



**B3081 LANDSCAPE APPRAISAL
CANN COMMON to SIXPENNY HANDLEY**

March 2009
Amendment 1 dated 30 April 2009





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PREFACE

The Landscape Practice was commissioned in March 2009 by Cranborne Chase and West Wiltshire Downs AONB Partnership to undertake a landscape assessment of the B3081 stretching from Cann Common at Boynes Lane/Shaftesbury Lane junction to the roundabout junction with the A354 at Handley Hill. Refer to Figure 1.

The brief was to analyse a 'drivers eye view' of the road, based on a video provided by the AONB. From this would be drawn an assessment of the landscape character of the route.

The route passes through the settlements of Cann Common, Tollard Royal and Sixpenny Handley.

The extent of the route of the B3081 that comprises the study area falls within the Cranborne Chase and West Wiltshire Downs AONB (Area of Outstanding Natural Beauty).

The route passes through the counties of Dorset and Wiltshire and district council administrations of North Dorset District Council and Salisbury District.

1.0 INTRODUCTION

1.1 Study aims

The B3081 is generally recognised as a most attractive rural road with outstanding views over much of its route and includes the distinctive and much-loved zig-zag hill – a steep, tortuous stretch of road famed for its exciting drive.

The aims of the study are to make a landscape appraisal of the part of the B3081 defined in Figure 1.0, to record its current condition and to make an assessment of the characteristics of the route that make up its character.

1.2 Overview of study approach and limitations

This is an appraisal of the view from the road and should not be considered a comprehensive environmental assessment. There will be artefacts and buildings that have local prominence or importance that will not be identified where they do not impact on views from the road.

The study is looked at purely from a visual point of view and does not take into account the functional or historical reasons for elements/components being present – e.g. modern sign posting and white lining is considered to detract from the overall visual appearance of parts of the route, but the practical considerations of safety and traffic control do not form part of the assessment. Equally, some agricultural buildings are noted as being detractors because of their scale, positioning or appearance – but the overriding reason for these characteristics may be due to function – it is understood that the countryside is a functional machine with operational requirements and not purely a pleasure park for country visitors.

The study has been based on desk study, site visit and video footage provided by the Cranborne Chase and West Wiltshire Downs AONB team.

The study is not to be regarded as a measured survey and shall not to be relied upon for accuracy – numbers and positions of components are indicative only and have been assessed from photographs and video and not from site measurements.

The study was carried out in daylight in March 2009 when trees and hedgerows were not in leaf. The character and some of the viewpoints will be affected by trees and hedges in leaf, time of day and seasonal changes.

The time available for the study was limited and the scope and level of detail of the study has been tailored to suit the time available.

The report comprises sections 1.0 to 9.0 which is written text which provides written descriptions of the context of the road and the elements that make up the character of the road corridor. The findings are presented in a series of annotated maps, plans and annotated photographs in figures 1 to 7.

2.0 CONTEXT

2.1 Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB)
Refer to Figure 2.0 which shows the boundary and local extent of the AONB.

2.2 Landscape Character Assessment
Refer to Figure 2.0

An initial Landscape Character Assessment was carried out for the Cranborne Chase and West Wiltshire Downs AONB published in 1995 and a more detailed assessment was completed in 2003.

The Landscape Character Areas are fairly broad. The purpose of this report is to look in more specific detail into the nature of the roadside character of the B3081 and its findings will, therefore, not necessarily match, or contain all of the characteristics of the Countryside Commission (Natural England) classification.

Figure 2 shows and describes the landscape character areas defined in the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty Landscape Character Assessment – these are:

TYPE 1A Melbury to Blandford Chalk Escarpment
TYPE 1C Fovant and Chalke Chalk Escarpments
TYPE 2B Southern Downland Belt
TYPE 3A Cranborne Chase
TYPE 6A Fovant Greensand Terrace

The B3081 passes through two distinct zones - types 2B (Southern Downland Belt) and type 3A (Cranborne Chase) and lies on the boundary of a further three zones – type 1A (Melbury to Blandford Chalk Escarpment); type 1C (Fovant and Chalke Chalk Escarpments) and type 6A (Fovant Greensand Terrace). The road passes through or alongside a variety of landscape types and this contributes immensely to the diversity of landscape and experience along the route.



3.0 ROAD CORRIDOR CHARACTER

Refer to Figure 3.0.

Refer to section 5.0 for a more detailed appraisal of the hedges and verges.

The character of the road varies along its route. The study has identified the following broad character types along the road. These do not replicate the broad zones or landscape types identified in the Landscape Character Assessment but are based on local identity and local features. The classification is still broad and there are micro scale variations that will not have been identified.

The zones identified and their key characteristics are:

SEMI-URBAN

This is here characterised as landscapes tending to an urban character with many of the features associated with an urban landscape rather than rural landscape:

Housing styles that do not reflect local traditional (vernacular) building forms, non-local materials, non traditional placement of buildings (e.g. set back from the road edge), repeated building types.

Boundary treatments that do not reflect local traditional styles and local materials (e.g. timber panel fences, angular rendered walls, open frontage). Loss of rural enclosure especially loss of integrity of hedgerows.

