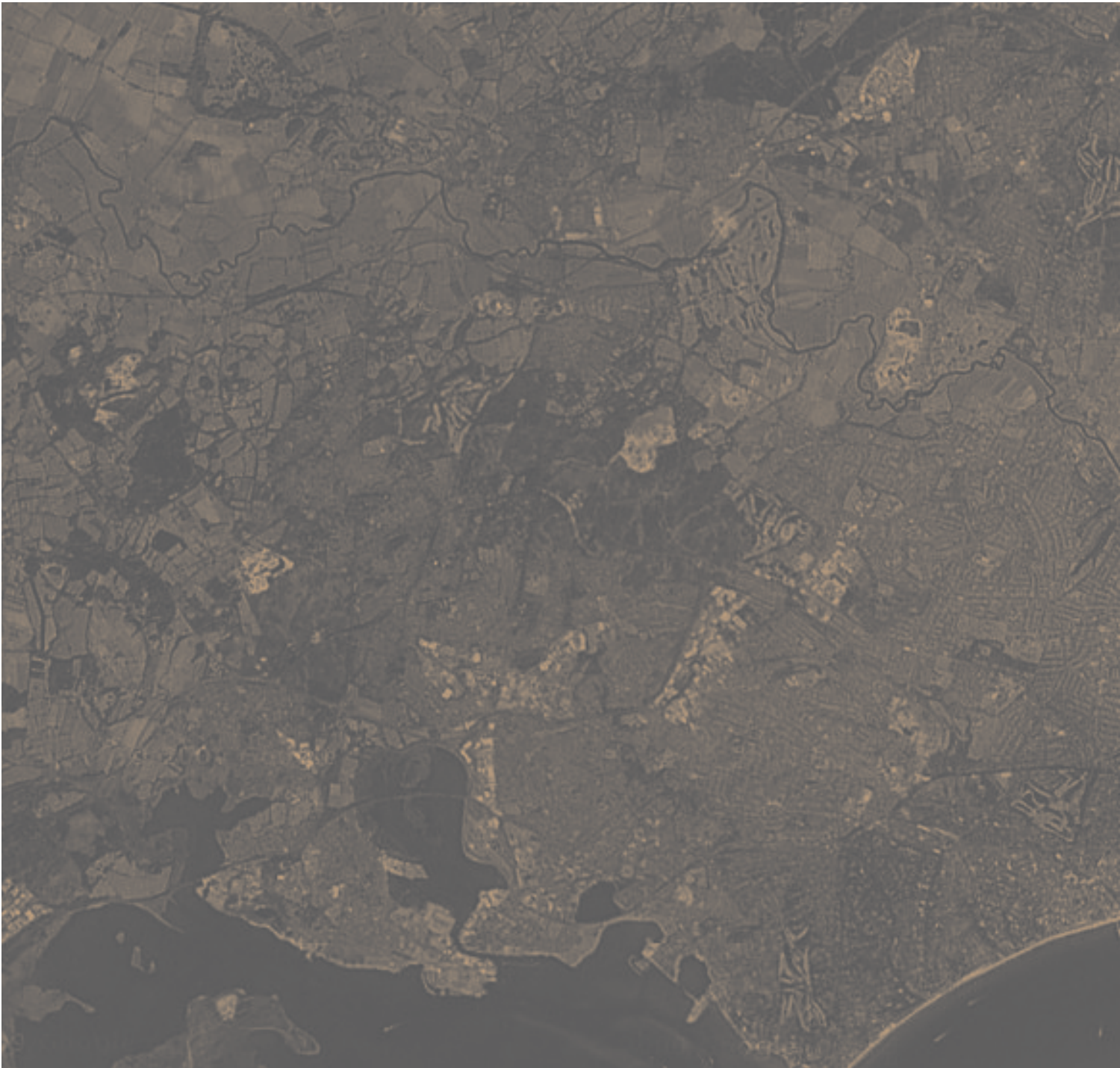


# 09 IDENTIFIED LAND FOR CONSIDERATION





# 09 IDENTIFIED LAND FOR CONSIDERATION

## Introduction

Having undertaken an analysis of constraints, opportunities and transportation in sections 6 and 7 respectively, this section examines land that we consider is potentially suitable for development. It is clear that Dorset County Council, Poole Borough Council and Bournemouth Borough Council have already undertaken some preliminary work with regard to this, through the “First Detailed Proposals” work. East Dorset District Council has also undertaken some landscape appraisal work in relation to this. However, it is important that this report draws its own conclusions from the analysis work undertaken.

## Selecting land

Guidance for the selection of land for development is contained in a number of planning guidance documents. Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1, provides a useful checklist against which to select land for development. In deciding which areas and sites are suitable, and for what type and intensity of development, the PPS states that planning authorities should take account of a number of factors which are listed in paragraph 24. These include:

- Whether there is, or the potential for, a realistic choice of access by means other than the private car and for opportunities to service the site through sustainable transport
- The capacity of existing and potential infrastructure to service the site or area
- The ability to build and sustain socially cohesive communities with appropriate community infrastructure
- The effect of development on biodiversity
- Known physical and environmental constraints on the development of land

In addition to the above, it is considered necessary to consider further factors which are locally significant. As most of the land under consideration is designated Green Belt land, consideration must be given to Planning Policy Guidance 2 (Green Belts). Although development in these locations will comprise a review of the Green Belt boundary, certain points set out in PPG2 should still be considered such as the prevention of neighbouring towns from merging into each other.

With this in mind, we have devised a two stage process to identify land that could be suitable for development within the three locations. First, we seek to refine the broad areas of search to areas that are, overall, more suitable, based on a range of strategic factors. Second, we seek to refine this further through the identification of more site specific factors such as landscape, environmental and other constraints. This process will lead to the identification of land parcels that we consider are suitable for development.

### **Stage 1: Refined areas of search**

In order to refine the areas of search down to more suitable locations for consideration, we have assessed each in relation to the following criteria:

- Location in relation to existing services, facilities and community infrastructure
- Transport accessibility
- Wider environmental and conservation designations
- Coalescence

To make this process more manageable, we have broken the individual areas of search down into two/ three sub-areas.

These are:

- Wimborne Minster North – western, central and eastern
- Wimborne Minster East - northern and southern
- Corfe Mullen – northern and southern
- Ferndown and West Parley – western, central and eastern.

### **Stage 2: Site Specific Constraints**

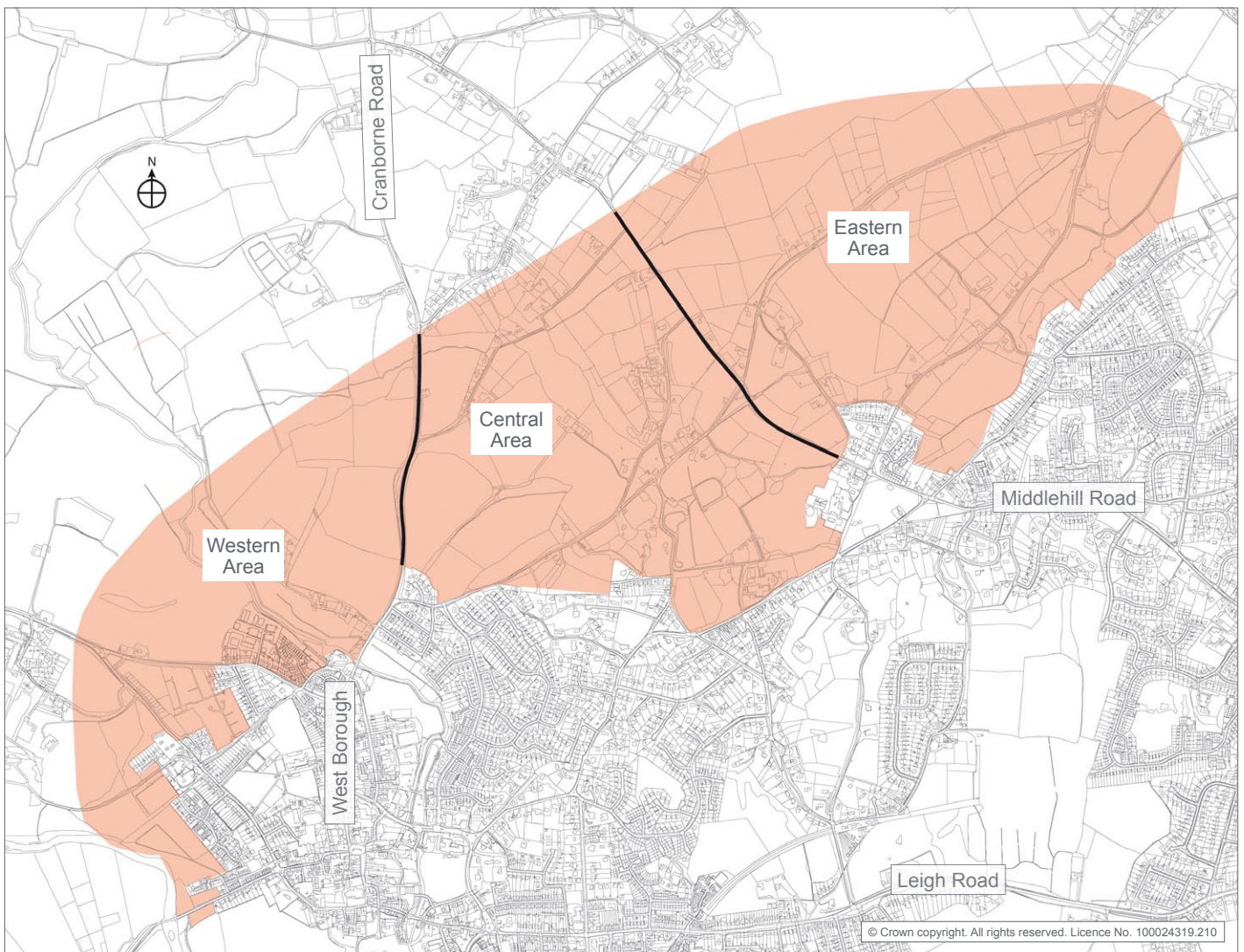
Having identified the suitable locations for development, the second stage of the sieving process seeks to define land parcels that are suitable for development. To do this, we have mapped the main features that will influence this for each location, taking into account, where relevant:

- landscape
- environmental and conservation designations
- land use
- other

### **Sites considered suitable for development**

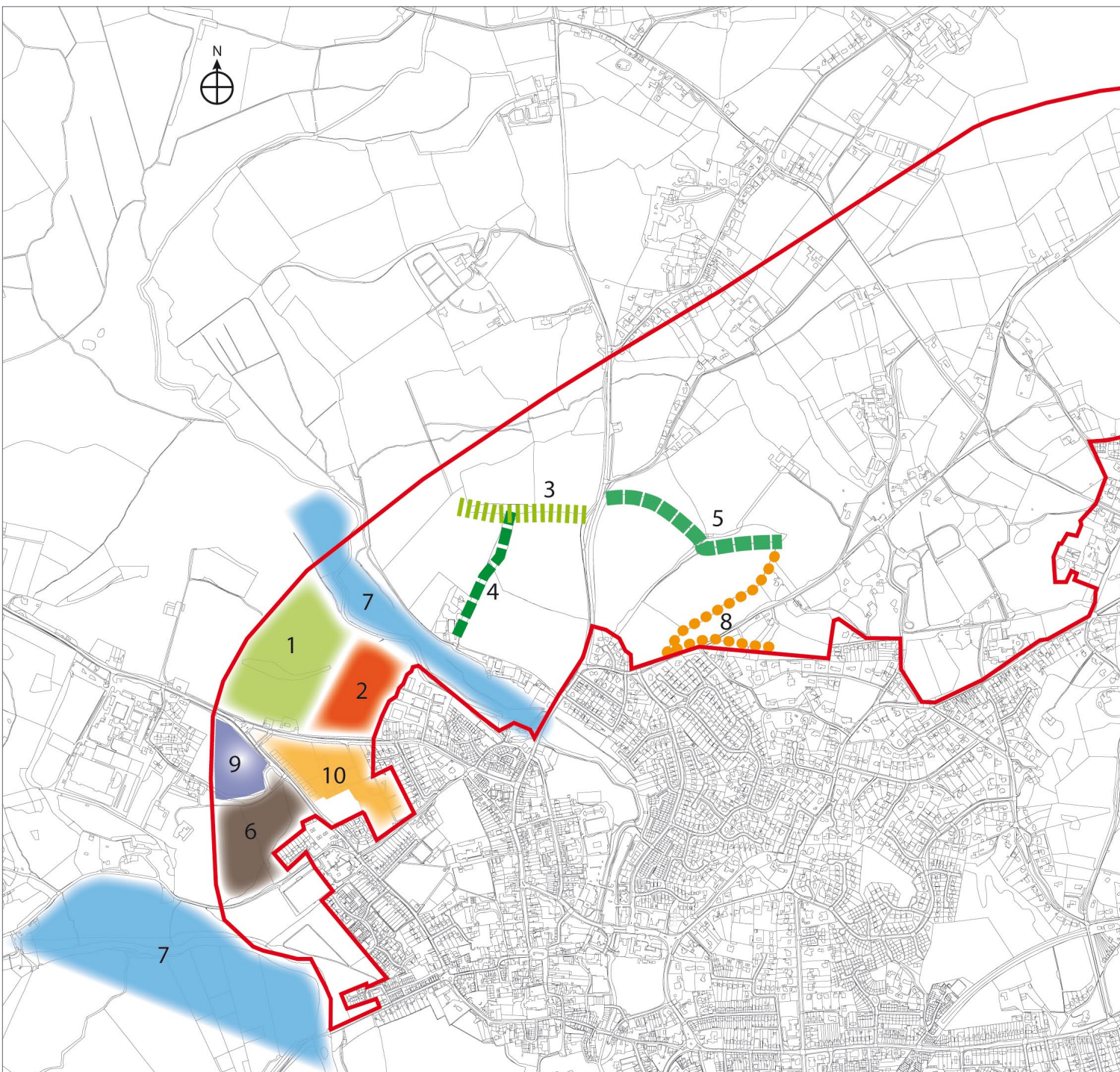
Finally we arrive at a plan showing the development parcels in each location that we consider are suitable for development.

# WIMBORNE MINSTER NORTH - STAGE 1 REFINED AREAS OF SEARCH



Wimborne Minster North - Sub Area Assessment			
Criteria	Western sub-area	Central sub-area	Eastern sub-area
<b>Location in relation to existing services, facilities and community infrastructure</b>	<ul style="list-style-type: none"> <li>○ Town centre – Area lies close to the town centre, though the northern and western extremes are more remote.</li> <li>○ Education – Area lies close to first and middle schools in the town centre and the western extreme is close to QE upper school.</li> <li>○ Healthcare – Area lies close to the hospital, doctor's surgery and dentists. Northern and western extremes are, however, more remote.</li> <li>○ Employment – Area is in very close proximity to the employment opportunities in the town centre. Stone Lane Industrial Estate, which is being considered for housing, falls within this area. However, large areas of employment are located in the conurbations to the south e.g. Bournemouth.</li> </ul>	<ul style="list-style-type: none"> <li>○ Town centre – Only the south western extremities lie within a reasonable proximity of the town centre and the remainder of the area is more remote.</li> <li>○ Education – Only the south western extremities lie within a reasonable proximity to all levels of education. One middle school is located close to the south eastern parts of this area and the private school – Dumpton, lies at the heart of this area. Other first and upper schools are remote from this area.</li> <li>○ Healthcare – Hospital, doctor's surgeries and dentists are all remote from this area, apart from land in the south west.</li> <li>○ Employment – Most of the area is remote from the employment opportunities in the town centre, apart from land in the south west.</li> </ul>	<ul style="list-style-type: none"> <li>○ Town centre – Area is remote from the town centre, though some limited, small scale facilities are available in Colehill.</li> <li>○ Education – First schools are located in Colehill, St Michael Middle School is on the edge of the area of search and St Catherines Primary School is in close proximity.</li> <li>○ Healthcare – Area is remote from the hospital, doctor's surgery and dentists.</li> <li>○ Employment – Area is remote from employment opportunities in the town centre.</li> </ul>
<b>Transport accessibility</b>	<ul style="list-style-type: none"> <li>○ Roads – The area is connected to the town centre and the wider area by existing direct roads (B3078 to the north and west).</li> <li>○ Public transport – The western extremes are within 400m of bus stops on regular bus routes. The northern parts are not as well served</li> <li>○ Walking – Existing rights of way link the western and northern parts of the area to the town centre. The western parts are within 800-1,200m of the town centre. The northern parts are between 800-1,600m of the town centre.</li> <li>○ Cycling – The area is within a short cycle of the town centre. Furthermore, land to the west of the area is flat. Land further north has a steeper gradient.</li> </ul>	<ul style="list-style-type: none"> <li>○ Roads – The area is connected to the town centre by the B3078 in the west. Roads in the east (Smugglers Lane) connect the area to Colehill. Burt's Hill connects the area to the B3078.</li> <li>○ Public transport – The most southerly parts of the area are served by public transport and within 400m of bus stops. The remainder of the area is remote.</li> <li>○ Walking – Existing rights of way link the area with Colehill, but there are no direct links to the town centre. The majority of this area is over 1,200m from the town centre.</li> <li>○ Cycling – The area is a longer cycle from the town centre than the western area. The terrain is also more undulating and less attractive to this mode of travel.</li> </ul>	<ul style="list-style-type: none"> <li>○ Roads – The area is connected to the town centre by Burt's Hill/ Long Lane. However, this is a long distance from the town. Other roads – Smugglers Lane and Colehill Lane connect the area to Colehill.</li> <li>○ Public transport – Only the southern extremities of the area are within 400m of bus stops. The remainder of the area is remote.</li> <li>○ Walking – Existing rights of way help connect the area to Colehill. However, there are no direct links to the town centre. Most of the site is over 2km from the town centre.</li> <li>○ Cycling – The area is a longer cycle from the town centre than the western and central areas. The terrain is also more undulating and less attractive to this mode of travel.</li> </ul>
<b>Wider environmental and conservation designations</b>	<ul style="list-style-type: none"> <li>○ Heathland – There is no heathland within this area and it is not within any 400m buffer zone.</li> <li>○ SSSI – There are no SSSIs in the area</li> <li>○ SNCI – Part of Cately Copse lies at the northern edge of the area.</li> <li>○ AONB – Part of the area is covered by this, however, this is limited to the north western extremes.</li> <li>○ AGLV – No part of the area is within this, however, AGLV is found close to the western boundary.</li> <li>○ Watercourses – Two rivers run through this area, but the floodrisk zones are limited</li> <li>○ Conservation – Parts of the Wimborne Minster conservation area adjoin the southern edges. There are several listed buildings but no SAMs.</li> </ul>	<ul style="list-style-type: none"> <li>○ Heathland – There is no heathland within this area and it is not within any 400m buffer zone.</li> <li>○ SSSI – There are no SSSIs in the area</li> <li>○ SNCI – There are no SNCIs in the area</li> <li>○ AONB – No part of this area is covered by AONB.</li> <li>○ AGLV – No part of the area is within the AGLV.</li> <li>○ Watercourses – No rivers run through this area</li> <li>○ Conservation – Burt's Hill conservation area is located at the heart of the area. There are several listed buildings and one SAM on the southern edge.</li> </ul>	<ul style="list-style-type: none"> <li>○ Heathland – There is no heathland within this area and it is not within any 400m buffer zone.</li> <li>○ SSSI – There are no SSSIs in the area</li> <li>○ SNCI – There are no SNCIs in the area</li> <li>○ AONB – No part of this area is covered by AONB.</li> <li>○ AGLV – No part of the area is within the AGLV.</li> <li>○ Watercourses – No rivers run through this area</li> <li>○ Conservation – Burt's Hill conservation area is located in the west of the area. There are some listed buildings but no SAMs.</li> </ul>
<b>Coalescence</b>	<ul style="list-style-type: none"> <li>○ No coalescence issues, apart from in the north eastern parts, close to Furzehill and Dogdean.</li> </ul>	<ul style="list-style-type: none"> <li>○ There are no coalescence issues to the south of the area. However, such issues do arise in the north in relation to Dogdean and Furzehill.</li> </ul>	<ul style="list-style-type: none"> <li>○ No coalescence issues.</li> </ul>
<b>Conclusions and recommendations</b>	<p>A major factor is the area's proximity to the town centre and its transport connections. Although it has a number of environmental designations within or around, these do not impact on development opportunities. Coalescence is not a major problem.</p> <p><b>This area should be considered for development.</b></p>	<p>Although there are few environmental designations in this area, its remoteness from the town centre and its potential coalescence issues are major factors. Only the south western parts are considered suitable.</p> <p><b>Only the south western parts of this area should be considered for development</b></p>	<p>Although there are few environmental designations and no coalescence issues in this area, its remoteness from the town centre and other key services are significant factors.</p> <p><b>This area should not be considered for development</b></p>

# WIMBORNE MINSTER NORTH - STAGE 2 SITE SPECIFIC CONSTRAINTS





The whole of the western sub-area and the south western extremes of the central sub-area were considered appropriate locations for further consideration. The bullet points (number referenced to the plan, left) identify land areas within these locations that we consider are unsuitable for development.

#### Landscape

1. The area within the AONB should be discounted.
2. The area between the AONB and the edge of the urban area provides a rural edge to the town and a transition between it and the wider protected area. It should be discounted.
3. There is a strong physical ridgeline to the north of the town, beyond which views of the urban area are not possible. Development should not go north of this ridgeline.
4. There is also a strong tree belt ("The Row") running south of this ridgeline to the Pumping Station. Development should not go beyond this to the west.
5. A further strong hedgerow exists to the east of the ridgeline, wrapping round to the Burt's Hill Conservation Area. Development should not go beyond this to the north or east.
6. Stone Park has low landscape capacity for development and is part of Stone Park historic landscape and should be discounted.

