

13. Policies and Proposals for Verwood and Three Legged Cross

Introduction

- 13.1. This Chapter of the Deposit Plan sets out the particular policies and proposals which will apply to Verwood and the separate settlement of Three Legged Cross, together forming the civil parish of Verwood, during the period covered by the East Dorset Local Plan up to 2011.
- 13.2. General land-use policies towards all development in East Dorset are contained in Chapter 6, and general transport proposals in Chapter 7. These apply to the area covered in this Chapter as they do to the rest of the District. The policies and proposals will be used as a basis for development briefs where these are required and for development control.
- 13.3. Although Verwood and Three Legged Cross are treated separately, they remain linked in this Chapter because of the common road proposals which run between them, and because of the special requirements for contributions towards the provision of infrastructure which will apply to development in both areas, although with some differences between them. Paragraphs 13.4 to 13.143 relate to Verwood. Paragraphs 13.144 to 13.167 deal with Three Legged Cross. The remainder of this Chapter, paragraphs 13.168 to 13.187 deal with questions of implementation and developer contributions to infrastructure which affect both settlements, although principally Verwood.

Verwood

The Character of the Area

- 13.4. Verwood lies on rising land north of the River Crane at the eastern edge of the District, adjoining the County boundary with Hampshire. The shallow valley of the Crane curves around the west and south of the town. The highest land is to the north of the town where the hills behind Stephen's Castle reach 90 metres.
- 13.5. Much of the area was formerly covered by heaths, with farmed land and woodlands along the river valley. In the twentieth century large parts of the heathland were covered by forestry plantations and housing.
- 13.6. Despite the presence of a scatter of traditional thatch and cob cottages, and some nineteenth and early twentieth century brick villas and workers' cottages, the vast majority of Verwood is modern, with much development having taken place in the last 20 years. The rate of housing development was highest in the early and middle years of the 1980's, reaching a peak of over 350 dwellings in 1985. Since then the rate of development has declined sharply, falling to a low in the early 1990s and returning to a little over 100 dwellings in the mid 1990s. By 1991 the total dwelling stock in the town was approximately 3,600 dwellings and by 1996 was estimated to be approaching 4,000. Because the buildings are generally recent, there are no serious problems of outworn housing, or any significant numbers which lack basic amenities.

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- 13.7. The housing development has resulted in a rapid increase in population, which reached just under 9,000 by the 1991 Census and by 1996 was estimated to be about 10,000. In comparison with the rest of the District, Verwood has a relatively young age structure, reflecting the extensive 'family housing' on many of the recent estates.
- 13.8. Verwood has a large industrial area on its eastern edge, at Ebblake. This provides some employment for the town and for workers in many of the adjoining rural parishes. However, despite this, Verwood is closely tied to the remainder of the conurbation, with a large outflow of commuters to other parts of the District, to the coastal towns and across the border to Ringwood and other parts of Hampshire. At the same time there is widespread commuting into the town from elsewhere in the District, and beyond. Overall the parish of Verwood in 1991 had an employment ratio of over 0.9 (9 jobs to every 10 local resident workers).
- 13.9. The town has two small shopping centres. The historic centre around the Village Green has grown as Verwood has developed, and offers a variety of small shops and services. Parking is limited and the Village Green has been used as a car park for the centre, providing just under 50 spaces. Parking restrictions have had to be imposed on several of the surrounding roads. A major superstore with a recreation centre and smaller shops was developed in the early 1980's at a second site away from the historic centre, centrally placed on the planned road network and with extensive car parking.
- 13.10. There are two first schools in Verwood: Hillside County First School in the north and Verwood Church of England First School at Howe Lane. The town has only one middle school, the Emmanuel Church of England Middle School, also at Howe Lane. There are no upper schools and the town is served by the Ferndown Upper School and the Queen Elizabeth's Upper School at Wimborne. The Education Authority expects that the planned growth of Verwood will require the construction of two further first schools in the Plan period, and a further middle school at the end of the period.
- 13.11. Verwood has no large community building: it is served largely by the Memorial Hall, built when Verwood was a much smaller settlement. However, the town does have a purpose-built Youth Centre, and there are a number of other halls and rooms, including the Church and the British Legion, which provide meeting places. There is no Social Services building and the present library is relatively small, although there is room for expansion within the existing site.
- 13.12. There is a very limited number of formal recreation areas including the Memorial Recreation Ground, the Bowls Club green and the Potterne Park sports fields. By national standards these are barely adequate for the existing population. However, there is a wider range of informal open spaces within the town, partly as a result of the policy of the Planning Authority since 1978 to require developers to provide open space within new housing areas. There has recently been an increase in equipped children's play areas, with provision at Potterne and at the Pennine Way shopping centre as well as at the Memorial Ground.
- 13.13. Outdoor recreation is supplemented by one dedicated public sports hall, although this is limited in its size and facilities. There is no public swimming pool. The nearest main sports centres are at Ferndown and Ringwood, both of which have pools and substantial sports halls. Without a car access to either of these is difficult, not least because the routes to them lie along extremely busy main roads, and bus services are limited.
- 13.14. Countryside recreation opportunities are more extensive, with the northern end of the Moors Valley Country Park effectively reaching to the southern edge of the town, and public access permitted to the forestry plantations which lie to the south-east and to the north. Adjoining the built-up area are the heathlands of Dewlands Common and Stephen's Castle which are also open to public access and designated as Local Nature Reserves. However, they are also Sites of Special Scientific Interest (SSSIs), Special Protection Areas (SPAs), and candidate Special Areas of Protection and their

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protection is necessarily a key objective of their management. Bugden's Copse and meadows in the centre of Verwood has also been designated as an SSSI. Several of the heathlands, including parts of Cranborne Common north of the town and heathlands to the south and south west of Verwood, have also been proposed as sites under the Ramsar Convention as internationally important wetlands.

- 13.15. The River Crane/Moors River is also of the highest importance. Part has already been designated, and the remainder is to be designated, as an SSSI. Its relative freedom from pollution and the unusual chemistry of its waters form the basis for its wide range of plants and invertebrates, including a number of rare species. In recent years industrial developments and surface water drains from urban areas have been the source of pollution incidents which have been of great concern to the nature conservation bodies. Surface water drainage in Verwood is largely by surface water sewers since ground conditions in the area are generally unsuitable for soakaways. The trunk foul sewers south from Verwood are likely to require improvement, but this is not expected to create any difficulties
- 13.16. Verwood lies on the outer edge of the network of towns which forms the south east Dorset conurbation. The main traffic and bus routes lie south-eastwards (towards Ringwood) and southwards (to West Moors and Ferndown). In the south-easterly direction the B3081 provides a good quality road to the A31 between Ringwood and Ashley Heath. However, the southerly B3072 to Three Legged Cross, West Moors and Ferndown is of much poorer quality with inadequate width, sharp bends and congestion at various points along its length. The roads north and west are much more lightly used, although both the B3081 towards Cranborne and Shaftesbury and the C104 northwards to Alderholt carry increasing flows of traffic and are largely unimproved. These routes meet and cross in the centre of the town.

Proposals

General Policy Approach

- 13.17. The overall strategy for the town of Verwood is generally one of restraint on any further outward growth, while allowing the pattern of development within the built-up area to be completed. Verwood represents the only major urban area within the District which still contains substantial undeveloped land. It therefore presents an opportunity to provide a significant part of the strategic housing allocation for the District, in locations which will not damage the important interests protected by Green Belt policy, nature conservation designations, landscape and other policies. New development will provide the opportunity to locate housing within reach of a range of local services, reducing the need to travel for the new and for the existing residents. However the range of services and infrastructure will also need to be strengthened in a number of respects. Proposals for this are also included in this chapter. The rapid growth of housing achieved, together with those remaining sites planned, are producing an inevitable increase of public pressure on Verwood's open spaces and particularly on its nature conservation sites, including its SSSIs. The potential conflict between residents and the areas of national and international interest will need to be addressed, taking into account the requirements of the Bern Convention's Recommendations.
- 13.18. Open spaces and areas of nature conservation importance are protected, both inside the built-up area and in the surrounding countryside, and new open spaces are proposed within the housing areas. New roads are proposed to carry traffic away from sensitive areas such as the town centre crossroads and residential areas, where they can be built without widespread damage to homes, nature conservation or property. Traffic management measures and selective road closures are put forward to protect other residential areas from through traffic, and new routes for cyclists and pedestrians are proposed. Sites are set aside for new shops, schools and community facilities to serve the growing population and to allow the town to become more self-sufficient so reducing the need to travel to more distant, outside facilities.

Contributions Towards the Provision of Infrastructure

- 13.19. Intending developers should be aware that they will be expected to provide the normal range of facilities and infrastructure within their own sites, including roads, sewers, landscaping and public open spaces; and that contributions towards the wider road network, including the West Moors by-pass and the social facilities required to serve the growth of the town, will be sought from them. These points are dealt with more fully later in this Chapter, paragraphs 13.168 – 13.187.

