

# Core Strategy

## 09 Verwood and West Moors Background Paper

Pre-Submission Consultation  
2<sup>nd</sup> April – 25<sup>th</sup> June 2012



Prepared by Christchurch Borough Council and  
East Dorset District Council

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## 1 Introduction

**1.1** This background paper is one of a number of papers produced as part of the Christchurch and East Dorset Local Plan (formerly the Local Development Framework) to inform the Pre – Submission Core Strategy. This particular paper sets out the refinement of policy options for the Core Strategy Verwood, Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres chapter following consultation undertaken between October 2010 – Jan 2011 on the Core Strategy ‘Options for Consideration’ document. Specifically, the Verwood, Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres chapter sets out policy options associated with the provision of new neighbourhoods to accommodate housing, open space and facilities. Additionally, it considers meeting the needs of the local community with the support and provision of facilities and services, with a particular emphasis in terms of maintaining a strong and diverse town centre.

**1.2** Preparation of the Pre - Submission Core Strategy Verwood, Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres chapter has involved consideration of the following:

- National and local policy;
- Core Strategy ‘Options for Consideration’ consultation and ongoing engagement;
- Sustainability Appraisal, Habitats Regulations Assessment, Health Impact Assessment and Equalities Impact Assessment;
- The Local Plan Evidence Base;
- Infrastructure delivery and viability.

**1.3** This background paper also identifies, where appropriate, strategic infrastructure requirements to support the policy options within the Verwood, Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres chapter which feeds into the wider Core Strategy infrastructure delivery plan and preparation of the Community Infrastructure Levy Charging Schedule.

**1.4** This paper should be read in conjunction with the following key issue papers prepared in refining Core Strategy options from initial issues and options consultation undertaken in March 2008 to the ‘Options for Consideration’ consultation undertaken from October 2010 – January 2011.

- **Key Issue Paper:** Town, Village and Neighbourhood Centres.
- **Key Issue Paper:** Sustainable Economic Growth
- **Area Profile:** Verwood Area Profile
- **Area Profile:** St Leonards and St Ives Area Profile
- **Area Profile:** West Moors Area Profile

## 2 Formation of Pre Submission Options

**2.1** This section provides a critical assessment of the options put forward for consultation in the Verwood and West Moors Housing and Centre Options chapter of the 'Options for Consideration' Core Strategy and provides recommendations for the policy approach to be adopted in the Pre - Submission Core Strategy. The assessment process examines the consultation response received to the 'Options for Consideration' document and key issues arising from this engagement process. The formation of Pre - Submission policy options also considers any recent changes in national policy and updates to the evidence base which supplements the policy and evidence review undertaken within the key issue papers listed in the introduction.

**2.2** The assessment below also takes into account key conclusions of the sustainability appraisal, habitats regulations assessment, health impact assessment and equalities impact assessment undertaken for the 'Options for Consideration' Core Strategy. A summary of all the proposed Pre -Submission policy options for the Verwood and West Moors Housing and Centre Options chapter is set out at the end of this paper.

### **Issue and Options Identified in 'Options for Consideration' Core Strategy:**

#### **2.3 The Housing Debate and maintaining a viable and vital town centre**

**2.4** The 'Options for Consideration' document considers that the main issues facing Verwood and West Moors are the need for and location of any new housing, how to improve the provision of open space to encourage residents away from heathlands and increase access to the countryside, how to provide for the sporting and recreational needs of the area, and how to maintain and increase the vitality and viability of the town centres.

**2.5** The first section of this Paper considers the provision of housing, access to the countryside and the provision of sports and recreational facilities. The second part of the paper will consider the Options relating to the Town Centres.

#### **2.6 Consultation Responses**

**2.7** A number of responses were received in respect of the introductory paragraphs to Chapter 11. The majority were largely related to comments proposing that there should be no further housing development in the Green Belt surrounding Verwood, and instead further residential development should be concentrated in the existing built-up areas. Comments centred on the lack of a good road infrastructure; not enough shops, doctors and facilities; it would be unsustainable; development would have an adverse impact on the local community and it would not be in line with government policy. The provision of a new secondary school (Option VWM 7) also has received numerous comments in the introductory paragraphs of the chapter with supporters and objectors. There were also some comments in support of the option sites under consideration. An additional housing site has been put forward and this will be considered in more detail below, after an assessment of the Option sites.

### 2.8 Officer Response

**2.9** The Council has recognised that there is a significant housing need within the District to meet the social and economic needs of the area, but also recognises that there are limits to the environmental and infrastructure capacity of the area. The evidence to support the housing need of the area is set out in The Strategic Housing Market Assessment (2008 and 2011) and the Housing and Needs Surveys 2008. It has suggested, in Option KS1, that main settlements, such as Verwood, should accommodate the majority of the development necessary to maintain these areas and be the focus of most development. This is because they are the most accessible places for services, facilities and employment. There is a perception that Verwood has inadequate for its population. However, major investment has focused on the town over the past twenty years and it is now one of the best served communities in East Dorset. If further housing is to be provided, some greenfield development is likely to be needed. This is supported by the Strategic Housing Land Availability Assessments (2009 - 2011) which indicate that the capacity of the existing urban areas is not sufficient to accommodate the housing need identified above. Detailed matters relating to the need for additional housing and affordable housing throughout the District will be addressed in the Key Strategy Background Paper and the Meeting Local Needs Background Paper.

**2.10** Therefore, the Council is considering limited areas for residential development on land currently within the Green Belt. These areas have been carefully identified to have the minimal impact on the openness of the Green Belt, maintain the Green Belt purposes, including the prevention of coalescence of settlements and the protection of the setting of historic towns. In order to deliver the much needed affordable homes it will not be possible to prevent Green Belt areas being considered for development.

**2.11** The Council appointed consultants, Broadway Malyan, to provide Master Planning advice about the most suitable locations for the proposed new neighbourhoods to be developed in the District. In their Housing Options Master Plan Report, published in 2010, the consultants considered two main areas of search in the Verwood area. The first was to the north west of the settlement. This area was split into 3 sub-areas, an eastern area, central area and western area. The conclusions for each area are as follows:

- Eastern sub-area - The sub-area largely consists of land designated as an Area of Great Landscape Value (AGLV) and the easterly part of the site lies within 400m of heathland. The area is not particularly well contained and opens out into the wider countryside, with no natural edge. The area does, however, have good accessibility on foot to town centre facilities. The AGLV is important, but only comprises a local designation and it is considered that the urban fringe has already been compromised by the development of Trinity School, which provides the potential for some infill and contained development either side (albeit, land to the east is within 400m of the heathland). Given these constraints, only land close to the urban edge of the settlement should be considered appropriate for development.
- Central sub-area - As with the eastern sub-area, the central sub-area is also covered by an Area of Great Landscape Value (AGLV) designation. However, unlike the eastern sub-area, this sub-area is naturally contained by Eastworth Road and, importantly, the disused railway track to the west which helps to form a natural edge to the town. It is considered that the wider AGLV would not be compromised by development in this area. This area also allows the opportunity for an improved gateway to the town from the west and could connect into the housing development to the east. This area is considered suitable for development.
- Western sub-area - The western sub-area is largely made up of a Site of Nature Conservation Interest and the remainder is heavily wooded. This area should not be considered for development.

**2.12** The second area of search was to the south of the town. This was split into two sub-areas, east and west. The conclusions for each are as follows:

- Eastern sub-area - The eastern sub-area consists of semi enclosed fields, with levels falling south to several ponds and the river. It also contains a number of existing properties, important tree belts (some of which are covered by Tree Preservation Orders) and a Site of Nature Conservation Interest. The area also includes a parcel of land that lies within 400m of heathland. However, there are large areas that are unconstrained. The majority of the land south of Manor Road should be considered for development.
- Western sub-area - The western sub-area consists of largely wooded heath and areas of SSSI. A small compact area to the north west of the sub-area presents the only development opportunity. Only the land south of Howe Lane and west of Summer Fields should be considered for development.

**2.13** The Council have accepted the recommendations of their consultants and have only identified possible housing Options sites within the areas identified above.

**2.14** Verwood is relatively self contained with approximately one third of residents living and working in Verwood. Development of the right scale and nature in conjunction with sustainable transport improvements could help to increase self containment by supporting existing facilities. The County Council will consider the impact of development on the local road network to ensure it will not lead to unacceptable traffic congestion in and around the town.

### **2.15 Housing Options**

**2.16** A set of Common Requirements were identified for each of the Housing Option sites, which are set out as follows:

- Suitable Alternative Natural Greenspaces will need to be provided in perpetuity to mitigate the impact of people on nearby heathlands, with provision phased in advance of the occupation of dwellings on the site.
- If new neighbourhoods are provided it will be expected that at least 40% of the new homes will be affordable, i.e social rented or shared equity.
- The Green Belt boundary is to be revised to incorporate necessary land into the urban area of Verwood required for development.

#### **Option VWM 1**

Development could take place on land on the north western edge of the existing town involving land to the west of Trinity School.

This could involve:

- The provision of about 30 homes.



