (or Bere Regis) extended eastwards towards Broadstone where the Ridgeway name remains today, south to Wallisdown.

The post-medieval settlement of the lands that came to be called Broadstone dates from the road construction of the mid-18th century to access the use of the heath land for fuel, cooking and industry. Reminders of gravel and clay extraction for road building and brick making activities are denoted in street names such as Sharlands Close, after Elias Sharland’s brickyard formerly on the Cricket Ground. West Heath, Plainfield, Black Water Bottom and Mulberry Bottom are all names descriptive of natural features and streams needed to identify fields before the enclosure movement swept away the old medieval field and drainage systems. Early buildings from this period were thatched cob cottages and outbuildings constructed from a mixture of clay earth, straw and lime burnt from local chalk pits. The cottages would have been scattered near to the resources they could acquire through squatter’s rights and the work they did, principally as labourers, turf cutters, farmers, extracting and transporting gravel, sand, clay and brick making.

Enclosure Movement:

The Enclosure Acts from 1770 to 1805 changed the pattern of building, land use and economics in a major way as landowners with the resources to fence and manage large tracts of land began to exert control over lands used more communally. The largest landowner in Broadstone was Edward Arrowsmith of the Great Canford estate. Toll road building dating from 1765 relied on prominent property owners who formed the Blandford and Poole Trust. Tollgates were built along the route from Darby’s Corner to Blandford, now the Lower and Higher Blandford Road, which crossed the area. The other toll road from Poole to Wimborne provided an important link to the Minster at Wimborne as Broadstone was in the ecclesiastical parish of Great Canford.
Map 3
Railway Era:

The construction of the London and South Western Railway (L&SWR) brought the first railway to the south-west from London through Southampton. By 1845 the L&SWR was constructed through Broadstone as Poole residents were not in favour of having a railway brought into the town. By 1860 an additional line was constructed to Wimborne and Blandford making Broadstone the end of the Somerset and Dorset Joint Railway (S&DJR). When the first station was built at Broadstone, in 1872, it was called New Poole Junction as the sole station serving the Poole area. By 1883 the station was called Poole Junction & Broadstone for the first time, after the Hamworthy station was built.

The connection between the S&DJR and the Ringwood lines at Broadstone in 1885, gave S&DJR trains direct access to Bournemouth. The station lost its important status on the L&SWR Dorchester-Waterloo main route when the causeway was built over Holes Bay linking Hamworthy and Poole in 1893, though it remained an important regional link to Bath. The name of Broadstone was in common use, in place of Corfe Hills, by the time a branch of the post office was opened in 1880 in French’s general store on Macaulay Road.

The railway at Broadstone was a major attraction for house builders, commerce and industry providing the means for transporting people and moving goods and building materials from across the railway network. Clayworkings such as Sharland’s brickworks provided locally burnt bricks to the railway contractors and the early phase of house builders. Landowners taking advantage of the best sites with views of Poole Harbour, constructed Victorian villas along the ridgeway near the railway. Commercial buildings such as the railway hotel, railway workers’ cottages and terraces of shops were all developed around the station as it increasingly became the hub of activity and transport.

The construction of a school building and chapel quickly followed the construction of the station to meet the needs and reflect the traditional values of a rapidly growing Victorian community. Sir Ivor and Lady Cornelia Guest donated the building of the village school in 1871, now Broadstone First School. As owners of the Canford Estate the Guest family held a vast estate which included much of the land in the Corfe Hills area. The historic school building is at the core of the Broadstone First School complex, on Dunyeats Road. The school buildings served as the chapel until St. John the Baptist was constructed in 1881 on land opposite the school. By 1906 the church was consecrated as the new ecclesiastical Parish of Broadstone.
Between the wars land was donated for Broadstone Recreation Ground by the Kennedy, Guest and Waterman/Ford families of the parish. The Kennedy land that was part of the woodland around Delph House, initially, was donated as a memorial park to the men who had died in WWI. The War Memorial is a tribute to both World War service people and is used for Armistice Day ceremonies. The setting of the memorial would have been a particularly noteworthy beauty spot at one time with its avenue of cherry trees and views to the Purbeck Hills.

**Post-War Development:**

With the government’s publication of the Beeching report in 1960, the road network superseded the railway. The closure and demolition of Broadstone station in 1966 marked a period of public mourning for the demise of the railways generally, and in the south-west, for the S&DJR. Railway historians and the recorders of the public heritage (now English Heritage) have recorded and written about the significance of the Broadstone Station within the national historic railway network. The expansion and development of the road network (The Broadway) ensured the steady expansion and development of Broadstone and increased car dependency.
From Rural District to Borough Status

By 1933 incorporation with Poole Borough Council was favoured as the borough offered links with mains drainage and improved health and sewerage facilities. No early industrial or earth structures or buildings are known to have survived the pre-railway era to join the present day though cob cottages were still being demolished in the 1960’s. All traces of the industrial past have been removed from the days when the Cricket Ground was a busy brickyard. The kilns were sited near the present day car park. The large pines and hardwood trees, areas of heath land and steep-sided green slopes of the ridgeway and the Blackwater/Arrowsmith Stream (a tributary of the Stour River), remains reminiscent of the pre-railway landscape. The surviving Victorian and Edwardian buildings within both Conservation Areas are good examples of the housing, commercial and civic developments, of a rural area that quickly grew into a prosperous, late Victorian suburb centred on a busy railway station.

Prior to WWII Broadstone was a well-serviced, self-contained community attracting retired service families and professionals. Local employment and the revival of rural industry was created with the founding of the Lavender farm and perfume factory on Station Road, next to the Station Hotel, from about 1900 until 1921. The golf club, ease of rail access to London and the west and north and the natural setting brought other well known people to Broadstone, the most famous of which was Alfred Russell Wallace, the scientist co-discoverer of the theory of evolution with Charles Darwin.

The community groups and clubs that were organised in Broadstone by the publication of the first community history in 1972 continue to be a focus of community life in the area. The meeting halls and clubs that abound in the Tudor Road Conservation Area are a reflection of the importance of community life.
Part 3  Physical Character and Appearance

3.1  Ridgeway and Broadstone Park

3.1.1  Spatial Character

The crest of the ridge forms a natural landmark with its important, wooded slopes highly visible from many points of view from within the Borough. The Broadstone ridge still retains much of its tree cover in keeping with the historic, remnant natural heathland areas that formed the dominant character of the landscape in the past. Ridgeway winds around the top of the contours of the ridge rising steadily towards Dunyeats Road and provides views of a variety of rooflines and the Victorian houses that dominate the road. The back gardens of the properties are heavily wooded and drop down sharply in places towards Charborough Road which is a narrow road that winds along a contour towards the recreation ground.

The historic houses of Ridgeway’s south-east side conform to Victorian suburban design principles that favoured warm red brick, gables, clay roofs and chimneys shrouded in shrubs and large trees. The houses are set back from their frontages on irregular building lines and at varying orientations to the road. There is a large dispersal grain set within verdant plots.

The Broadstone Park at the heart of the Ridgeway/Broadstone Park Conservation Area is heavily treed at the perimeter and along the natural steep-sided contours with some areas laid to lawn around the War Memorial and the cricket pitch. Special plantings of rhododendrons, azaleas and other varieties on the east side of the park, in the dell, provide colourful, spring and summer flower displays. Formal plantings were designed around the entrance to the park off Ridgeway with an avenue leading to the War Memorial sculpture. Winding paths, laid to black tarmac also enter the park off Dunyeats adjacent to the Bowling Club and the end of Charborough Road around the east and west sides of the cricket pavilion and field, past the children’s playground into the Broadstone Heath Nature Reserve. The Wessex Bowling Clubhouse and lawns laid out in the 1930s are in the north-east corner of the Recreation Ground land. The bowling green lawn borders are colourful and well managed and contribute to the garden suburb character.

3.1.2  Biodiversity of Green Spaces

Biological diversity or biodiversity is the term given to the complete variety of plants, animals and all the related natural processes that support the complex web of life. The conservation of biodiversity is at the heart of sustainable development. The wildlife and plant varieties supported by the Broadstone parkland are extensive and diverse. The War Memorial and Cricket Grounds are designated as an Urban Greenspace in the Poole Local Plan and overlap slightly just beyond the children’s play area with the informal Broadstone Heath Nature Reserve which is a Site of Nature Conservation Interest (SNCI). SNCIs are areas with flora or fauna of county-wide significance, designated by the SNCI panel of the Dorset Wildlife Trust. Both designated areas are managed in keeping with their formal and informal character and together add significantly to the biodiversity of the area.
When the plant and wildlife habitats in the parkland are combined with the great extent of private gardens covered with Tree Preservation Orders, Woodland and Groups of Tree designations in Ridgeway, the scope for a rich and dynamic natural environment is in place. The parkland also contributes an important link to the network of green corridors in the Borough with the Delph Woods Nature reserve to the north. Green corridors are essential for habitat movements and protection. Plant varieties and wildlife species have been listed in the Broadstone Recreation Ground Management Plan for the Nature Reserve though many of these same varieties can be found in the formal area of the park. Footpaths and trailways around the area provide opportunities to see wildlife and experience the smell of pine trees and the heathland and park environment.

3.1.3 Key Vistas and Views

From within Ridgeway good views of the coast and Purbeck Hills in the skyline are offered from the back gardens of properties backing onto Charborough Road. The Recreation Ground also has important views through the vegetation though the views would have been more in evidence when the park was laid out. The War Memorial was designed to offer views out to the coastline and in doing so gave a strong sense of place and orientation.

3.1.4 Building and Landscape Qualities

Ridgeway

The buildings along the south side of Ridgeway, from the entrance to the park are laid out within the natural landscape. Mature trees and groupings of shrubs dominate and enclose the large 2 storey houses. Boundary walls and hedges provide a solid frontage to the road giving the properties a secure sense of enclosure and privacy. Boundary treatments vary in design from modern brick retaining walls at No. 28, to thick hedges and decorative Victorian freestanding walls at No. 10, with curved brick wall tops that reflect the changing grade of the paving and the style and status of the house and lodge it encloses.