Housing

Level of Growth

- 13.20. The housing proposals for Verwood were originally made in the Local Plan for Verwood, Three Legged Cross and St. Leonards and St. Ives to meet the proposals for the First Alteration to the South East Dorset Structure Plan for the period 1986 - 2001. The new Bournemouth, Dorset and Poole Structure Plan sees Verwood continuing as a local service centre supported by the development of employment, shopping, education, recreation and community facilities. The Structure Plan foresees that housing development will be accommodated within existing urban areas through urban infill, redevelopment and conversion.
- 13.21. No specific housing allocation is made for Verwood as was the case in previous Structure Plans as it now forms part of the overall District wide allocation of 4,400 dwellings. This figure is based upon current commitments and estimates of development likely within urban areas and villages.
- 13.22. Verwood makes the largest contribution of any single settlement to the overall housing allocation for the District. All the greenfield housing proposals from the former Verwood, Three Legged Cross, St. Leonards and St Ives Local Plan that remain uncommitted by planning consent are included in this Plan. It is expected at the current rate of take up that by the later part of the plan period the main green field sites will be completed and new development at Verwood will be reduced to a much smaller but continuing flow of 'windfall' sites within the built up area. In round terms, sites for a little over 350 new dwellings are identified in this Plan.
- 13.23. The proposed rate of development will be far less than in the past. In the years 1976 - 1986, which was a period covered by the original Structure Plan, 2,196 dwellings were built in Verwood and Three Legged Cross. The large majority of these were in Verwood. In the period 1986 - 1996 about 950 dwellings were built. The level of development proposed in Verwood up to 2011 therefore represents a substantial reduction in the building rate even taking into account existing planning permissions, which should be added to the dwellings being proposed on new sites.
- 13.24. At the end of March 2000 there were planning permissions for 387 further dwellings which had not yet been built. On the assumption that 13% of these were never going to be built (for example, because planning permission had only been sought for valuation or for some other purpose) the realistic level of new building committed by planning permissions was 337.
- 13.25. In round terms these, added to the proposals in this plan, make up a total of about 690 dwellings for the period 2000 - 2011. In addition there is likely to be further development in the form of the continuing 'windfall' sites. However, these are by their nature hard to predict and their numbers cannot be accurately forecast for individual areas.

Densities on the Proposed Development Sites

- 13.26. General guidance on housing densities is contained in PPG 3, which indicates that plans should 'avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes'⁷⁶ and that developments which make inefficient use of land should be considered to be those which are at a net density of 30 dwellings per hectare or less.⁷⁷
- 13.27. Constraints exist on many of the sites in Verwood, including important trees and hedgerows. PPG 3 advises that landscaping should be an integral part of new development and opportunities should be taken for the retention of existing trees and shrubs, and for new planting.⁷⁸ In view of the particular site constraints the Plan sets some minimum densities of 30 dwellings per hectare, but will encourage development at higher densities where this can be achieved without loss of environmental quality.

New Housing Sites

- 13.28. The Local Plan quite intentionally proposes housing sites which are varied in size, character and location. It is expected that while some sites will be developed by volume house builders, other housing will be provided by smaller, often local, builders who will wish for smaller sites. This will help create variety in character of the new housing.
- 13.29. The new sites do not extend the built-up area of Verwood into open countryside. Care has been taken to keep within clear physical limits where these exist.
- 13.30. Verwood, unlike some other rural settlements nearby, benefits from a daily bus service. The Local Plan has located housing on sites within the natural limits of the settlement close to these routes, without significantly extending the town, with the aim of encouraging a compact settlement pattern, thus minimising the need to travel.

Western Verwood

Aggis Farm

- 13.31. This allocation forms the remainder of a larger allocation within the Verwood, Three Legged Cross and St. Leonards and St. Ives Local Plan. It is expected that the development will be at a density of at least 30 dwellings to the hectare, in accordance with the guidance within PPG3. An element of affordable housing will be required as part of the development. Buildings should not exceed two storeys in height in order to avoid overlooking of adjoining buildings.

13.32. Policy V1

Land at Aggis Farm, east of Dewlands Road, extending to 3.7 hectares will be developed for housing at an overall density of at least 30 dwellings to the hectare. This should provide at least 111 dwellings on the site. It is expected that 30 of these dwellings will be affordable, subject to there being an affordable housing need. Access will be taken from Dewlands Road via the Sawmill site with further access from either or both Aggis Farm Road and Baker's Farm Road. The design must pay particular attention to the retention of the trees at the rear of the dwellings in Baker's Farm Road and Aggis Farm Road.

⁷⁶ Planning Policy Guidance Note 3 (2000), para 11

⁷⁷ Planning Policy Guidance Note 3 (2000), para 58

⁷⁸ Planning Policy Guidance Note 3 (2000), para 52

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Central Verwood

Hainault Farm

- 13.33. This site is the remaining part of a large allocation in the Verwood, Three Legged Cross and St. Leonards and St. Ives Local Plan. In accordance with the guidance within PPG3 it is expected that development will take place at no less a density than 30 dwellings per hectare net. The site is large enough to be expected to provide affordable housing under Policy HODEV5 (para 6.188).
- 13.34. Permission will not be granted for any development which does not allow for the retention of a substantial proportion of the existing trees within the site. The existing tree cover must be strengthened by new planting to provide a strong landscape framework within which the development will take place and to provide a visual buffer between the new development and the existing housing on adjoining land. The maximum height of buildings must not exceed two storeys in order to avoid overlooking adjoining properties and to safeguard the appearance of the surrounding area.

13.35. Policy V2

Land at Hainault Farm, west of Newtown Road, extending to approximately 2.3 hectares (5.7 acres) will be developed for housing at a net density of at least 30 dwellings to the hectare (12 dwellings to the acre). The site will be expected to provide an element of affordable housing subject to Policy HODEV5 (para 6.188). Land for public open space totalling 0.3 hectares (0.7 acres) must be provided as part of the development. This should be linked to the pedestrian and cycleway to create a linear open space or sequence of spaces. The woodland boundary with Bugden's Copse Site of Special Scientific Interest and Site of Nature Conservation Interest will be treated in accordance with Policy V18 (para 13.88).

Southern Verwood

Ebblake

- 13.36. This site lies to the south west of the Ebblake Industrial Estate on the eastern side of Verwood. Open space will be provided within and around the site in a linear form to give protection to the badgers' sett that exists there, and also to screen the development from the Industrial Estate to the north. The development of this site will also allow for the surface water from this, and adjacent land to be comprehensively dealt with by means of pollution control measures, which will include the diversion of the Ebblake Stream south of Ebblake Bridge to the boundary of the site. These works will necessitate land owned by the Forestry Commission and within the administration area of New Forest District Council. Land adjacent to the Ebblake Bog SSSI will be restored to wetland for nature conservation. A new roundabout junction will be required at the western junction of Ringwood Road and Blackmoor Road and traffic lights provided at the junction of Ringwood Road and Blackhill.

13.37. Policy V3

Land at Ebblake extending to about 6.2 ha (15.3 acres) will be developed for housing at a net density not less than 30 dwellings to the hectare (12 dwellings per acre). Access will be from an improved junction with Blackmoor Road. Provision will be made within the site for about 1.7 ha (4.2 acres) of Public Open Space. This will include the protection of the copse containing a badger sett adjacent to the proposed industrial development (Policy V5 para 13.42) and the

provision of a wetland for nature conservation adjacent to the Ebblake Bog SSSI. An element of affordable housing shall be provided in accordance with the provisions of Policy HODEV5 (para 6.188).

The layout of the whole site must be treated comprehensively. Particular attention should be given to the boundary treatment of the site, especially adjacent to the Green Belt and Potterne Wood SNCI to the south, and the existing and proposed industrial development to the north.

The route of Bridleway 12 across the site shall be protected, and an informal network of footpaths and cycleways created, linking to the adjacent industrial estate. The route of the Ebblake Distributor Road where it crosses the site, shall be safeguarded to protect the route of this road, should it be required in the future.

13.38. Policy V4

A surface water drainage system must be provided to serve this and the industrial development proposed under Policy V5 (para 13.42) which must include oil and grit interceptors and a settlement or pollution retention pond. Ideally the settlement pond, which will be constructed on the northern edge of Potterne Wood adjacent to the wetland recreation, will receive the surface water flows from the whole of the Ebblake Industrial Estate.

Level of Development on Identified Sites

13.39. The total number of dwellings likely to be achieved by the proposals listed above is shown in Table 13.1. These figures are indicative only. They do not form part of the proposals and may change depending upon the layout and design finally approved for each site. The average density for all the proposed sites is approximately 30 dwellings per hectare, 12 dwellings per acre. Other housing will be provided on sites which already have planning permission and on additional 'windfall' sites which come forward during the Plan period.

Table 13.1 Level of Development on Identified Sites

Housing Site	Policy No	Area (Ha)	Area (acres)	Number of Dwgs (approx)
Aggis Farm	V1	3.7	9.1	111
Hainault Farm	V2	2.3	5.7	70
Ebblake	V3	6.2	15.3	186
TOTAL				367

Affordable Housing

13.40. In common with the rest of East Dorset, Verwood is an area of relatively high house prices. It is likely that this will lead to a continuing need for 'affordable housing' for local people throughout the Plan period. Under Policy HODEV5 (para 6.188), the Planning Authority will seek to negotiate that a suitable proportion of housing on all larger sites, including 'windfall' sites, should be provided to meet this need, taking into account the housing situation at the time, and the character of the site. It is expected that a proportion of affordable housing will be provided on the following sites:

- (a) Aggis Farm
- (b) Hainault Farm

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(c) Ebblake

The proportion of this type of housing will be determined in the light of the need for affordable housing at the time of development and in negotiation with the intending developers taking into account the level of any contribution by the developers of the site to off-site infrastructure. It will be a requirement that secure arrangements are made to ensure that the benefit of the affordable housing is enjoyed by successive as well as by initial occupiers, unless the affordable housing is controlled by a registered social landlord.