Picture 2.1

Consultation Response

| Option   | Support     | Object      | No Opinion  | Total      |
|--|-------------|-------------|-------------|------------|
| Option VWM 1   | 159 (18.0%) | 501 (56.5%) | 226 (25.5%) | 886 (100%) |
| Residents of Parish - 14930<br>(2010 Population Estimate<br>(DCC)) | 97          | 435         | -           | 532        |



| Option                 | Support | Object | No Opinion | Total |
|------------------------|---------|--------|------------|-------|
| % of Parish Population | 0.7%    | 2.9%   | -          | 3.6%  |

Table 2.1

**2.17** These figures represent an indication of the level of response by settlement. Responses giving 'No Opinion' were excluded for the purposes of the Parish breakdown.

**2.18** The comments from key stakeholders and the general public in respect of this Option, and general comments on the principle of development in the Verwood and West Moors area, have been grouped together into various themes and are as follows:

### **2.19 Housing**

- Verwood Town Council - It is important that any affordable homes built should be for local people, and not made available for people living outside East Dorset. The proposed sites immediately adjoining the existing urban area are not prime agricultural land and in planning terms can be construed as suitable for development. Whilst we understand and could support the proposals, we must stress that any development would require improvements in the infrastructure which should be in place before any houses are built, or at least alongside with the construction and before occupation. (Response given for each housing option in Verwood)
- Councillor Vic Redpath, Verwood Town Council - I support limited development to provide desperately needed affordable homes as part of a mixed community. (Response given for each housing option in Verwood)
- Councillor Carol Holmes, West Moors Parish Council - How would you ensure new homes were for local people?
- Association of Verwood Residents - More housing will simply lead to a further loss of community identity and increased isolation for those living in Verwood. In total the plan shows an intention to develop 2570 houses over a 15 year period, 35% of this could be provided by getting existing stock back into use leaving green field sites unaffected. An alternative strategy to new buildings could be to investigate incentive schemes to get existing stock more fully occupied. We have asked District Councillors to provide information on local waiting lists which are being used to justify the large percentage of affordable housing in the Core Strategy proposals.
- Synergy Housing Association - Having looked at the proposals for each of the geographical areas and the proposed sites within those areas we can see no reason to disagree with the Local Authority's assessment and findings in each case, and would be very keen to become involved in the provision of affordable housing on any of these sites (repeated for each option).
- West Moors Traders Association - Support
- *General Comments*
- Use the newer out of town developments to extend housing - don't cram more development into existing residential areas in the town.

- Give the young a chance to buy affordable housing.
- Not every area needs affordable housing - if a lot of people are retired or own their own homes, does it matter?
- The scheme meets government's demands for future housing - a well thought out scheme which hopefully will reduce the need for high density schemes to be built in the town. Verwood has a glut of affordable housing - new built flats and houses plus bungalows suitable for the elderly.
- We are in desperate need of more affordable housing.
- The town does not need any more 'housing association' style estates.
- The proportion of affordable housing is too high.
- This would set a precedent for gradual infilling of the area above the school and behind Coopers Lane.
- More 2/3 bed homes to give small families a chance at being housed. Plenty of 'part rent-part buy'. Quality of materials and road layout is key.
- The area cannot sustain this quantity of new homes.
- Approve of provision of affordable housing, however, agreement with Housing Association must be watertight so housing stock for rent remains constant and stock can never be sold.
- I would like to see priority given to projects which have a higher concentration of social housing inclusion, and include higher green/renewable energy provision.
- Limited affordable and social housing locally, but not more executive homes.

### 2.20 Environment and Context

- Dorset Wildlife Trust - We consider the biodiversity interests of this site need to be established to inform this option, including trees and bats for which we believe there are records on site. This option lies adjacent to a tributary of the River Crane and will require Sustainable Urban Drainage Systems (SUDS) and adequate buffering to protect the quality and biodiversity of the watercourse. The potential area of landscape indicated on the map is small thus the provision of green infrastructure seems to be dependent on utilising land to the north. Potential for light pollution to the open countryside will impact on local wildlife.
- Amphibians and Reptiles Conservation Trust (ARC) - Object. Its proximity to the heathland nature reserve would ensure additional public use to this increasingly vulnerable site. The provision of a Suitable Alternative Natural Greenspace (SANG) could not reduce this.
- Royal Society for the Protection of Birds (RSPB) - Object. We agree with the findings of the Habitats Regulations Assessment in connection with the proposed housing sites within these areas. Consequently, until such time an assessment of the potential impacts of the options on European sites is determined we object.
- Association of Verwood Residents - There has been a marked decline in wildlife populations in around the conservation area since the Holmlea Gate Development was completed in 2001. The explosion in domestic cat numbers has drastically reduced the number and variety of bird species and small mammals in the area.
- Goadsby Ltd (representing developers elsewhere in the town) - Development here would be prominent in the landscape. The potential allocation of Site VWM1 could act as a precedent for future development in this part of the countryside. There are no natural, defensible boundaries to the north and west.

- Dr Lesley Haskins - The Moors River System, including the River Crane, Ebblake Stream and Uddens Water has already been subject to excessive development within its catchment. The urban fringe of south-east Dorset supports a range of acid and neutral grasslands which seem to have escaped improvement; yet they represent a most important and rapidly diminishing biodiversity resource which must be properly identified and protected.
- Mr and Mrs Richards - Eastworth Farm Holiday Cottages - if the schemes become a reality, it would ruin our business because there would be no rural aspect and the volume of traffic passing about 3m from the front doors would be horrendous. Should development take place along Eastworth Road with these schemes, our land would be included in the 'brown field' area giving us the possibility of including our land in the development proposal.
- *General Comments*
- Intrusion into the countryside.
- This is the last rural entrance into Verwood and it is just going to become one big housing estate like the rest of Verwood. One of the last areas with historic buildings close by.
- This area and part of VWM2 is the only Grade 2 land in the parish.
- Development will destroy the valued landscape.
- Proximity of heathland and availability of SANGS for mitigation.
- There is a footpath adjacent to both proposed sites which would add additional pressure onto heathland in direct contradiction to the Core Strategy.
- Support proposals for potential SANG subject to it being a real increase in terms of accessible areas and biodiversity.

## 2.21 Green Belt

- Loss of Green Belt
- Encroachment of the Green Belt.
- Suburban sprawl into the countryside.
- No Green Belt land should be allowed to be built on.
- The Green Belt in question is good, rich arable land and for this reason should remain agricultural.
- Does not preserve the setting and special character of historic towns - impact on the rural historic setting of Verwood from Edmondsham Road.

### 2.22 Transport

- Highways Agency - The Agency supports the development of the evidence base to inform any strategic growth retained in the Verwood and West Moors Area, notably the use of South East Dorset Multi Modal Transportation Study (SEDMMTS). Given the very high level of car dependency evident at Verwood and the direct link between the town and the A31 east of Ashley, the area to the south of Verwood is likely to be of greater concern to the Agency compared to areas north of the town (Options VWM1 and VWM2).
- Dorset County Council - Vehicular access would be achievable to the northern sites and pedestrian / cycle facilities to the centre either already exist or could be provided. Links to good quality public transport would be harder to secure and improvements to these services more difficult to provide from just 250 houses on the northern edge of the settlement.
- Mrs V Bright, Clerk, Verwood Town Council - Whilst we understand and could support the proposals, we must stress that any development would require improvements in the infrastructure which should be in place before any houses are built, or at least alongside with the construction and before occupation.
- West Moors Parish Council - The Parish Council has expressed deep concern with regard to any further developments located in Verwood due to the impact that future developments would have on traffic through West Moors. Investment in infrastructure is required before developments in Verwood are considered.
- Councillor Carol Holmes, West Moors Parish Council - The proposed housing developments would put further strain on Station Road, West Moors.
- Ellingham and Ibsley Parish Council - The proposed housing and employment areas will only increase the traffic problems at Ringwood and thus on the roads in our Parish, especially on the B3081, A338 and Linwood Road if the A31 is blocked. The junction at Baker's Hanging will also become even more saturated. These developments should only go ahead if road improvements at Bakers Hanging and the junction of the A338 and A31 are carried out.
- Chesterton Humberts (representing the developer of this site) - Support - the proposed extension of VWM1 and VWM2 will enable the Edmondsham Road to be re-aligned with the removal of the disused railway bridge and re-profiling of the road to lower levels, removing the hump. A proper roundabout or road junction would be able to be created to the north of Eastworth Farm in order to provide safe access to the proposed new development on both sides of the road.
- Dr Lesley Haskins - Continued development in Verwood will progressively increase the demand for a by-pass for West Moors.
- *General Comments*
- Edmondsham Road - this is a narrow country lane, there are no pathways down this road and the potential for widening the road or creating pathways are near impossible. Without compulsory purchasing houses this narrow road will be very dangerous. The proposed entrance /exit is completely blind onto Edmondsham Road and without compulsory purchasing gardens and removing Tree Preservation Order oaks, this would be catastrophic as an entrance/exit for potentially 400 cars. Recently a culvert collapsed, how will the roads cope, the roads and drainage were not designed for this.
- More needs to be done to encourage children to walk to school.
- Parking on the public highway at Trinity School is already a danger to pupils and local residents.
- The section of road from the roundabout to the railway bridge must be improved to the same standard as Champtoceaux Avenue. In its present condition the bridge is unsafe.
- More serious effort needs to be put into reducing necessity of relying on car travel.