#### Environmental and conservation designations

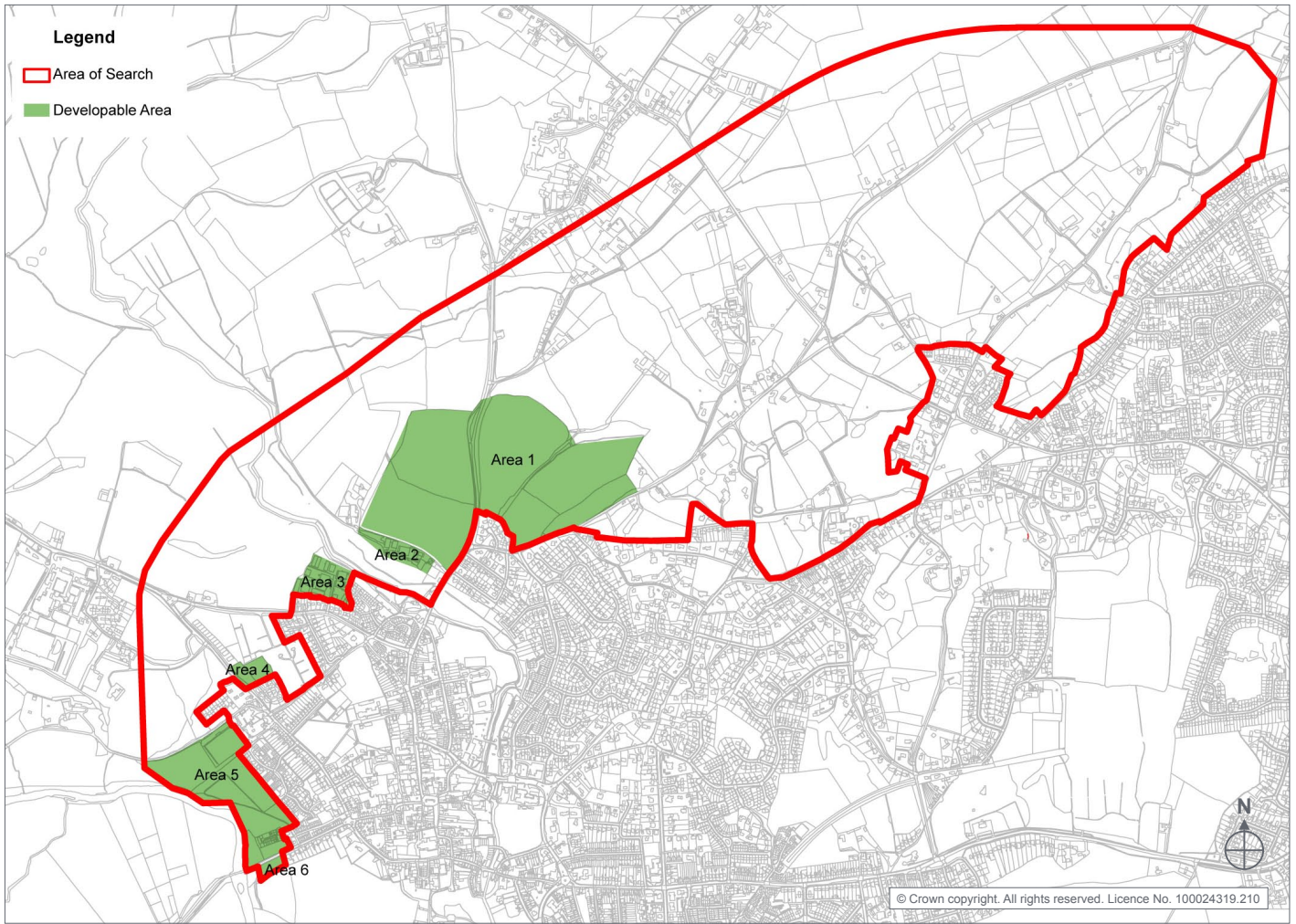
7. Areas with flood risk issues should be discounted.
8. Burt's Hill Conservation Area covers a field in the south east corner of the central sub-area. However, we consider that this field's inclusion within the Conservation Area is questionable and the adjacent building (the Haven) is considered "not remarkable" in architectural terms. It is considered that land uses (albeit sensitive land uses e.g. open space/ recreation) could be considered in this area.

#### Land use

9. Grounds of the QE School should be discounted
10. The cemetery should be discounted.



# WIMBORNE MINSTER NORTH - SITES CONSIDERED SUITABLE FOR DEVELOPMENT



It is considered that the following sites should be considered for development

- 1) Land north of Wimborne
- 2) Farm buildings adjacent to land to the north of Wimborne
- 3) Stone Lane Industrial Estate
- 4) Land off St Margaret's Hill
- 5) Cuthbury Allotments
- 6) Land to the south of Cuthbury Allotments/ Julian's Road

These are shown on the plan (left).

#### Site by Site - Issues for Consideration

##### 1) Land north of Wimborne

- This is a large area of land that could comprise a comprehensive development site including housing and, potentially, other community infrastructure (e.g. school, local centre and open space).
- Development should be contained by the ridgeline to the north, "The Row" to the west and the hedgerow to the north/ east.
- Careful consideration should be given to the area of land that lies within the Burt's Hill Conservation Area and sensitive uses should be located here.
- The treatment of Cranborne Road should be given careful consideration (e.g. crossing points, surface treatment).

##### 2) Farm buildings located adjacent to land to the north of Wimborne Minster

- The site should be considered for housing.
- The site has a sensitive frontage onto the green river corridor. Development would need to front this green space and be of a very high quality design to frame it and define the edge.

- The site should be integrated with site 1.

##### 3) Stone Lane Industrial Estate

- The site should be considered for housing.
- Consideration needs to be given to the relocation of the existing businesses.
- The development of the site would be subject to the widening of the access road (9.5 – 10m width comprising 6m wide carriageway and 2m footpaths either side). This may require the need to remove two Council owned properties at the entrance (western side) to the site.
- The site has a sensitive frontage onto the green river corridor. Development would need to front this green space and be of a very high quality design to frame it and define the edge.

##### 4) Land off St Margaret's Hill

- The site should be considered for housing.
- Housing should be low density, in keeping with the surrounding built form.
- St Margaret's Close junction may be just at or below standard and may need improving.
- Existing boundary vegetation could provide good visual containment and there are no wider landscape issues.

##### 5) Cuthbury Allotments

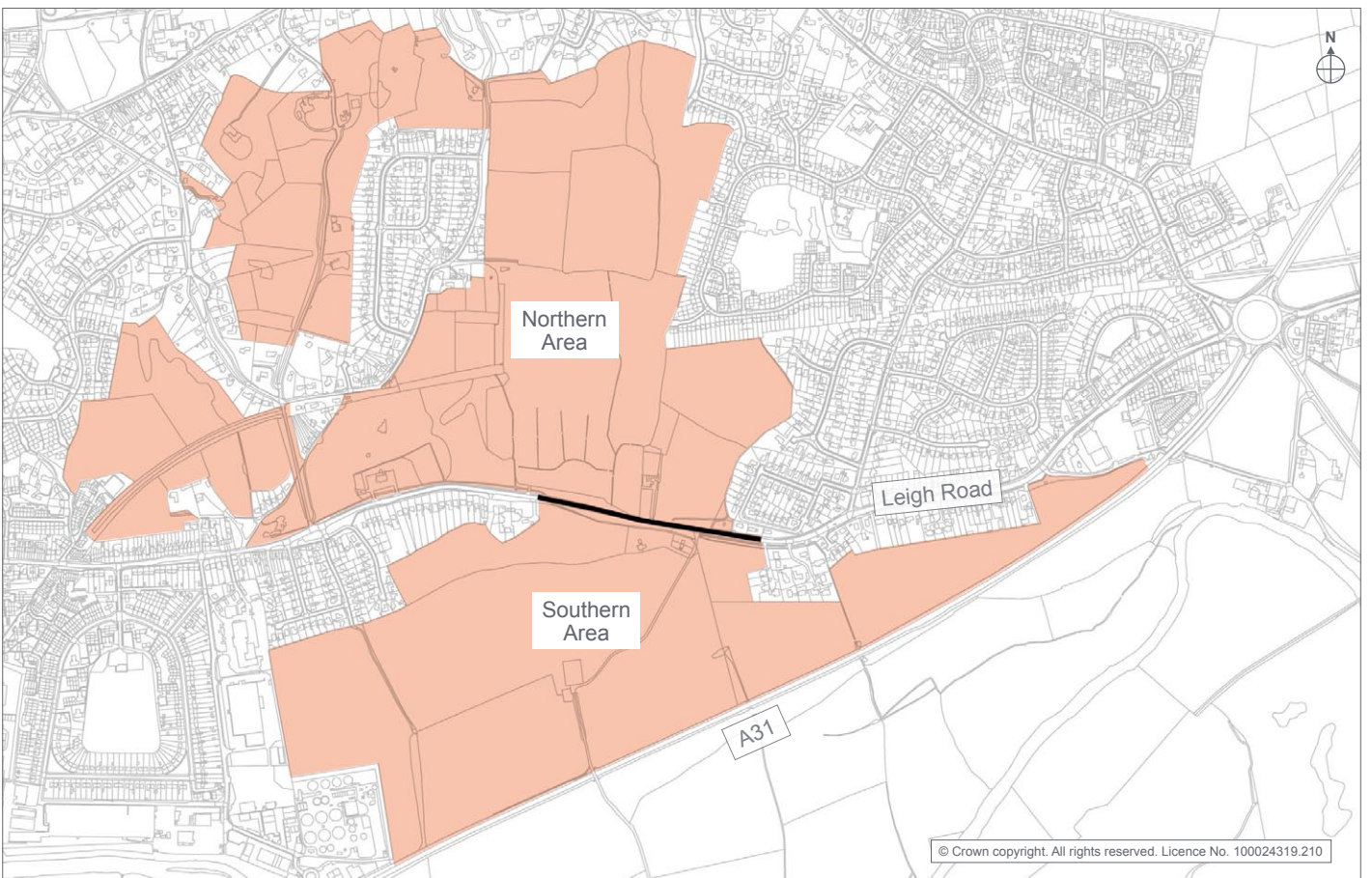
- The site should be considered for housing and open space along the river frontage. Could also contain health centre facilities, linked into the hospital.

- The primary access should be taken from Julian's Road, with a potential secondary access from Cuthbury Gardens. Access to the north should comprise walking and cycling only.
- Development should ensure a high quality, but sensitive frontage onto the river and surrounding landscape, creating a new gateway development when approaching Wimborne Minster from the west.
- The allotments would need to be relocated. A potential location south of Julian's Road and also Parmiter Road (see Wimborne Minster East) could be considered.
- The football club would need to be relocated. A potential location at Parmiter Road could be considered (see Wimborne Minster East).
- The Housing Association units on Julian's Road would need to be reprovided.

##### 6) Land to the south of Cuthbury Allotments/ Julian's Road

- The site should be considered for housing
- Development should ensure that it stops short of the flood zone to the west.
- Access should be taken off of Julian's Road
- Continuation of two storey development should be sought to continue existing building line along Julian's Road.
- A pedestrian/ cycle route should be considered through or to the west of this site to allow access to the cricket ground behind these homes or any relocated allotments.