On entering Ridgeway from the Lower Blandford Road, Audlem Lodge and the 1920s single storey, corner house at No. 41 Kirkway frame the view. A mixture of mainly plain clay and slate cover the roofs which are an important element of Ridgeway as
chimneys, small turrets, finials and clay tile covered gables appear through and above treetops. The larger properties at No. 2/4, No. 10 and 14 have front elevations facing west to take advantage of the depth of the plots and the opportunity to have private lanes leading up to their main entrances. The unpaved private drives are an important historic landscape feature that are recorded on the 1886 OS maps when houses like Audlem Lodge, Hillcroft and Ridgeway Rise were laid out. Some of the original outbuildings that functioned as coach houses and lodges within the larger plots have been severed and converted to single housing and professional office units.

The 2006 flat conversion of the Audlem Lodge and cottage group has managed to maintain the essential character of what is known as the earliest property on Ridgeway, with building origins dating from 1862. The property is at the entrance to Ridgeway off Lower Blandford Road where it is well screened by the boundary hedge of the Stepping Stone public house. The use of buff brick, has been reported to be locally burnt at the brickyard owned by Elias Sharland. Sharland owned and built No. 2 and No. 4 for his employees. Audlem cottage, nearest the road, is later and retains its timber sliding sash windows, decorative chimneys with brick collar mouldings and slate roof. The principal house at No. 2 for which the cottage provided staff accommodation in the past, incorporates cob walls that pre-date the existing walls. The architecture is classically late Victorian with its oriel window, shallow piers, elegant pierced chimneys, proportions and setting within spacious grounds. Audlem Lodge and Cottage remain as key Victorian vernacular buildings that set the style for the design of the other villas that came later in Ridgeway.

The late Victorian two storey, red brick houses at No. 14, 18, 20 and 22 have common characteristics with tuck-pointed warm orange brick elevations, simple bargeboards and plain clay tile roofs reflecting the austerity and solidity of buildings of the period. No. 14 and 20 have south-west facing, corner turrets which take advantage of distant views out over the trees. These properties were likely developed at one time by a single builder. The decorative brick boundary wall enclosing the former lodge at No. 10A Ridgeway marks the entrance to one of the more unusual houses on the Ridgeway called Hillcroft (No. 10). Hillcroft is distinguished by more elaborate wall designs with its false half-timbered gables and decorative tile hung walls.

North of the entrance to Broadstone Park, three properties at Nos. 30, 32 and 34 form a group that contribute to the character and appearance of the entrance to the park. No. 32 Ridgeway, in particular, continues the architectural character of other properties in the Conservation Area on Ridgeway with its plain clay tile and soft orange brick and would have formed a landmark, when built at the entrance to Broadstone Park. The gardens of these three properties have a direct impact on the setting of the park and the avenue leading up to the war memorial. No. 34 has the last of the large hardwood trees in its front garden, linking its landscape to this group at the park entrance.
Charborough Road (North Side)

The properties built into the contours south of Ridgeway are enveloped by a green backdrop of heavy vegetation. The road has a narrow width emphasising the informal character of the ridge and the sense of entering a parkland. The plot widths allow for gaps between buildings which have ample vegetation that contribute to the open, natural park-like character. The gaps also provide space around the historic buildings allowing them to be set back from the more recent, post war buildings and to maintain more of their historic settings.

Buildings have been constructed over three main periods though the dominant style of the late Victorian period is more consistent on Ridgeway Road. The earliest Victorian houses which pre-date the laying out of the recreation ground, are simple two-storey, semi-detached cottages with small casement windows and plain buff and red brick elevations. The larger two-storey Victorian semi-detached houses have front facing three storey gables with ground floor bay windows overlooking the road. The smaller cottages may have served as workers’ housing for the brickworks or the staff of the larger estates on Ridgeway. The scale and variety of Victorian houses complements the informal character of the area. The Victorian houses consistently have similar setbacks from the road and small front gardens with low red brick boundary walls or small grass-covered banks.

The cluster of three houses overlooking the entrance to the Cricket Ground, including the Park Keepers Lodge at No. 37, have steep pitched clay tile roofs with high chimneys, white rendered walls, window openings and cottage style gardens characteristic of the late Arts and Craft period. These houses are possibly contemporary with the opening of the recreation ground in the 1920s and make a significant contribution to the views within and out of the wide expanse of the Cricket Ground. These properties back into the ridge which rises up more sharply where they are positioned and the grounds are treated like cottage gardens.

Charborough Road ends at the car park to the Cricket Ground. The Cricket Ground is surrounded by mature trees which offer a sweeping and classic, picturesque setting to the white rendered houses and the single story cricket pavilion with its white-painted timber verandah. The bowling club in the north east corner of the park is less visible than the cricket pavilion but is, nonetheless, essential to the character of area. The bowling club has a steeply pitched roof and false half-timbered walls in the garden suburb style.
Dunyeats and Upper Golf Links Road (north side Broadstone Park)

The north side of Dunyeats Road has a group of historic properties that all contribute positively, along with No. 2 Upper Golf Links Road, to the character and appearance of this area. Two properties in particular, at Nos. 65 and 67 Dunyeats Road have deep, heavily planted gardens with attractive frontages facing Dunyeats Road. No. 2 Upper Golf Links Road is the least altered of the buildings and plots at the lower end of Upper Golf Links, when seen from the road. No. 2 has a unique roof and Dutch gable on the front elevation and compares to No. 86 Dunyeats Road as it has naturally coloured render and other period detailing, of the same period.

Both Moorside (No. 2 Laurel Drive) and No. 86 Dunyeats Road are noteworthy houses of similar period and materials bordering the Conservation Area and associated with the history of the park. Moorside is set within the land immediately south of the bowling club and shared the park drive into the club, off Dunyeats Road, when the house was constructed. No. 86 Dunyeats Road was the home of the architect and parish councillor Osman Brown who designed it and donated the land for the adjacent bowling club. The house is designed in the transitional period of c.1930 with additions and modifications. The blue pebble dash, sprocketted eaves and timber casements fitted with leaded lights and aqua coloured glass are indicative of an Arts and Crafts influence.

3.2 Physical Character and Appearance: Tudor Road

3.2.1 Spatial Character

The formality of the Tudor Road area contrasts with the winding garden suburb character of the Ridgeway and Charborough Road areas. Tudor Road is a straight, central axis flanked by Victorian detached and semi-detached houses and the church, south of Dunyeats. The road was laid out around the church and the school initially and later provided the logical situation for clubhouses and the War Memorial Hall, north of Dunyeats Road.

St. John the Baptist Church is set within a green open space with informal shrub plantings, a mixed border with some large trees and a formal avenue of yew trees lining the path to the main entrance from the lych gate off Macaulay Road. The planting is contemporary with the building of the church as
early photographs clearly show a planting scheme becoming established by about 1906. The Tudor Road Conservation Area is close to the shopping area on the Broadway and has good pedestrian access to recreational open space.

3.2.2 Building and Landscape Qualities

Tudor Road was planned and designed around the Church of St. John the Baptist, constructed in 1887. The late Victorian suburban semi-detached houses were built within a few years of each other opposite the church. Some houses have names such as ‘Church Villas’. They are set to the same building line with consistent frontages, designs and detailing. Two storey bay windows, round window and door heads and tiled panels add detail and give the two storey houses a solidity and typical late Victorian character.

Some houses have attractive front gardens with low brick boundary walls. The detached houses at the unpaved end of Tudor Road have similar front garden boundary treatments though they would appear to have been built by a different contractor. The modern houses at the junction with Dunyeats Road have well planted front gardens that integrate well with the landscape. There is a mixture of plot sizes varying from long, narrow shapes to rectangular plots. Many plots are well planted with a rich variety of vegetation.

The warm orange-red brick used as the principal walling material is characteristic of many buildings in the immediate area as are the buff bricks used for window and door heads. Bath stone lintels and string courses have been used to good effect to add a richer palette to the colour and overall design. The plain clay tile roofs are finished with decorative bargeboards that enrich the rooflines. Newer detached houses at the Dunyeats/Tudor Road junction have been set back to maintain a consistent building line and are well landscaped to blend in with the green character of the area.

The parish Church of St. John the Baptist is a locally listed building and a landmark highly visible from Dunyeats Road and from all the surrounding properties. Mellow buff brick elevations, with stone dressings, give it an unusually soft stone like colour, contrasted against the green oasis of heavy vegetation surrounding it,
distinguishing it from the red brick used elsewhere. The plain clay tile roof adds to the soft palette and complements the buff walls. Views of windows and buff walls glimpsed through the heavy vegetation of the churchyard add a feeling of sanctuary and calm to the area. The mature vegetation of the churchyard stands in sharp contrast with the modern parish church hall and office site to the west.

The pair of semi-detached houses at No. 1 Kirkway and the detached house at No. 23 Tudor Road are generally well maintained and preserved having retained original windows, boundary treatments and landscaping all in keeping with their late Victorian period. Both the detached red brick houses No. 23 and 25 Tudor Road at the unpaved end of Tudor Road have less formal gardens set within larger grounds. The old stable known as the Red Barn at the end of Tudor Road with its plain red brick walls and informal setting is a rare survivor from the days before mains drainage was introduced and horses were stabled and used to collect from water-closets. The Public Footpath No. 22 leading from the Red Barn provides an important green, pedestrian route through to West Heath Road.

Station Approach/Moor Road

The Broadstone Hotel (now known as The Goods Yard) is the last railway building to survive substantially intact and is a very good example of the character of the commercial railway period. It is strategically placed where it overlooks the site formerly occupied by the station yard and tracks. The materials used in the building are warm orange brick contrasting with cream Bath stone window cills and corbelled and gable bands. The plain clay tile roof, large chimneys and decorative ridge tiles add architectural interest to the roofline at this prominent corner site adjacent to the school yard and opposite the shops on Moor Road.
The terrace of shops at the entrance to Moor Road forms a group with the station hotel. The end of the terrace is pre-1925 and of 2 and 3 storey red brick; it faces and complements the Hotel. Some of the shopfronts have been altered though they complement the surrounding buildings, enliven the streetscape and form an important focal point when viewed down Tudor Road. The corner café bar retains some older shop windows, original first floor sash windows and plain clay tile roof covering. Collectively the shops and workshops to the rear create a tight grain associated with commercial centres.