Industry

13.41. Additional employment land will be developed at Ebblake on a site to the south west of the present industrial estate. As with the housing sites, contributions will be sought from the developers of this site towards essential infrastructure provision. A particular problem with all industrial development in the catchment of the Moors and Crane River system is the danger of accidental pollution from industrial areas, particularly from chemicals and oil. This site is close to the Ebblake Stream and specific proposals for the surface water drainage from the area are set out in Policy V4 (para 13.38).

13.42. Policy V5

Land to the south west of Ebblake Industrial Estate extending to 1.09 ha (2.7 acres) will be developed for Use Class B8 (Warehousing and Distribution). Access to the site will be from the new estate road serving the residential development set out in Policy V3 (para 13.37). Surface water drainage will be as set out in Policy V4 (para 13.38).

Shopping and Commerce

13.43. It is expected that further shops, services and offices will be needed for Verwood as it grows. The development of new shops and offices is highly dependent on the investment decisions of private business. Therefore particular care has to be taken that the proposals of the Local Plan are commercially viable. It would be unrealistic for the Plan to make proposals for small local 'corner shops' or other forms of retailing which are unlikely to be attractive to private business. At the same time, the Plan must allow scope for private enterprise to take its own initiatives where this can be done without damage to the environment. A policy which would allow shop and office developments within the two commercial centres of Verwood is included in Chapter 6 (Policy SHDEV1 para 6.236). In addition this Chapter contains positive proposals for further shopping and commercial development in the town centre.

13.44. The original 1972 Village Plan made a proposal that future retail development should be concentrated into a wholly new centre. This led to the construction of the shopping area at Pennine Way. However, it is clear that the 'historic' centre of Verwood around the crossroads and the Village Green continues to flourish, despite severe problems of traffic and parking. At the same time the protection now given to Bugden's Copse limits the scope for further expansion of the Pennine Way shopping area, although there may well be opportunities for further development within the existing limits of the site. For this reason the main area specifically proposed for development is in the historic centre.

13.45. An analysis of the shopping potential of the town suggests that there is unlikely to be scope for any major expansion of provision, or for any substantial new food superstores while retaining the present secondary centre. However, more limited growth of individual smaller stores will be feasible. It is proposed that new development for smaller shops and service uses should be located close to the traditional town centre. Some of these should include residential units above. The residents and workers will stimulate the growth of shopping and service uses which

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will further add to the vitality of the centre and increase activity. Moreover more small shops would be likely to increase the number and range of services available. Furthermore there would be difficulty in integrating a bulky building into the existing town centre which consists of predominantly small scale older buildings. The central area of the town is therefore covered by Policy SHDEV1 (para 6.236) and within this area development and redevelopment under this policy will be permitted.

- 13.46. Proposals for new car parking are included in a later section of this Chapter. They include a main car park to the west of Manor Road at Baker's Farm, which will serve both the shops and the new community centre. In order to create a strong and attractive pedestrian link between this car park and the main shopping area around the Village Green and Vicarage Road, it is proposed that new shops and offices should be developed along the southern side of Station Road where the garage stands at present. It would be entirely acceptable for properties on the western side of Manor Road to be included in the proposed redevelopment site if the landowners wished to do this. Such an extension to the development would be valuable both in terms of the facilities which it would provide and in its contribution to the appearance of the town centre.
- 13.47. It is important that the design of the pedestrian route between the car parks and the shopping areas should be made as attractive as possible. It is therefore proposed that the ground floor frontage to Station Road should be developed with shops and appropriate service uses and that shelter should be provided for shoppers. This could be done either by a permanent canopy in front of the buildings, or by carrying the upper storey forward over part of the footway. In either case the pedestrian footway should be at least 4 metres wide, of which at least 3 metres should be under cover.
- 13.48. The buildings on this site should be a mixture of two and three storeys to provide the vertical scale necessary to the town centre and to allow the opportunity of creating a varied and interesting roofline. The development should provide a number of separate units for shop and service uses fronting onto Station Road, with a pedestrian footway at least 4 m in width of which at least 3 m should be sheltered from the weather. Parking provision for shoppers and employees will need to be made on nearby land, rather than on site. This could be secured through commuted payments towards the provision of long-stay parking space within the public car park proposed on land at Baker's Farm (Policy V9 para 13.59).

13.49. Policy V6

Land to the south of Station Road and west of Manor Road extending to 0.5 hectare (1.28 acres) will be developed for shopping, service and office uses including residential uses on upper storeys. Rear servicing must be provided with access from Station Road. The design, landscaping and boundary treatment must take account of the need to protect the amenities and security of the housing close by.

- 13.50. Shoppers increasingly demand an attractive, safe and traffic-free environment in the centres which they use (as well as easy access for their cars and ample parking). The Verwood Distributor Road proposed in the section of this Chapter dealing with traffic and highways will allow the north-south and west to south flows of traffic to be taken away from the central Verwood Crossroads. This in turn will permit the achievement of a traffic-free environment around the Village Green with the paving and pedestrianising of the northern part of Manor Road and Manor Way. Proposals have also been made for the restoration of the Village Green to a public space from its present use as a car park. A signal controlled pedestrian crossing will be provided on the Ringwood Road to make a link to the shops on the northern side of Station Road and Ringwood Road. On the northern side of the Crossroads it is proposed to close and pave the southern end of the Edmondsham Road, creating another traffic free area.

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- 13.51. Access over these paved areas to facilitate servicing of existing buildings will still be required. Full rear servicing avoiding access across the paved areas is unlikely to be achieved unless redevelopment is carried out. Therefore, the roads will remain broadly at their present width when paving is carried out.
- 13.52. The development of shops and services fronting on to all these areas, and onto Ringwood Road and Vicarage Road within the existing centres will be given full encouragement. It will be particularly important to create a strong 'sense of place' by keeping as much as possible of the character of existing buildings and features and by ensuring that new buildings are visually attractive. Designs should retain and conserve existing features which positively contribute to the character of this area of the town centre and must be of a high standard visually. New buildings will normally be expected to provide shelter for pedestrians, and to be of two or three storeys in height to provide vertical scale appropriate to the town centre. In order to foster the growth and vitality of this centre, which is particularly at risk because of its small size and the attractions of competing centres, the policy will protect against the creation of 'dead frontages' in the shopping area resulting from too great a proportion of non-retail units. Policy V7 as well as Policy SHDEV1 (para 6.236) will apply to this area.

13.53. Policy V7

Development falling within Use Classes A1, A2, A3, B1⁷⁹ and community uses will be permitted in accordance with policy SHDEV1, together with residential use on upper floors, will be supported within the Town Centre as defined on the Proposals Map. Access to new rear servicing areas will not be allowed from the pedestrianised sections of Manor Way, Manor Road and Edmondsham Road. Within the shopping frontages in this area no more than two non-retail uses will be permitted in any run of four units.

Schools

- 13.54. The growth of population at Verwood is expected to lead to the need for one additional first school (which may be denominational) and a further middle school, which is likely to be required only later in the Plan period. In the shorter term, middle school needs are likely to be met by the expansion already planned for the Emmanuel Middle School. The Local Education Authority will monitor the developing needs of the local school population. At present it is not expected that a viable upper school could be created or would be justified within the Plan period. However, land is reserved at the Howe Lane schools campus for an upper school if or when the need arises.
- 13.55. The substantial open grounds that often accompany schools such as playing fields for Middle Schools are appropriate uses in the Green Belt. However the same is not true of school buildings which are therefore on land excluded from the Green Belt.

Coopers Lane First School and Middle School

13.56. Policy V8

Land to the north of Coopers Lane extending to 4.2 hectares (10.4 acres) will be developed for a first school and middle school. Both these developments are on the edge of the open countryside to the north of Verwood, and a substantial landscaping scheme which reflects this open and important location will be required for each accompanied by a high standard of design of the buildings. A

⁷⁹ A full description of these uses will be found within the Use Classes Order. Briefly summarised, Class A1 comprises shops, Class A2 financial and professional services provided to the public such as banks and building societies, Class A3 the sale of food and drink for consumption on the premises or for take-away, and Class B1 offices, research or industrial processes of a kind that can be carried out in any residential area without damage to amenity.

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setting down and picking up space will be provided within the site and provision will be made for safe crossing by cyclists and pedestrians over Edmondsham Road.

Community Facilities

13.57. The development of Verwood and the increase in population will require the provision of a community centre on a broadly similar scale to those in the other main towns of the District, at Ferndown and Wimborne. At present the Memorial Hall acts as the main meeting hall for the town. It is likely that it will continue to be needed and to be well used after the construction of the new community centre. However, if the building itself should prove to have a more limited life expectancy, or if the choice were made by the trustees, it would be entirely acceptable in planning terms for the Memorial Hall to be replaced by a new building on the same site or a new use designed to serve the community.

13.58. The community centre will fulfil the widest range of functions if it can be associated with rooms for use for adult education and the youth service. This would allow these services greater flexibility in the space available to them and would allow the shared use of such facilities as catering services. The centre will need to be close to the town centre and bus routes, and to car parking. The Council will prepare a planning brief for the site and carry out a public consultation on that brief.