- Edmondsham Road - heavy traffic, regular accidents and cars in hedges. Too dangerous to walk or cycle into Verwood because the road is terrifying. New housing will add further traffic and congestion to this road.
- The roads in and out of Verwood would not withstand an extra 400+ cars.
- This will lead to more traffic problems at Ringwood and will cause more problems for the people in the New Forest hamlets as motorists try to find alternative routes.
- Public transport is woefully inadequate to service it's working and social population, with no quick bus links to major employment and social hubs of Bournemouth, Christchurch, Salisbury and Southampton. The existing services are slow and infrequent, with the evening services stopping ridiculously early and Sunday services too infrequent to seriously entertain.
- Existing roads are totally inadequate, should be upgraded, are in a terrible state of repair and of a poor quality.

### 2.23 Facilities and Utilities

- Environment Agency - Our main concern regarding the development area is foul drainage and the capacity of Palmerford Sewage Treatment Works (STW). For all options: The effluent capacity of Palmerford STW is currently unknown, and development in Verwood is believed to connect to this STW. The capacity of Palmerford STW and associated infrastructure must be established as part of the Core Strategy evidence. Other issues for consideration are surface water drainage, Sustainable Urban Drainage System (SUDS), foul drainage, water supply / water efficiency, sustainable construction, waste management facilities, Green Infrastructure (GI), and biodiversity issues and pollution prevention.
- Councillor Vic Redpath, Verwood Town Council - I support a limited amount of development and hope it will contribute to improving Verwood's infrastructure, it's vibrancy as a town and it's green spaces.
- Governors of Emmanuel Middle School (EMS) - Extract from the minutes of the Full Governing Body - The Headteacher explained the potential implication for EMS should additional housing be approved. Already the school hall is too small for our purposes. Also we do not have any spare classrooms, so any additional pupils would mean additional buildings for new classrooms.
- Association of Verwood Residents - Quality of life for residents would be decimated with loss of recreational land, increased traffic and associated pollution, in addition to the severe adverse impact on wildlife and SSSI's.
- *General Comments*
- The town needs more infrastructure before expansion - additional services and facilities - cinema, swimming pool, more shops, larger supermarket, petrol station, new upper school and more doctors.
- I don't think there is enough local work in Verwood to support the proposed number of new homes.
- This land should be reserved for the expansion of Trinity School.
- This land is well suited for much needed allotments.
- Use of this land for green space or a public park.
- A new Upper School should be built first.
- Southern Electric has laid powerful electrical cables under Edmondsham Road. Southern Electric should be consulted about any proposed damage to these cables.

### 2.24 Comments from the Verwood New Neighbourhood Focus Group Meeting 12 November 2010

- The proposed new developments will cause all sorts of problems with light pollution, noise, ecological disturbance etc.
- The Land Owner tabled plans showing a larger developable area and explained she could deliver a safer access to the northern site as well as providing a footway/cycleway link along the old railway line for better access to Trinity School from Albion Way. She also commented that the scheme would be accompanied by large areas of open space.
- How do you balance housing need against people's desire not to build houses in this area? People say they want affordable housing in an area, but resist any form of housing when it is proposed.
- Will affordable homes be for local people?
- More sheltered housing for the elderly.
- Propose terraced housing and town houses to provide cheaper open market housing, rather than social housing.
- A Community Land Trust could be established to provide true low cost housing for local people.
- What about buses to serve the site?

### 2.25 Additional Comments from Verwood Town Plan

- If only 30 homes should not affect local infrastructure too greatly.
- Infringement of Green Belt.
- New homes should be for local Verwood or Three Cross first as affordable housing is urgently needed by our single / couples and families - they should be given priority.
- Will have a dramatic effect on the wildlife in these areas, particularly bats, barn owls and field mice.
- Better infrastructure rather than more homes.
- 10-15% affordable housing is sufficient.
- At least a smaller development than others, so more likely not to create such a ghetto like community as large estates appear to.

### 2.26 Officer Comment

**2.27** The proposal to allow residential development on this land has given rise to a variety of comments - some strongly in support, as this site is seen as being a small development close to the town centre and its facilities. There have been a number of comments made against the Option, due to concerns about the impact on the Area of Great Landscape Value, the proximity to the SSSI, and the impact on drainage, the roads and infrastructure in Verwood.

**2.28** This Option relates to the development of a small site on the rural edge of Verwood. It is imperative that the location and form of any residential development on this site is sympathetic to, and enhances the landscape and bio-diverse habitats. In particular, respect of the Moors River System and existing biodiversity will be carefully considered. There has been much concern about increased levels of traffic from the development and the other development proposals across Verwood. The Highways Agency and Dorset County Council have commented on the proposals and do not raise objection. The drainage and sewage infrastructure capacity will need further examination by the Environment Agency.

**2.29** There is an understandable concern about the loss of an open site on the edge of the town, but this Option proposes residential development in close proximity to the existing facilities within the town of Verwood in a sustainable location. The principle of allowing development in the Green Belt is accepted because affordable housing needs cannot be met by building in the urban areas. The removal of this land from the Green Belt would cause minimal harm as it would not cause coalescence and a new strong boundary can be identified. A number of the commentators recognise this and support the Option on that basis. This site provides the opportunity to produce a sustainable form of development which can reduce the need to travel by car and which will be integrated into the existing urban fabric of the town, with good pedestrian and cycle links to the urban area, schools and facilities, and a recreational open space of a Suitable Alternative Natural Greenspace (SANG) and green infrastructure provision. It also provides the opportunity to provide some affordable housing in a sustainable location.

### **Consideration of Evidence and Policy**

#### **2.30 Planning Policy Statement 3**

**2.31** The policy approach in VWM 1 remains consistent with PPS3 in respect of achieving the goal of ensuring that everybody has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

**2.32** The policy approach of VWM 1 remains consistent with the Local Development Framework evidence base including the following:-

- The East Dorset Housing Needs and Demands Survey (2008)
- The East Dorset Housing Market Assessment (2008 and 2011)
- The East Dorset Strategic Housing Land Availability Assessment (2008, 2009 and 2011)
- The East Dorset Level 1 Strategic Flood Risk Assessment (2008)

**2.33** The policy approach complies with the guidance set out in the Draft National Planning Policy Framework (NPPF), which states that (para10) 'For the planning system delivering sustainable development means:

- planning for prosperity (an economic role) – use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- planning for people (a social role) – use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
- planning for places (an environmental role) – use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.'



**‘Options for Consideration’ Sustainability Appraisal**

| Relevant Sustainability Appraisal Objectives  | Option VWM1                        |                              |
|---|------------------------------------|------------------------------|
| <b>Objective 1:</b> Protect, enhance and expand habitats and protected species.   | UNCERTAIN/NEUTRAL                  |                              |
| <b>Objective 2:</b> Make sustainable use of resources   | NEGATIVE DIRECT EFFECT             |                              |
| <b>Objective 3:</b> Minimise pollution  | UNCERTAIN/NEUTRAL                  |                              |
| <b>Objective 4:</b> Minimise factors contributing to climate change   | UNCERTAIN/NEUTRAL                  |                              |
| <b>Objective 5:</b> Provide access to meet people's needs   | POSITIVE                           |                              |
| <b>Objective 6:</b> Provide a safe and secure environment   | UNCERTAIN/NEUTRAL                  |                              |
| <b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles   | POSITIVE                           |                              |
| <b>Objective 8:</b> Help make suitable housing available and affordable for everybody   | STRONG POSITIVE                    |                              |
| <b>Objective 10:</b> Protect and enhance historic buildings, archaeological sites and other culturally important features.  | UNCERTAIN/NEUTRAL                  |                              |
| <b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.                            | UNCERTAIN/NEUTRAL<br>DIRECT EFFECT | POSITIVE<br>SECONDARY EFFECT |
| <b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres. | NEUTRAL/UNCERTAIN                  |                              |

Table 2.2

**‘Options for Consideration’ Habitats Regulations Assessment**

**2.34** The assessment identified an uncertain likely impact as it lies within 5 km of protected European wildlife sites.



### ‘Options for Consideration’ Health Impact Assessment

**2.35** The assessment identified that there will probably be an increase in traffic associated with development which could result in higher levels of air pollution. Employment opportunities will exist during the construction phase. Facilities and services will be provided in line with the scale of development and the need.

### ‘Options for Consideration’ Equalities Impact Assessment

**2.36** The assessment concluded that the provision of new housing will benefit a wide range of people, in particular the old, disabled and young.

### Infrastructure Requirements

| Site  | Infrastructure  | Timing                              | Funding | Responsibility                        |
|---|-----------------|-------------------------------------|---------|---------------------------------------|
| Land to the west of Trinity School, Verwood | Highway upgrade | Delivery of the housing development | S.106   | Landowner, DCC Highway Engineers      |
| Land to the west of Trinity School, Verwood | SANG            | Delivery of the housing development | S.106   | Land owner, EDDC Rangers              |
| Land to the west of Trinity School, Verwood | Allotments      | Delivery of the housing development | S.106   | Landowner, Verwood Town Council, EDDC |

Table 2.3

### Conclusions

**2.37** This Option offers a feasible site for development in Verwood, a town with a good range of services, facilities and employment opportunities. In spite of local concerns, the site offers the potential for a small scale housing development in close proximity to an existing school and town centre facilities. It offers the opportunity for a large area of parkland and open space for public access to the north of the site, and much needed affordable housing. Issues relating to traffic congestion, the impact on the Green Belt and impact on the AGLV are not considered to be prohibitive to allowing development in this location. Although the land is presently Green Belt, development of this site would not result in coalescence of settlements and would be contained by strong, defensible new Green Belt boundaries.