Millborne House is at an important junction and forms a group of public buildings with the church and school on Dunyeats Road. Walls are of two storey red brick and cream stone dressings and the clay tile roof and decorative ridge tiles add interest to the rooflines at this prominent corner site. As a former library the house remains in community use with a well treed green open space laid to a lawn to the east.

The Broadstone First School is important, architecturally and historically for its design as one of a special group in Poole, along with Hampreston and Hamworthy schools, donated by Lady Wimborne. The schools were designed in the polite Tudor revival style adopted for other cottages donated by Lady Wimborne in Canford village and elsewhere in Poole. The school has buff brick walls, with terra cotta and moulded brickwork used for distinctive door and window labels and dressings. A mature oak and sycamore tree flank the front iron gates and, together with the deep laurel hedge, create a soft, green barrier around the old school frontage. Various extensions have been linked and set back from the historic core of the school without detracting from its overall character when seen from Dunyeats Road.

The parade of 5 shops at No. 5 to 15 Dunyeats Road was historically an important entrance to what was Wimborne Road, when they were built by 1936. An historic view of the parade from the Frith collection shows how they appeared shortly after they were constructed. The parade of shops with accommodation over is a 2 storey, largely complete, modest 1930’s Art Deco style with a centre bay crowned with a pedimented parapet and two end bays with rusticated brick piers and decorative panels of herringbone brickwork. Shop fascias have decorative corbelled and tile-capped terminals.
The shopfront of No. 5 remains in near original condition. The terrace is a good example of shopfront design in the inter-war period and, gives an important sense of scale at the key junction near the Station Approach. It is opposite the Victorian building which has been extensively renovated to house the post office and a row of small independent shops and services.

The school, railway hotel, as well as the shops at the entrance to Dunyeats Road (at the Station Approach) and No. 5 to 17 on Moor Road, create a more uniform and complete assembly of traditional buildings representative of the social and commercial history and development of the area.

**Golf Links Road/Lower Golf Links Road**

The properties running north from Moor Road at Golf Links Road form part of the original Golf Links estate. This area has not been extensively redeveloped and many properties retain their historic character and appearance. Both sides of Golf Links and Lower Golf Links Road up to No. 32, just south of Delph House have a consistent period character. The road is comprised of large, late Victorian and Edwardian houses set within a richly wooded ridge on the east side that slopes down to lower heathland and the golf course on the west side. Good views out to the west look onto a green corridor and roof tops below.

Boundaries are defined mainly by manicured evergreen hedges and low boundary walls that frame the buildings along with a number of large, mature trees. The trees of the east side of the road form a deep green backdrop for the historic properties and shroud the more decent houses. Front and side gardens form an important part of the character of the post-war road.

The historic homes on Golf Links and Lower Golf Links are similar in overall character to those in the Ridgeway Conservation Area. Plain clay tiles cover the steeply pitched roofs, sash windows and soft, orange bricks and cream coloured renders are the common, traditional building materials. Some of the larger houses have additional architectural details and structures such as porches around front doors and balconies across front elevations. Small, detached garages near the roadside kerbs do not detract from the overall character.
Golf Links and Lower Golf Links Road
4.1 Negative Intrusions and Impacts

There have been some extensions and alterations to houses along Ridgeway that would not meet current guidance and standards. Renders have been added to brick walls and original doors and windows have been altered with unsympathetic replacements. Porches have also been added to front elevations that do not complement the architectural character. In a few cases post-war houses have been squeezed onto narrow plot frontages with narrow gaps between the boundaries and the adjacent properties in a way that is uncharacteristic of the area. Tarmac and block paving has been used recently for large drives where shingle would be more appropriate as it is more typical of the informal landscaping treatments in the area.

4.1.1 Ridgeway and Broadstone Park Conservation Area:

Some of the Victorian cottages on Charborough Road have replacement plastic windows and cement pointing. One house has a contemporary boundary treatment that may have replaced an original brick boundary wall.

4.1.2 Tudor/Golf Links Road Conservation Area:

The shopfronts on Moor Road have been subject to extensive alterations and many features have been removed. As shopfronts are often altered to respond to commercial trends they can be difficult to retain in their original order though they can often be reproduced or closely replicated using old photographs borrowed from nearby shops. The corner shopfront at No. 13 Moor Road retains some original windows and features. The curved shopfront window at No. 15 adds character to the corner. Signage on all the commercial properties in the Conservation Areas needs to be more sensitively designed in keeping with the style of the buildings.

The landscaping around the school on the Dunyeats Road and Tudor Road frontages is planted with greenery in keeping with the historic core of the school though there is a large expanse of tarmac at the rear of the playground which could benefit from a softer treatment. There are some unsightly telephone poles and wires on Tudor Road opposite the churchyard that would benefit from undergrounding. There are key road junctions that would benefit from the reduction of highway clutter and better roadside planning.

4.2 Problems, Pressures and Capacity for Change

There is growing pressure on the housing market and landowners to increase supplies of residential accommodation. Some of the larger Victorian houses with spacious gardens are being redeveloped for flats. In some cases there is insufficient site area to provide the accommodation, parking and amenity space without impacting on character features, the setting of the properties, mature trees and other vegetation.

Large back gardens are becoming vulnerable to severances for new housing. One development on a severed garden site has already been agreed adjacent to the Conservation Area. Future proposals for developments in back gardens will need to consider their impact on the character of the Conservation
Area and the quality of the boundary treatments, loss of verdant frontages, open spaces and the landscape and gaps around and between houses.

There are parking constraints in the area as both Conservation Areas are within walking distance of the shopping area on the Broadway. As car parks behind Somerfield and the Leisure Centre fill up, on street parking on residential streets such as Ridgeway and the lower end of Tudor Road is used to the maximum during business hours. On street parking, school related traffic and some degree of “rat running” through Tudor Road from Dunyeats to reach the Somerfield Car Park or the Broadway have increased traffic volumes and speeds in these areas. New visually obtrusive traffic calming measures have recently been installed on upper Tudor Road to reduce speeds near the school entrance.

There is increasing pressure on buildings, gardens and wildlife from the effects of climate change. As winters increasingly get wetter and windier and summers get drier, buildings, structures such as freestanding boundary walls and trees and gardens in older areas, need to be maintained in good order, to withstand impacts from the weather. Paving over front gardens and drives with tarmac, concrete brick pavers and other less porous materials causes increasing runoff in urban areas. Hard paving can cause subsidence as it reduces or stops rainfall getting into the ground and causes soils to shrink and crack. Where front gardens have been partially paved with tarmac in the Broadstone Conservation Areas, alternative, permeable materials and designs should be considered to enhance these important spaces that can improve the appearance of the street.

The Broadstone Conservation Areas have a rich variety of important mature trees situated in gardens and parkland. Trees offer shade, privacy, soil support and natural beauty to urban areas. They are essential for maintaining biodiversity and soil structures and need to be carefully considered early on in any development plans especially where houses with well treed grounds are developed.

The paving over of front gardens is no longer permitted development with non-permeable materials, from October 2008.

Poorly designed street parking can create problems for residents and pedestrian safety.
Part 5 Character Specification and Design Guidance

There are a number of features and amenities that define the character and create the appearance of each Conservation Area. The purpose of protecting designated areas is to safeguard and maintain the special overall character and the small details that combine to make each area unique. The various elements that make up the common character and appearance of the Conservation Areas are summarised here together with the policies and guidance that support their retention, conservation and guidance when maintenance is being planned and development is proposed by property owners.

In the Broadstone Conservation Areas, the general character and appearance is formed by a combination of the Victorian buildings, streetscapes within a semi-formal landscape of mature trees and well planted gardens, generous plot widths and frontages and open space, that relates more specifically to:

- the topography, varied rooflines and streetscape;
- the relationships between buildings and the open space and street frontages;
- the style, height, massing, scale, window and door details, and orientation of the buildings;
- the colours, textures and variety of building materials used;
- suburban architectural design using Arts & Crafts / late Victorian influences;
- the wider landscape context within the Dorset Heaths Internationally designated area.

PPS1 paragraph 13 (iv) states that ‘design which fails to take the opportunities available for improving the character and quality of an area should not be accepted’. This section aims to promote design that:

- enforces local character and distinctiveness;
- is of appropriate form and scale to local context;
- creates a legible, comfortable, stimulating and safe public realm;
- accommodates mixed use and tenure where possible;
- creates legible, safe and welcoming routes with inclusive access;
- protects and enhances landscape and biodiversity features;
- delivers high quality architecture that respects its context;
- preserves or enhances the character, appearance and setting of the historic environment;
- complies with current standards as set out in Building for Life, Lifetime Homes and Manual for Streets on larger sites.

Cream coloured handmade bricks set in original lime mortar, c. 1870, Broadstone First School. Jennings of Parkstone supplied all the bricks and terracotta door and window facings for the Lady Wimborne cottages in Poole.
Design Code 1: Urban Grain

Urban Grain is the pattern of the arrangement of street blocks, plots and their buildings within a settlement. Although grain is measured on a sliding scale, in general, small and frequent plot subdivisions give an area fine grain, whilst large and infrequent subdivisions give a coarse grain.

**DC 1.1**: It is imperative that new development relates to the grain of its local context unless full justification can be given. Failure to do so is likely to erode the character of the streetscene and the setting of the Conservation Areas.

Tudor Road / Golf Links Road

Tudor Road is laid out around the Parish Church and the Broadstone First School in a grid pattern that terminates in the row of shops at the T-junction with Moor Road to the north, and the parade of shops at Dunyeats Road and Station Approach. The setting of the Conservation Area is largely characterised by older renovated houses, two-storey, post-WWII semi-detached and detached housing, the Parish office and rectory on plots with fewer trees and off-street parking. The south side includes the original Tudor Road Conservation Area with the coarse grain of St.John’s Church and the finer grain of the semi-detached and terraced houses. The properties within the setting of the area retain a generally fine grain.