# WIMBORNE MINSTER EAST - REFINED AREA OF SEARCH



Wimborne Minster East - Sub Area Assessment		
Criteria	Northern sub-area	Southern sub-area
<b>Location in relation to existing services, facilities and community infrastructure</b>	<ul style="list-style-type: none"> <li>o Town centre – The western extremities lie within 1,200m – 2,000m of the town centre and are, therefore, fairly remote. The northern parts are, however, relatively close to the Co-op store at Smuggler’s Lane in Colehill.</li> <li>o Education – The north and eastern parts of the sub-area are within 600m of a number of primary and first schools and the whole of the area is within 1,000m. The same applies for nurseries. QE Secondary School is more remote.</li> <li>o Healthcare – Only the western extremities lie within 1,000m of a doctor’s surgery or dental practice.</li> <li>o Employment – The closest employment area is around Brook Road to the south west and, therefore, is relatively close.</li> </ul>	<ul style="list-style-type: none"> <li>o Town centre – The western extremities lie within 1,200m – 2,000m of the town centre. The eastern extremities are more remote. The sub-area is also remote from the shops in Colehill, but certain small shops do exist on Leigh Road.</li> <li>o Education – The north and eastern extremities of the sub-area are within 1,000m of a first school. The whole sub-area is within 1,000m of a nursery. The area also lies within a 1,200m catchment of Canford School, but this is private and south of the river. QE Secondary School is more remote.</li> <li>o Healthcare – No parts of the sub-area are within 1,000m of a doctor’s surgery and only the western most extremities are within this distance of a dentist.</li> <li>o Employment – The employment area at Brook Lane lies immediately to the west of the sub-area.</li> </ul>
<b>Transport accessibility</b>	<ul style="list-style-type: none"> <li>o Roads – The area is connected to the town centre and the wider area by the main road into the town (B3073 Leigh Road). This runs immediately to the south of the sub-area.</li> <li>o Public transport – Most of the sub-area is within 400m of a bus stop.</li> <li>o Walking – There are no existing rights of way across the sub-area, though a number of routes do connect into it.</li> <li>o Cycling – No major cycle routes run through the area.</li> </ul>	<ul style="list-style-type: none"> <li>o Roads – The area is connected to the town centre and the wider area by the main road into the town (B3073 Leigh Road). This runs immediately to the north of the sub-area.</li> <li>o Public transport – The northern parts of the sub-area are within 400m of a bus stop. The remainder of the area is remote.</li> <li>o Walking – There is a key existing right of way across the site linking the residential area around Parmiter Drive with the land to the south and a footbridge over the A31 towards Merley.</li> <li>o Cycling – No major cycle routes run through the area.</li> </ul>
<b>Wider environmental and conservation designations</b>	<ul style="list-style-type: none"> <li>o Heathland – There are no areas of heathland within this area and no part falls within 400m.</li> <li>o SSSI – There are no SSSIs in the area.</li> <li>o SNCI – There is a SNCI in this area.</li> <li>o AONB – No part of the area is covered by this designation.</li> <li>o AGLV – No part of the area is covered by this designation</li> <li>o Watercourses – No part lies within a flood risk area.</li> <li>o Conservation – The Rowlands Hill/ St. John’s Hill Conservation Area lies in close proximity to the west of the area of search. However, this has little impact on the site.</li> <li>o Other – A large part of the site has been designated as a SANGs to mitigate the impacts of the residential development proposed for the former Flight Refuelling site.</li> </ul>	<ul style="list-style-type: none"> <li>o Heathland – There are no areas of heathland within this area and no part falls within 400m.</li> <li>o SSSI – There are no SSSIs in the area.</li> <li>o SNCI – There are no SNCIs in the area.</li> <li>o AONB – No part of the area is covered by this designation.</li> <li>o AGLV – No part of the area is covered by this designation.</li> <li>o Watercourses – No part lies within a flood risk area.</li> <li>o Conservation – The Rowlands Hill/ St. John’s Hill Conservation Area lies in close proximity to the north west of the area of search. However, this has little impact on the site. There is a part of a Roman Road on the site which is designated as a SAM</li> </ul>
<b>Coalescence</b>	<ul style="list-style-type: none"> <li>o There is the potential for a major coalescence issue between Wimborne Minster and Colehill. The area is designated as a key gap and key edge in the Dorset Green Belt review and development in this area would have a major impact on the separation of these urban areas.</li> </ul>	<ul style="list-style-type: none"> <li>o Although wider than the northern sub-area, there is still the potential for a major coalescence issue between Wimborne Minster and Colehill. The area is designated as a key gap and key edge in the Dorset Green Belt review and development in this area could have a major impact on the separation of these urban areas.</li> </ul>
<b>Conclusions and recommendations</b>	<p>The area is remote from the town centre and although it lies in close proximity to the first schools and nurseries, it is remote from the main secondary school. The area is reasonably well connected and has few environmental constraints, although part is to be designated as a SANGs. The major issue is, however, that of coalescence between Colehill and Wimborne Minster and the eroding of a critical green gap between the urban areas.</p> <p><b>This area should not be considered for development</b></p>	<p>The area is remote from the town centre and although it lies in close proximity to a first school and nurseries, it is remote from the main secondary school. The area is reasonably well connected and has few environmental constraints, although it does contain a SAM. The major issue is, however, that of coalescence between Colehill and Wimborne Minster and the eroding of a critical green gap between the urban areas.</p> <p><b>This area should not be considered for development. However, see “Exception” section</b></p>

## Exception

Whilst the southern sub-area should probably be discounted from development consideration (largely due to the coalescence issue) it could play an important role in a wider spatial strategy for the town. It is clear that there is an acute shortage of affordable housing in the District and this sub-area could potentially help address this issue (albeit indirectly). The existing rugby club site (on Gordon Road – to the west of the sub-area) could be considered by the Council as a potential affordable housing site. If this was to be the case then the development of this site would require the relocation of the rugby club to a new location.

In addition to the relocation of the rugby club, the football club will also need

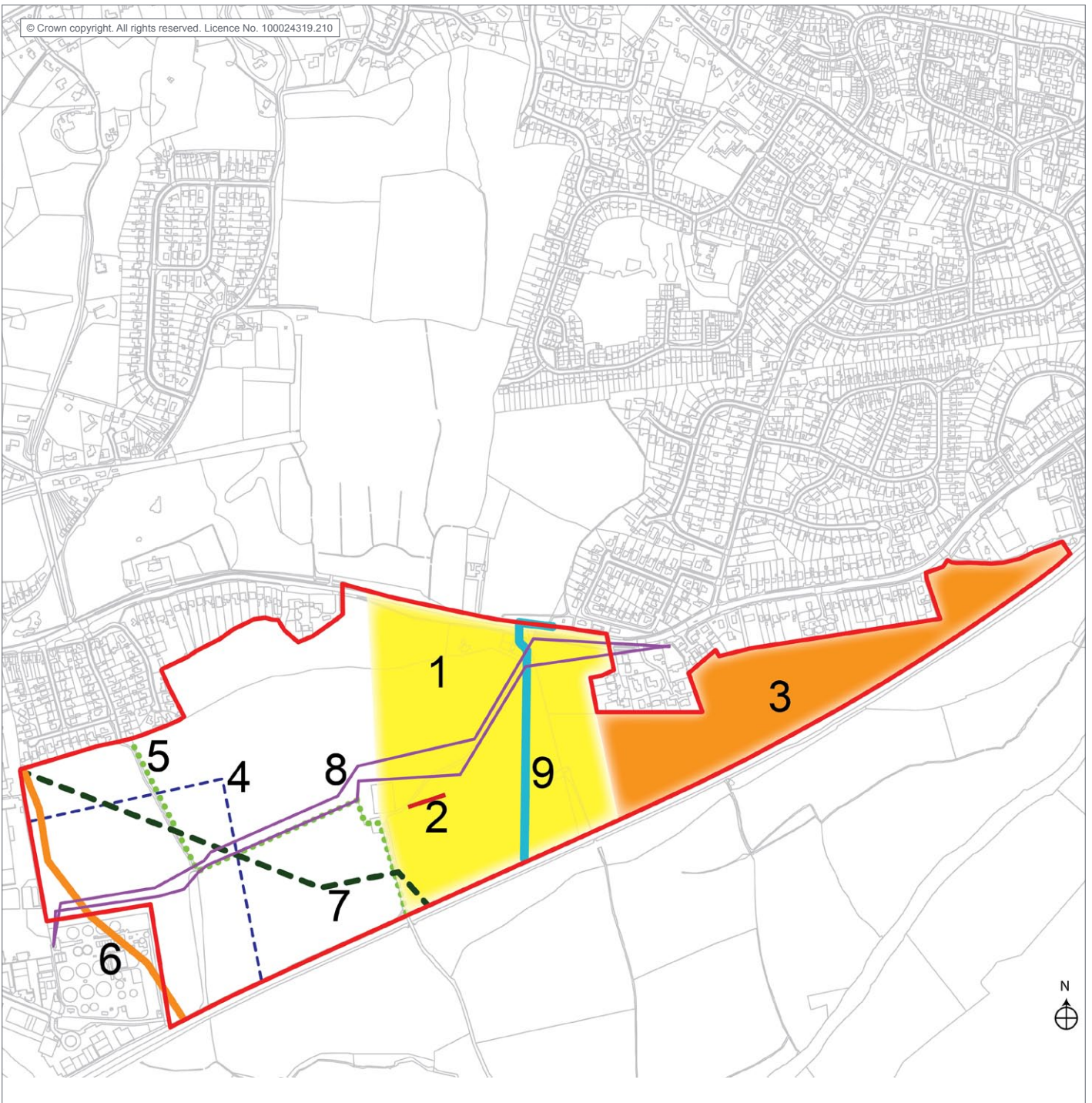
relocating as it is included within the Cuthbury Allotments development site – as are, of course, the allotments themselves. Furthermore, there is also the need for playing fields for Wimborne and Colehill. These were originally to be provided in the northern sub-area but drainage and levelling costs have made this financially unfeasible and this land is (as stated in the table) to be used as a Suitable Alternative Natural Greenspace. The Council’s Open Space survey identifies that there is a need for around 8ha of new active sports space within the Colehill and Wimborne area.

The key issue of providing affordable housing in the District, coupled with the need to relocate the key community assets of the rugby club, football club, allotments and active playing fields has led to a

potential leisure strategy being considered within this sub-area. Furthermore, there are proposals to provide a Country Park to the south of the A31 and north of the River Stour (accessed by a footpath/ footbridge across the A31) to further complement the leisure and recreation offer here. To enable this strategy to come forward an element of enabling residential development may need to be considered (to bring forward land/ fund access and infrastructure etc.) and it is considered that this sub-area could potentially accommodate this as an exception.

**With the above in mind, it is considered that parts of the southern sub-area should be considered for leisure development with potentially an element of enabling residential development.**

# WIMBORNE MINSTER EAST - SITE SPECIFIC CONSTRAINTS



The southern sub-area is considered appropriate for the development of leisure/recreation facilities, tied in with the need to relocate certain sporting facilities to achieve much needed affordable housing (on the site of the rugby club) and housing (on the football club site, at Cuthbury Allotments). However, this was seen as an exception in order to deliver affordable housing. To deliver this sports and leisure area as well as a potential country park, enabling housing in this sub-area may be necessary.

If this strategy is to be pursued, then the bullet points (number referenced to the plan, left) identify land areas within this location that we consider are unsuitable for development.

#### Landscape

1. The narrowest gap of the Green Belt (between the properties on Leigh Road) should at the very least be retained. Here the gap is around 400m (even now it is well below the 1km critical gap that the Green Belt Review seeks to retain).

#### Environmental and conservation designations

2. There is a Scheduled Ancient Monument at the centre of the site. Development, including road access should not be considered in this location.