**2.38** This site should be retained in the Core Strategy and combined with VWM 2 below to create a New Neighbourhood to the north west of Verwood.

### Option VWM 2

Development could take place on land on the north western edge of the existing town involving land to the west of Eastworth Road.

This could involve:

- The provision of about 200 homes.



Picture 2.2

## Consultation Response

| Option   | Support          | Object             | No Opinion         | Total             |
|--|------------------|--------------------|--------------------|-------------------|
| <b>VWM2</b>  | <b>109 (12%)</b> | <b>615 (67.5%)</b> | <b>187 (20.5%)</b> | <b>911 (100%)</b> |
| <b>Residents of Parish - 14930<br/>(2010 Population Estimate<br/>(DCC)</b> | <b>60</b>        | <b>524</b>         | <b>-</b>           | <b>584</b>        |
| <b>% of Parish Population</b>  | <b>0.4%</b>      | <b>3.5%</b>        | <b>-</b>           | <b>3.9%</b>       |

Table 2.4

**2.39** These figures represent an indication of the level of response by settlement. Responses giving 'No Opinion' were excluded for the purposes of the Parish breakdown.

**2.40** The comments from key stakeholders and the general public in respect of this Option, and general comments on the principle of development in the Verwood and West Moors area, have been grouped together into various themes and are as follows:

### 2.41 Housing

- Verwood Town Council - It is important that any affordable homes built should be for local people, and not made available for people living outside East Dorset. The proposed sites immediately adjoining the existing urban area are not prime agricultural land and in planning terms can be construed as suitable for development. Whilst we understand and could support the proposals, we must stress that any development would require improvements in the infrastructure which should be in place before any houses are built, or at least alongside with the construction and before occupation. (Response given for each housing option in Verwood)
- Councillor Vic Redpath, Verwood Town Council - I support limited development to provide desperately needed affordable homes as part of a mixed community. (Response given for each housing option in Verwood)
- Councillor Carol Holmes, West Moors Parish Council - How would you ensure new homes were for local people?
- Association of Verwood Residents - More housing will simply lead to a further loss of community identity and increased isolation for those living in Verwood. In total the plan shows an intention to develop 2570 houses over a 15 year period, 35% of this could be provided by getting existing stock

back into use leaving green field sites unaffected. An alternative strategy to new buildings could be to investigate incentive schemes to get existing stock more fully occupied. We have asked District Councillors to provide information on local waiting lists which are being used to justify the large percentage of affordable housing in the Core Strategy proposals.

- Synergy Housing Association - Having looked at the proposals for each of the geographical areas and the proposed sites within those areas we can see no reason to disagree with the Local Authority's assessment and findings in each case, and would be very keen to become involved in the provision of affordable housing on any of these sites (repeated for each option).
- West Moors Traders Association - Support
- Mr Filip De Kock, resident of Eastworth Road - I support the development simply because it will hopefully enable my land to become development land rather than devalue my property.
- Mrs E E Sims (landowner) - I can confirm that I am a significant land owner in the above preferred option, and that I fully support its inclusion as a preferred option, and I can also confirm that my land is available for development.
- Badbury Bishard Planning Consultant - The new policies may facilitate an opportunity for a client.
- *General Comments*
- Give the young a chance to buy affordable housing.
- Not every area needs affordable housing - if a lot of people are retired or own their own homes, does it matter?
- The scheme meets government's demands for future housing - a well thought out scheme which hopefully will reduce the need for high density schemes to be built in the town.
- We are in desperate need of more affordable housing.
- The town does not need any more 'housing association' style estates.
- The proportion of affordable housing is too high.
- This would set a precedent for gradual infilling of the area above the school and behind Coopers Lane.
- More 2/3 bed homes to give small families a chance at being housed. Plenty of 'part rent-part buy'.
- Quality of materials and road layout is key.
- The area cannot sustain this quantity of new homes.
- Approve of provision of affordable housing, however, agreement with Housing Association must be watertight so housing stock for rent remains constant and stock can never be sold.
- I would like to see priority given to projects which have a higher concentration of social housing inclusion, and include higher green/renewable energy provision.
- Re-use or develop existing empty houses.
- Limited affordable and social housing locally, but not more executive homes.

### 2.42 Environment and Context

- Natural England - This option could be detrimental to designated nature conservation sites in the locality but the development also offers an opportunity for significant green infrastructure that could remove this detriment and increase the value of biodiversity. Our opinion on this option will therefore be

shaped by the strength of policy on delivery of the green infrastructure as an integral part of the development and the requirements to be met by the green infrastructure. The following requirements for green infrastructure are essential: 1) Suitable Alternative Natural Greenspace (SANG) of a scale and design generated by residential development away from near-by heathland European sites, Ramsar site and SSSI and the habitats of European protected species. 2) Provision of a comprehensive package of Sustainable Urban Drainage solutions (SUDs) within the potential developable and landscape areas and in the potential SANG. The SUDs should both ameliorate flood volumes to the Moors River System SSSI and reduce and clean water of poor quality from urban surfaces and drainage thereby protecting the high water quality in the river SSSI.

- Dorset Wildlife Trust - As part of an area of County biodiversity interest and local landscape value, we consider the biodiversity interests of this site should be established to inform this option. This option brings new housing in close proximity to the Romford Bridge Copse Site Of Nature Conservation Interest (SNCI) (SU00/58), which is broadleaved semi-natural woodland and pond, without public access. This option would lead to the SNCI being surrounded by urban development on 3 sides, increasing pressure on its biodiversity for example from noise, disturbance, predation by cats and light pollution. The site suffers from fly tipping and disposal of garden waste from nearby properties and we would recommend provision of a significant natural buffer against the SNCI at least as wide as that indicated against the old railway line and Eastworth Road. Additionally we have concerns over the provision of a SANG to the west that includes a significant area of SNCI (Ironmongers Copse SU00/41). This SANG would need to be carefully planned to ensure that the provision of green infrastructure to divert pressures away from the heaths also protects the biodiversity of the two SNCIs and other features of biodiversity interest. This option lies within the Crane/Moors River catchment and thus will require Sustainable Urban Drainage Systems in place to avoid any further pollution of this important and sensitive river corridor and care to protect and enhance the biodiversity and quality of the tributaries.
- Amphibians and Reptiles Conservation Trust (ARC) - Object. Such additional high numbers of houses, close to internationally protected heathland sites, would have a significant and damaging effect to these nature reserves. The provision of a SANG could not mitigate against this.
- Royal Society for the Protection of Birds (RSPB) - Object. We agree with the findings of the Habitats Regulations Assessment in connection with the proposed housing sites within these areas. Consequently, until such time as an assessment of the potential impacts of the options on European sites is determined we object.
- Association of Verwood Residents - The disused railway embankment/cutting far from making a natural boundary to the new development is a wildlife reserve in itself with larger animals using it as a concealed highway between the SNCI and the more open countryside to the north. New housing alongside it could seriously upset this corridor.
- Goadsby Ltd (representing landowners elsewhere in the town) - The area is rural in character, accommodating good quality farmland. As an Area of Great Landscape Value (AGLV) the policy seeks to prohibit development that would harm the landscape quality and character of the area. Site VWM2 forms an important part of the AGLV in this part of East Dorset. Eastworth Road is the natural transition point between the settlement of Verwood, to the south east, and open countryside to the north west. It is very prominent in the landscape, particularly when viewed from the former railway bridge at Edmondsham.
- Dr Lesley Haskins - The Moors River System, including the River Crane, Ebblake Stream and Uddens Water has already been subject to excessive development within its catchment. VWM 2 has the additional particular problem of the indirect impacts on important woodlands, Romford Mill Copse SNCI being hard up against the development boundary and Ironmongers Copse SNCI being very close by.

- Mr and Mrs Richards - Eastworth Farm Holiday Cottages - if the schemes become a reality, it would ruin our business because there would be no rural aspect and the volume of traffic passing about 3m from the front doors would be horrendous. Should development take place along Eastworth Road with these schemes, our land would be included in the 'brown field' area giving us the possibility of including our land in the development proposal.
- Mrs Julia Goodwin, Eastworth Road - I would like to make it clear that we have put our names to Eastworth Farms Ltd's document only in the event that this proposal goes forward to planning and in that event, because of our proximity to the proposed site we would have no choice but to be involved. This is our family home. This is a beautiful part of Verwood, the last rural unspoilt entrance into Verwood, with historic and archaeological value and should be left to be enjoyed by all.
- *General Comments*
- Object to proposals for SANG that include the SNCI woodland, Ironmongers Copse. The additional recreational pressure on this woodland would be very damaging.
- A housing development on this site would have significant detrimental consequences on the natural environment and the lives of local people who greatly value this scenic landscape for leisure/recreation purposes.
- Disused railway embankment on the western perimeter currently serves as a wildlife sanctuary with larger animals using it as a concealed route between the SNCI and more open countryside to the north.
- This is the last rural entrance into Verwood and it is just going to become one big housing estate like the rest of Verwood. One of the last areas with historic buildings close by.
- This is in the AGLV, and the grassland has not been ploughed for many decades. Appears to be species rich unimproved meadow.
- Gateway? - I find it a bit offensive the way you say this proposal 'allows the opportunity for an improved gateway to the town'. You would have a job to improve the current entry visually along Edmondsham Road.
- Part of VWM2 is the only Grade 2 agricultural land.
- I support the proposal VWM2 since the subject land is not in primarily agricultural use.
- Close to SSSI land.
- Visual impact on both the natural and historic landscape.
- Proximity of heathland and availability of SANGS for mitigation.
- There is a footpath adjacent to both proposed sites which would add additional pressure onto heathland in direct contradiction to the Core Strategy.
- Support proposals for potential SANG subject to it being a real increase in terms of accessible areas and biodiversity.