The buildings on Golf Links Road and Lower Golf Links Road display a fairly coarse grain of houses that reflects the suburban character of this low density area. The general character of this area is a mix of large detached villas and suburban detached housing in a woodland setting. In contrast, the smaller properties on the north side of Moor Road and the shops display a very fine grain whilst the buildings on the south side are more spread out with less fine grain reflecting the more suburban character of this area.
Along the northern side of Dunyeats Road, the grain changes from fine next to the roundabout into a very coarse grain around Broadstone School, and then regains a finer grain up to Golf Links Road.

The grain of an area also affects views along the street and between buildings. Given that much of the Conservation Area is sylvan in nature, the tree backdrop and views through to trees and landscaping is an important element in the overall character and appearance. Grain also gives a street a sense of enclosure, in evidence on Tudor Road.

**DC 1.2:** It is important to preserve the established grain and setting of the Tudor Road/Golf Links Conservation Area. Development proposals adjacent to the Conservation Area should be assessed for their potential impact. It is important to retain the common setbacks, regular gaps between buildings and the landscaped frontages.

*Within the Conservation Area and its setting, views of houses which are subservient to their sylvan backdrop are common. Development which would upset the balance between built form and landscaping will not normally be viewed favourably.*

**Ridgeway / Broadstone Park**

The curvilinear street pattern of Ridgeway sweeps along the natural lines of the topography. The orientation of buildings varies with plot width and depth. Trees and vegetation enclose all plots and conceals some buildings and parts of buildings from public view, which adds to the feeling of coarse grain in this area.
The grain here is far coarser than within the Tudor Road Conservation Area. Properties along the southern side of Ridgeway are quite dispersed, although clusters of buildings at Audlem Lodge and N°s 24-28 give the area a finer grain. N°s 30-34 Ridgeway mark a return to finer grain as one moves away from the more rural parts of the Conservation Area towards the more urban Dunyeats Road.

On Ridgeway where the green space punctures the building line, a very open, coarse grain is produced. It is desirable to maintain this relationship as green spaces are one of the defining characteristics of the Conservation Area.

Charborough Road is narrow and lined with hedges, some areas more like a rural lane, although the frontages of Victorian houses are more formal with regular setbacks. This area displays a fairly coarse grain, as do the properties around the Bowling Green.

These differences in the size and enclosure of spaces, breaks in the building line, changes to the layout of the urban grid and variation in plot sizes all add to the character of the Conservation Area and define how urban form and scale are applied on the ground.

**DC 1.3:** It is important to retain the common setbacks, orientation to the street, uneven gaps and well planted hedges and grounds between the buildings on the Ridgeway and Charborough Road in any development as they determine streetscape character and preserve the park-like character.

**Entrances**

The larger properties in the Broadstone Conservation Areas have informal, unfinished drives that wind through gardens.

Driveways can also affect the perception of grain. Wide driveways will give the impression of coarser grain whilst narrow drive entrances give a finer grain, however, this will be affected by the frequency of drive openings.

Proposals that involve significant engineering works to driveways such as the creation of basement parking areas will not normally be supported. This type of development is incongruous with the area and can have a detrimental impact on the site’s landscaping. The creation of ramps, retaining walls and other associated works can also result in damage to nearby trees.
Increasing areas of hardstanding to form enlargements to driveways or patio areas will also be critically assessed. Such development shifts the balance between built form and landscape.

**DC 1.4:** Driveways should be constructed of permeable materials – gravel is preferred – to prevent rapid run-off and flooding in the event of sudden storms.

**DC 1.5:** Heavily engineered parking solutions, such as basement parking, should be avoided as they are incongruous with the character and appearance of the Conservation Area and can have a detrimental visual impact in the streetscene.

**Plot amalgamation, severance or sub-division, and Backland Developments**

Changes to plot sizes can have a dramatic impact on grain. Where land is to be divided, it is expected that the new development will respect the grain of the area.

The amalgamation, severance or subdivision of plots will be assessed against Poole Core Strategy Policies PCS5 and PCS23 as well as the guidance in this document, and the Design Code SPG.

Large rear gardens can attract proposals for backland development. Such development can erode the openness of the Conservation Areas and will be assessed critically to ensure that their character and appearance is not unduly diminished. Gardens should be of a size commensurate with building size. Similarly proposals for backland development will be critically assessed to ensure that a sense of openness is maintained.
**DC 1.6:** Amalgamating, severing or subdividing plots must be done sensitively with regard to local context, grain, topography, views and character to ensure building lines and plot sizes preserve or enhance the character or appearance of the Conservation Area. Garden fences at entrances to new access roads should be avoided. The provision of site lines for junctions should not be detrimental to the streetscene. Full landscaping schemes are needed for all developments.

**Orientation**

The orientation of properties can also affect the grain of a street. In some parts of the Conservation Area, particularly in the Golf Links roads area, houses are often set on end to the street with the front door on the side elevation. This generally presents a narrow, flank elevation to the street that can suggest a slightly coarser grain than a house whose front door is on the main street elevation.

The curvilinear street pattern of the Ridgeway sweeps along the natural lines of the topography. The orientation of buildings varies according to plot width and depth. Trees and vegetation enclose all plots and conceal some buildings and parts of buildings from public view. Charborough Road is narrow and lined with hedges in some areas more like a rural lane, though frontages of Victorian houses are more formal with regular setbacks.

**DC 1.7:** Where it is proposed to demolish and replace an existing building, the new building should be orientated on the site in a similar way to the existing.

**Streetscape**

The houses on Tudor Road, south of Dunyeats Road, are set within large mature trees and vegetation behind formal boundary walls around the churchyard. The Victorian semi-detached houses have common setbacks and regular spaced gaps between them. Chimneys and deciduous trees form the skyline. Highway surfaces reinforce car dominance and have a jarring visual effect. On street parking is well used. Commercial streetscapes at key entrances to the area at Dunyeats Road / Station Approach and Moor Road / Station Approach have standard highway treatments and high volumes of traffic. The lower end of Tudor Road beyond Macaulay Road should retain its informal character and shingle covering as it’s important in the context of the Red Barn which was used in the rural past of Broadstone (the Design Code Supplementary Planning Guidance).

**DC 1.8:** The streetscape character of Dunyeats Road would benefit from a more pedestrian friendly approach (demarcating footpaths from car parking) and focussed lighting to slow traffic and enhance the shopping area.

**DC 1.9:** The rigid application of highway engineering standards for roads, junction layouts and turning circles can create an environment which is unpleasant and difficult to use, especially for pedestrians. Where streetscape works are proposed, it will be necessary to liaise with Transportation Services to ensure that a sympathetic solution can be found that retains or enhances pedestrian priority – see Manual for Streets.
Design Code 2: Landscape

Landscape refers to the character and appearance of land, including its shape, form, ecology, natural and man-made features, colours and elements, and the way these components combine. It also includes all open space including its planting, boundaries and treatment.

Topography

The landscape is a particularly important element of the Conservation Area, not least because Ridgeway forms a prominent feature in the wider locality and can be seen from a considerable distance away. The Ridgeway is formed geologically from a series of contours that drop down to form wooded slopes visible from within Broadstone Park and Charborough Road. The overall impact of these green ridges on the landscape is significant when viewed from within the park and Lower Blandford Road.

Character landscape features should be protected, and new development should be sited to take advantage of, and maintain, their qualities.

The Dorset Heath forms the wider setting of the Broadstone Conservation Areas. Development should have due regard to Poole Local Plan Policy BE3 and Poole Core Strategy Policy PCS28. Development within a buffer area – normally between 400m and 5km – must meet special requirements. The site’s proximity to the Heath should be verified early on in the development process.

**DC 2.1:** It is essential that the wooded slopes and contours of Ridgeway be maintained to protect tree cover, vegetation, historic and natural character. Any development / landscaping schemes must take account of these natural features that have developed over time – see Poole Local Plan Policy BE3.

**DC 2.2:** Development proposals must take account of the setting of the Conservation Area – see PPSS: HE10.

*St John’s Church and its environs enjoy a sylvan character and many nearby houses are of traditional construction. This area will be protected from unsympathetic development.*
Open Space

Green open spaces form important links throughout the Conservation Area for pedestrians. The improvement of the amenity and accessibility of such routes is welcomed.

Broadstone Park is a major focus of the Conservation Area. It is a formal suburban park maintained by the Borough of Poole’s Leisure Services Department. The avenue and north end above the slope serves as the setting for the Broadstone War Memorial and Armistice service, and the remainder is used by residents – with many children and dog-walkers, the cricket club also use the pitch and pavilion.

The War Memorial, cricket pavilion and bowling club are important historic structures within the parkland that the Council will seek to preserve and maintain. The Cricket Ground and its environs are also recognised as an important amenity space and landmarks that contribute to the quality of the green streetscape and public open space.

Development requiring planning permission will be assessed for potential impacts on adjacent parkland when access for heavy equipment and the construction of new boundary walls is required.

Within the Tudor Road area, the character of the open space varies from private cottage style gardens to more formal gardens, with the Churchyard providing a very important open space accessible to the public.

Open spaces and the green triangles formed at road junctions, are important for amenity and biodiversity and will be protected from unsympathetic development.
**DC 2.3:** The identity of the green, open spaces within the area should be protected and valued as part of the park history and green infrastructure that contributes to the biodiversity of the Borough – see **Poole Local Plan Policy NE30**.

**DC 2.4:** Development proposals for the site adjacent to Broadstone Park will be permitted on condition that they do not physically or visually detract from the green, open space – see **Poole Local Plan Policy NE29**.

**Trees and Vegetation**

Large street trees and trees within St John’s Churchyard are good specimens that contribute to the character of public areas in a positive way. Private gardens and plots are generally well planted along boundaries and borders. Housing plots are planted with hedges, large shrubs and mature trees which enhance and compliment the overall scale and colours of the buildings. Older private drives are informal with shingle surfaces and compliment the natural setting and appearance of the area.

Many large trees on the Ridgeway are protected by Tree Preservation Orders – TPOs – or by conditions attached to planning permissions. Conservation Area status gives additional protection to non-TPO trees. Advice should be sought from the Council’s Tree Officers where any works to trees are proposed. Some trees in the area are mature and will need to be replaced in order to maintain tree cover in the future. Owners wishing to landscape their gardens should be encouraged to plant appropriate tree species and manage the health of new and mature trees.