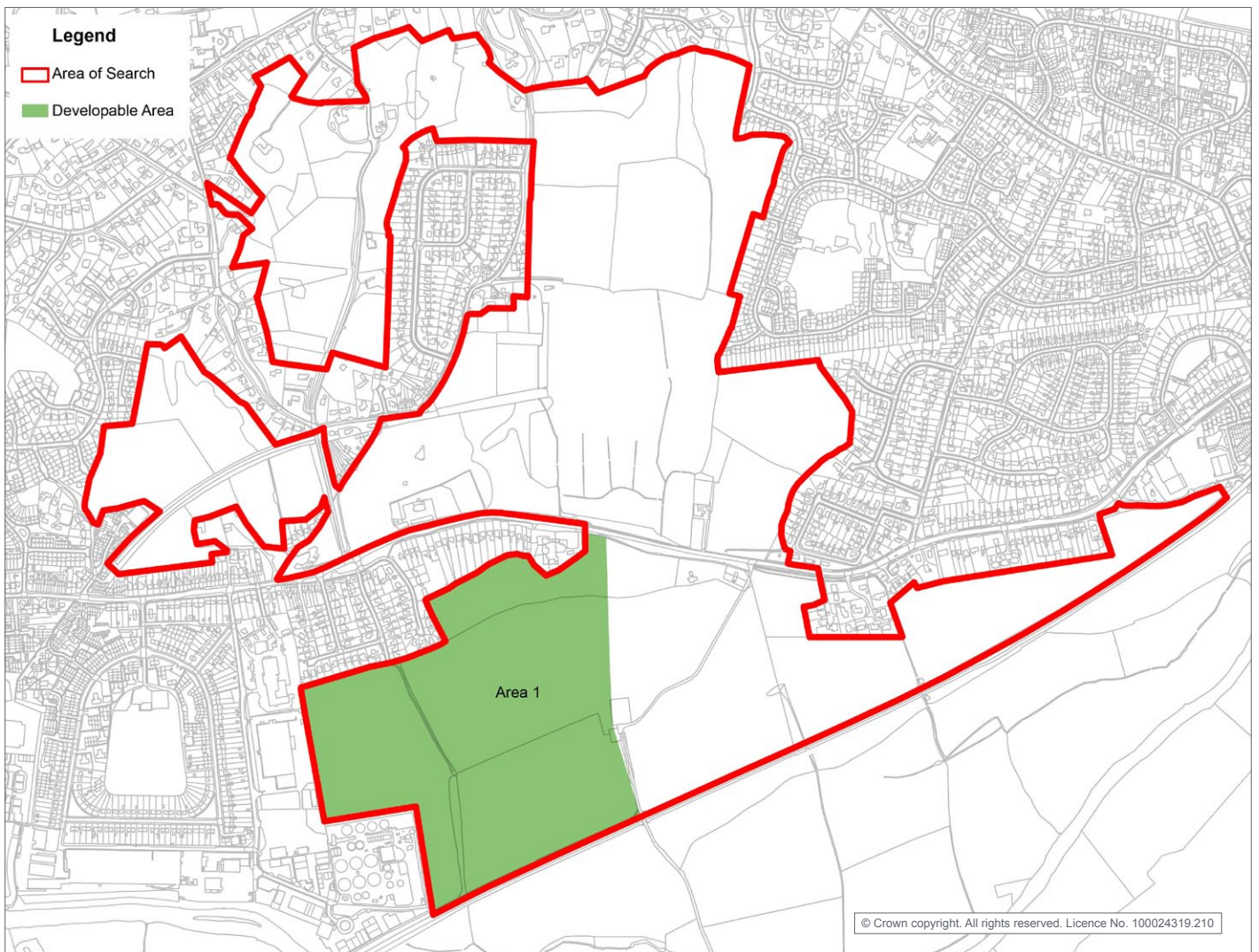
#### Land use

3. The area of land south of The Acorns and north of the A31 is not considered as a good location for development due to noise and access issues. Furthermore, this area comprises an awkward linear shape and lies close to the residential properties to the north and is not, therefore, considered suitable for the location of the football and rugby clubs.

#### Other

4. The adjacent sewage works plant has a surrounding odour contour. It is considered that an appropriate contour would extend to an area 145m from the boundary of the plant. No residential development should be considered in this area. However, other uses, including commercial and recreation could be considered in this area.
5. The existing Public Right of Way should be retained.
6. An intermediate gas main runs from north to south across the site. This would need a small exclusion zone.
7. A 33kv overhead power cable runs across the site. This could be buried or diverted and we understand that this would not comprise an "abnormal" cost. Should this power line be retained in its current route and form then an exclusion zone of 10m either side would need to be provided.
8. Twin rising mains run in an east-west direction across the site. The exclusion zone for development would be 4m from the outside of the mains.

# WIMBORNE MINSTER EAST - SITES CONSIDERED SUITABLE FOR DEVELOPMENT



### **Sites Considered Suitable for Development**

It is considered that the following site should be considered for the development of leisure/ recreational uses (e.g. the relocation of the football, rugby clubs, allotments and new sports field provision) as well as some enabling residential development.

#### 1) Land to the south of Parmiter Drive

This is shown on the plan, left.

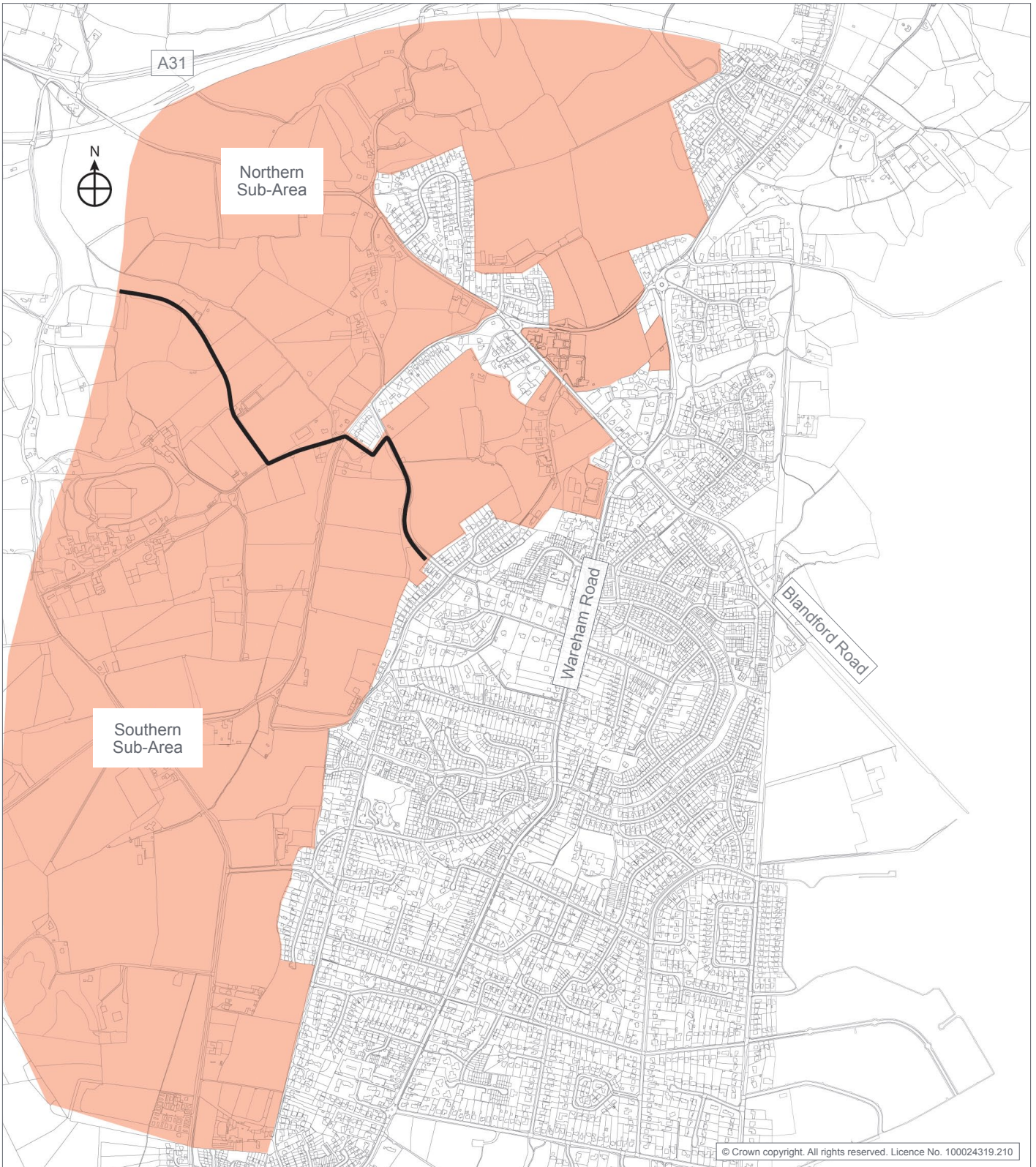
#### Site by Site - Issues for Consideration

##### 1) Land to the south of Parmiter Drive

- This site should be considered for the relocation of the football and rugby clubs as well as allotments and sports playing fields.
- The site could also be considered for “enabling development” such as housing.
- Access is a key issue. Primary access should be taken from Leigh Road (as far west as possible) to prevent the urbanisation of the Green Belt gap. Secondary access could be taken from Parmiter Drive
- No residential development should go within the 145m buffer of the sewage works. This area would be more suitable for the relocated sports clubs and allotments.
- The 33kv power cable that runs diagonally across the site from the north west to the south east will either need to be incorporated into the development (with a 10m exclusion zone either side) or buried/ diverted. It is understood that this would not entail an abnormal cost.
- The twin rising mains will require a 4m buffer either side.
- The Public Right of Way should be retained (or have a minor diversion), to ensure that land to the south of the A31 is accessible – particularly if this is to become a new country park/ SANGs
- Any new country park should be accompanied by a car park, close to the southern boundary of the site to enable people to access it from the wider town. Any such car park could double up with the parking facilities for the football/ rugby club.
- The existing hedgerows on the site should, wherever possible, be retained.
- Any development should have consideration of the noise impact of the A31