### 2.43 Green Belt

- Mrs Julia Goodwin, Eastworth Road - Green Belt land is there for a reason is to prevent urban sprawl, it is part of our heritage and it is being rapidly eroded.
- HLF Planning - Development opportunities in the town will detract from the existing character far less and must be explored in greater detail in order to preserve the purpose and objectives of the Green Belt.
- *General Comments*
- Encroachment of the Green Belt.

- No Green Belt land should be allowed to be built on.
- The Green Belt in question is good, rich arable land and for this reason should remain agricultural.
- Does not preserve the setting and special character of historic towns - impact on the rural historic setting of Verwood from Edmondsham Road.



### 2.44 Transport

- Highways Agency - The Agency supports the development of the evidence base to inform any strategic growth retained in the Verwood and West Moors Area, notably the use of South East Dorset Multi Modal Transportation Study (SEDMMTS). Given the very high level of car dependency evident at Verwood and the direct link between the town and the A31 east of Ashley, the area to the south of Verwood is likely to be of greater concern to the Agency compared to areas north of the town (Options VWM1 and VWM2).
- Dorset County Council - Vehicular access would be achievable to the northern sites and pedestrian / cycle facilities to the centre either already exist or could be provided. Links to good quality public transport would be harder to secure and improvements to these services more difficult to provide from just 250 houses on the northern edge of the settlement.
- Verwood Town Council - Whilst we understand and could support the proposals, we must stress that any development would require improvements in the infrastructure which should be in place before any houses are built, or at least alongside with the construction and before occupation.
- Clerk, West Moors Parish Council - The Parish Council has expressed deep concern with regard to any further developments located in Verwood due to the impact that future developments would have on traffic through West Moors. Investment in infrastructure is required before developments in Verwood are considered.
- Councillor Carol Holmes, West Moors Parish Council - The proposed housing developments would put further strain on Station Road, West Moors.
- Ellingham and Ibsley Parish Council - The proposed housing and employment areas will only increase the traffic problems at Ringwood and thus on the roads in our Parish, especially on the B3081, A338 and Linwood Road if the A31 is blocked. The junction at Baker's Hanging will also become even more saturated. These developments should only go ahead if road improvements at Bakers Hanging and the junction of the A338 and A31 are carried out.
- Chesterton Humberts (representing the landowner of the site) - Support - the proposed extension of VWM1 and VWM2 will enable the Edmondsham Road to be re-aligned with the removal of the disused railway bridge and re-profiling of the road to lower levels, removing the hump. A proper roundabout or road junction would be able to be created to the north of Eastworth Farm in order to provide safe access to the proposed new development on both sides of the road.
- Dr Lesley Haskins - Continued development in Verwood will progressively increase the demand for a by-pass for West Moors.
- *General Comments*
- Eastworth Road and its adjoining residential roads are too narrow and restrictive to support any increased traffic flow.
- Edmondsham Road - this is a narrow country lane, there are no pathways down this road and the potential for widening the road or creating pathways are near impossible.
- Concern about the safety of children crossing a dangerous stretch of road to reach Trinity First School.
- Field Place - concerned that Field Place will also support the associated additional traffic through what is currently a very peaceful estate.
- I understand that it is suggested that access be given via both ends of Eastworth Road and fail to see how this would be possible. At the Albion End the road is narrow and single-laned. Increasing its size will either bring the road closer to homes already along this road or will require the destruction of the woodland opposite the properties.



- Eastworth Road was blocked off when the distributor road was built, presumably to stop its use as a 'rat run'. It would seem obvious that re-opening this narrow road would exacerbate the earlier problem. The junction of Eastworth Road with Station Road is difficult to make safe with increased traffic volumes.
- A safe crossing of the C104 to the proposed SANG to the north would be essential if any development were to be considered here.
- Lack of a safe entry and exit for the many vehicles that will need to gain access to the housing estate.
- More needs to be done to encourage children to walk to school.
- Your report highlighted the fact that one third of houses in social rented properties had no use of a car. If you locate these families in Verwood in the proposed affordable housing how can this be of benefit if they have no means of transport and a limited public transport system.
- Parking on the public highway at Trinity School is already a danger to pupils and local residents.
- The section of road from the roundabout to the railway bridge must be improved to the same standard as Champtoceaux Avenue. In its present condition the bridge is unsafe.
- More serious effort needs to be put into reducing necessity of relying on car travel. Public transport is woefully inadequate to service its working and social population, with no quick bus links to major employment and social hubs of Bournemouth, Christchurch, Salisbury and Southampton. The existing services are slow and infrequent, with the evening services stopping ridiculously early and Sunday services too infrequent to seriously entertain.
- Station Road and Eastworth Road are presently overloaded with traffic - heavy vehicle traffic has increased by 400% in the last 10 years.

#### 2.45 Facilities and utilities

- Environment Agency - Our main concern regarding the development area is foul drainage and the capacity of Palmerford Sewage Treatment Works (STW). For all options: The effluent capacity of Palmerford STW is currently unknown, and development in Verwood is believed to connect to this STW. The capacity of Palmerford STW and associated infrastructure must be established as part of the Core Strategy evidence. Other issues for consideration are surface water drainage, Sustainable Urban Drainage System (SUDS), foul drainage, water supply / water efficiency, sustainable construction, waste management facilities, GI and biodiversity issues and pollution prevention.
- Councillor Vic Redpath, Verwood Town Council - I support a limited amount of development and hope it will contribute to improving Verwood's infrastructure, it's vibrancy as a town and it's green spaces.
- Governors of Emmanuel Middle School (EMS) - Extract from the minutes of the Full Governing Body - The Headteacher explained the potential implication for EMS should additional housing be approved. Already the school hall is too small for our purposes. Also we do not have any spare classrooms, so any additional pupils would mean additional buildings for new classrooms.
- Association of Verwood Residents - The play park and recreational area would likely become overpopulated and with the loss of its scenic rural outlook this amenity would lose its appeal to many established visitors. The risk of further antisocial behaviour after dark would be greatly increased.
- *General Comments*
- The current play area is used by teenagers for drinking parties. They also intimidate younger children.
- The town needs more infrastructure before expansion - additional services and facilities - cinema, swimming pool, more shops, larger supermarket, petrol station, new upper school and more doctors.

- I don't think there is enough local work in Verwood to support the proposed number of new homes.
- Southern Electric has laid powerful electrical cables under Edmondsham Road. Southern Electric should be consulted about any proposed damage to these cables.

### 2.46 Comments from the Verwood New Neighbourhood Focus Group Meeting 12 November 2010

- The proposed new developments will cause all sorts of problems with light pollution, noise, ecological disturbance etc.
- The Land Owner tabled plans showing a larger developable area and explained she could deliver a safer access to the northern site as well as providing a footway/cycleway link along the old railway line for better access to Trinity School from Albion Way. She also commented that the scheme would be accompanied by large areas of open space.
- How do you balance housing need against people's desire not to build houses in this area? People say they want affordable housing in an area, but resist any form of housing when it is proposed.
- Will affordable homes be for local people?
- More sheltered housing for the elderly.
- Propose terraced housing and town houses to provide cheaper open market housing, rather than social housing.
- A Community Land Trust could be established to provide true low cost housing for local people.
- What about buses to serve the site? DCC said that the highways authority will be assessing the transport needs of all the Option sites

### 2.47 Additional Comments from Verwood Town Plan

- Too close to SSSI
- The area surrounding Trinity School is congested with vehicles and increased residential development would compound the problem.
- I think small building projects are the way forward for small towns.
- I understand and support the need for additional affordable housing however Verwood lacks facilities so any proposed development needs to be seen in relation to that issue.
- Why spoil one of the few lovely remaining rural vistas of Verwood with more houses?
- We object to the loss of Green Belt land.
- If homes are for working people with families this development would be within walking distance of the school, (Trinity) and the high street, The Hub, etc.
- Do not wish to see loss of Green Belt & increase in population & traffic will be detrimental to area.

### 2.48 Officer Response

**2.49** This Option relates to a large development on the rural edge of northern Verwood, and has received a high number of objections at 67.5% of the respondents. There is understandable concern about the loss of an open site on the edge of the town, although this Option proposes residential development in close proximity to the existing facilities within the town of Verwood in a sustainable location. The principle of allowing development in the Green Belt is

accepted because affordable housing needs cannot be met by building on the urban areas. The removal of this land from the Green Belt would cause minimal harm as it would not cause coalescence and a new strong boundary can be identified. A number of the commentators recognise this and support the Option on that basis. This site provides the opportunity to produce a sustainable form of development which can reduce the need to travel by car and which will be integrated into the existing urban fabric of the town, with good pedestrian and cycle links to the urban area, schools and facilities, and a recreational open space of a Suitable Alternative Natural Greenspace (SANG) and green infrastructure provision. It also provides the opportunity to provide affordable housing in a sustainable location.