Where trees are to be removed as part of a planning permission, replacement trees of a similar character will be required with a landscape plan. New tree and shrub planting within sites will be required to be of a scale and character typical of the Conservation Area, and will be agreed with the Council’s Tree Officer.

**DC 2.5:** Buildings tend to be seen against a backdrop of trees and landscaping. The articulation, layout, orientation and grain of development all have a role to play in maintaining the balance between built form and landscape. Proposals that would result in built form becoming the dominant element on a site are unlikely to be supported (see **Landscape and Natural Environment Design Code SPG LS3**).

Large gardens contribute to the spacious character of the Conservation Area. In some areas, such as Charborough Road, buildings sit on wider plots that allow side gardens to be visible from the road. These layouts create significant gaps between buildings that again add to the openness of the Conservation Area, and proposals to erode these gaps will be strongly resisted. Proposals for side extensions or outbuildings will be assessed to ensure that openness and views through to landscaping are retained. In order to maintain openness, applications that would result in 50% or more of the site being given over to built form or hardstanding are unlikely to be viewed favourably.
Where redevelopment or extensions are proposed, existing gaps should be maintained between buildings and boundaries. The new or altered building should not normally be closer to the boundary than the existing – including garages and other outbuildings. Closer proximity to boundaries will impact the openness of the site. Care should be taken to ensure that development does not visually associate the mass of any one building or structure with another, on the same or adjoining plots. This type of development would adversely affect the spaciousness of the area.

Proposals to extend properties to the rear or erect outbuildings will also be looked at to assess their impact on the relationship between built form and landscaping. Freestanding structures such as garages may be subject to special siting requirements or material specifications to minimise their impact.

**DC 2.6:** Even though proposals for development may appear to have impacts hidden from public view, they still have an impact on the character of the Conservation Area and will be assessed accordingly. Planning & Regeneration Services will not support development that may set an undesirable precedent in the Conservation Area. Similarly, proposals which, as an accumulation of development, will adversely affect the character or appearance of the Conservation Area, will not be supported.

**DC 2.7:** Where a replacement building is larger or taller than the existing, it may be necessary to site the new building further from the boundary to ensure that the existing spacious character is maintained.
**DC 2.8:** Ecological surveys of properties with extensive woodland or vegetation are encouraged well in advance of preparing development proposals, as they may be required as part of a planning application. Development affecting protected wildlife such as bats, badgers, reptiles and amphibians must provide suitable mitigation (see *Landscape and Natural Design Code* SPG LS7).

**Entrances and Boundaries**

In Tudor Road / Kirkway, low brick boundary walls with low trimmed hedges form the frontages of houses. The Churchyard has an informal fence, large shrubs and trees that give a sense of enclosure, sanctuary and feel of a rural Churchyard. It is the most significant open space in the conservation area. Broadstone First School has an original boundary wall fronting Dunyeats Road, of masonry and decorative iron railings and matching iron gates. A deep laurel hedge has grown up around the boundary wall and the gate is flanked by two landmark trees. Golf Links and Lower Golf Links Roads have high, deep, evergreen hedges mixed with lower, more manicured boundary treatments.

Broadstone First School has an original boundary wall fronting Dunyeats Road, of masonry and decorative iron railings and matching iron gates. A deep laurel hedge has grown up around the boundary wall and the gate is flanked by two landmark trees.

**DC 2.9:** Old boundary walls and hedges should be retained and repaired using appropriate, well-matched materials as they are an important feature within the area.
**DC 2.10:** Where new developments are proposed, old boundary walls and hedges should be retained or designed as an integral part of the design, utilising the materials and detailing of the existing boundary walls and planting. Substantial planting behind the wall will normally be required. Species such as holly, yew, privet or laurel would be appropriate. Engineered bricks or concrete block should not be used. On sloping sites, walltops need to be carefully designed to maintain a harmonious line.

**DC 2.11:** Conservation Area consent is needed for the demolition of boundary walls of 1m in height or above where they front a highway, or of 2m in height or above elsewhere.

**DC 2.12:** Gates should be open in design and no more than 2m in height, measured from the adjoining highway or footway. Associated piers should be no more than 2m in height, again measured from the public side. Entrances should be designed to be discrete within the streetscene to enable natural vegetation to remain dominant. Wing walls, which curve into the bell mouth of the entrance should be avoided as they unduly emphasise its presence.

**DC 2.13:** Wherever alterations to, or the creation of new boundaries are proposed, plans should be submitted to show the boundary with full planting details – whether existing or proposed – and details of all walls, banks and railings. Streetscene drawings are particularly useful to illustrate the boundary in its context.

**DC 2.14:** Where alterations to entrances, driveways and/or parking areas are proposed, parking should be designed into the scheme, making sure that the fronts of properties are not dominated by cars, and that there is a good relationship between buildings and the street.
Significant Views

Good views are appreciated from properties along Ridgeway, from Golf Links and from Broadstone Park both within and out of the Conservation Areas. These will be important to consider when development is proposed.

This view from the War Memorial would once have been more open, allowing views down to the coast. Careful management of the vegetation is recommended to enable the vista to be opened up once again.

Glimpses into the Park from Ridgeway are an important feature of the Conservation Area.

This view of Dunyeats Road looking west towards the School is one of the most important in the Conservation Area as this road is well travelled. The strong sylvan influence will be maintained and enhanced where possible.
Design Code 3: Density & Mix

Density refers to the amount of development on a given piece of land and the range of uses. Density influences the intensity of development, and in combination with the mix of uses can affect a place’s vitality and viability. Density can be expressed as plot ratio, number of dwellings per hectare or number of habitable rooms per hectare.

Within the Conservation Area flat development is quite limited and the predominant building type is detached properties set in large plots. There is also some commercial development as well as the School, Church and Community Centre, but houses are the main building type.

The predominance of dwellinghouses has enabled the area to retain much of its traditional and well-landscaped front boundary treatments as driveways are kept at a domestic scale. In some locations, such as above shops and commercial properties, higher density development may be acceptable in principle.

Increased density through flat development tends to encourage the erosion of boundaries in order to accommodate wider vehicular access. It also often results in the replacement of front gardens with hardstanding for parking which creates a very poor relationship with the street. This enforces vehicular dominance, contrary to Manual for Streets. Schemes should enable amenity space to be retained and so maintain the openness of the Conservation Area.

DC 3.1: In cases where the rear of mixed use premises can be accessed by car, proposals to erect garages in back gardens or create hardstandings, will be carefully considered to ensure that the openness of the Conservation Area is maintained, and that its character and appearance is preserved or enhanced. Such proposals should also seek to retain sufficient amenity space for residents. Proposals that would result in 50% or more of the site being covered by buildings or hardstandings will not normally be viewed favourably.

Traditional commercial buildings within the Conservation Area, with business uses on the ground floor and residential above.
Design Code 4: Height

Scale refers to the size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines, and also has an impact on street enclosure.

Height can be expressed in terms of the number of floors; height of parapet or ridge; overall height; or combinations of these. A ratio of building height to street or space width and height relative to particular landmarks, background buildings or strategic views will also impact on the appropriateness of development and should be considered as part of any proposal.

DC 4.1: The Conservation Area contains a number of locally listed and positive buildings which are predominantly two storeys high and occasionally have subservient attic spaces.

DC 4.2: Proposals to redevelop sites or erect buildings greater than 2/2½ storeys will not normally be viewed favourably. However, in the more commercial parts of the Conservation Area, a height of three storeys may be acceptable subject to the bulk, height and articulation of the building relating positively to local context.

DC 4.3: Planning & Regeneration Services wish to ensure that the height of buildings respects the openness of the Conservation Area and preserves its character and appearance.
Design Code 5: Massing

Massing is the combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces. It is the three-dimensional expression of the amount of development on a given piece of land.

Roofs with good articulation and which relate correctly to the mass of the building will be viewed favourably. Excessive building mass that results in expanses of flat roof and box-like forms of development will not be supported.

Generally, building mass throughout the Conservation Area is typified by a two-storey square form with bays and attic space. Roofs are often hipped back which allows additional views through to landscaping.

This ‘building envelope’ – height, width, massing and depth – and the ratio between buildings and open space, define the differing local characters of the Conservation Area. Consider the difference in ratio between Lower Golf Links Road and Dunyeats Road, for example. New development should generally respect the building envelope of the locality.

**DC 5.1:** Where replacement buildings are proposed, it is expected that the mass of the new building will relate closely to that of the original. Overly dominant building envelopes can quickly erode the character of the plot, the streetscene and Conservation Area.

**DC 5.2:** Height, scale and siting of new developments and extensions should be based on the predominant building forms and character and not dominate or add excessive massing – see the *The Design Code* SPG.

**DC 5.3:** Extensions should be designed to remain subservient to the main dwelling. Ridge heights should be lower than the existing ridge, and building lines should be stepped in to reinforce their secondary nature.
Design Code 6: Architectural Details

Detail relates to the craftsmanship, building techniques, decoration, styles and elevation treatements of a building or structure. It includes all building elements such as openings and bays; entrances and colonnades; balconies and rooftops; and the rhythm of the façade.

Semi-detached and detached Victorian housing is of good quality and forms the dominant style. Details including varied rooftops, decorative barge boards, tile hanging, ornate chimney design, brickwork, bay windows, ridge tiles and stone dressings are prevalent on many buildings in and around the Conservation Area. Such features can act as cues to visually lift the appearance and quality of new development. Traditional features may be reinstated where evidence for them can be provided.

Planning & Regeneration Services support the delivery of high quality architecture that respects its context. Whilst the traditional details described above are clearly intrinsic to the character and appearance of the Conservation Area, new development should be contextual without simply creating a pastiche of traditional building styles. Conservation Areas are not static, and new development should contribute positively to the on-going evolution of Broadstone. In some cases a contemporary approach to design may be preferable. New buildings should promote or reinforce local distinctiveness without stifling innovation. The best schemes are usually those that recognise the individuality of a place, and either tailor standard solutions or create particular and original architecture for the site in question.