Roads with engineered kerbs, footpaths, engineered alignments, radius kerbs, road markings, highway signage, street lighting.

Use of planting species for garden value – prominent use of ornamental, coloured, coniferous and broadleaved evergreen species in a rural setting.

VILLAGE

This is characterised here as a built environment with an overall character of a traditional village:

Buildings will be of traditional form built of traditional, local materials. Buildings (except public buildings such as churches) will be of domestic scale and generally of individual design and various ages – there is little, or no, repetition of building form.

Boundaries will be often defined by the buildings themselves, native hedgerows, low fences or walls.

Roads generally follow a traditional or historic alignment, often dictated by built form, topography or land ownership and will therefore not necessarily comply with modern highway standards. Generally roads will not have kerbed edges, tarmac footpaths or road markings. Signage will be discreet and low key.

Ornamental plantings, though present in gardens, do not dominate the village landscape.

PARKLAND

A landscape of trees and grass which derives its character from the ornamental disposition of trees, plantings, driveways and in the treatment of its boundaries.

Trees tend to be single individual specimens, avenues or contrived clumps.

Buildings comprise large country houses (which may not be visible from the road), farmsteads and estate cottages which may be colour co-ordinated in their external decoration.

Parkland landscape is associated with large country houses and estates.

WOODLAND

Large stands of trees (which may be grown as a crop for commercial value). Includes areas of coppice.

OPEN LOW LYING PASTURELAND

Landscape of grassed fields on lower lying ground and contained within valleys/on downland.

Boundaries generally defined with hedgerows and/or light fences (typically post and wire) where hedgerows may have been removed.

Buildings limited to agricultural farmsteads and individual and groups of farm buildings. Occasional individual or small groups of traditional dwellings.

Hedgerow trees and small copses form part of the landscape scene.

EXPOSED DOWNLAND

Ridge-top landscape of coarse grassland/young crops.

There are few buildings, low key boundaries (typically unfenced or post and wire open fences), occasional small trees or scrub, some low open hedgerows.

Road generally meandering, unmarked with little sign of highway 'improvements'.

Generally the feeling is of a 'wild', exposed landscape rather than intensively farmed, improved landscape.

4.0 VIEWS FROM ROAD

Refer to Figure 4.0

Significant views have been identified from the road. The views have been limited to long distance views – there are attractive short distance views and picturesque groups of buildings etc. which are outside the scope of this study. Views change away from the road corridor – along footpaths, from buildings or beyond field boundaries – these views are also outside the scope of this study which only looks at views from the road travellers point of view.

It should be noted that in relation to the study area of the B3081 that all views are attractive – there are no unattractive views, though there may be unattractive elements within views. Generally the broad scale of the views, and the relatively small scale of the detractors is such that the localised presence of detractors does not significantly spoil a view.

Views have been identified as below and the positions and types marked in Figure 4.0:

Panoramic View (P)

Broad spreading views, and an indication of the angle of vision is given. Where the view applies to a stretch of road the angle of vision is an overview of the spread of the view – it might not be seen in full over the extent of road identified.

Panoramic View - Interrupted (Pi)

A panoramic view where the foreground of the view is interrupted e.g.. Viewed over a hedge or wall, over an intervening land form or through a group of trees.

Significant View (V)

This is a view from an individual view point.

Interrupted View (Vi)

A significant view where the foreground of the view is interrupted e.g.. Viewed over a hedge or wall, over an intervening land form or through a group of trees.

The views identified are (note distances where given are approximate. Identification of distant feature in long views has been interpolated from maps):

1Vi View from the approach road from Shaftesbury before turning into Cann Common. Long distance view to Melbury Down, framed by trees and hedges.

2Pi Panoramic view from Cann Common seen over low maintained hedgerow. Broad view extending to Melbury Down and distinctive hill top copse.

3Vi Views from various points along village street to Melbury Down and Zig Zag Hill.

4Pi Panoramic view from road looking broadly north, extending from Zig Zag Hill to the edge of Cann Common Village. View seen over low hedges which would be lost if hedge was allowed to grow.

5P Panoramic high level view from top of Zig Zag Hill looking south west (most views on this stretch of road look northwards). View extends as far as Melbury Beacon/Compton Down (2.4km).

6P Broad, open, high level panoramic view applying to some 2km road stretch. View extends to Shaftesbury in west (3.2km) to White Sheet Hill in north east (5km) and beyond.

7V View looking east to Melbury Wood and Melbury Down (1.5km). Hill top copse distinctive landmark.

8Vi View over Ashmore Down. Line of trees along North Road distinctive. View extends to distant hills (not identified).

9P Open panoramic view extending to Woodley Down (1km).

10P Broad panorama extending to 180° with views along Melbury Down (3km) to the west, Little Ashgrove (1km) to the north west and Rotherley Down (3km) to the west.

11Vi View extending over intervening Vale, over Tollard Royal to Tinkley Down.

12Vi Intermittent narrow views along valley to Minchington Down/Tinkley Down.

13V Short view through the contrived landscape parkland of the Rushmore Estate.

14Vi Intermittent views to Farnham Farm.