13.59. Policy V9

An area of land at Bakers Farm, not exceeding 1.86 hectares, will be reserved for community uses including a day care centre, public car parking and community centre. The remainder (0.4 hectare) of the Bakers Farm site will be developed for private residential care homes, convalescence homes, or other uses falling within Use Classes C2, C3 or D1.⁸⁰

13.60. The Social Services will require a site for a Day Care Centre which will need to be close to the town centre facilities and to public parking. It will be important that this should be easily accessible from the main public parking area. A site adjoining the proposed new car park at Baker's Farm is therefore proposed for this development. This will be an important public building which should be designed to be a landmark building of high quality. The design should allow for a height of one storey in the parts of the building adjoining the housing in Home Farm Way, rising to one and a half storeys on the main parts of the building fronting the car park. A separate staff car park and ambulance access will be provided from the access road to Station Road, separated from the public car park. Disabled parking spaces will need to be reserved within the public car park adjoining the building.

13.61. It is expected that a voluntary group will set up a local museum in the 'Potter's Wheel' building, adjoining one of the new car parks. Other community needs are likely to include an extension to the Verwood Library, which is likely to be accommodated by redevelopment within the present site. A new footpath access will also be sought from the proposed car park at the Potter's Wheel and Pottery Close to connect to Manor Road.

13.62. Policy V10

A footpath link will be developed from the Potters Wheel car park site (Policy V35 para 13.135) through to Manor Road.

⁸⁰ A full description of these uses will be found within the Use Classes Order. Briefly summarised, Class C2 comprises residential institutions, Class C3 dwellings, and Class D1 non-residential institutions.

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- 13.63. With the proposed development of a new sports hall at the Howe Lane site later in the Plan period (see Policy V14 para 13.76), the value of the existing sports centre at the Pennine Way centre, which provides only limited accommodation, will diminish further. While this is not a formal proposal of the Local Plan, it is considered that this building should then be adapted for some other community use.

Open Space and Recreation

Playing Fields

- 13.64. A number of open spaces have been proposed as part of the housing developments in the earlier part of this Chapter. These will provide local play spaces for children and informal recreational spaces for adults. In addition to these, there will be a need for approximately 9 hectares (22 acres) of additional sports fields to provide the growing population of Verwood with adequate formal playing areas. There are benefits in having this as a single area of land, which would be of broadly similar size to the existing Potterne Recreation Ground on the south-eastern side of the town.
- 13.65. There are only a few large areas of level land that could be developed for playing fields without extensive and costly earth moving. These are all in the valley of the River Crane. A site on the south western side of the town is proposed which will be closer to the central and western parts of the town than Potterne, and which can allow dual use by the public and the Emmanuel Middle School and the youth centre which are already there. Part of the land has already been developed as playing fields for the school which would retain assured use-rights on the extended playing field area. This dual use could extend to a Verwood Upper School if one were developed in this area at a later stage. Because part of the area is already in use for playing fields, the site proposed is somewhat greater than the 9 hectares required under the national standards.
- 13.66. It is suggested that the playing area should eventually be associated with the new sports hall and swimming pool (see Policy V14 para 13.76 below). Whilst the proposed playing area land will form part of the Green Belt, the future sports hall and swimming pool will form part of the built up area. The edge of the playing fields will be kept back from the floodplain of the River Crane in order to protect the river and to avoid areas liable to flooding. If an upper school is built on part of this land after the end of the Plan period, an extension to the playing field area would be likely to be needed.

13.67. Policy V11

Land between Margards Lane and the River Crane extending to 10.8 hectares (26.7 acres) will be developed for playing fields, with the intention that they should afford joint use to the public and the adjoining schools and youth centre.

- 13.68. The Potterne Playing Fields will continue to be needed to serve the town. At present they are connected to the wider area of countryside open space based on the Moors Valley County Park.

13.69. Policy V12

The existing playing fields at Potterne will be retained. Vehicular access to the Potterne playing field area will be from Potterne Way.

Informal Open Spaces

- 13.70. The Village Green is a key landmark in the centre of Verwood. Its present use for the 'storage' of cars, which has been necessary because of the lack of alternative car parking, is unworthy of the town. Proposals for removing the car parking use and the

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pedestrianisation of the adjoining parts of Manor Way and Manor Road are made in Policies V21 (para 13.100) and V22 (para 13.102). The closure of the car park will not take place until a replacement car park has been provided on land adjoining the Potters Wheel. Because of its central position it is likely to be well-used, and areas of hard landscaping such as paved spaces are likely to be needed as well as "soft" or planted green areas.

- 13.71. The Village Green, the Memorial Playing Field, the woodland at Church Hill and Champtoceaux Green at the southern end of Vicarage Road, make up an important series of green open spaces in the heart of the town. Although these are all on the main County Distributor Routes as they pass through the town, the road proposals have been designed to ensure that all these spaces remain substantially undamaged, or are positively improved by the reduction of traffic.

13.72. Policy V13

Land at Verwood Village Green at the junction of Manor Road and Ringwood Road, at present used for car parking, will be restored as an area of informal public open space and will be landscaped for this use.

- 13.73. Policy RCDEV1 (para 6.212) provides for the protection of existing areas of open space. Areas in Verwood which will come under this Policy include the Memorial Ground, Champtoceaux Green, land north of Howe Lane and east of the extended Springfield Road, land along the northern bank of the River Crane at Potterne, the green corridor of land running south from Burnbake Road to Newtown Lane, and the area of open space west of Black Moor Road. Other minor areas within the built-up area of the town will also be protected.

Sports Hall & Pool

- 13.74. The Sports Council have already advised that they consider that a further sports hall and a swimming pool will be required before 2001 in the eastern part of the District to serve its growing population. The large scale growth proposed for Verwood, together with its distance from existing sports centres suggests that it is the most suitable place for these new facilities. As with the playing fields, dual use by public and schools will be of value, and a site close to the Emmanuel Middle School is proposed. The sports hall, pool and playing fields will be served by a new access from Howe Lane.
- 13.75. The sports hall and the pool will be built to meet basic standards and the pool will be designed for sporting use rather than as a 'leisure pool'. It is intended that the sports hall and pool shall afford dual use to the public and the adjoining schools. The sports hall and pool will be provided out of public funds.

13.76. Policy V14

Land south of Howe Lane adjoining Heathy How extending to 1.8 hectares (4.5 acres) will be developed for a sports hall, swimming pool and associated car parking. Access will be from a new junction on Howe Lane incorporating a segregated right turning facility. A segregated cycleway/footway will be provided as part of this access. A particularly high standard of design and landscaping, in accordance with Policies DES7 (para 6.296) and DES8 (para 6.300), will be required on this sensitive site on the edge of the open countryside south of Verwood.

Countryside Recreation

- 13.77. There are a number of areas of major importance for countryside recreation and nature conservation in the neighbourhood of Verwood. Formal proposals are included for them in this Local Plan, although the practical effect of these will generally be

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simply to confirm and continue the ways in which they are managed and used at present. The main purpose of these proposals is to safeguard the long-term future of these areas. The Moors Valley Country Park will continue in being, but no formal proposals are considered necessary for its protection or development, although it will be protected as a major open space under Policy RCDEV1 (para 6.212).

- 13.78. While many of the proposed new road links will provide separate tracks for cyclists, the route through the Country Park provides another off-road link for pedestrians, and cyclists between St. Leonards and St. Ives and Verwood. It is suitable for daytime use, subject to the needs of the operation of the Park. The existing bridleway route will be maintained.
- 13.79. The cycle and pedestrian route through the Moors Valley Country Park between Potterne and the C2 Road at Ashley Heath will be maintained, although it will not be dedicated as a right of way. The route will be subject to protection under Policy TRANS7 (para 6.350) and TRANS8 (para 6.352).

Conservation and Countryside

Nature Conservation

- 13.80. The following proposal relates to a number of Sites of Special Scientific Interest close to the town. Ebblake Bog straddles the border with Hampshire. Stephen's Castle and Dewlands Common contain important areas of lowland heath also designated as Sites of Special Scientific Interest and Local Nature Reserves. The Herpetological Conservation Trust owns and manages the Noon Hill heathland SSSI as a nature reserve. Measures will be taken for heathland restoration at both Dewlands Common and Stephen's Castle. Potterne Hill, which also contains heathland, is of lesser quality although it is an important minor local landmark.

13.81. Policy V15

Land at Stephen's Castle extending to approximately 19.0 hectares (46.9 acres), at Potterne Hill extending to 1.9 hectares (4.7 acres), at Dewlands Common extending to approximately 12.5 hectares (30.9 acres) and at Ebblake Bog extending to 1.8 hectares (4.4 acres) will be used primarily for nature conservation and secondarily for non-intensive outdoor recreation which would not include BMX or mountain biking pursuits. The development of facilities for noisy sports will not be permitted. These areas will be designated as Local Nature Reserves where this has not already been done, and the existing areas of heathland on these sites will be conserved and extended.

- 13.82. Lowland heaths in Dorset have been much eroded by agricultural and urban development, and suffer from fragmentation as well as direct loss of their area. The conservation of the characteristic heathland wildlife greatly depends on maintaining, or if possible restoring, large and undivided blocks of heathland.

13.83. Policy V16

To reflect heathland restoration targets in the Bournemouth, Dorset and Poole Structure Plan, conservation will be sought through management and restoration, with their owners and interested organisations, of suitable sites in the Verwood area. These may include;

- (a) land to the south, south west and west of Dewlands Common;
- (b) land to the south of Noon Hill;
- (c) land to the east of Stephens Castle; and
- (d) land at Horton Common.

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- 13.84. The following proposal is also included. It is intended that the proposal would be implemented by the District Council.