A selection of architectural details from Broadstone’s Conservation Areas
DC 6.1: PPS5: HE7 and HE8 / Poole Local Plan Policies BE16 and BE17 assumes a presumption in favour of preserving all buildings and structures within the Conservation Area that are identified as locally listed buildings, and those that positively contribute to the character of the area. These buildings and structures are identified on Maps 1 & 2. Where an application to demolish such a building or structure is submitted, it will be assessed against the same criteria as proposals to demolish listed buildings. In less clear-cut cases – for instance, where a building or structure makes little or no such contribution – the local planning authority will need to have full information about what is proposed for the site after demolition. Consent for demolition will not be given unless there are acceptable and detailed plans for any redevelopment that will preserve or enhance the character or appearance of the Conservation Area.

DC 6.2: It is important to retain the individual features that contribute to the character of the historic buildings and surrounding structures wherever possible, including doors, windows, solid to glazed ratios, materials, proportions, scale, height, orientation and space around the buildings as well as any later changes that are in keeping and which add to the character.

The older houses on Ridgeway are small two-storey villas with a uniformity and solidity typical of houses designed to builders’ plans of the late Victorian period. The majority have similar warm orange brickwork, plain clay tile roofs, high brick chimneys, timber sash windows oriented to views and well laid out plans. The two-storey Victorian houses have an air and grace of days gone by. A variety of rooftcapes and high quality tuck-pointed soft orange brickwork are particularly noteworthy features.

On Charborough Road, small semi-detached Victorian cottages have the appearance of rural workers’ cottages. Larger semi-detached and detached Victorian house have orange brick elevations and projecting bays with sash windows overlooking the road.

DC 6.3: Where replacement buildings are proposed, it will normally be expected that the new building will be orientated on the site in a similar way to the existing. The appropriateness of designing the front elevation parallel to the road frontage may not preserve the openness of the area. Designs that diverge from the orientation and footprint of the original should be justified in the Design & Access Statement.

DC 6.4: Where porches or other entrance details are proposed, these should be well designed to match details of the existing house and be in proportion to the door and façade. Traditional features may be reinstated where evidence for them can be provided.

DC 6.5: Where there are traditional shopfronts along parts of Moor Road, Station Approach and Dunyeats Road, shopfront design, signage and lighting should all conform to the character and appearance of the buildings and the streetscape (refer to the Poole Shopfronts and Shop Signs SPG for detailed guidance).
Design Code 7: Materials & Maintenance

Materials give texture, colour and pattern to development. They should be durable, and the way in which they are used should be carefully considered. The richness of a building lies in its use of materials which in turn contribute to the attractiveness of its appearance and the character of the area.

The majority of older buildings in Ridgeway are constructed of mainly red with some yellow brick, with stone dressings, plain clay tile roofs and timber sash windows. Buff coloured bricks are reported to have been locally burnt, probably at Sharlands brickyard. Brickwork is generally of very good quality.

Within the Tudor Road area, older public buildings are typically yellow brick with stone dressings and plain clay tile roofs. New extensions and materials have been introduced over time, which can have a jarring effect on the building and character of the area if not carried out sympathetically. Victorian houses have orange brick walls, stone dressings, white sliding sash windows and plain clay tile roofs.

Mock Tudor framing and clay tiles are also used on wall surfaces. Cream-coloured rough textured rendered walls and windows with leaded casements characterise the c1920 houses at the park-end of Charborough Road.

Used carefully, materials can reduce the visual impact of a building and form an integral part of any scheme. Samples of materials should be submitted early on in the application process, to illustrate how they will enhance new development or match up with existing elements.

A selection of local materials
**DC 7.1:** Regular and planned maintenance of historic buildings is supported and essential to avoid the extra cost of extensive repairs and replacement materials.

**DC 7.2:** There is a presumption in favour of retaining original materials such as clay roof tiles and timber windows. Where the replacement or reinstatement of such elements is required, the choice of materials should be on a like-for-like basis. See **PPS5 (p.44-5).**

**DC 7.3:** The painting and rendering of brickwork and boundary walls should be avoided as brickwork is generally of good quality and the painting or rendering of brickwork can become a maintenance problem.

**DC 7.4:** Repairs and maintenance of masonry walls should be done using traditional methods and materials. Brickwork and boundary walls should be re-pointed in lime-mortars to prevent the bricks and stonework from becoming damaged. In many cases old cement mortars can be replaced with lime mortars – see **PPS5 (p.42).**

**DC 7.5:** All new developments should relate to and complement the quality, colours, textures and detailing of the existing historic structures in the area – see **Poole Core Strategy Policy PCS23.**

**DC 7.6:** Elements such as render and tile hanging should be used correctly to highlight architectural details such as bays or gables.

* Ridgeway house reflects the pallet of local building materials with use of plain clay roof tiles, natural coloured render over soft orange brick elevations, decorative wall tiles, bargeboard over gable and timber sash windows.
6.1 New Development

There is pressure on the larger houses in the area to convert and extend them for flats. When extensions are proposed they need to be carefully considered for the impacts they may have in an area that is heavily treed and planted and takes its special character from natural and topographic features. The Ridgeway is rich in plant and wildlife and landowners are encouraged to take appropriate advice and have tree and ecological surveys carried out well in advance of any development plans if protected species are in any way in evidence.

There are a few properties within the proposed Conservation Areas of Broadstone that do not contribute positively to the understanding of the historical development of the area or reinforce the dominant character. In such cases there is some potential for re-development where a landowner can demonstrate that a new building could be designed to complement the existing character. Applications for new developments in all Conservation Areas now have to be accompanied by a written Design and Access Statement including an appraisal of how the scheme responds to the Conservation Area.

Applicants proposing large scale developments or wholesale demolition will be required to apply for Conservation Area Consent when they apply for planning permission for new developments. There is a presumption in favour of retaining all buildings which contribute positively to the character of the area (see Appendix I). Where a building makes a positive contribution to the character of the Conservation Area and is proposed for demolition, account shall be taken of the part the building plays in the architectural and/or historic interest of the area and the wider effect of demolition on the buildings’ surroundings and on the Conservation Area as a whole. Proposals for the demolition of positive or locally listed buildings in the Conservation Area will be viewed as a last resort and will be subject to the analysis recommended in PPG55, Historic Environment Planning Practice Guide (3).

Some minor developments that are normally considered permitted development require planning permission in Conservation Areas, in the following categories of alteration:

- Various types of cladding;
- Insertion of dormer windows into roof slopes;
- Installation of satellite dishes on walls, roofs or chimneys fronting a highway;
- The installation of radio masts, antennae or radio equipment;
- The size of house extensions is also more restricted;
- Solar panels are restricted on roofs/walls or standing alone where facing onto and visible from the highway.
6.2 Opportunities for Enhancement

There are ways that the Broadstone Conservation Areas can be improved by those who have an interest in maintaining what is already an attractive environment with many amenities. This environment can be protected by strengthening the identity and the quality of developments, infrastructure, the public realm and the streetscape for the future. Proposals for enhancing the area can be implemented by homeowners, the local authority, voluntary groups and developers, individually or collectively, as and when resources become available.

Recognising Significance:
- Plaque or mark historic sites such as the Conservation Area, Broadstone Railway Site, Lady Wimborne School, Sharland’s Brickworks and the War Memorial in Broadstone Park as resources become available.
- Public art is to be encouraged when developments are proposed for any gateway approaches to Broadstone such as the areas near the railway station site, open parkland or other areas within the public realm, as funds are set aside from development agreements or made available as grants.

Maintaining, Repairing and Reinstating Building Fabric:
- Encourage improvements in shopfront design and signage; on Dunyeats and Moor Roads.
- Explore Article 4 Directions for the following: windows, doors, architectural elements, roof coverings, chimneys, retention of boundary treatments fronting the highway and hardstanding.

Public Realm
Heritage Asset Management:
- Environment Team to assist other services in preparing Conservation Plans and development briefs for Broadstone School and Millbourne house as and when development proposals come forward where resources allow.
- Include repairs to the boundary wall and iron gates to the First School, within planned maintenance and repair programme to improve the visibility and setting of the historic school building when resources permit.
- Improve the tarmac covered playground area of the First School as an educational resource for outdoor learning and a more stimulating play area.
- Maintain Millbourne House by pruning the vegetation on Dunyeats Road frontage to enliven the streetscape.

Streetscape/Highway:
- Discuss traffic parking management options for on-street parking on Ridgeway.
- Monitor effectiveness of traffic calming on Tudor Road and consider other more sympathetic measures for slowing traffic.
• Standardise new and replacement street lighting by style and finish as needed.
• Improve paving and landscaping around entrances to the Tudor Road Conservation Area at Dunyeats Road and Moor Road to slow traffic.
• Reduce clutter and associated highways infrastructure such as lines and the placing of signs.

Broadstone Park:
• Update Management Plan for Broadstone Park, eg. to include formal and informal areas of the park.
• Consider proposals for improving biodiversity and public awareness of the biodiversity of the park by the following:
  A. Improving access and connections to the park; possibly including signage.
  B. Reinstating drainage ditch in Cricket Ground to reduce flooding and improve biodiversity.
  C. More regular auditing/recording of wildlife and displaying of results using existing signage or Borough of Poole website information.
  D. Reinstating historic views through vegetation from the War Memorial to the coast and improve setting of the monument.
  E. Explore opportunities for improving the playspace in Broadstone Park.

Biodiversity & Sustainability
• Encourage property owners to enhance the biodiversity of their property by improving drainage and using natural materials; enhancing habitats for wildlife through garden design and planting schemes, reducing chemical use, composting garden waste and gardening organically.

Borough of Poole, *Core Strategy*, Adopted February 2009

Borough of Poole, *Local Plan First Alteration*, Adopted March 2004

Borough of Poole, *A Design Code: Supplementary Panning Guidance*, Adopted 29 August 2001


Borough of Poole, *Shopfronts and Shop Signs*, Supplementary Planning Guidance

Borough of Poole, *A Nature Conservation Strategy for Poole*


Department of the Environment, *Planning Policy Guidance 15*


*Building Conservation Directory*, Cathedral Communications (published annually)


Broadstone Conservation Areas:

Schedule of Buildings in the Broadstone Conservation Area
(see Maps 1 & 2)

The identification of key buildings allows them to be recognised for their architectural or historic interest and contribution to the character and appearance of the Conservation Area. There are four categories for historic buildings and structures. Some buildings may be listed by statute by English Heritage. Many more buildings in the Borough of Poole are identified as unlisted, though positive or contributing buildings in Conservation Areas. Since 1994 a register of Buildings of Local Importance has been published in Appendix I of the Poole Local Plan. Some buildings may have a neutral or negative impact on the character and appearance of the Conservation Area. Neutral or negative buildings are classified neutral or negative because they have a benign impact or poor relationship to their surroundings, not due to any intrinsic or individual properties or characteristics. These four categories of buildings and structures apply to the Broadstone Conservation Areas. Proposed developments must be shown to preserve or enhance the character or appearance of the Conservation Area and exhibit a high quality of design.