15Pi Limited/intermittent views to Brockwell Coppice and Pollards Wood over open fields. Missing/low hedgerows allow these views.

16P Short distance panoramic views over fields.

17Vi Glimpsed view through gap in hedge to Hill Coppice (1.5km). The large barns of Burley Road farm are prominent on skyline.

18P Views to Sixpenny Handley and Church Tower (1.4km) towards Oakley Down (2km) to the east.

19P Open view to Hill Coppice (1.2km) over Handley Common. No hedgerow.

20P Open view to Hill Coppice (1.2km) over Handley Common. No hedgerow.

21P Short distance views over fields.

22V View on approach to roundabout towards Blackbush Down / Cranborne Chase (3.4km)

23P Uninterrupted extensive panoramic 180°+ view looking over Sixpenny Handley, downland and Cranborne Chase – horizon in excess of 5km distant.



5.0 ENCLOSURE

Refer to Figure 5.0

The sense of enclosure of the road corridor is derived from the nature of its enclosing elements – landform, hedges, fences, buildings and walls and the scale of enclosure is also influenced by the presence and detail of road verges.

5.1 Enclosure

Much of the character of the road corridor is determined by the treatment of its boundaries and degree of enclosure. Open boundaries permit views, hedges may prevent views depending on their management (views are permitted over low-growing maintained hedgerows or through gaps of taller ill-maintained hedges) whilst tall growing hedgerows will generally restrict or preclude views (though filtered views may occur in winter months).

Built enclosure - urban areas and villages tend to be enclosed by built elements - buildings, walls and high fences and so the opportunity for long views is much restricted. The treatment, detail, age and materials of these built enclosures will significantly affect the character of the road corridor and hence the perception of the settlements through which it passes.

Wooded enclosure – woodland encloses the road corridor up to a high level and limits the distance, clarity or extent (size of picture window) of views, though woodland cuttings and avenues may define or direct views. It provides shade and darkness as a contrast to the lightness of more open areas and may successfully conceal alien elements.

Parklands tend to be open with trees forming part of the picture rather than restricting. Open parkland fences to not restrict views and so the road character is broadened.

Landform enclosure - in the broader scale the road, or the road corridor may be enclosed by landform - by being within a valley or cut into the side of a slope. Conversely the road or road corridor may be unenclosed by virtue of being positioned within a broad flat landscape or positioned on a ridge. All of these elements are present within the B3081 study area and all contribute to the richness of landscape experienced along its route.

The management of boundaries, especially the management of hedges and hedgerows can significantly affect the character of the landscape – laying or removal of tall hedges might open up views and bring the surrounding landscape into the road corridor, whilst lack of management may allow hedges to grow sufficiently that the surrounding landscape is concealed.

The introduction of alien building types and structures into a built-up area can blight the perception of that settlement and muddle local distinctiveness.

5.2 Verges

The immediate definition of the road edges will affect the perception of the road corridor and most particularly its degree of enclosure (e.g. where the road has narrow or no verges, coupled with tall enclosure the road will feel very enclosed and channelled) whereas broad verges and no or low boundaries will give a very open aspect to the road.

The treatment of verges will also determine how the road is ‘bedded-in’ to the landscape. Low banks may reinforce large landform features and heighten the sense of movement along a road (e.g. a series

of banks on the outside of road bends will reinforce the dynamics of the road). Localised banks immediately adjacent to road edges tend to be ‘designed-out’ of modern, or upgraded, road corridors and embankments are set back from the road edge by a verge – this contributes greatly to the loss of the intimate scale associated with traditional small roads and lanes.

6.0 URBANISATION

Refer to Figure 6.0

In the context of this report this refers to the introduction or imposition of universal design and construction standards upon the rural landscape or townscape that are gradually leading to the loss of individuality and erosion of local character.

The main urbanising elements identified are:

Unsympathetic development styles

- Lack of respect for local building styles (particularly 20th C development)
- No attention paid to traditional building groupings and positioning – set back from road, open plan frontages lead to garden plants invading street scene
- poor choice of materials
- loss of enclosure of the lanes
- loss of hedgerows, buildings set back from road

The attack of the highway engineer

- Kerbs, radii
- Signage – over aggressive, number and positioning/grouping
- Introduction of footpaths - raised or at road level - essentially a widening of the surfacing of the road carriageway.
- White lining – especially in relation to speed restriction areas or the definition of pedestrian routes where there are no footpaths present
- Lighting
- Services authorities paraphernalia including telegraph poles, overhead cables, signage, manholes etc.

Domestic intervention

- Introduction of alien plantings and structures associated with gardens (often associated with particular building styles).
- Cars, especially parking requirements

7.0 LANDMARKS, ENHANCERS AND DETRACTORS

Refer to Figure 7.0

Local distinctiveness is provided by the landscape and built elements within the landscape. These are located and appraised on the drawing.

8.0 SETTLEMENTS

The scope of the project does not allow for a detailed urban appraisal, however the general nature of the principal settlements is summarised below:

Cann Common – Expansion of a scattered rural community to make a small village. The older buildings are scattered throughout the settlement, and the infill has to a large extent been unsympathetic to the local vernacular styles. Some very recent developments respect more local styles and materials. Highway devices detract significantly to the appearance of the village, most particularly engineered road junctions, footpaths, defined kerbs, signage, lines, and street lighting.