13.85. Policy V17

Land south east of the junction of Dewlands Road and Doe's Lane extending to 0.8 hectares (2.0 acres) at present used as grazing land will be used to re-create an area of heathland. It will then be used in common with the remainder of Dewlands Common for the purposes set out in Policy V15 (para 13.81).

- 13.86. Bugden's Copse is important both for nature conservation and as a central feature in the landscape of Verwood. This area of mature, deciduous woodland, and the two meadows to the north east are protected as a Site of Special Scientific Interest by English Nature and is adjoined on its south eastern and south western edges by Sites of Nature Conservation Interest. It is desirable that the woodland area should be protected from the effects of development on neighbouring land. A large part of the woodland is now in public ownership.
- 13.87. The proper maintenance of the Copse may require felling and replanting in rotation of blocks of woodland, but this will only be acceptable where it can be justified for silvicultural and nature conservation reasons.

13.88. Policy V18

Where land adjoining the Bugdens Copse and Meadows Site of Special Scientific Interest and the Site of Nature Conservation Interest is developed, secure fencing must be installed and no direct access will be allowed from adjoining developed sites into the woodland area.

Landscaping

- 13.89. Birch and pine provide two dominant species on the sandy soils of the area. Neither species is usually long-lived and many of the characteristic pines are already over-mature. The continuous succession and regeneration that occurs in the natural habitat does not take place within the urban area and these trees cannot be regarded as permanent even where they are covered by Tree Preservation Orders. Active management and replanting are essential.
- 13.90. New planting is not only the responsibility of the District Council but is also part of the stewardship required of landowners generally. New tree planting initiatives will be encouraged to compensate for trees felled as they come to the end of their useful lives, or those lost through development, fire or storms.
- 13.91. Substantial new planting will be required as part of the development process in key locations in accordance with Policy DES5 (para 6.290). Planting schemes will also be sought where no development proposals are being made. These will be concentrated on the eastern side of the Moors River valley around Three Legged Cross and on the southern side of Verwood.
- 13.92. The new traffic routes and improved roads will inevitably lead to the loss of a number of trees, but will also provide the opportunity for extensive new planting. This will be essential to preserve the character and identity of the area for the future therefore comprehensive landscaping schemes will be carried out in conjunction with the construction of all larger new highway schemes in accordance with Policy DES5. In appropriate locations, consideration will also be given to the use of heather plantings to reflect the area's natural character and to contribute to green corridors, e.g. on road banks.

Transport

- 13.93. The guiding policies on highways and transportation are found within the general policies contained in Chapter 6. These guiding policies relate to cyclists, pedestrians, traffic management, heavy goods vehicles, environment and landscape, public transport, parking facilities and servicing. Chapter 7 contains details of the 'Local Plan Highway Programme' and lists the major highway schemes, including trunk road schemes, which are proposed for the period up to 2011. This chapter contains the specific proposals for the development of the local highway network.

Road Hierarchy

- 13.94. Appendix A sets out the road hierarchy for East Dorset in 2011 in terms of the definitions used in policy in Chapter 6. The local road hierarchy for 2011 is shown in Diagram 13.1.

Figure 13.1 Verwood Roads Hierarchy 2011

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Verwood Distributor Road

- 13.95. At present two important County Distributor Roads pass through and service Verwood. They intersect at Verwood Crossroads: the traditional local shopping centre in the town. The junction is busy during peak times and can cause considerable delays. The junction displays a poor geometry and safety record, probably contributed to by the presence of the Verwood Village Green public car park which accesses both Manor Road and Ringwood Road within 50 metres of the junction, and by the north-south movement of pedestrians across Ringwood Road.

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13.96. The concept of a Verwood Distributor Road presented in the Structure Plan affords an opportunity to remove some of the conflicting traffic movements from the traditional centre of Verwood and guide them on to safer, more convenient and suitable routes; to improve the environment of the traditional centre; and to service satisfactorily some of the major housing sites. The northern section of the Verwood Distributor Road is now open to traffic. The remaining proposal between Station Road and Manor Road is called the Verwood Distributor Road (South). In the event of failure to secure the implementation of the Verwood Distributor Road (South) within the local plan period, alternative improvements to the town centre will be considered, including traffic management/transport measures to improve the environment and the land reserved for the road will be included within the Bakers Farm policy area (Policy V9 para 13.59).⁸¹

13.97. The Distributor Road will remove the north-south flow and the south-west flow of traffic from the Crossroads but will do nothing to remove the east-west flow along Ringwood Road and Station Road.

13.98. Policy V19

Crane Drive will be closed at its northern end and north of its junction with Aggis Farm Road. This separated northern section will be linked into a new access road onto the Verwood Distributor Road (South). The southern part of Crane Drive will also be linked to the new access road.

13.99. Policy V20

Dewlands Way will connect to the new Distributor Road at its northern end but right turns will be prohibited at the junction with the Distributor Road (South).

13.100. Policy V21

On completion of the Verwood Distributor Road (North) and the Verwood Distributor Road (South) the following road closures and re-classification will be implemented:

- a) **B3072 Manor Road will be closed to vehicles towards its northern end and the section between its junction with the Verwood Distributor Road (South) and its point of closure will be reclassified as an access road;**
- b) **the central section of Manor Way will be closed to vehicles;**
- c) **Edmondsham Road will be closed to vehicles towards its southern end. The section between its junction with the Verwood Distributor Road (North) and its point of closure will be reclassified as an access road;**
- d) **Vicarage Road will be closed towards its southern end to motor vehicles with the exception of those turning left into Manor Road (subject to review);**
- e) **Eastworth Road will be closed near its northern end to motor vehicles.**

⁸¹ The Verwood Distributor Road (South) has been granted planning permission and work has commenced (autumn 2002). Under planning law, the permission will therefore remain live and not expire. However, it has been the practice in this plan to retain proposals for development even where planning permission has been given and work has started, so that a policy framework remains in place in case the developer should seek an alternative form of development. The formal proposal for the road was included in the Deposit East Dorset Local Plan and deleted from this adopted plan through a published modification as a result of a clerical error. The Planning Authority has resolved to reintroduce the proposal into any future revision of the plan, if the road should, at that time, still not be complete.

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Turning facilities will be provided at the point of closure of each road. In each case the road will remain open to pedestrians, horse-riders and pedal cycles. Access will be maintained to existing properties and businesses via alternative routes.

Pedestrian Areas

13.101. An important benefit provided by these road closures will be the opportunity to pave and pedestrianise the northern end of Manor Road, Manor Way and the southern end of Edmondsham Road. Together with the Village Green this will form a significant area in the traditional centre of the town which will be free from traffic and where pedestrians will be able to move freely without anxiety or disturbance from vehicles. Because the Green at the moment forms an important car parking area to serve the village centre, the pedestrianisation will be carried out in conjunction with the construction of the car park at the Potters Wheel. It will be important for the remaining flow of traffic along Station Road/Ringwood Road to create as little of a barrier as possible between the two parts, northern and southern, of the commercial area. For this reason a signal controlled pedestrian crossing will be provided (subject to the normal criteria for installation being met). This may also provide for cycle crossing. Bus lay-bys and space for a taxi rank will be provided. Occasional use of the pedestrianised area for a stall market would, however, be acceptable. It will be important to make provision for cyclists, including cycle parking as part of the scheme.

13.102. Policy V22

The northern end of Manor Road, Manor Way and the southern end of Edmondsham Road will be paved and pedestrianised, taking account of the need to provide for the servicing of frontage properties. Facilities will be provided to ensure the provision of safe interchange between differing forms of public transport as well as the safe passage of pedestrians and cyclists.

Other Road Proposals

Manor Road

13.103. Manor Road between the proposed Verwood Distributor (South) and Vicarage Road has substandard horizontal alignment and width. It is proposed that this section be realigned and widened to 7.3m with two footways. This will result in a serious, but unfortunately unavoidable, loss of trees.

13.104. Access to this section of Manor Road will be reduced by the closure of Vicarage Road. However, given the Structure Plan policy of restricting access to County Distributor Roads it is proposed to close Church Hill to motor vehicles at its two northern ends. Access to Manor Road will thus be limited to Church Hill (south) only. This will allow the green open spaces at Church Hill and Champtoceaux Green to be protected from the need to provide major new road junctions which the increase in traffic might otherwise require.

13.105. Policy V23

The B3072 Manor Road between the Verwood Distributor Road (South) and the existing junction with Vicarage Road will be realigned and widened to 7.3m. Footways will be provided.

13.106. Policy V24

Church Hill (North) will be closed to motor traffic at its two junctions with the B3072 Manor Road. In each case the road will remain open to pedestrians, horse-riders and pedal cycles.

- 13.107. Manor Road between Vicarage Road and Newtown Road is of substandard width but has acceptable horizontal alignment. Finances are unlikely to allow the early improvement of this section of road, and widening could be highly damaging to the environment, resulting in the extensive loss of trees. However, future development must not preclude its eventual improvement and hence a development control line will apply to this section of road in order to enable eventual widening to 7.3m with two 2.0m footways. This will keep open the option of widening the road should it be decided in future that the problems of traffic on this route outweigh the damage to the environment.

13.108. Policy V25

Development control lines to establish the extent of future use of land for highway purposes will apply to the B3072 Manor Road from Vicarage Road to Newtown Road. These will be sufficient to allow for future widening to 7.3m with two 2.0m footways. No permanent structures except walls and fences will be permitted within these lines.