Policies, Principles and Guidance

The new Planning Policy Statement 5 (2010) uses the term Heritage Asset to define those elements of the historic environment that are worthy of consideration in planning matters. The policies within the PPS aim to conserve these assets for the benefit of future generations. Sections HE6 and HE7 of PPS5 outline the steps needed to assess the significance of historic assets or buildings and the potential impact of development proposals.

PPS2 Annex 2: Definition for Heritage Asset

“A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets (as defined in this PPS) and assets identified by the local planning authority during the process of decision making or through the plan making process (including local listing).”

The Poole Core Strategy encourages developments that create locally distinctive and self-reliant
Ridgeway and Broadstone Park Conservation Area

<table>
<thead>
<tr>
<th>Address</th>
<th>Category</th>
<th>Contribution to Character</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHARBOROUGH ROAD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Charborough Rd</td>
<td>Negative</td>
<td>Post war house.</td>
</tr>
<tr>
<td>5 Charborough Rd</td>
<td>Negative</td>
<td>Post war house.</td>
</tr>
<tr>
<td>7/9 Charborough Rd</td>
<td>Positive</td>
<td>Pr. of s.d. plain fronted houses with small casement windows, unusual cream br./blue br. chequered affect.</td>
</tr>
<tr>
<td>11/13 Charborough Rd</td>
<td>Positive</td>
<td>Pr. of s.d. houses. Front elevation steps forward slightly w. gable onto the road and bay windows on gr. floor.</td>
</tr>
<tr>
<td>15/17/19/21 Charborough Rd</td>
<td>Positive</td>
<td>Pr. of s.d. house. Front elevation steps forward slightly w. outward facing gables over ground floor bay windows. Roof material altered.</td>
</tr>
<tr>
<td>23 Charborough Rd</td>
<td>Neutral</td>
<td>Post-war det. house.</td>
</tr>
<tr>
<td>25 Charborough Rd</td>
<td>Neutral</td>
<td>Post-war det. house.</td>
</tr>
<tr>
<td>27 Charborough Rd</td>
<td>Positive</td>
<td>C-shaped house set back into the ridge with outward facing gables over bay windows. Windows altered. Ground floor extension fills area between bays.</td>
</tr>
<tr>
<td>29 Charborough Rd</td>
<td>Neutral</td>
<td>Post-war det.house.</td>
</tr>
<tr>
<td>31 Charborough Rd</td>
<td>Neutral</td>
<td>Post-war det.house.</td>
</tr>
<tr>
<td>33 Charborough Rd</td>
<td>Positive</td>
<td>Forms a group w.35 and 37 Charborough Rd, all likely 1920s period, Arts-Crafts suburban style.</td>
</tr>
<tr>
<td>35 Charborough Rd</td>
<td>Positive</td>
<td>Arts-Crafts influenced style, good rough cast render, windows altered.</td>
</tr>
<tr>
<td>37 Charborough Rd</td>
<td>Positive</td>
<td>Former Park-keepers Lodge overlooking cricket ground. Good Art-Crafts detailing, small casement windows, white render, steeply pitched roof, good tall chimneys, cottage style garden all add richness to the character of the area.</td>
</tr>
<tr>
<td><strong>Cricket Club House</strong></td>
<td>Positive</td>
<td>Traditional weatherboarded clubhouse, white-painted timber porch. Adds scale and character to the cricket ground and supports continuous use.</td>
</tr>
<tr>
<td><strong>DUNYEATS ROAD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>59 Dunyeats Rd</td>
<td>Positive</td>
<td>Altered roof and windows but maintains overall character of the area with false-half timbered outward facing gable and brick ground floor.</td>
</tr>
<tr>
<td>61/63 Dunyeats Rd</td>
<td>Positive</td>
<td>Pr.s.d. houses w.natural coloured render, half-timbered outward facing gables over bay windows, tall chimneys at each end. Roof and windows altered.</td>
</tr>
<tr>
<td>65 Dunyeats Rd</td>
<td>Positive</td>
<td>Well landscaped plot, large Arts-Crafts style house with many period details.</td>
</tr>
</tbody>
</table>

The Poole Core Strategy aims to provide a Local Planning Framework to deliver high quality and distinctive places in the Borough and to retain character areas that reinforce local identity. (See Policies PCS 23 and 24).
<table>
<thead>
<tr>
<th>Address</th>
<th>Grade</th>
<th>Status</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>86 Dunyeats Rd</td>
<td></td>
<td>Positive</td>
<td>Home of Osman Brown, Architect and BoP Councillor. Built c.1930 in transitional style w. minor additions and extensions. Blue pebble dash, timber, leaded casement windows have Arts-Crafts influence. Similar in style and same period as historic houses on Upper Golf Links Rd.</td>
</tr>
<tr>
<td>Wessex Bowling Club</td>
<td></td>
<td>Positive</td>
<td>Built in 1929 in Art-Crafts style to designs and land donated by Osman Brown. Central timber porch overlooks bowling lawn. Mock tudor timber framing, with rendered panels and P c.t.r. sits well in well-landscaped plot at the north east entrance to Broadstone Park.</td>
</tr>
<tr>
<td>KIRKWAY ROAD</td>
<td></td>
<td>Positive</td>
<td>Unusual bungalow with similar features and style to larger houses on Ridgeway. Plain c.t.r., hanging tiles on gable, well portioned dormers. Landscaping and boundary treatment adds to the character of the area. Monkey Puzzle tree is a landmark.</td>
</tr>
<tr>
<td>41 Kirkway Rd</td>
<td></td>
<td>Positive</td>
<td>“Moorside”, forms setting of Bowling Club; compares to 86 Dunyeats and 2 Upper Golf Links Road in period style with natural coloured rendered elevations.</td>
</tr>
<tr>
<td>RIDGEWAY</td>
<td></td>
<td>Audlem</td>
<td>Of c.1860 period built by E.Sharland, local brickyard owner, reported to be earliest house in CA. Lodge nearest the road is ancillary to house. Cream br., slate roofs, sash.windows. Well designed conversion and extensions.</td>
</tr>
<tr>
<td>8 Ridgeway</td>
<td></td>
<td>Neutral</td>
<td>Post-war house. Landscaping is not characteristic of well planted boundaries and plots nearby.</td>
</tr>
<tr>
<td>10 Ridgeway</td>
<td></td>
<td>Positive</td>
<td>“Hillcroft” is unlike the plainer houses on the Ridgeway with richly detailed, late Edwardian features - hanging clay tiles, mock half-timbering, very good panelled chimneys with deep mouldings. Windows altered.</td>
</tr>
<tr>
<td>10A Ridgeway</td>
<td></td>
<td>Positive</td>
<td>Former Lodge to Hillcroft has gable elevation built into the orange brick boundary wall that steps down the road to the brick piers at the entrance to No.10.</td>
</tr>
<tr>
<td>14 Ridgeway</td>
<td></td>
<td>Positive</td>
<td>“Ridgeway Rise” is a key house on the largest well planted plot on Ridgeway. The house was owned by the Sharlands and has similar character to other Ridgeway houses. South-west facing corner tower with conical roof and large bay window distinguished the more significant garden elevation. Hanging tiles, and high quality brickwork add richness to the house. Plot has woodland character with a dense mix of hardwoods, pines and large shrubs. Winding shingle drive.</td>
</tr>
<tr>
<td>18 Ridgeway</td>
<td></td>
<td>Positive</td>
<td>Windows, roof altered and extended for nursing home conversion. Retains some similarities with orange br. houses, nearby.</td>
</tr>
<tr>
<td>Address</td>
<td>Rating</td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>-------------</td>
<td>---------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>20 Ridgeway</td>
<td>Positive</td>
<td>Plain, c.t.r. and orange brickwork is characteristic of nearby properties. Entrance has been altered. Concrete block drive is not characteristic of the area.</td>
<td></td>
</tr>
<tr>
<td>22 Ridgeway</td>
<td>Neutral</td>
<td>Post-war house with tarmac drive. Masonry b.w. in “patchwork” style is not characteristic of the area.</td>
<td></td>
</tr>
<tr>
<td>24 Ridgeway</td>
<td>Positive</td>
<td>White-painted rendered elevations not typical of nearby br. houses. Grounds have good trees.</td>
<td></td>
</tr>
<tr>
<td>26 Ridgeway</td>
<td>Positive</td>
<td>Coach House has good landscaping in keeping with the character of the area.</td>
<td></td>
</tr>
<tr>
<td>28 Ridgeway</td>
<td>Neutral</td>
<td>Recently constructed. House has a unique style and sits back into the backdrop of large trees provided by the park setting.</td>
<td></td>
</tr>
<tr>
<td>30 Ridgeway</td>
<td>Negative</td>
<td>Modern post-war house that breaks the building line on Ridgeway formed by Nos. 32 and 34.</td>
<td></td>
</tr>
<tr>
<td>32 Ridgeway</td>
<td>Positive</td>
<td>Very good example of a park side building constructed originally at the entrance to the park. Style continues the theme of other Ridgeway houses to the south steeply pitched plain c.t.r., orange br. ground elevations with natural coloured rendered elevations on the first floor. First floor bay windows were designed for park views.</td>
<td></td>
</tr>
<tr>
<td>34 Ridgeway</td>
<td>Neutral</td>
<td>Traditionally designed house in buff brick, built later than No. 32. Tree in grounds is a landmark and last of large trees in front gardens on north Ridgeway. Side land has access to rear of properties on Dunyeats Road.</td>
<td></td>
</tr>
<tr>
<td>UPPER GOLF LINKS ROAD 2 Upper Golf Links Rd</td>
<td>Positive</td>
<td>Similar natural coloured render and period details as 86 Dunyeats (constructed at same time). Unusually shaped gable and corner porches present an interesting roofline to the road framed by a deep evergreen hedge.</td>
<td></td>
</tr>
</tbody>
</table>