Cann Common is the first impression of the route when approached from the north, and the impression is dreary.

Tollard Royal – the jewel of the route. An attractive cluster of cottages in local vernacular, with impressive village pond and village green at its centre. The village is contained within a steep sided valley which contributes much to the character of the village. The village retains its vernacular feel, with newer infill cottages reflecting local styles and materials. The village church does not feature in views from the road. The appearance of the village is spoiled most particularly by the invasion of highway devices, unsympathetic signage particularly at the entrances to the village and very prominent road markings.

Sixpenny Handley – the largest settlement, a vibrant local centre with pubs, shops etc.. The victim of unsympathetic enlargement and infill in the past, though recent individual developments within the village core successfully unite the village core into a coherent group of buildings. The outskirts of the village are not so sensitively handled. The village church is central to the village, located off a small village green. The church is largely concealed by surrounding houses and trees though the church tower is a focus in views along the High Street and in long distance views outside the village. Sixpenny Handley is spoiled by unsympathetic signage, particularly at the approaches to the village/ small town, and very prominent road markings/pedestrian delineation lines. The High Street is spoiled by the appearance of on-street parking particularly around the village stores.

9.0 CONCLUSION

This study aims to identify and record the principal elements (both the positive and negative elements) that combine to make up the character of the road corridor. The landscape to date, largely by virtue of its topography, has been sufficiently robust to accommodate the evolving changes to the urban and rural scene, and the over view is still of a landscape, and travel experience, of great diversity and beauty. However, the introduction of more and greater changes, particularly those in relation to highways and buildings (and probably agricultural practices) is increasingly threatening to destroy the basic elements that make this one of the most beautiful roads in Britain. It is of concern as to how much more change this landscape can absorb without irreversibly destroying the elements and character that contribute to its charm.

Steps have been taken to consolidate and protect the urban and rural landscape. Planning policy and the implementation of its policies have seen the most recent building developments fit much more comfortably into the urban/village fabric and the AONB designation clearly provides a great level of protection. However steps need to be taken to reverse some of the most recent negative impacts on the road corridor and more attention given to individual (relevant to the local situation), sensitive and creative solutions to the problems of highways, signage, visitor demands and landscape management.





North

TYPE 1A Melbury to Blandford Chalk Escarpment

Key Characteristics:

- Dramatic chalk escarpment on the western edge of the AONB with rounded spurs and deep coombs.
- Underlying geology of Lower, Middle and Upper Chalk giving rise to the predominantly calcareous soils.
- Areas of unimproved chalk grassland of international importance on steeper slopes interspersed with broken areas of scrub.
- Arable crop production and improved pasture on the shallower slopes.
- Hanging woodland and sunken lanes are features of the steep, enclosing chalk coombs.
- Beech copses, Scot's pine and hanging woodland enhance the sense of woodedness, increase enclosure and act as focal points.
- Elevated and uninterrupted landform, provides panoramic views over adjacent landscapes.
- Round barrows and cross-ridge dykes along the escarpment edge.
- Field systems on the lower slopes, including strip lynchets close to medieval villages sited along the spring line.
- Straight-sided fields represent late 18th / early 19th century Parliamentary enclosure.

TYPE 1C Fovant and Chalke Chalk Escarpments

Key Characteristics:

- Two distinct escarpments (Fovant and Chalke) separated by and bounding the Ebble River Valley (Type 5B)
- Lower and Middle Chalk strata defining surface geological character and giving rise to calcareous, shallow and well drained soils.
- Dramatic landform – due to the sheer scale and elevated nature of the escarpment – looming over the adjacent landscapes.
- A largely pastoral landscape comprising both unimproved and improved pasture but with the introduction of arable cultivation associated with the upper and lower reaches of the scarp.
- Significant tracts of unimproved chalk grassland, with a total of five statutory nature conservation sites falling wholly or partly within the character area.
- Wooded character in places with broadleaf (some of ancient origin) mixed and coniferous woodland occurring across the escarpment in distinctive patterns.
- Distinct distribution of Bronze Age burial monuments along the edges of the escarpments.
- Chalk hill figures, in particular the Fovant Badges, are highly visible landmark features.
- Panoramic views across the surrounding landscapes.
- Absence of settlement heightening a sense of isolation.