# CORFE MULLEN - STAGE 1 REFINED AREAS OF SEARCH

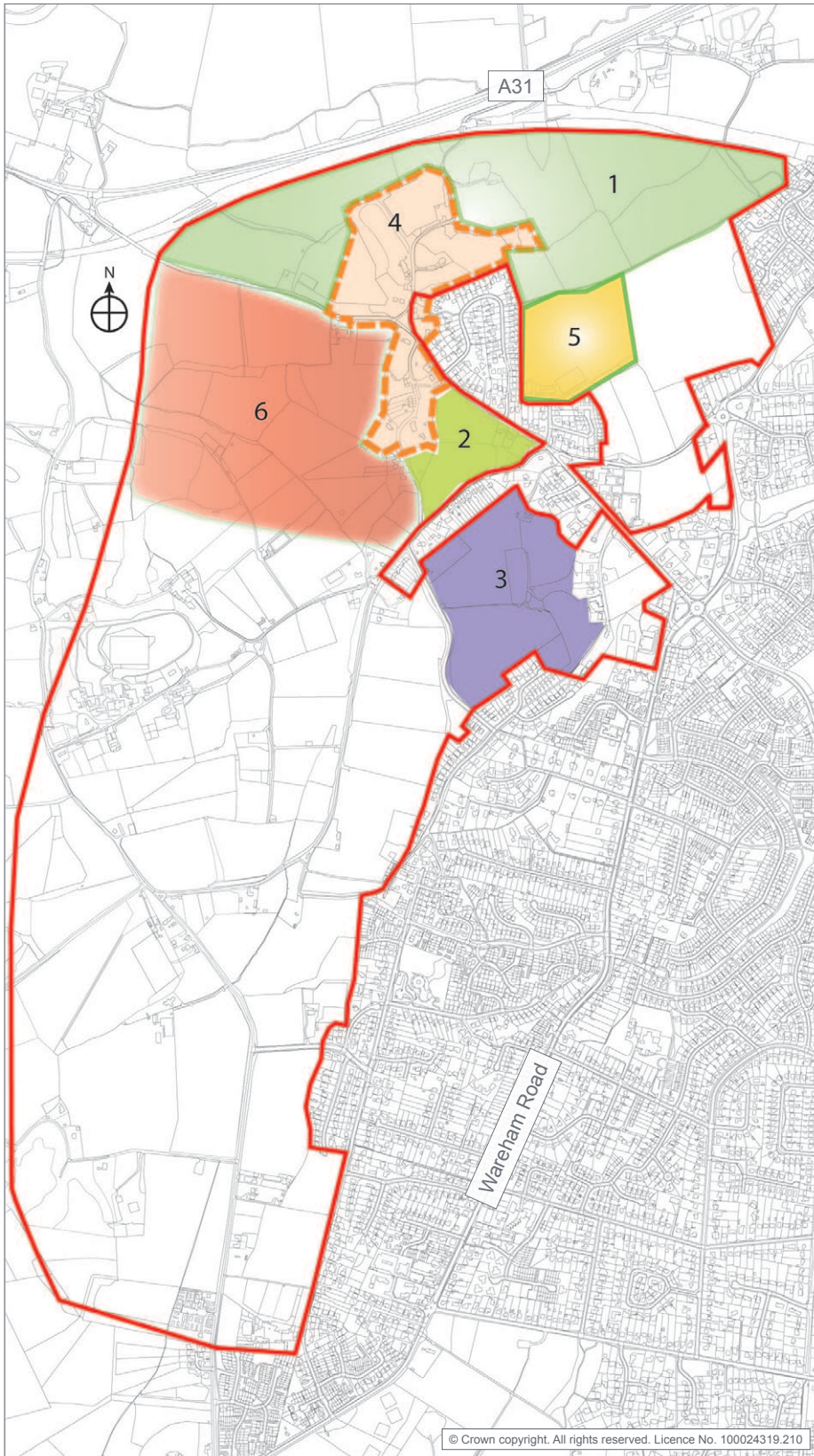


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Corfe Mullen - Sub Area Assessment		
Criteria	Northern sub-area	Southern sub-area
<b>Location in relation to existing services, facilities and community infrastructure</b>	<ul style="list-style-type: none"> <li>o Village centre (area around Co-op/ petrol garage) – Large parts of the area lie close to the main village centre, although the north western extremes are remote.</li> <li>o Education – Education provision is spread out within the village. The area is close to Lockyers Middle School, but more remote from the first and upper schools.</li> <li>o Healthcare – The area is remote from the existing healthcare facilities including dentists and doctors. There are no hospitals in the village.</li> <li>o Employment – There are no identified major employment locations in the village.</li> </ul>	<ul style="list-style-type: none"> <li>o Village centre (area around Co-op/ petrol garage) – The northern parts of this area are close to the main village centre, but the southern parts are remote. However, there are some facilities at the southern end of Wareham Road that are in closer proximity to the southern parts of this area.</li> <li>o Education – Education provision is spread out within the village. The area is close to a first school, but not the upper school. The middle school is close to the northern part only.</li> <li>o Healthcare – The southern parts of the area are close to the dentist and doctor's surgery at the southern end of Wareham Road. The northern parts are remote.</li> <li>o Employment – There are no identified major employment locations in the village.</li> </ul>
<b>Transport accessibility</b>	<ul style="list-style-type: none"> <li>o Roads – The area is connected to the village centre and the wider area by existing direct roads (B3074 to the north and west).</li> <li>o Public transport – The eastern extremes are within 400m of bus stops on regular bus routes. The western parts are not as well served and gradients to the bus stops are also an issue.</li> <li>o Walking – Existing rights of way run east-west across this area. Most of the connecting roads also contain footpath links to the urban area and village centre. Most of this area lies between 800-1,600m of the village centre. However, large parts of this area lie in areas with a steep gradient up to the village centre, thus impacting on likelihood of walking as a popular mode of travel.</li> <li>o Cycling – No major cycle routes run through the area, but the area is within a short cycle of the village centre. However, the topography raises similar issues to those identified in terms of walking.</li> </ul>	<ul style="list-style-type: none"> <li>o Roads – The area lacks direct road linkages to the village centre. It is, however, connected to the wider road network via Waterloo Road.</li> <li>o Public transport – Only a very small part of this area (south eastern corner) is within 400m of bus stops on regular bus routes. The remainder of the area is remote.</li> <li>o Walking – Existing rights of way run east-west across this area. However, walking access to the village centre is very poor.</li> <li>o Cycling – No major cycle routes run through the area. Cycle routes to the village centre are also very poor.</li> </ul>
<b>Wider environmental and conservation designations</b>	<ul style="list-style-type: none"> <li>o Heathland – There are no areas of heathland within this area, although the south eastern edge is adjacent to a 400m buffer zone.</li> <li>o SSSI – There are no SSSIs in the area.</li> <li>o SNCI – There are no SNCIs in this area, however, a number of SNCIs are adjacent to the western edge.</li> <li>o AONB – No part of the area is covered by this designation.</li> <li>o AGLV – No part of the area is covered by this designation, however, the south western edges do lie adjacent to an AGLV.</li> <li>o Watercourses – A small part of the area lies within a flood risk area, however, this is limited.</li> <li>o Conservation – Brog Street/ Sleight Lane Conservation Area lies at the centre of the area. There are a couple of listed buildings in the area.</li> </ul>	<ul style="list-style-type: none"> <li>o Heathland – Parts of the area contain areas of heathland and the associated 400m buffer zone.</li> <li>o SSSI – There are a number of SSSIs in the area.</li> <li>o SNCI – There are a number of SNCIs in the area.</li> <li>o AONB – No part of the area is covered by this designation.</li> <li>o AGLV – The whole area is covered by this designation.</li> <li>o Watercourses – A small part of the area lies within a flood risk area, however, this is limited.</li> <li>o Conservation – There are no conservation areas in this area.</li> </ul>
<b>Coalescence</b>	<ul style="list-style-type: none"> <li>o No coalescence issues</li> </ul>	<ul style="list-style-type: none"> <li>o No coalescence issues</li> </ul>
<b>Conclusions and recommendations</b>	<p>Large parts of this area lie close to the village centre, though walking and cycling is not always attractive due to the steep gradients. The area has no major environmental designations or coalescence issues.</p> <p><b>Areas close to the urban edge should be considered for development</b></p>	<p>Although close to some limited facilities in the south of the village, this area is remote from the main facilities in the north. The main issue in this area is the plethora of major environmental designations, many of which prohibit development.</p> <p><b>This area should not be considered for development</b></p>

# CORFE MULLEN - STAGE 2

## SITE SPECIFIC CONSTRAINTS



Parts of the northern sub-area that lie close to the urban edge were considered appropriate locations for further consideration. The bullet points (number referenced to the plan left) identify land areas within these locations that we consider are unsuitable for development.

### Landscape

1. Land to the north of the recreation grounds falls away steeply and is visible from a wide area/ distance. Development here should be discounted.
2. Land south of Blandford Road and west of Pardy's Hill has low landscape capacity and has views down the Waterloo Valley. It also has poor access and steep gradients between it and the village facilities. This area should be discounted.
3. Land to the east of Haywards Lane has only a medium landscape capacity and is, therefore, not wholly suitable for built development. Furthermore, development here could affect views down the Waterloo Valley. In addition, connections to the village are via a steep gradient and it is, therefore, not easily accessible. This area should be discounted.

### Environmental and conservation designations

4. Sleight Lane/Brog Street Conservation Area should be protected from any further development. This area should be discounted.

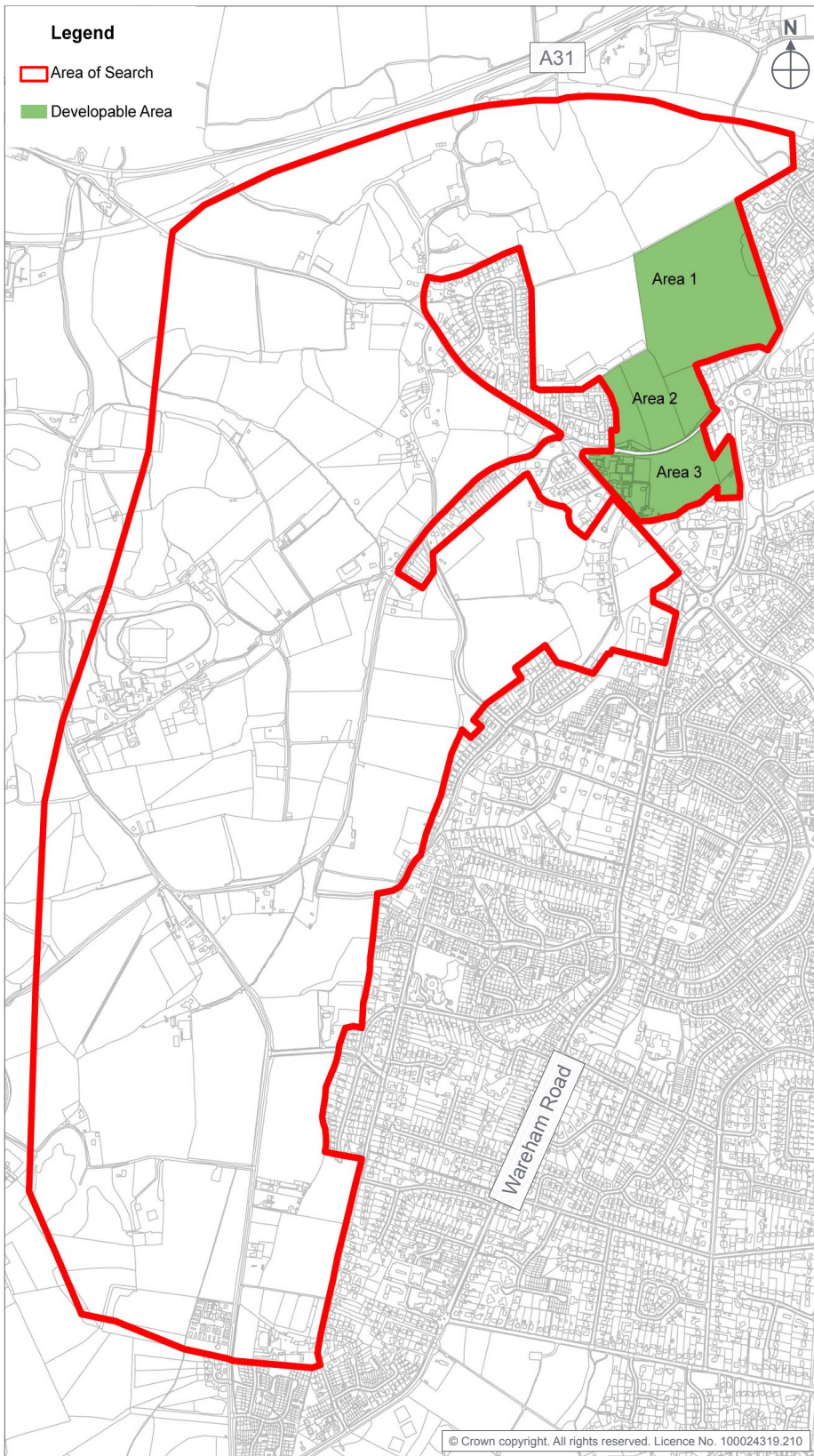
### Land use

5. The western half of the formal recreational ground in the north of the settlement, (comprising the pavilion, tennis courts and formal pitches) should be retained. However, the eastern field is less formal and could be considered for development. The western half should be discounted.

### Other

6. Land to the south of Blandford Road and west of Sleight Lane is relatively disconnected from the remainder of the village - in particular the village centre. Topography is also an issue here. This area should be discounted.