- 13.109. Two further road closures are proposed to remove accesses onto this section of Manor Road and concentrate traffic onto key junctions.

13.110. Policy V26

Manor Lane and St. Michael's Road will be closed at their junctions with the B3072 Manor Road. Turning facilities will be provided. In each case the road will remain open to pedestrians, horse-riders and cyclists.

Road Between Church Hill and Dewlands Way and Church Hill (South)

- 13.111. Given the closure of Church Hill (North), increasing traffic pressure will be placed on the road connecting Church Hill and Dewlands Way and Church Hill (South). In order to meet this pressure both these roads will need to be widened to 6.7 m carriageways with a footway on the southern side of the road connecting Church Hill and Dewlands Way. The existing footway running through the treed open space on the northern side will be surfaced and linked through to Dewlands Way. Footways will be provided on Church Hill (South).

13.112. Policy V27

The road connecting Church Hill and Dewlands Way and Church Hill will be widened and improved and footways will be provided.

Ringwood Road & Station Road

- 13.113. As mentioned in paragraph 13.97, the Verwood Distributor Road will still require east-west traffic and east-north traffic to use the existing B3081 through Verwood. Ringwood Road to the east of Verwood Crossroads is generally about 6.1 metres wide. This will require some realignment and widening. Station Road to the west of Verwood Crossroads will be subjected to increasing traffic pressure. Not only will the growing east-west traffic continue to use this stretch but the east-north traffic that would normally have used Edmondsham Road will also traverse this section prior to heading north. Furthermore the new public car park, shopping, community centre,

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police, fire and ambulance station will all gain access from this road through a new access road (Policy V29 para 13.115), necessitating its widening from its current 5.8 - 6.2m to 6.7m plus footways.

13.114. Policy V28

The B3081 Ringwood Road / Station Road between Newtown Road and Crane Drive will be realigned and widened to a minimum carriageway width of 6.7 metres. Footways will be provided on both sides.

13.115. Policy V29

A common access road will be provided from Station Road to serve the commercial, housing, community and service uses proposed at Baker's Farm, north of the Verwood Distributor Road (South). A right turning lane will be provided in Station Road at the junction of the new access road.

Springfield Local Distributor Road

13.116. The line of this road has been protected since 1972 when proposed as a District Distributor in the Verwood Village Informal Plan. This Plan proposes this road once again, though as a Local Distributor Road, to provide the primary access to the proposed Howe Lane sports hall and future residential development, and as a further means of access to the Church of England First and Emmanuel Middle Schools in Howe Lane. This proposal will involve the 'making up' of the existing Springfield Road to 6.7 m width (see para 13.124) and extending this south westwards to meet Howe Lane at a new junction. A footway will be provided both sides. Manor Lane will then be closed to motor traffic towards its northern and its southern ends, but will remain open for use by cyclists and pedestrians, thus providing a route between Manor Road and the schools and sports hall.

13.117. Policy V30

A new Local Distributor Road, the Springfield Distributor Road, will be constructed from the B3072 to Howe Lane. A footway will be provided on both sides.

13.118. Policy V31

On completion of the Springfield Distributor, Manor Lane will be closed to motor traffic towards its northern and southern ends. Turning facilities will be provided. The road will, however, be used as an advisory route for pedal cycles from Manor Road to Howe Lane. In each case the road will also remain open to pedestrians and horse-riders.

Hillside Road Extension

13.119. At present there is serious congestion at the entrance to Hillside Road County First School, caused by the position of the school entrance at the head of a cul-de-sac. It is therefore proposed to extend the present road through the school site to connect to the road serving the housing site to the south east to form a through route. It will be important to ensure that the speed of traffic on this road is low, and this will be a fundamental element of the design of the road.

13.120. Policy V32

Hillside Road will be extended to connect to the new road proposed in the housing site to the south east to form a through route. The design of the road will ensure that the speed of the traffic is kept low.

Newtown Road Closure

13.121. The junction of the northern part of Newtown Road with Burnbake Road has now been closed. The northern entrance to Newtown Road from Ringwood Road will remain open.

Ebblake

13.122. Policy V33

In association with the residential and industrial development proposed at Ebblake under Policy V3 (para 13.37). and Policy V5 (para 13.42), a new roundabout junction will be constructed at the western junction of the B3081 (Ringwood Road) and Blackmoor Road, and a traffic signal controlled junction be provided at the junction of the B3081 (Ringwood Road) with Blackhill.

Making Up of Roads

13.123. A number of roads will be made up under the future private street works programme. This programme will extend through, and possibly beyond, the Plan period.

13.124. The streets which it is expected will be made up under the private street works programme during the period covered by this Local Plan are:

- (a) Manor Lane;
- (b) Moneyfly Road;
- (c) Springfield Road;
- (d) Glenwood Road;
- (e) Howe Lane Phase III (Manor Lane to St. Michael's Road).

In order to protect the Dewlands Common Site of Special Scientific Interest, and to deter unnecessary vehicular traffic from entering the network of unsurfaced lanes and tracks in the countryside to the south west of Verwood, the Highway Authority will take no steps to initiate the making up of Margards Lane west of Howe Lane, or to allow a through route to develop between it and Dewlands Road. In addition, Dewlands Road south of its junction with Dewlands Way will, if made up during the Plan period, be designed to the minimum standards necessary for highway purposes in order to minimise the impact on Dewlands Common SSSI.

Heavy Goods Vehicles

13.125. In order that heavy goods vehicles might gain access to the primary route network it is proposed to designate suitable County Distributor roads as Local Lorry Routes.

13.126. The B3081 Ringwood Road to the east of Ebblake, Verwood, will be designated as a Local Lorry Route following consultation with Hampshire County Council.

13.127. In addition to using designated lorry routes it should be recognised that heavy goods vehicles will also need to use other roads to gain access to local commercial, industrial and other premises.

Cyclists

- 13.128. The network of minor roads provides satisfactory local routes for cyclists through much of the Verwood area. However, problems can occur where cyclists are required to use or to cross heavily trafficked roads. The problems and requirements of cyclists are being considered by the Highway and Planning Authorities with the aim of improving facilities for cyclists and identifying suitable cycle routes.
- 13.129. A number of cycle routes and facilities for cyclists have already been provided or are proposed in this Plan. For clarity they are summarised below:
- (a) Verwood Distributor Road - western side - shared cycleway/footway;
 - (b) the route through Moors Valley Country Park from Potterne to the Horton Road;
 - (c) a shared cycleway and footpath from Newtown Road to Manor Road through the Potterne Hill housing site.

13.130. Policy V34

A footpath and cycle route will be provided connecting the roads within the Potterne Hill housing site to the open space at Potterne Hill, and to Manor Road.

- 13.131. The following advisory routes for cyclists are recommended for use following the construction of the major road schemes and will be signposted. Many of these routes will also be suitable for use by horse riders:
- (a) Edmondsham Road, Verwood between Coopers Lane and Verwood Crossroads;
 - (b) Eastworth Road, Verwood;
 - (c) Manor Road, Verwood between Verwood Crossroads and Verwood Distributor Road (South);
 - (d) Manor Lane, Verwood;
 - (e) Howe Lane, between Manor Road and St Michael's Road (this section will be suitably surfaced for cycle use).
- 13.132. Generally, the need for and the improvement of facilities for cyclists will be considered in highway improvements, development proposals and traffic management schemes.

Car Parking

- 13.133. Two areas of public car parking are proposed at the "historic centre" of Verwood. These will more than replace the present car parking on the Village Green, which provides 49 spaces. The two parking areas will serve slightly different functions.
- 13.134. The western car park will be developed at Baker's Farm under Policy V9 (para 13.59) and will serve the facilities there as well as some of the needs of the town centre. The eastern car park at the Potter's Wheel, which will accommodate approximately 100 spaces, and which will be entered from Ringwood Road, will be reserved primarily as a short stay, shoppers' car park. Pedestrian links from this car park to the shopping streets of both Manor Road and Vicarage Road will be encouraged. The boundary treatment will be designed to provide security and protect the amenities of adjoining properties.

13.135. Policy V35

Land adjoining The Potters Wheel, extending to 0.4 hectares (1.0 acre) will be developed for public car parking accessed from Ringwood Road.

Drainage

- 13.136. There are no specific proposals for drainage works. These are expected to be undertaken by the individual developers and the Sewerage Undertaker. A general policy in relation to housing sites is included in Policy HODEV2 (para 6.163).
- 13.137. It is expected that foul drainage from all sites within the built-up area will be made through connections to the public foul sewer network. Any proposals to connect surface water drainage to the foul sewer network will be opposed, because of the increased risk which would be created of overflows to local watercourses and thence to the River Crane/Moors River in times of heavy rainfall. Surface water drainage in Verwood is largely by surface water sewers since ground conditions in the area are generally unsuitable for soakaway disposal. New development is therefore likely to be required to drain to positive surface water drainage systems.
- 13.138. Where connections are made to the public sewer network, surface water from the Aggis Farm housing site and the sites for commercial and community development at Baker's Farm will drain to the Heathy Howe balancing reservoir. Surface water from the employment and housing sites at Ebblake will drain to the Ebblake Stream with flows being eventually balanced by the King's Farm balancing reservoir. Specific measures to guard against pollution problems from this area are set out in Policy V4 (para 13.38).
- 13.139. The housing site at Hainault Farm and other development sites in the central section of Verwood, will drain through public surface water sewers to a pollution control reed bed which it is proposed should be sited at Potterne. The purpose of this reed bed will be to improve water quality before it finally discharges to the River Crane with flows in the river being balanced by the Potterne and Kings Farm balancing reservoirs. In general developers will be discouraged from providing individual attenuation schemes for their developments because the central provision of balancing reservoirs is likely to be more effective and to present fewer problems of management and maintenance in the long term.