TYPE 2B Southern Downland Belt

Key Characteristics:

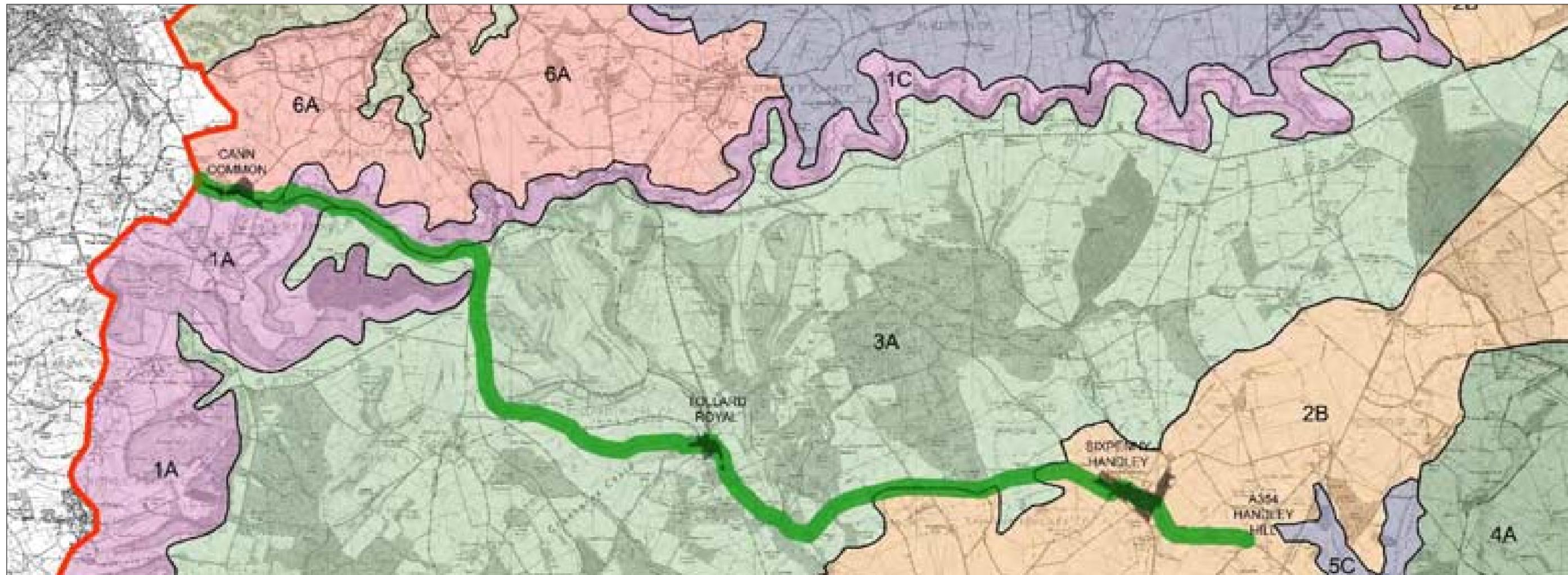
- A large-scale landscape of broad rolling hills and gentle slopes cut to the south by a series of distinct river valleys.
- Dominated by Upper Chalk geology with drift clay with flints capping on higher ground.
- A predominantly arable landscape divided into large regular field units with straight-sided fields representing late 18th / early 19th century Parliamentary enclosure.
- Mixed woodland is a significant feature to the west where the land is more undulating.
- Settlement is scarce (predominantly dispersed farms to the east and south) emphasising the remoteness of the landscape.
- The A354 runs in a north east direction from Blandford Forum to Salisbury and is a prominent feature creating a corridor of movement.
- Numerous Neolithic burial and ritual monuments, such as the Wor Barrow, the Knowlton henge complex and the Dorset Cursus, and large groupings of Bronze Age round barrows, as on Wyke Down and Oakley Down.
- Later prehistoric and Romano-British earthworks including Badbury Rings and Buzbury Rings hillforts, linear ditches and defensive earthworks, such as Grim's Ditch and Bokerley Dyke.
- Roman road from Old Sarum to Badbury Rings forms a straight line in the landscape.
- A large skyscape and panoramic, distant views to the west.

TYPE 3A Cranborne Chase

Key Characteristics:

- An elevated downland, deeply eroded to create a dramatic series of coomb valleys and ridges.
- Dominated by an Upper Chalk surface geology with drift clay with flints capping on higher ground.
- A mosaic of both pastoral and arable land uses with arable dominating to the south and east.
- Medieval Royal hunting grounds, defined by surviving park pale, with large areas of surviving managed woodland.
- Shelterbelts, copses, clumps and parkland trees, contribute to distinct estate and parkland character, particularly around the Rushmore Estate.
- Beech avenues and beech hedgerows provide dramatic seasonal colour change.
- Chalk grassland and ancient woodland provide important nature conservation habitats.
- Neolithic long barrows and numerous Bronze Age round barrows, particularly concentrated around Tollard Royal.
- Surviving earthworks indicating late prehistoric to Romano-British settlements and field systems, cross-ridge dykes and linear earthworks, such as Grim's Ditch and Bokerley Dyke.
- Low density settlement pattern with few villages and dispersed farmsteads, with 19th century enclosure.
- Panoramic views from Win Green over adjacent escarpment and low-lying terrace and valley landscapes.