**2.50** The setting and location of Option VWM 2 within the Area of Great Landscape Value (AGLV) on the rural edge of the town, has received much comment. This area is greatly valued by the community for the rural tranquility and gateway to the countryside it provides, and there is considerable concern that the landscape will be spoilt by the encroachment of development. The close proximity of the River Crane SSSI, Ironmongers Copse SNCI and the natural biodiversity of the old railway embankment are also raised as issues of concern, that new development would harm the sensitive designations. In particular, respect of the Moors River System and existing biodiversity will be carefully considered. Natural England have responded positively to the development option and suggest that 'the development also offers an opportunity for significant green infrastructure that could remove this detriment and increase the value of biodiversity. Our opinion on this option will therefore be shaped by the strength of policy on delivery of the green infrastructure as an integral part of the development and the requirements to be met by the green infrastructure.'

**2.51** A high number of respondents raised concerns about the issue of traffic generation from new households, and the impact this will have on the rural nature of Edmondsham Road and Eastworth Road. Also the potential traffic congestion in Station Road and outside Trinity School, and the overall increased number of vehicles on the local road network. In response, both the Highways Agency Traffic Engineers and Dorset County Council Transport Planners believe that this site will not impact adversely on local traffic, and in being closely located to the town centre, offers the opportunity for the use of other modes of transport, such as by bus or by foot. Edmondsham Road would need to be upgraded to improve visibility and remove blind corners, whilst allowing for the safety of children and pedestrians crossing it.

**2.52** There may be a need to upgrade facilities such as Palmerford Sewerage Works, and to provide Sustainable Urban Drainage systems (SUDS) to reduce the risk of flooding or pollution into the Moors River System. These concerns have been raised by the Environment Agency, and will be investigated as part of the evidence gathering process. The provision of green infrastructure and improvements to networks linked to open space and play areas are generally supported

### **Consideration of Evidence and Policy**

#### **2.53 Planning Policy Statement 3**

**2.54** The policy approach in VWM 2 remains consistent with PPS3 in respect of achieving the goal of ensuring that everybody has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

**2.55** The policy approach of VWM 2 remains consistent with the Local Plan evidence base including the following:-

- The East Dorset Housing Needs and Demands Survey (2008)
- The East Dorset Housing Market Assessment (2008 and 2011)
- The East Dorset Strategic Housing Land Availability Assessment (2008, 2009 and 2011)
- The East Dorset Level 1 Strategic Flood Risk Assessment (2008)

**2.56** The policy approach complies with the guidance set out in the Draft National Planning Policy Framework (NPPF), which states that (para10) 'For the planning system delivering sustainable development means:

- planning for prosperity (an economic role) – use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- planning for people (a social role) – use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
- planning for places (an environmental role) – use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.'

### 'Options for Consideration' Sustainability Appraisal

| Relevant Sustainability Appraisal Objectives                                   | Option VWM2            |
|--|------------------------|
| Objective 1: Protect, enhance and expand habitats and protected species.       | UNCERTAIN/NEUTRAL      |
| Objective 2: Make sustainable use of resources                                 | NEGATIVE DIRECT EFFECT |
| Objective 3: Minimise pollution  | UNCERTAIN/NEUTRAL      |
| Objective 4: Minimise factors contributing to climate change                   | UNCERTAIN/NEUTRAL      |
| Objective 5: Provide access to meet people's needs                             | POSITIVE               |
| Objective 6: Provide a safe and secure environment                             | UNCERTAIN/NEUTRAL      |
| Objective 7: Create conditions to improve health, promoting healthy lifestyles | POSITIVE               |
| Objective 8: Help make suitable housing available and affordable for everybody | STRONG POSITIVE        |

| Relevant Sustainability Appraisal Objectives  | Option VWM2                        |                              |
|---|------------------------------------|------------------------------|
| <b>Objective 10:</b> Protect and enhance historic buildings, archaeological sites and other culturally important features.  | UNCERTAIN/NEUTRAL                  |                              |
| <b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.                            | UNCERTAIN/NEUTRAL<br>DIRECT EFFECT | POSITIVE<br>SECONDARY EFFECT |
| <b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres. | NEUTRAL/UNCERTAIN                  |                              |

Table 2.5

#### ‘Options for Consideration’ Habitats Regulations Assessment

**2.57** The assessment identified an uncertain likely impact as it lies within 5 km of protected European wildlife sites.

#### ‘Options for Consideration’ Health Impact Assessment

**2.58** The assessment identified that there will probably be an increase in traffic associated with development which could result in higher levels of air pollution. Employment opportunities will exist during the construction phase. Facilities and services will be provided in line with the scale of development and the need.

#### ‘Options for Consideration’ Equalities Impact Assessment

**2.59** The assessment concluded that the provision of new housing will benefit a wide range of people, in particular the old, disabled and young.

#### Infrastructure Requirements

| Site                               | Infrastructure  | Timing                              | Funding | Responsibility          |
|------------------------------------|---|-------------------------------------|---------|-------------------------|
| Land to the west of Eastworth Road | SANG, GI and play space in accordance with the Needs Assessment of the PPG17 Survey | Delivery of the housing development | S.106   | Developer, EDDC Rangers |

| Site                               | Infrastructure   | Timing                              | Funding | Responsibility          |
|------------------------------------|--|-------------------------------------|---------|-------------------------|
| Land to the west of Eastworth Road | Highway improvements to Edmondsham Road, including pedestrian crossing/safety measures | Delivery of the housing development | S.106   | Developer, DCC Highways |

Table 2.6

**Conclusions**

**2.60** This option would provide 200 new homes to the north of Verwood with the benefit of delivering affordable housing, and a large area of Suitable Alternative Natural Greenspace open space. Although the land is presently Green Belt, development of this site would not result in coalescence of settlements and would be contained by strong, defensible new Green Belt boundaries. Despite considerable local concern, the site offers the potential for a housing development in close proximity to an existing school and town centre facilities. It offers the opportunity for a large area of open space for public access to the south of the site and improved access by green infrastructure, and a quantity of much needed affordable housing. Issues relating to traffic congestion, sewerage disposal, the impact on the Green Belt and impact on the Area of Great Landscape Value are not considered to be prohibitive to allowing development in this location.

**2.61** This Option should remain within the Core Strategy and be combined with VWM 1 above to create a New Neighbourhood to the north west of Verwood.

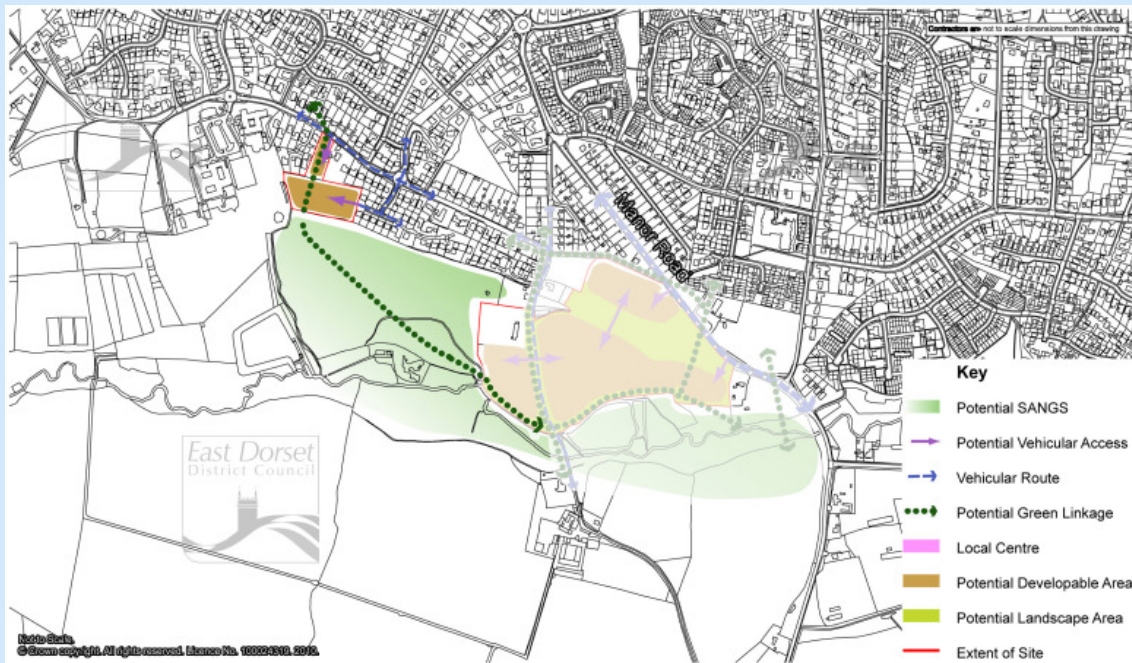
**Option VWM 3**

Development could take place on land on the south western edge of the existing town involving land to the south of Howe Lane.

This could involve:

- The provision of about 20 homes.