# CORFE MULLEN - SITES CONSIDERED SUITABLE FOR DEVELOPMENT



It is considered that the following sites should be considered for development

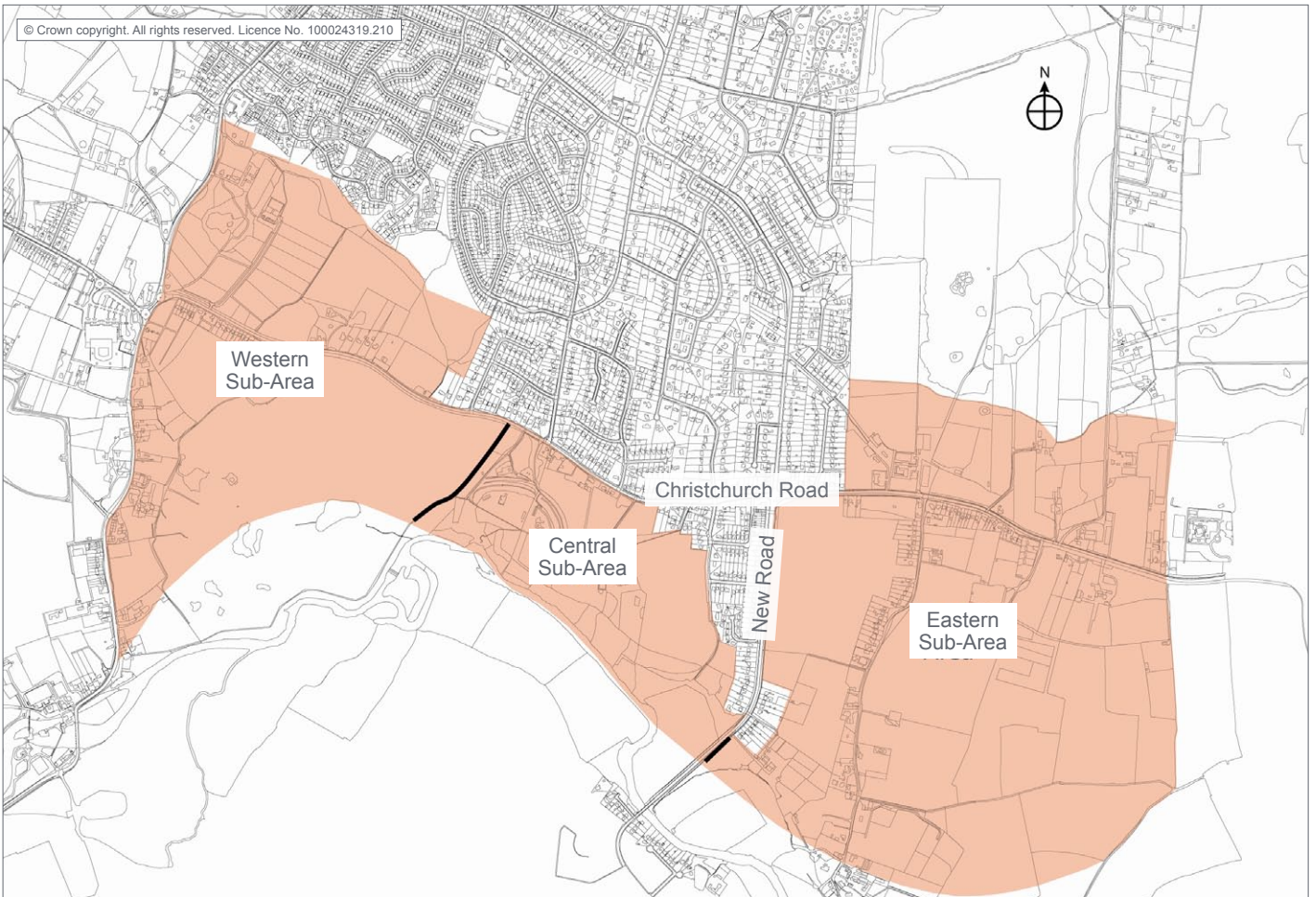
- 1) East part of recreation ground
- 2) Land off Violet Farm Close
- 3) Lockyers School

This is shown on the plan, left.

## Site by Site - Issues for Consideration

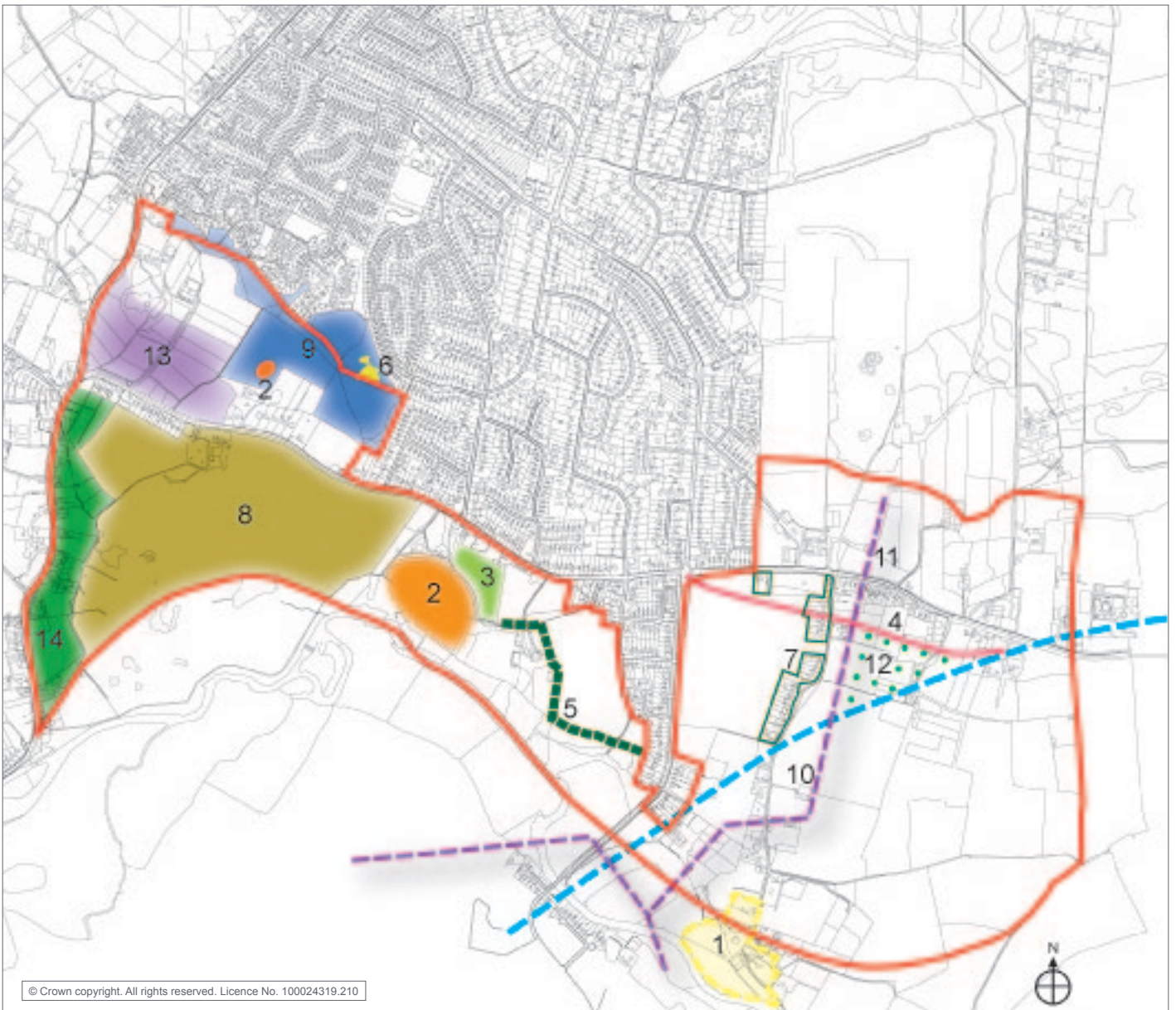
1. East part of recreation ground
  - This site should be considered for housing and open space
  - The recreation provision should be relocated elsewhere within the village (e.g. possibly within Waterloo Valley or south of the village off Wareham Road). This would help balance the provision across the village.
  - Development should be set back from the ridgeline.
  - The site may need to accommodate a relocated school (Lockyers), though this could potentially be relocated elsewhere in or on the edge of the village.
  - Access onto, and the role of, Wimborne Road will be important.
2. Land off Violet Farm Close
  - The site should be considered for housing
  - The allotments will need to be relocated elsewhere within the village (possibly to a location nearby or in the Waterloo Valley).
  - Access through the site will need to be provided. This will help provide access to the recreation ground to the north - for any potential housing or school.
3. Lockyers School
  - The site should be considered for housing and community facilities (e.g. shops)
  - The potential relocation of the school will need to be considered. This could be located to site 1 or a site elsewhere within or on the edge of the village.
  - North-south connections will need to be promoted through the site.
  - The old school building will need to be retained – key landmark.

# FERNDOWN AND WEST PARLEY - STAGE 1 REFINED AREAS OF SEARCH



Ferndown and West Parley Area Assessment			
Criteria	Western sub-area	Central sub-area	Eastern sub-area
<b>Location in relation to existing services, facilities and community infrastructure</b>	<ul style="list-style-type: none"> <li>o Town centre – Area is the closest of the three to Ferndown town centre.</li> <li>o Local centres – Area is close to the limited facilities in Longham.</li> <li>o Education – Area is close to a first school and the closest of the three areas to the first, middle and upper schools in Ferndown.</li> <li>o Healthcare – Area is relatively close to the doctor's surgery to the north and the closest of the three areas to the health facilities in the town centre.</li> <li>o Employment – Area is remote from the Ferndown Industrial Estate to the north of the town and also the furthest of the three areas from the airport and the potential future employment opportunities there.</li> </ul>	<ul style="list-style-type: none"> <li>o Town centre – Area is the second closest of the three to the town centre, however, it is still fairly remote.</li> <li>o Local centres – The eastern extremes of this area are close to the facilities available at Parley Cross.</li> <li>o Education – Area is in reasonably close proximity to a first school. Second closest area to the first, middle and upper schools in Ferndown.</li> <li>o Healthcare – Area is in relatively close proximity to the doctor's surgery to the north.</li> <li>o Employment – Area is remote from the Ferndown Industrial Estate to the north of the town. The eastern extremes are reasonably close to the airport and the potential future employment opportunities there.</li> </ul>	<ul style="list-style-type: none"> <li>o Town centre – Area is the furthest of the three from the town centre.</li> <li>o Local centres – The western extremes of this area are very close to the facilities available at Parley Cross.</li> <li>o Education – Area is relatively remote from all the existing schools in the town.</li> <li>o Healthcare – Area is close to a doctor's surgery.</li> <li>o Employment – Area is remote from the Ferndown Industrial Estate to the north of the town. It is, however, close to the airport and the potential future employment opportunities there.</li> </ul>
<b>Transport accessibility</b>	<ul style="list-style-type: none"> <li>o Roads – The area is connected to the town centre, local centre (Parley Cross) and the wider area by existing direct roads (B3073 east-west and the A348 north-south)</li> <li>o Public transport – Only the western extremes are within 400m of bus stops on regular bus routes.</li> <li>o Walking – Existing rights of way run east-west and north-south across this area. Most of the connecting roads also contain footpath links to the urban area, the town centre and the local centre, but distances are lengthy. The northern extremes of this area lie within 2km of the town centre, the remainder is more remote. The eastern extremes of the area lie within 1,200-2km of the local centre at Parley Cross.</li> <li>o Cycling – No major cycle routes run through the area, but it is within cycling distance of the town and local centre.</li> </ul>	<ul style="list-style-type: none"> <li>o Roads – The area is connected to the town centre via the B3073 and the A348. The local centre is connected via the B3073. Alternative routes are possible through the urban area.</li> <li>o Public transport – Only the eastern extremes are within 400m of bus stops on regular bus routes.</li> <li>o Walking – Existing rights of way run east/west across the area. Most of the connecting roads also contain footpath links to the urban area, the town centre and the local centre. None of this area is within 2km of the town centre. However, it is almost entirely within 800m of the local centre at Parley Cross.</li> <li>o Cycling – No major cycle routes run through the area, but it is within cycling distance of the town and local centre.</li> </ul>	<ul style="list-style-type: none"> <li>o Roads – The area is connected to the town centre and Bournemouth via the A347. The local centre at Parley Cross lies on the western edge of this area.</li> <li>o Public transport – Large parts of the western part of this area are within 400m of bus stops on regular bus routes.</li> <li>o Walking – Existing rights of way run into the area. Most of the connecting roads also contain footpath links to the urban area and the town centre. None of the area is within 2km of the town centre, but the western extremes are within 400m of the local centre and even the furthest parts to the east are within 1,200m.</li> <li>o Cycling – No major cycle routes run through the area, but it is within cycling distance of the town and local centre. A cycle route to the airport has, however, recently been completed.</li> </ul>
<b>Wider environmental and conservation designations</b>	<ul style="list-style-type: none"> <li>o Heathland – There are no areas of heathland within this area. However, the northern part of this area lies close to a 400m buffer zone of heathland to the north west.</li> <li>o SSSI - There are no SSSIs in the area.</li> <li>o SNCI – A SNCI at the Belle Vue Plantation lies immediately to the north east of the area.</li> <li>o AONB – No part of the area is covered by this designation.</li> <li>o AGLV – No part of the area is covered by this designation.</li> <li>o Watercourses – No parts of the area are covered by flood risk designations, however, areas to the immediate south are.</li> <li>o Conservation – There are no conservation areas within this area, but there are a number of listed buildings.</li> </ul>	<ul style="list-style-type: none"> <li>o Heathland – There are no areas of heathland within this area.</li> <li>o SSSI – There are no SSSIs in the area.</li> <li>o SNCI – There are no SNCIs in this area.</li> <li>o AONB – No part of the area is covered by this designation.</li> <li>o AGLV – No part of the area is covered by this designation.</li> <li>o Watercourses – No parts of the area are covered by flood risk designations, however, areas to the immediate south are.</li> <li>o Conservation – There are no conservation areas within this area, however, there is a SAM.</li> </ul>	<ul style="list-style-type: none"> <li>o Heathland – The area contains no heathland. However, heathland is located immediately to the north and its 400m buffer zone extends into the area at the northern edge.</li> <li>o SSSI – A SSSI lies immediately to the north of this area.</li> <li>o SNCI – There are no SNCIs in this area.</li> <li>o AONB – No part of the area is covered by this designation.</li> <li>o AGLV – No part of the area is covered by this designation.</li> <li>o Watercourses – The southern extremes of this area are covered by flood risk designations.</li> <li>o Conservation – West Parley village Conservation Area lies to the south of this area and there are a number of listed buildings.</li> <li>o Airport constraints – Noise from aircraft affects this area, as does the aircraft safety zone.</li> </ul>
<b>Coalescence</b>	<ul style="list-style-type: none"> <li>o Major coalescence issue with Longham. This village could be subsumed into the wider urban area should development be considered in certain areas.</li> </ul>	<ul style="list-style-type: none"> <li>o No coalescence issues</li> </ul>	<ul style="list-style-type: none"> <li>o Potential coalescence issues should development extend as far as West Parley village.</li> </ul>
<b>Conclusions and recommendations</b>	<p>The area is close to the town centre and the limited facilities at Longham. It does not have any major environmental designations. However, development here could result in the coalescence of Longham into the urban area.</p> <p><b>The northern parts of this area should be considered for development</b></p>	<p>This area is remote from the town centre, but close to the local centre. Despite it having a SAM, it does not have any major environmental designations or coalescence issues</p> <p><b>This area should be considered for development</b></p>	<p>This area is remote from the town centre, but adjacent to the local centre. Although it is adjacent to a major environmental designation, this will not prohibit development of a certain scale. The southern extremes of the area will need to be limited to prevent coalescence.</p> <p><b>This area should be considered for development.</b></p>