TYPE 6A Fovant Greensand Terrace

Key Characteristics:

- A flat terrace of arable fields at the foot of the imposing Fovant and Chalke escarpment.
- Large geometric fields and open skies contrast with the smaller scale, enclosed landscape of the Greensand Hills to the north.
- Upper greensand geology giving rise to rich brown earth soils that have a high agricultural value.
- Land use is predominantly agricultural, including cereal cropping, grass rotations, dairy farming and stock rearing.
- Mixed woodland runs in discontinuous belts along the base of the chalk escarpment.
- Coniferous shelter belts run at right angles to the escarpment cutting across the contours.
- Settlement is sparse – dispersed farm buildings are dotted along the route of the A30, a busy transport corridor.
- Uninterrupted views of the adjacent chalk escarpment from the terrace. Views to the Fovant Badges provide visitor interest and link this landscape to the Chalk escarpment.



North

B3081 LANDSCAPE APPRAISAL
FIGURE 2.0
LANDSCAPE CHARACTER AREAS
within the AONB

ROAD CORRIDOR CHARACTER

-  Semi-Urban
Urban Character Village Setting
-  Village
-  Parkland
-  Woodland
-  Pastureland
-  Semi-Wilderness



Charlton Down / Melbury Down.
Exposed, open, ridgetop landscape with little enclosure, hedgerow and few buildings. Farming is difficult. The scene tends towards a wilderness feel.



Cann Common
A rural settlement exhibiting many urban characteristics - pavements, road kerbs, lay-bys, white lining, exotic garden boundaries, overhead services. Non-traditional architectural style and building materials not necessarily local to the village. Some repetition of building types. To the right of the photograph the scene is of hedged pastures (with views towards Melbury Down).



Zig-Zag hill - a sinuous road passes through a small woodland.



Tollard Royal.

A village with a very rural feel - road-side cottages of traditional design and traditional local materials. Few of the accoutrements of urban living - pavements, road kerbs, street lighting. Houses individual and seemingly randomly placed.



Rushmore Park

Parkland landscape associated with large country houses/country estates. Managed grassland with a contrived landscape of individual, free-standing trees, clumps and avenues. Metal estate fencing allows open views and reinforces the parkland character. Little intrusion of urbanising elements.

Woodcutts Common

Open, lowland farmed landscape enclosed by hedges and hedgerows. Scattered small groups or individual houses and farms.



Sixpenny Handley

Village/small town displaying the qualities of a rural settlement - individual, local vernacular building styles, scale and grouping of its buildings, lack of footpaths, few road kerbs etc. But also, particularly on its outer edges exhibiting more urban features - buildings of non-local building styles and materials, repetition of building types, street lighting, roads with kerbs, footpaths and white-lines, signage and the introduction of ornamental garden plantings where buildings are set back from the road. There has been recent sensitive infill in the centre of Sixpenny Handley that has helped consolidate the character of the village.