13.140. Policy V36

Land at Potterne will be developed as a pollution control reed bed.

- 13.141. In the area there are numerous public sewers which are at or near capacity and where additional development would result in overloading of the local sewerage network. Solutions to drainage capacity problems that would result from new development in Verwood are currently being investigated. In appropriate cases drainage arrangements for development sites may need to be determined on a comprehensive basis to provide a common solution to ensure the satisfactory drainage of an area.
- 13.142. Although infrastructure charges fund the necessary improvement to the Wessex Water plc network, Wessex is responsible for carrying these out and will wish to agree drainage arrangements with developers for linking their development sites to the existing system or a new system to be provided to ensure development is adequately serviced. It is clearly important to ensure that development does not result in overloading and possible flooding problems when these could be avoided and allow for Wessex Water to undertake the planned development of its own services to meet the new demands. This is particularly important in an area where any flooding incidents could give rise to pollution of ecologically highly sensitive watercourses.
- 13.143. Planning permission for new developments will normally only be granted where proposed arrangements for drainage of foul and surface water are satisfactory. Where it is intended that a development will be served by drainage through a public sewer, developers will be expected to seek prior agreement with the sewerage undertaker on the point of connection to the drainage network and to demonstrate that surface water flows will not be discharged into the public foul sewers.

Chapter 13: Proposals for Verwood and Three Legged Cross

Three Legged Cross

- 13.144. The opening paragraphs of this Chapter, 13.1 - 13.3, explain why the separate settlements of Verwood and Three Legged Cross, which fall within the single civil parish of Verwood, are included in the same Chapter of this District Plan, and the relationship of this Chapter to the general policies of Chapter 6 and to the transport policies and proposals of Chapter 7.

The Character of the Area

- 13.145. Three Legged Cross lies around the staggered junction of the B3072 Verwood to West Moors road and the C2 Ashley Heath to Horton road. The area is one of scattered housing and market gardens in level countryside, centred around a small area of denser housing forming a distinct settlement. Apart from this settlement, and the nearby industrial estate at Woolsbridge, the area forms part of the South East Dorset Green Belt. Three Legged Cross has limited facilities, including a good quality village hall, First School, pub, church and chapel, shops and garage. Much of the housing in the settlement is recent. This recent development has given rise to a rapid population increase from 940 in 1981 to 1,520 in 1991.
- 13.146. The junction of the B3072 Verwood Road with the C2 is particularly difficult, with a poor accident record and considerable congestion. Three Legged Cross has a recreation ground, but this is separated from the settlement by the busy Verwood Road, and is not close to any of the main housing, with the result that it has suffered from under-use, misuse and vandalism.

Proposals

- 13.147. There are no proposals for outward extension of the settlement, although a proposal is made for the development of a site within the built-up area for housing. The boundary of the Green Belt at Three Legged Cross is drawn around the built-up area which focuses upon the crossroads. Scattered development stretches out both northwards along Verwood Road towards Crab Orchard and eastwards along the Ringwood Road towards Woolsbridge. At present both these areas are semi-rural in character, and any further development could transform them into substantial urbanised areas, threatening the coalescence of the settlement with Woolsbridge and Ashley Heath to the east, and eroding the area of open land between Three Legged Cross and Verwood in the north. For this reason these areas have been included in the Green Belt, in which development will be controlled through the policies set out in Chapter 6.
- 13.148. A new road is proposed to carry traffic away from the southern part of the settlement and to overcome the problems at the junctions with the Verwood Road and the West Moors Road. A proposal is also made for the development of a children's play area.

Housing

- 13.149. Within the settlement there is one significant site on which development might take place, lying to the south of the Horton-Ringwood Road, and to the east of the West Moors Road. Part of this site has recently been developed for a nursing home. Development on this site would not be acceptable while the roads past the site form part of the main Verwood to West Moors route. This problem will be overcome by the proposed new link road described later in this Chapter.

13.150. Policy TLC1

Land at Horton Road extending to 1 hectares (2.5 acres) will be developed for housing at a density of at least 30 dwellings per hectare (12 dwellings to the

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acre). Development will not be permitted until the flows of traffic on the Horton and the West Moors Roads have been reduced by the provision of the new link road from Verwood Road to West Moors Road (Policy TLC4 para 13.158). A Local Area for Play (LAP) to the standards set out in Appendix C must be provided and laid out as part of the development.

- 13.151. Elsewhere within Three Legged Cross, infill or urban infill housing on land which is part of the built-up area will be controlled through the policies in Chapter 6. Exceptions to policies on density may be made where this will provide affordable housing to meet local needs.

Open Space and Recreation

- 13.152. There is a need to provide for improved recreational facilities in Three Legged Cross to meet the needs of older children. This has been specifically identified through a recreational needs survey. At present the only recreational facilities available are the recreation ground to the east of Earles Road and the Joy's Road Play Area, both managed by Verwood Town Council. The recreation ground is poorly situated. It lies down an unmade track on the opposite side of a very busy road. It is isolated and prone to vandalism. A 0.48 hectare site has been identified for an extension to the recreation ground between Earles Road and Verwood Road. The implementation of this proposal will help to open up the existing recreation ground making it a safer place to use. In order to improve accessibility to the main part of the village it is proposed to introduce a toucan crossing across Verwood Road.

13.153. Policy TLC2

Land extending to 0.48 hectares between Earles Road and Verwood Road will be developed for a recreation ground, subject to the provision of a toucan crossing across Verwood Road.

Nature Conservation

- 13.154. Much of the West Moors and Three Legged Cross area was originally heathland, now largely reclaimed for low grade agriculture and/or settlement. There are now a relatively large number of fields and other ponds within the area whose potential value for nature conservation must also be recognised. The council will seek opportunities to secure the conservation and enhancement of this area's heaths and ponds and prevent their unacceptable loss, in accordance with the nature conservation policies in Chapter 6 of this plan.

Shopping and Commerce

- 13.155. The proposed new road and its junction with the Ringwood Road will occupy much of the site of the present garage. It is proposed that land should be set aside to allow a replacement garage to be built, facing onto the new road.

13.156. Policy TLC3

Land extending to 0.4 hectares (1.0 acre) to the east of the proposed new road linking the Verwood Road to the West Moors Road (Policy TLC4 para 13.158), will be developed for a garage and filling station with ancillary general retailing outlet, subject to the provision of adequate parking.

Transport

Three Legged Cross Link Road and Junction

13.157. The staggered junction of the B3072 West Moors Road, the C2 Ringwood - Horton Road and the B3072 Verwood Road at Three Legged Cross presents a traffic problem that has been worsening for many years. Considerable delays to traffic are experienced during peak hours and the junction has a very poor injury accident record. Traffic turning into or out of Verwood Road in particular conflicts with traffic entering and leaving the garage, public house and shop and with people crossing the road on foot.

13.158. Policy TLC4

The existing B3072 West Moors Road will be improved by the construction of a new 7.3m single carriageway Three Legged Cross Link Road between the B3072 Verwood Road/ C2 Horton Road junction and the B3072 West Moors Road to the south of Hunters Lodge. A shared use cycleway/footway will be provided along its eastern edge. Upon the opening of this road the by-passed section of West Moors Road will be closed at its southern end.

13.159. Policy TLC5

A new signalised junction will be constructed at the intersection of the B3072 Three Legged Cross Link Road, B3072 Verwood Road and the C2 Ringwood Road - Horton Road.

13.160. This will provide three queuing lanes on the Verwood Road, Ringwood Road, and Three Cross Link Road approaches to the junction and two queuing lanes on the Horton Road approach.

Crab Orchard Bends (B3072)

13.161. The series of bends to the north of Three Legged Cross known as Crab Orchard Bends have previously had a poor accident record. A minor improvement scheme carried out in 1993, however, substantially eased the two 90° bends and improved visibility. An analysis of the accident record for the three years to June 1996 has indicated no accidents involving injury at the improved bends but one accident at the more northerly bend at English Farm. Given the success of the recent improvement scheme, the construction of a Crab Orchard Bends Bypass⁸² can no longer be justified. Rather, a modest improvement to the remaining northern sub-standard bend at English Farm would suffice to create an adequate and safe route for motorists without encouraging increased traffic speeds.

13.162. It is proposed to construct a cycle track / footway / horse path from the C2 Ringwood Road, Three Legged Cross along the length of Earles Road and its continuation, Bridleway Verwood 17, to the B3072 at Crab Orchard. A cycle track, horse path and footway will be provided on the eastern side of the B3072 through Crab Orchard to connect this cycle route to the cycle track along the Ebblake Distributor Road. These will provide a continuous route between Verwood and Three Legged Cross, which will link in turn to the cycle track proposed along the West Moors Road and the West Moors Bypass. The route along Earles Road and Bridleway Verwood 17 will be connected to the main housing area at Three Legged Cross by two links, one along Furzelands Road and another along Bridleway Verwood 18 and Broadmead Road. Crossing facilities suitable for use by both cyclists and pedestrians will be provided

⁸² Proposed in the Deposit Local Plan for Verwood, Three Legged Cross and St Leonards and St Ives, para 5.191, 1991.