# FERNDOWN AND WEST PARLEY - STAGE 2 SITE SPECIFIC CONSTRAINTS



All three sub-areas were considered suitable for further consideration. The bullet points (number referenced to the plan, left) identify land areas within these locations that we consider are unsuitable for development.

#### Environmental and conservation designations

1. West Parley Conservation Area should be protected from any further development (and to prevent coalescence). This area should be discounted.
2. Scheduled Ancient Monument (SAMs) in the central area and western sub-areas should be protected from development.
3. The adjacent field to the north east of the Dudsbury Camp SAM should also be protected from development in order to act as a buffer to the SAM.
4. Land within the 400m buffer zone of the heathland area should be protected from residential development.
5. The strong tree belt around the public house and its gardens should be retained and development only considered to the east and north of this tree belt.
6. The SNCI should be discounted from development

#### Land use

7. The houses/ buildings on Church Lane should be retained and discounted from development.
8. The golf course provides a local facility and key open space and should not be developed
9. The open space (wooded area) is a high quality and key community resource and should be protected from development

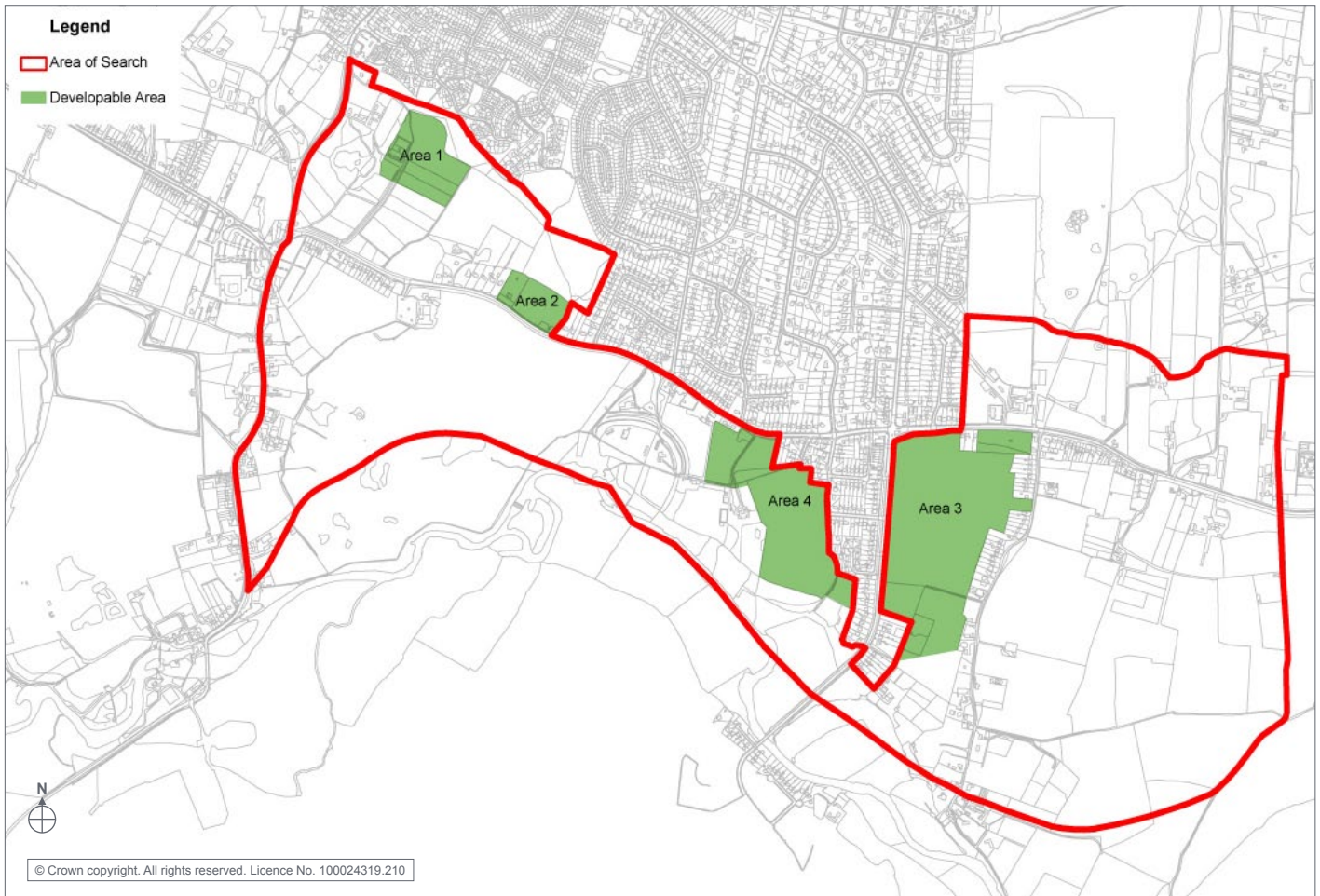
#### Other

10. Land within the aircraft noise zone should be protected from development.
11. No development should take place within the easement areas of the power lines that run adjacent to Church Lane.
12. Land to the east of the power lines will be disconnected from the rest of the development and restricted by the 400m buffer zone applying to residential uses. This land is only deemed suitable for open space.
13. Land between Holmwood House and the existing settlement of Longham should remain open and free of development to prevent coalescence.

14. Large scale linear development along Ringwood Road should be discouraged in favour of more compact forms of development, closer to the main urban area of Ferndown and West Parley.



# FERNDOWN AND WEST PARLEY - SITES CONSIDERED SUITABLE FOR DEVELOPMENT



It is considered that the following sites should be considered for development

- 1) Land at Holmwood House
- 2) Land north of Christchurch Road
- 3) Land east of New Road
- 4) Land west of Ridgeway

These are shown on the plan, left.

Site by Site – Issues for Consideration

#### 1) Land at Holmwood House

- This site could be considered for housing.
- However, there is a general concern regarding the impact that this could have on the Green Belt gap between Ferndown and Longham and the potential coalescence of the two areas. Although it is noted that this is not recognised as a “key gap” or “key edge” in the Dorset Green Belt Review it is considered important to preserve an area between Ferndown and Longham in perpetuity as informal public open space.
- There are also concerns on the impact of development on the grounds of Holmwood House.
- The preferred point of access (from a highways point of view) would be off of the A348 and to the south of Holmwood House. However, this could have the effect of urbanising the site and open up access to the land to the south, thus creating pressure for the future development of this land and possible future coalescence issues.
- An alternative access is off of the A348 further north and by the existing lay-by. However, the bus stop function here would need to be considered. Furthermore, any access from this point would need to pass north of the business centre and through a thick belt of trees. The existing bridleway link through the trees is not considered to be wide enough.

#### 2) Land north of Christchurch Road

- This site could be considered for housing.
- The site is enclosed with good boundaries and visual containment

- However, caution should be applied to this site to prevent any potential coalescence issue.
- It is considered that there is suitable scope for a good access point where the nursery access is currently located.

#### 3) Land east of New Road

- This site has a number of complex issues and is dealt with as two potential options:

##### Option (a)

- This option covers most of the area as shown on the plan and could comprise a residential led mixed used development including housing, open space and a remodelled local centre around Parley Cross.
- The site comprises a large, flat area of land, suitable for buildings (potentially higher density).
- However, the main concerns with this are:

##### Transport:

Parley Cross is a very busy, traffic dominated junction. Options of dealing with this include a large road gyratory at Parley Cross or a route through the development site, designed as a street. The former has been tested and works, but results in a pedestrian unfriendly environment and not one around which a new community should be based. The latter works better from a design point of view, but has not been tested from a traffic and engineering point of view.

##### Impact on the Heathlands:

Developing the whole area would result in a large number of homes. The consultants undertaking the Habitats Regulations Assessment (HRA) have concerns over the impact of such a large population living so close to the Parley Common SPA.

No residential development could take place along the northern edge of the site.

##### Impact on and coalescence with Parley village

Development should avoid coalescence with Parley village to the south and east along Church Road and, indeed, the urban

conurbation of Bournemouth. The Dorset Green Belt Review also identified the land between West Parley and Bournemouth as a “key gap” and a “key edge”.

##### Option (b)

- This option covers a much smaller area than option a. It largely comprises a new “vision” for the local centre, rather than a housing led development. However, some housing could be provided on this site.
- The benefits of this option are that it takes traffic around the edge of the development and away from Parley Cross, thus helping to reduce traffic on New Road and making this a more pleasant and pedestrian friendly place and no longer a barrier. New Road could become a pedestrian friendly boulevard. It also reduces the scale of the residential development here and, thus, the impact on Parley Common
- However, the main concerns with this are:
  - It creates a rather unbalanced development with the local centre on the edge of the urban area.
  - It provides for fewer new homes
  - It is untested from a transport point of view
  - Although the concept is of a large gyratory, the outer road could be considered an “out of date approach” to design and perceived as a “bypass”. It could act as a barrier and also restrict links to the wider rural area to the south and east.

#### 4) Land west of Ridgeway

- This site could be considered for housing and open space.
- Key routes should be provided to ensure that it has good links to the local centre at Parley Cross
- Vehicular access should be taken from the north, off of Christchurch Road.
- Development should respect the higher ridgeline running within the site and seek to have lower densities here and a linear park
- The surrounding trees belts should be retained

# TOTAL DEVELOPMENT AREAS

This section concludes with a total gross development area figure for each location. It should be noted that these gross area figure include roads, open spaces, paths and play areas. The gross areas are:

Wimborne Minster North	37.62 ha
Wimborne Minster East	27.45 ha
Corfe Mullen	16.40 ha
Ferndown and West Parley	35.82 ha



WIMBORNE MINSTER



CORFE MULLEN



FERNDOWN AND WEST PARLEY