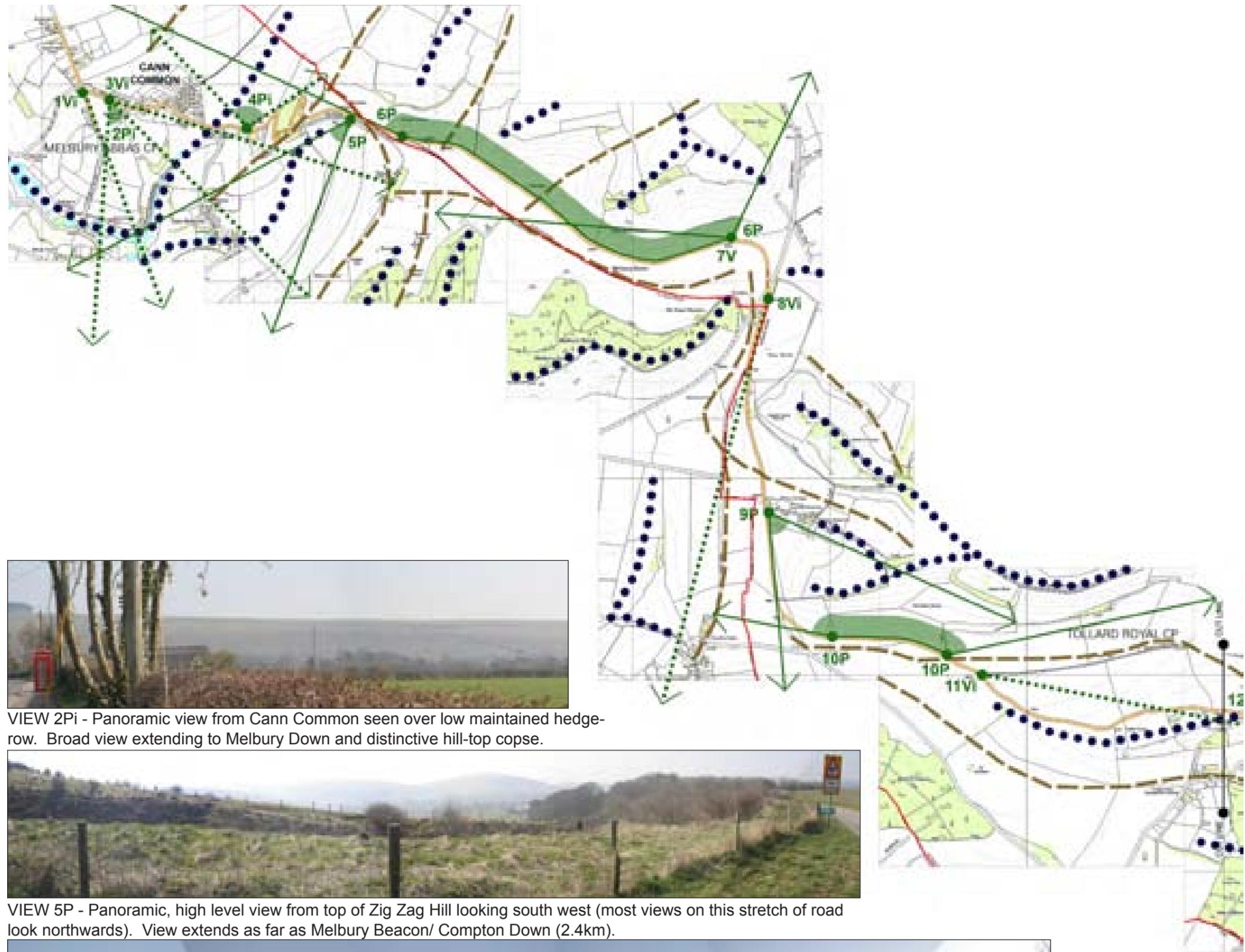


North

Wiltshire County Council / Dorset County Council Boundary

VIEWS FROM ROAD CORRIDOR

-  Significant View
-  Significant View - Interrupted
-  Panoramic View and Approximate Extent (Shaded)
-  Panoramic View - Interrupted and Approximate Extent (Shaded)
-  Ridgeline
-  Valley



VIEW 2Pi - Panoramic view from Cann Common seen over low maintained hedge-row. Broad view extending to Melbury Down and distinctive hill-top copse.



VIEW 5P - Panoramic, high level view from top of Zig Zag Hill looking south west (most views on this stretch of road look northwards). View extends as far as Melbury Beacon/ Compton Down (2.4km).



VIEW 6P - Broad, open, high level panoramic view applying to some 2km road stretch. View extends to Shaftesbury in west (3.2km) to White Sheet Hill in north east (5km and beyond).





VIEW 10P - Broad panorama extending to 180 degrees with views along Melbury Down (3km) to the west, Little Ashgrove (1km) to the north west and Rotherley Down (3km) to the west.



VIEW 13V - Short view through the contrived parkland of the Rushmore Estate.



VIEW 15Pi Wayside Cottage - Limited/intermittent views to Brockwell Coppice and Pollards Wood over open fields. Missing/low hedgerows allow these views.



VIEW 18P - Views to Sixpenny Handley and Church Tower (1.4km) towards Oakley Down (2km) to the east.



VIEW 23P - Uninterrupted extensive panoramic 180 degree plus view looking over Sixpenny Handley, downland and Cranborne Chase - horizon in excess of 5km distant.



B3081 LANDSCAPE APPRAISAL

FIGURE 4.0
VIEWS FROM ROAD



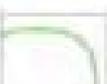
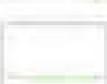
North

VIEWS FROM ROAD

ENCLOSING ELEMENTS

-  No Enclosure
-  Open/Light Fence
-  Intermittent
-  Solid
-  Urban Enclosure/Building
-  Woodland

VERGES

-  Bank / Embankment
-  Low Bank / Embankment generally under 0.5m high
-  Verge
-  Narrow Verge generally under 1m wide
-  Footpath / Road Widening (Lay-by)



Charlton Down (two views)
Open fencing or lack of fencing, lack of hedgerows, wide grassed verges give this stretch of road its very open, bleak, remote atmosphere and allow long open views.



Cann Common
Low, impenetrable boundaries restrict views out of road corridor. Introduction of urbanising elements on one side of the road reduce its rural appeal - ornamental garden hedges and crisp rendered walls.



Zig Zag Hill
Filtered views through woods give an indication of views beyond. Lack of hedges, fences and walls and banking on the bends contributes to the dynamics of this twisty, steep road.





Tollard Royal
Road closely enclosed by buildings, stone walls and hedges. The narrow corridor opens out locally to village green and small open spaces next to the road. Village contained within valley.



Rushmore Estate
Defined by open iron/steel estate fencing which allow views outside the road corridor. Grassed verges and low banks continue the road.



Greatstone Coppice
Unenclosed by fences or hedges. Grassed verges and low banks give some definition to the road.



Sixpenny Handley
Narrow street spaces enclosed with built urban elements. Few views beyond road corridor.



Woodcutts Common
Low maintained hedges define the road corridor but give an indication of the scale of the spaces beyond. Gaps in hedges allow glimpsed views. Narrow verges broaden road corridor.

Handley Down
Road enclosed by low clipped hedges, which combined with topography allow far reaching views over. Road corridor broadened by broad grass verges.



North



Tollard Royal
 The village is spoiled by standard road signing and very dominant road markings (the result of a 20 mph speed restriction). Natural stone kerbs are more in keeping than standard profile highway kerbs.

Approaches to the village are spoilt by the plethora of very dominant highway signs.



Woodcutts
 The small group of rural buildings is spoiled by the jumble of signs, mirrors and telegraph poles. Un-sympathetic house modernisation and ancillary structures reduce the rural appeal of this building group.