Picture 2.3

Consultation Response

| Option  | Support   | Object      | No Opinion  | Total     |
|---|-----------|-------------|-------------|-----------|
| VWM3  | 148 (17%) | 483 (55.3%) | 242 (27.7%) | 873(100%) |
| Residents of Parish - 14930<br>(2010 Population Estimate<br>(DCC) | 88        | 427         | -           | 515       |

| Option                        | Support     | Object      | No Opinion | Total       |
|-------------------------------|-------------|-------------|------------|-------------|
| <b>% of Parish Population</b> | <b>0.6%</b> | <b>2.9%</b> | -          | <b>3.5%</b> |

Table 2.7

**2.62** These figures represent an indication of the level of response by settlement. Responses giving 'No Opinion' were excluded for the purposes of the Parish breakdown.

**2.63** The comments from key stakeholders and the general public in respect of this Option, and general comments on the principle of development in the Verwood and West Moors area, have been grouped together into various themes and are as follows:

### **2.64 Housing**

- Verwood Town Council - The proposed sites immediately adjoining the existing urban area are not prime agricultural land and in planning terms can be construed as suitable for development. Whilst we understand and could support the proposals, we must stress that any development would require improvements in the infrastructure which should be in place before any houses are built, or at least alongside with the construction and before occupation. (Response given for each housing option in Verwood)
- Councillor Vic Redpath - Verwood Town Council - I support a limited amount of development in the town in the hope that it will contribute to improving Verwood's infrastructure, its vibrancy as a town and its green spaces. I also support limited development to provide desperately needed affordable homes as part of a mixed community. (Response given for each housing option in Verwood)
- Synergy Housing Association - Having looked at the proposals for each of the geographical areas and the proposed sites within those areas we can see no reason to disagree with the Local Authorities assessment and findings in each case, and would be very keen to become involved in the provision of affordable housing on any of these sites.
- Mrs Dawn Paice, Summer Fields - As a resident home owner in Summer Fields, I strongly object to the proposal to build 20 houses off Howe Lane with the proposed access through Summer Fields. This will completely change the character of our quiet and family friendly cul de sac.
- Goadsby Ltd - Support. Despite the existence of an area Tree Preservation Order, a vehicular access from Summer Fields would have no such constraint. The carriage way of Summer Fields could be extended into the site without adverse impact.
- *General Comments*
- The site is suitable for low density housing in keeping with the surrounding development.
- Proportion of affordable housing is too high.
- There is a need for limited affordable housing locally, but not more executive homes. It is wrong to build new homes whilst second homes and investment properties continue to exist.



- Verwood has seen more than enough building in the last 30 years.
- Verwood doesn't need more houses it desperately needs more facilities.

### 2.65 Environment and Context

- English Heritage - We acknowledge an appreciation of the importance of ensuring any development within proximity of Oak Tree Cottage (a Grade II listed building) conserves its historic significance. The principle of development must be predicated on the basis of what is achievable.
- Royal Society for the Protection of Birds (RSPB) - We agree with the findings of the Habitats Regulations Assessment in connection with the proposed housing sites within these areas. Consequently, until such time as assessment of the potential impacts of the options on European sites is determined we object.
- Dorset Wildlife Trust - This site lies adjacent to a tributary of the Crane, which would require buffering and provision of a Sustainable Urban Drainage System as for VWM1.
- Mrs V Bright, Clerk, Verwood Town Council - Tree lines should be respected and two sites to the south of Verwood are close to the flood plain or water course. We would like EDDC to confirm that, due to the ecology and rich biodiversity of both sites, that at least a one year cyclical survey is conducted by EDDC to cover the 4 seasons, these surveys to be conducted under the statutory requirements of Natural England, the Environment Agency, and other relevant bodies, both UK and EU, the results of these surveys to be made available for inspection.
- Association of Verwood Residents - The proposed development would adversely impact the visitor pressures on Dewlands Common - increasing disturbance to nest sites from visitors, increasing frequency of fire damage and a decline in the breeding success of night jars. Impact on an established line of English Oak trees - impact on the loss of visual amenity and wildlife habitats. The area is prone to flooding.
- Dr Lesley Haskins - The Moors River System, including the River Crane, Ebblake Stream and Uddens Water has already been subject to excessive development within its catchment including the establishment of a number of very ill advised employment/industrial estates, resulting in temporary or permanent losses to biodiversity. The intrinsic biodiversity interest of the grassland sites (and their associated features - hedges, tress etc) must be properly assessed during the coming year and be accorded proper weight in the judgement of these options.
- *General Comments*
- Trees have Tree Preservation Orders on them.
- The mature oak trees, root compaction and wildlife need to be taken into consideration.
- This development will further exacerbate the problems we currently experience with flooding. Manor Road drains are not able to cope with the present volume of water.
- The proposed land is good arable land and should remain in agricultural usage only.
- The water level in St Michael's Road is already too high with gardens flooded and water under floorboards.
- The listed cottage is clearly being left to fall into 'disrepair' by the current owners.
- An environmentally sensitive area lying so close to the SNCI. The area is attractive grassland with trees and of nature conservation value in its own right.
- Green Belt.

### 2.66 Transport and Access

- Highways Agency - As in the case of other urban extensions, the Agency supports the development of the evidence base to inform any strategic growth retained in the Verwood and West Moors area, notably the use of South East Dorset Multi Modal Transportation Study (SEDMMTS). Given the very high level of car dependency evident at Verwood and the direct link between the town and the A31 east of Ashley, the area of search south of Verwood (Options VWM 3 and VWM 4) is likely to be of greater concern to the Agency compared to areas north of the town.
- Dorset County Council - This site would have little impact on the need to provide the Springfield Distributor Road as it is only for 20 units.
- West Moors Parish Council - Deep concern with regard to any further developments located in Verwood due to the impact that future developments would have on traffic through West Moors.
- Ellingham, Harbridge and Ibsley Parish Council - The proposed additional housing and employment areas will therefore only increase the traffic problems at Ringwood and thus on the roads in our parish. The Parish council agree that these developments should only go ahead if road improvements at Bakers Hanging and the junction of the A338 and A31 are carried out.
- Association of Verwood Residents - Currently Howe Lane and Margards Lane are almost impassable at school run time. Since most of the new occupants will have employment outside of Verwood they will be forced to commute.
- Mr and Mrs Pallant, Summer Fields -The proposed access would take vehicles across privately owned land - currently single width - and taking private gardens from nos. 3 and 4 Summer Fields. We will absolutely refuse any request to purchase our land to allow access to this new housing development.
- *General Comments*
- Difficult to form satisfactory safe vehicular access from Howe Lane, access may be better from Summer Fields.
- There is also ample access from Howe Lane which is already a through road.
- The road requires traffic calming.
- This development should not go ahead unless the access roads are improved. The majority of traffic goes down Margards Lane causing problems 8 -9am and 3 -4pm. Another access route is essential.
- The main Ringwood Road is already very hard to access at the best of times, without more cars being added.
- Margards Lane/Church Hill are already overloaded with traffic at certain times of the day. This could be relieved by re-opening the northern arm of Church Hill onto Manor Road - with 'left turn only' at this point.
- Access and congestion on Howe Lane - grid-locked and impassable.
- Springfield Road route should be bought forward.
- Sheer volume of traffic! Already at saturation point on Margards Lane and speed of traffic!!
- Emergency vehicle access impeded during school run hours. 250 car movements counted in 8 minutes.
- Road safety is a major problem with so many children about, so much congestion and a certain amount of impatience.

### 2.67 Facilities and Infrastructure

- Environment Agency - Our main concern regarding the development area is foul drainage and the capacity of Palmerford Sewage Treatment Works (STW). For all options: The effluent capacity of Palmerford STW is currently unknown, and development in Verwood is believed to connect to this

STW. The capacity of Palmerford STW and associated infrastructure must be established as part of the Core Strategy evidence. Other issues for consideration are surface water drainage, Sustainable Urban Drainage system (SUDS), foul drainage, water supply / water efficiency, sustainable construction, waste management facilities, Green Infrastructure (GI) and biodiversity issues and pollution prevention.

- Governors of Emmanuel Middle School (EMS) - Extract from the minutes of the Full Governing Body - The Headteacher explained the potential implication for EMS should additional housing be approved. Already the school hall is too small for our purposes. Also we do not have any spare classrooms, so any additional pupils would mean additional buildings for new classrooms.
- Association of Verwood Residents - This site is used for recreational purposes and provides grazing and stabling for various horses. We would welcome the site to remain as recreational. Could the Council purchase it and turn it into allotments?
- *General Comments*
- This is an ideal location to provide the community with allotments.
- Drainage has collapsed in more than one area in Manor Road.
- Doctors and dentists - long waits for appointments.
- Need better bus services to railway stations and hospitals - St Leonards, Wimborne, Southampton, Salisbury, Bournemouth and Poole.

#### **2.68 Comments from the Verwood New Neighbourhood Focus Group Meeting 12 November 2010**

- Without upgrading Springfield Road, these options (including the school option) are not viable. Need to sort out the bottom end of Howe Lane.
- Less of an impact visually than the northern Verwood sites.
- Access issues off Manor Road
- What would the effects of a high water table be on the development and the hydrology of the area, including the effect on the River Crane (which is an SSSI)?
- Need to look at links from Manor Road into the town centre.
- Howe Lane will need traffic management – how about a one way system with St Michael's Road?
- Concerns about the possible loss of wildlife which is thought to reside on the Option sites.
- Need smaller houses for the private market – with parking spaces.