**Abbreviations:**
- pr. = pair
- det. = detached
- br. = brick
- s.d. = semi-detached
- c.t.r. = clay tile roof
- ch. = chimney
- b.w. = boundary wall
### Tudor Road and Golf Links Road Conservation Area

<table>
<thead>
<tr>
<th>Address</th>
<th>Category</th>
<th>Contribution to Character</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DUNYEATS ROAD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-15 Dunyeats Rd</td>
<td>Positive</td>
<td>Built by 1936, 2 storey parade of shops at entrance to Dunyeats Rd with accommodation over is in a 1930’s style with a central bay crowned with a pedimented parapet and 2 end bays with rusticated brick piers and panels of herringbone brickwork. Shop fascias have corbelled and tile-capped terminals. The shopfront at No. 5 remains in near original condition. Windows have been altered.</td>
</tr>
<tr>
<td>Broadstone First School</td>
<td>Local List</td>
<td>Gothic revival style school built with funding from Canford Estate. Extended in phases over the 20th C. Historic core fronting Dunyeats Road retains its architectural character. Landmark trees flank the front gates.</td>
</tr>
<tr>
<td>Millbourne House</td>
<td>Local List</td>
<td>Former BoP Branch Library. Converted to an Arts/Community Centre in 1980s. Character building of orange brick with limestone dressings. Decorative ridge tiles add interest to the roofline at this key corner site.</td>
</tr>
<tr>
<td>St. John the Baptist Church</td>
<td>Local List</td>
<td>Traditional Parish Church, built 1881 with funding from Lord Wimborne. Buff brick elevations with plain c.t.r.. Chapel added 1929. Lychgate on Macaulay Road. Plot provides an important green space on Dunyeats/Tudor Road opposite the First School.</td>
</tr>
<tr>
<td><strong>KIRKWAY ROAD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1/3 Kirkway Road</td>
<td>Positive</td>
<td>Pr. 2 storey, s.d houses in near original condition; features including, roof/ridge tiles, sash windows and doors. Boundary treatment is characteristic of the area. Corner landmark opposite churchyard.</td>
</tr>
<tr>
<td><strong>GOLF LINKS ROAD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Golf Links Rd</td>
<td>Negative</td>
<td>Modern flats incompatible with character of the area. Part of land assembly.</td>
</tr>
<tr>
<td>Fairlight Hotel</td>
<td>Neutral</td>
<td>Former hotel in house characteristic of other good historic houses on the road. Uninhabited for some time, due to land assembly, resulting in loss of architectural fabric and detail.</td>
</tr>
<tr>
<td>3 Golf Links Road</td>
<td>Positive</td>
<td>Contributes to character of area. Good mock half timbering.</td>
</tr>
<tr>
<td>5 Golf Links Road</td>
<td>Positive</td>
<td>Contributes to the character of the area. Unique boundary wall.</td>
</tr>
<tr>
<td>7 Golf Links Road</td>
<td>Positive</td>
<td>Contributes to the character of the area.</td>
</tr>
<tr>
<td>9 Golf Links Road</td>
<td>Positive</td>
<td>Contributes to the character of the area.</td>
</tr>
<tr>
<td>11 Golf Links Road</td>
<td>Positive</td>
<td>Contributes to the character of the area.</td>
</tr>
<tr>
<td><strong>LOWER GOLF LINKS ROAD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Lower Golf Links Rd</td>
<td>Positive</td>
<td>Traditional character. Restored. Modern brick b.w. constructed of atypical material.</td>
</tr>
<tr>
<td>Lower Golf Links Rd</td>
<td>Rating</td>
<td>Description</td>
</tr>
<tr>
<td>---------------------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>12</td>
<td>Positive</td>
<td>Traditional character. Recently rendered and painted with new glazed porch added. Very good br.b.w. with half rounded br.walr. Top and treatment with post box embedded.</td>
</tr>
<tr>
<td>14</td>
<td>Neutral</td>
<td>Modern post-war house set back into the ridge. Does not follow the common building line.</td>
</tr>
<tr>
<td>16</td>
<td>Neutral</td>
<td>Modern post-war house set back into the ridge. Does not follow the common building line.</td>
</tr>
<tr>
<td>17</td>
<td>Positive</td>
<td>Contributes to character of the area. Leaded upper windows sashes.</td>
</tr>
<tr>
<td>17A</td>
<td>Neutral</td>
<td>Recently built house.</td>
</tr>
<tr>
<td>18</td>
<td>Positive</td>
<td>Very good period house with many original details.</td>
</tr>
<tr>
<td>19</td>
<td>Positive</td>
<td>Contributes to the character of the area.</td>
</tr>
<tr>
<td>20</td>
<td>Positive</td>
<td>“Rivington”. Very good period details in Edwardian style.</td>
</tr>
<tr>
<td>20A</td>
<td>Negative</td>
<td>Contextually poor design.</td>
</tr>
<tr>
<td>21</td>
<td>Positive</td>
<td>Prototypical house forming character of west side of road.</td>
</tr>
<tr>
<td>22</td>
<td>Positive</td>
<td>Very good period details. Timber balustrade sits above the porch. Plain c.t.r. Has a deep eaves. Windows have leaded lights in upper sashes.</td>
</tr>
<tr>
<td>22A</td>
<td>Neutral</td>
<td>Modern design.</td>
</tr>
<tr>
<td>24A</td>
<td>Neutral</td>
<td>Set back into the ridge allowing landscape to be dominant.</td>
</tr>
<tr>
<td>24</td>
<td>Positive</td>
<td>Grandest house on the road. C-shaped drive leads up to arched canopy over the porch, which sits under a small tower. Mock half-timbered gable faces the road over a bowed bay window on ground floor. Single glazed sash windows give a balanced sedate appearance.</td>
</tr>
<tr>
<td>26</td>
<td>Positive</td>
<td>Unusual design with steeply pitched roof projecting over a full length porch on the front elevation. Porch is finished with decorative columns and woodwork. A pair of original dormers with timber sashes flanks a central porch with open balustrade. A new dormer nr the ridge is the only detracting element. Front is framed by a characteristic laurel hedge.</td>
</tr>
<tr>
<td>28</td>
<td>Positive</td>
<td>Forms a very good pair with No. 30 without the timber balustrade over the flat roofed porch and with single glazed sash windows.</td>
</tr>
<tr>
<td>30</td>
<td>Positive</td>
<td>A more “original” version than No. 28 and remarkably well maintained house. Small paned top window sashes and a timber balustrade distinguish No. 30 from No. 28.</td>
</tr>
<tr>
<td>32</td>
<td>Neutral</td>
<td>Relatively new replacement house designed by Ken Morgan Architects, well known for Dorset vernacular buildings.</td>
</tr>
<tr>
<td><strong>MOOR ROAD</strong></td>
<td><strong>TUDOR ROAD</strong></td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>--------------</td>
<td></td>
</tr>
<tr>
<td>1 Moor Rd</td>
<td>Neutral</td>
<td></td>
</tr>
<tr>
<td>5 Moor Rd</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>7 Moor Rd</td>
<td>Neutral</td>
<td></td>
</tr>
<tr>
<td>9 Moor Rd</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>11 Moor Rd</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>15 Moor Rd</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>17 Moor Rd</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>19a/19b Moor Rd</td>
<td>Neutral</td>
<td></td>
</tr>
<tr>
<td>21 Moor Rd</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>Broadstone Youth Club</td>
<td>Neutral</td>
<td></td>
</tr>
<tr>
<td><strong>TUDOR ROAD</strong></td>
<td>Neutral</td>
<td></td>
</tr>
<tr>
<td>11A/B Tudor Rd</td>
<td>Neutral</td>
<td></td>
</tr>
<tr>
<td>13/15 Tudor Rd</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>17/19 Tudor Rd</td>
<td>Positive</td>
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</tr>
<tr>
<td>21 Tudor Rd</td>
<td>Neutral</td>
<td></td>
</tr>
<tr>
<td>23 Tudor Rd</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>25 Tudor Rd</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>27 Tudor Rd</td>
<td>Positive</td>
<td></td>
</tr>
</tbody>
</table>

**MOOR ROAD**

- **1 Moor Rd**
  - Positive: Property with good character features and garden with unusual orientation facing RoW.

- **5 Moor Rd**
  - Positive: Good period buildings, designed with the curve in the road – contemporary with railway use. Shopfronts should be reinstated.

- **7 Moor Rd**
  - Positive: Ditto

- **9 Moor Rd**
  - Positive: Ditto

- **11 Moor Rd**
  - Positive: Ditto

- **15 Moor Rd**
  - Positive: Good corner building with original shopfront features.

- **17 Moor Rd**
  - Positive: Good pair inter-war shopfronts. Corner shop has period curved window.

- **19a/19b Moor Rd**
  - Neutral: S.D. in poor condition due to land assembly.

- **21 Moor Rd**
  - Positive: Very good period corner building with wooded ridge backdrop. Steeply pitched c.t.r has deep eaves and large chimneys.

- **Broadstone Youth Club**
  - Neutral: Purpose built for BoP. Landscaping could be improved.

**TUDOR ROAD**

- **11A/B Tudor Rd**
  - Neutral: Landscaping integrates well with streetscape at this important corner.

- **13/15 Tudor Rd**
  - Positive: Typical red brick s.d. house forms character of streetscape.

- **17/19 Tudor Rd**
  - Positive: Ditto

- **21 Tudor Rd**
  - Neutral: Reasonable contextual design. Limited landscaping which could be improved in keeping with the adjacent properties.

- **23 Tudor Rd**
  - Positive: Detached character house with well planted garden and attractive boundary walls.

- **25 Tudor Rd**
  - Positive: Ditto

- **27 Tudor Rd**
  - Positive: “Red Barn”. Simple character, red brick stable outbuilding from rural district period. Unsuitable fencing. Forms end point of Tudor Rd next to treed right of way.