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where these routes meet the B3072 Verwood Road. In addition, Church Road, Three Legged Cross will be designated as an advisory cycle route.

13.163. Policy TLC6

As part of the B3072 improvements:

- (a) the bend on the B3072 Verwood Road in the vicinity of English Farm, Crab Orchard will be improved;
- (b) a cycle track will be constructed along Earles Road and Bridleway Verwood 17 between the C2 Ringwood Road and the B3072 Verwood Road at Crab Orchard, with a continuation along the B3072 northwards. The cycle track will be open to use by pedestrians and horse riders. Cycleway links will be provided to the Verwood Road along Furzelds Road and along Bridleway Verwood 18 / Broadmead Road. Where the cycle track will pass alongside the Lower Common SSSI fencing will be installed to discourage intrusion by cyclists, horse riders and pedestrians.

Verwood Road

- 13.164. The proposed West Moors By-pass, and Three Legged Cross Link Roads would leave only the stretch of the B3072 between Three Legged Cross and Crab Orchard Way requiring improvement to provide a high standard route from the A31 Ferndown By-pass to Verwood. Currently this stretch is on average 6.1m wide. It is expected that this scheme can be carried out without significant loss of the important trees and hedgerows along this section of the Verwood Road, although more extensive widening will be needed in the extreme north on the approach to the Crab Orchard Bends.

13.165. Policy TLC7

The B3072 Verwood Road between Three Legged Cross junction and Crab Orchard Way will be improved to 6.7 metre carriageway width. A footway will be provided from Ringwood Road on the western side of this road as far as the Crab Orchards Bends and on the eastern side as far as Furzelds Road, and between the Gospel Hall and Harkwood Farm. Care will be taken in the design of this scheme to protect the wooded character of the Verwood Road which is of the greatest importance to the appearance of Three Legged Cross.

Cyclists and Pedestrians

- 13.166. A number of cycle routes and facilities for cyclists have already been provided or are proposed in this Plan. For clarity it should be noted that, in the Three Legged Cross area this will include the Three Legged Cross Link Road - eastern side - shared cycleway/footway.
- 13.167. The following advisory routes for cyclists are recommended for use following the construction of the major road schemes and will be signposted. These routes will also be suitable for use by horseriders.
- (a) Church Road, Three Legged Cross;
 - (b) West Moors Road from its closure at the junction with the C2 road to its junction with the Three Legged Cross Link Road.

Verwood and Three Legged Cross - Responsibilities for Implementing Development Proposals

13.168. The following paragraphs deal with responsibilities for the implementation of the proposed developments in Verwood and in Three Legged Cross, their phasing and their financing.

13.169. The responsibilities for carrying out the proposed developments generally will be as follows:

Housing	Private Sector and Housing Associations
Playing Fields	District Council
Sports Hall and Pool	District Council
Countryside Recreation	District Council
Open Space	Housing developers, District Council and Town Council
Industry	Private Sector
Shops and Offices	Private Sector
Schools	County Council
Community Facilities	District Council, Town Council, and County Council, Health Service Providers
Car Parks	District Council
Highways	County Council and Department of Transport
Main Drainage	Wessex Water plc

13.170. The Council envisages that private sector responsibility for particular pre-requisites for the proposed developments will be met directly; and that private sector responsibility for general infrastructure pre-requisites will be met through financial contributions from those undertaking industrial, warehousing or residential development. These matters are dealt with further below.

Phasing

13.171. The period covered by the Local Plan (1994-2011) is sufficiently short for it to be unnecessary for the proposed developments to be phased for the purpose of ensuring a steady, continuing supply of development sites. Market forces are likely to prevent the development of housing and industry taking place too rapidly. Moreover, as it is not intended that Verwood or Three Legged Cross should continue to grow in the long term, there is no reason to restrict development in the early stages of the Plan period in order to ensure that development continues smoothly up to and beyond 2011.

13.172. Nevertheless a substantial set of phasing issues arises where development has as a pre-requisite the provision of physical and social infrastructure to serve it. These pre-requisites may be particular to an individual site, such as access provision or open space, or may be general to a wider area.

Pre-requisites for development at Verwood

- 13.173. There are a number of particular pre-requisites for individual development sites. Some of these have been noted already in the proposals set out above and will be provided direct by developers. However, in respect of development of certain sites there are additional particular pre-requisites which will need to be met.
- 13.174. Developers will be expected to provide for the particular pre-requisites for the development of their individual sites, including public open space, highways, footways, cycleways, street lighting, drainage, boundary treatment and landscaping within their development sites and the making up of access roads or the construction of new roads to existing made-up highways.
- 13.175. The following are the general infrastructure pre-requisites for development at Verwood:
- Verwood Distributor (South)
 - Improvements to the B3072
 - West Moors Bypass
 - Town centre car parking
 - Playing fields
 - River Crane Reed Bed
- 13.176. The Planning Authority recognises that it would be unhelpful to the orderly and progressive implementation of the development proposals set out in this Plan to delay all major development until the general pre-requisites have been provided or agreements have been made for their provision. The Authority is also mindful of the comments made by the Panel in their report on the Examination in Public into the South East Dorset Structure Plan First Alteration and the comments of the Secretary of State in approving that Plan, which was the strategic policy document under which the development proposals for Verwood and Three Legged Cross were originally formulated, together with the comments of the Inspector who conducted the Inquiry into objections to the deposit Verwood, Three Legged Cross and St Leonards and St Ives Local Plan. Policy OBLIG1 will therefore be operated in the Verwood area.

13.177. Policy OBLIG1

Development for employment (B1 and B2 Use Classes), warehousing (B8 Use Class) or residential purposes (C3 Use Class) in the Verwood area should make an appropriate contribution towards provision during the Plan period of the general pre-requisites for development at Verwood, having regard to the type, location, scale and cumulative impact of the development proposed.

- 13.178. Since no single developer or development agency is likely to be able to provide all of the general pre-requisites for development at Verwood, Policy OBLIG1 will be implemented by the Council seeking such contributions from applicants for planning consent as may be appropriate in each case with a view to aggregate contributions meeting the attributable costs of providing the general pre-requisites during the Plan period.
- 13.179. 13.6% of the West Moors bypass projected traffic increase and 45% of the B3072 improvement requirement are attributable to the industrial, warehousing and residential development proposed at Verwood. The need for the Verwood Distributor Road South and River Crane Reed Bed are both triggered entirely by such development. The need for playing fields (5 ha according to the standard of 2.4ha/1,000 population) and 57 additional town centre car parking spaces (270 total spaces required x ratio of 1110 proposed dwellings to 4122 already existing or previously committed – 1991 figures) is wholly attributable to the residential

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development proposed. As a guide, the following is the broad order of attributable costs of providing these general pre-requisites at first quarter 1999 prices in millions of pounds

Verwood Distributor South	£M1.78	
B3072 improvements	£M1.5 (total cost	£M3.34)
West Moors Bypass	£M1.11 (total cost	£M8.13)
None of the above costs include the cost of land.		
Car Parking	£M0.42	
Playing Fields	£M0.10	
River Crane Reed Bed	£M0.15	

- 13.180. Having regard to the above, prospective purchasers of development land in the Verwood area and parties intending to develop there should discuss their proposals, and accordingly the amount of contribution which may be sought from them, with the Council at an early stage.
- 13.181. Contributions to the cost of general pre-requisites at Verwood will be the subject of Section 106 legal agreements limiting the use of any funds to the specified purposes and providing for payment on commencement of development (or a phase of development) unless a suitable bond has been supplied ensuring that the contribution will be forthcoming.

Pre-requisites for Development at Three Legged Cross

- 13.182. The general pre-requisites for development at Three Legged Cross are the provision of a West Moors Bypass and improvements to the B3072.
- 13.183. The same considerations as are mentioned in paragraph 13.176 apply in relation to the general pre-requisites for development at Three Legged Cross. Policy OBLIG2 will therefore be operated in the Three Legged Cross area.

13.184. Policy OBLIG2

Development for employment (B1 and B2 Use Classes), warehousing (B8 Use Class) or residential purposes (C3 Use Class) in the Three Legged Cross area should make an appropriate contribution towards provision during the Plan period of the general pre-requisites for development at Three Legged Cross, having regard to the type, location, scale and cumulative impact of the development proposed.

- 13.185. Policy OBLIG2 will be implemented by the Council seeking such contributions from applicants for planning consent as may be appropriate in each case with a view to aggregate contributions meeting the attributable costs (broadly £M2.4 at first quarter 1999 prices) of providing the general pre-requisites during the Plan period. As in the case of Verwood, prospective purchasers of development land in the Three Legged Cross area and parties intending to develop there should discuss their proposals, and accordingly the amount of contribution which may be sought from them, with the Council at an early stage.
- 13.186. Contributions to the cost of general pre-requisites at Three Legged Cross will be the subject of Section 106 legal agreements limiting the use of any funds to the specified purposes and providing for payment on commencement of development (or a phase of

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development) unless a suitable bond has been supplied ensuring that the contribution will be forthcoming.

- 13.187. The main housing site proposed at Three Legged Cross cannot be developed and occupied until the proposed new link road from Verwood Road to the West Moors Road (Policy TLC4 para 13.158) has been opened to traffic, relieving the C2. The Highway Authority may be prepared to advance the date of construction of this link road if a financial contribution towards its cost is made in addition to any contribution made under Policy OBLIG2 (para 13.184).