Sixpenny Handley
 The introduction of kerbs, footpaths and highway signage at the entrance to the village/town together with poor architecture and garden planting/ancillary structures give the village approach a run-down urban presence out of character with the village heart.



Sixpenny Handley
 Highly engineered road junctions, the introduction of mown verges and paved footpaths give a suburban edge to the village.



Handley Hill
 The approaches to Sixpenny handley are spoiled by the number and design of signs. Overhead cables when seen against the skyline are obtrusive (which they seem not to be in more enclosed situations).

The approach onto the B3081 from the A354 roundabout at handley Hill is starkly engineered with kerbs, lay-bys, signage, highway lighting, verges and municipal plantings and does not reflect the beauty and character of the B3081 and detracts from the local landscape.



B3081 LANDSCAPE APPRAISAL

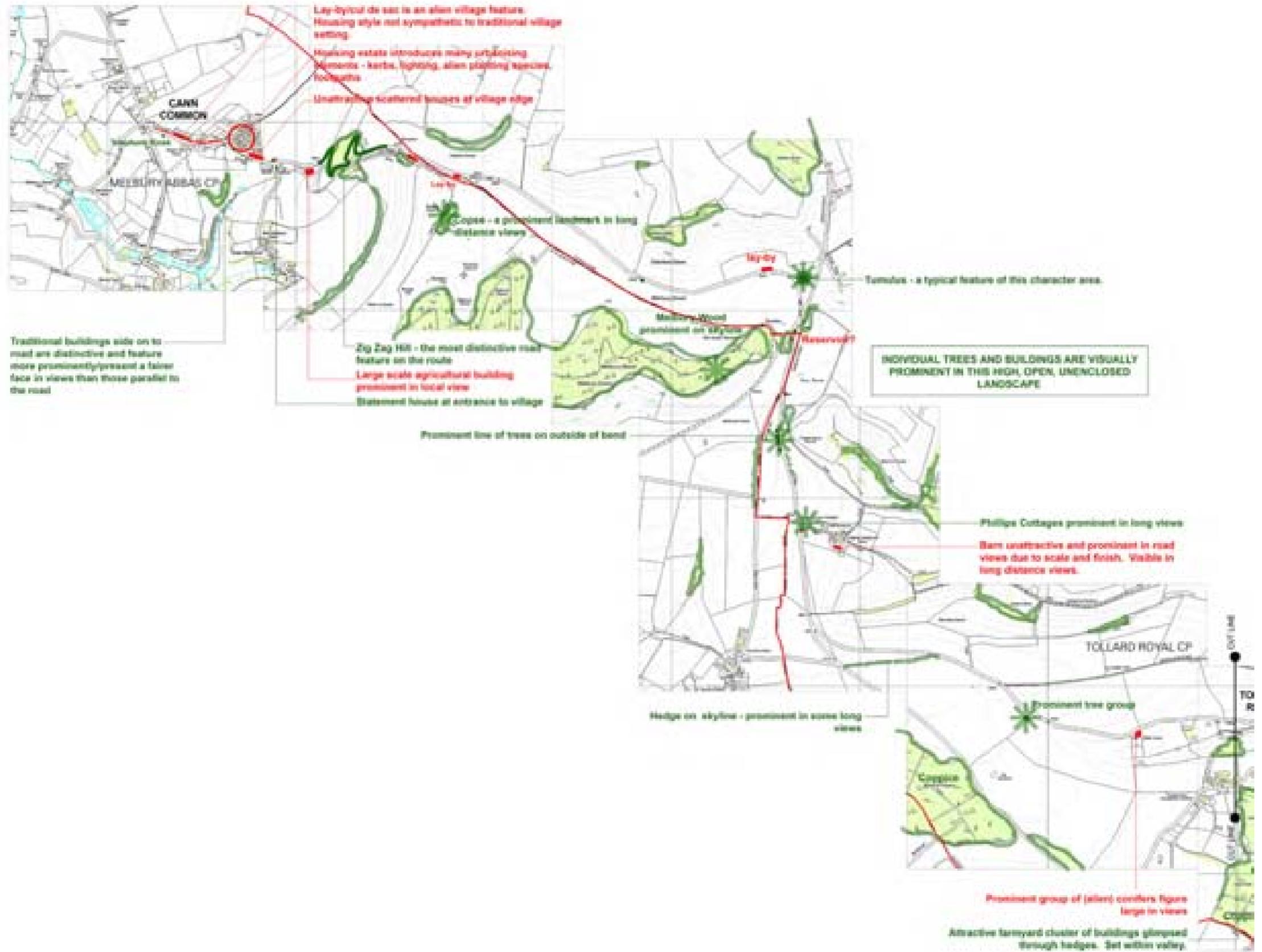
**FIGURE 6.0
 URBANISATION**



Wiltshire County Council /
Dorset County Council Boundary

LANDMARKS AND VISUAL DETRACTORS

-  Principal Landmarks
(Coloured Green)
-  Landmarks
(Coloured Green)
-  Visual Detractors
(Coloured Red)
-  Woodland





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