### 2.69 Additional Comments from Verwood Town Plan

- At least a smaller development than others.
- There maybe some merit to small scale development close to the school.
- The proviso is that such development should not be to the detriment of residents by increasing traffic and putting further strain on local services.
- This development being on a smaller scale and not using Green Belt seems more acceptable as an infill and would allow for some modest numbers of starter/affordable homes.

### 2.70 Officer Response

**2.71** This small site falls within the current urban area of Verwood and is not within the Green Belt. It has the constraints of a listed building and trees protected by Tree Preservation Orders (TPO's) within it, as well as the provision of a suitable access from Howe Lane or Summer Fields. The site has the potential to provide a sustainable form of development which can reduce the need to travel by car, which will be well integrated into the existing urban fabric of the town. It has good pedestrian and cycle links to the urban area, schools and facilities, and also provides the opportunity to provide some affordable housing in a sustainable location. There has been a high number of objectors to this option, some mistakenly believing it to be within the Green Belt, many concerned about the traffic situation in Howe Lane during school run hours, and the lack of infrastructure in Verwood for more residents.

**2.72** The setting and location of Option VWM 3 close to a tributary of the River Crane and biodiversity of Dewlands Common has received much comment, raising concerns that development could harm these sensitive designations. The Environment Agency recognise there may be a need to upgrade the Palmerford Sewerage Works, and to investigate flooding and local drainage issues, but that buffering and the provision of Sustainable Urban Drainage Systems (SUDS) will help to reduce the risk of flooding or pollution.

**2.73** A high number of respondents raised concerns about the issue of traffic generation from new households and the impact on Howe Lane which is already very busy during school run hours for Emmanuel and Verwood First School parents. In their comments, the Highways Agency Traffic Engineers acknowledge that this site would have an impact on the local road network and particularly the A31 trunk road at the Ashely Cross junction. The Dorset County Council Transport Planners believe that this site will not impact adversely on local traffic and the scale of development would not itself require the implementation of the Springfield Distributor Road.

### Consideration of Evidence and Policy

#### 2.74 Planning Policy Statement 3

**2.75** The policy approach in VWM 3 remains consistent with PPS3 in respect of achieving the goal of ensuring that everybody has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

**2.76** The policy approach of VWM 3 remains consistent with the Local Plan evidence base including the following:-

- The East Dorset Housing Needs and Demands Survey (2008)
- The East Dorset Housing Market Assessment (2008 and 2011)
- The East Dorset Strategic Housing Land Availability Assessment (2008, 2009 and 2011)
- The East Dorset Level 1 Strategic Flood Risk Assessment (2008)

**2.77** The policy approach complies with the guidance set out in the Draft National Planning Policy Framework (NPPF), which states that (para10) 'For the planning system delivering sustainable development means:

- planning for prosperity (an economic role) – use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- planning for people (a social role) – use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
- planning for places (an environmental role) – use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.'

#### 'Options for Consideration' Sustainability Appraisal

| Relevant Sustainability Appraisal Objectives  | Option VWM3            |
|---|------------------------|
| <b>Objective 1:</b> Protect, enhance and expand habitats and protected species.       | UNCERTAIN/NEUTRAL      |
| <b>Objective 2:</b> Make sustainable use of resources                                 | NEGATIVE DIRECT EFFECT |
| <b>Objective 3:</b> Minimise pollution  | UNCERTAIN/NEUTRAL      |
| <b>Objective 4:</b> Minimise factors contributing to climate change                   | UNCERTAIN/NEUTRAL      |
| <b>Objective 5:</b> Provide access to meet people's needs                             | POSITIVE               |
| <b>Objective 6:</b> Provide a safe and secure environment                             | UNCERTAIN/NEUTRAL      |
| <b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles | POSITIVE               |
| <b>Objective 8:</b> Help make suitable housing available and affordable for everybody | STRONG POSITIVE        |

| Relevant Sustainability Appraisal Objectives  | Option VWM3                        |                              |
|---|------------------------------------|------------------------------|
| <b>Objective 10:</b> Protect and enhance historic buildings, archaeological sites and other culturally important features.  | UNCERTAIN/NEUTRAL                  |                              |
| <b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.                            | UNCERTAIN/NEUTRAL<br>DIRECT EFFECT | POSITIVE<br>SECONDARY EFFECT |
| <b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres. | NEUTRAL/UNCERTAIN                  |                              |

Table 2.8

**‘Options for Consideration’ Habitats Regulations Assessment**

**2.78** The assessment identified an uncertain likely impact as it lies within 5 km of protected European wildlife sites.

**‘Options for Consideration’ Health Impact Assessment**

**2.79** The assessment identified that there will probably be an increase in traffic associated with development which could result in higher levels of air pollution. Employment opportunities will exist during the construction phase. Facilities and services will be provided in line with the scale of development and the need.

**‘Options for Consideration’ Equalities Impact Assessment**

**2.80** The assessment concluded that the provision of new housing will benefit a wide range of people, in particular the old, disabled and young.

**Infrastructure Requirements**

**2.81** There are no infrastructure requirements associated with this Option.

**Conclusions**

**2.82** This site is suitable for development being within the urban area of Verwood and set within an established residential area close to existing schools. The site has some constraints which is perhaps why it hasn’t been developed before, including the listed cottage, protected trees and access difficulties. The site will remain in the urban area as suitable for development, but should no longer go forward as a strategic allocation due to its small size, and it’s current designation within the urban area.



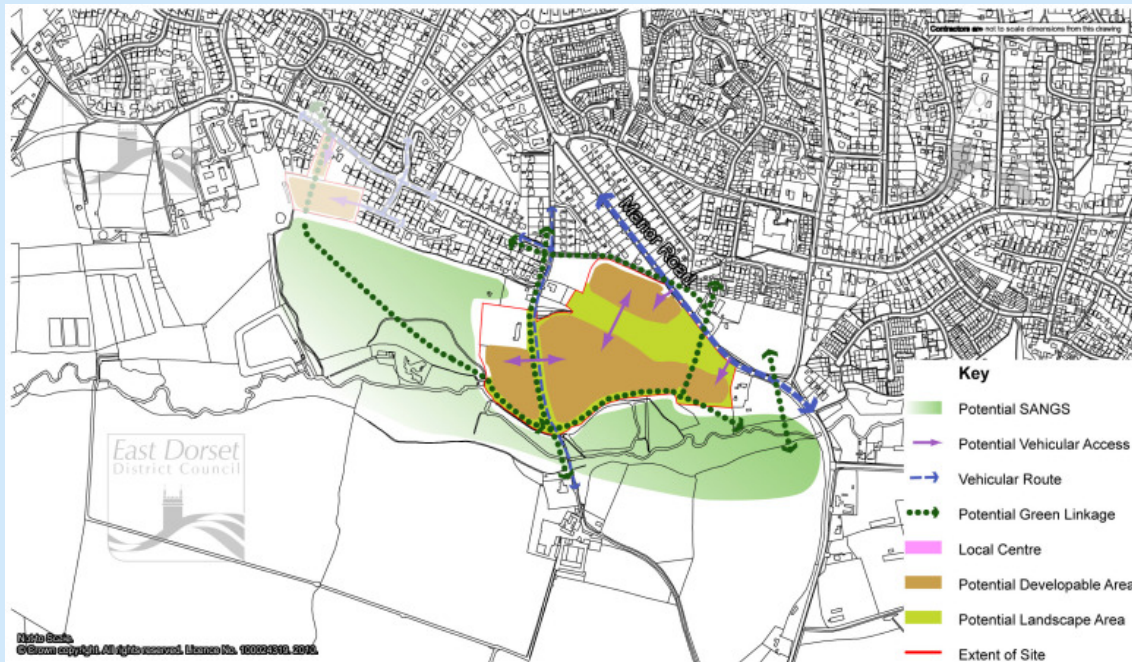
## Option VWM 4

Development could take place on land on the south western edge of the existing town involving land to the south of Manor Road.

This could involve:

- The provision of about 165 homes.

A prerequisite for this would be transport improvements including the implementation of the Springfield Distributor Road.



Picture 2.4

### Consultation Response

| Option  | Support            | Object             | No Opinion         | Total             |
|---|--------------------|--------------------|--------------------|-------------------|
| <b>VWM4</b>   | <b>103 (11.6%)</b> | <b>589 (66.4%)</b> | <b>194 (21.8%)</b> | <b>886 (100%)</b> |
| <b>Residents of Parish -14930<br/>(2010 Population Estimate<br/>(DCC)</b> | <b>58</b>          | <b>502</b>         | <b>-</b>           | <b>560</b>        |
| <b>% of Parish Population</b>   | <b>0.4%</b>        | <b>3.4%</b>        | <b>-</b>           | <b>3.8%</b>       |

Table 2.9

**2.83** These figures represent an indication of the level of response by settlement. Responses giving 'No Opinion' were excluded for the purposes of the Parish breakdown.

**2.84** The comments from key stakeholders and the general public in respect of this Option, and general comments on the principle of development in the Verwood and West Moors area, have been grouped together into various themes and are as follows:

#### **2.85 Housing**

- Verwood Town Council - The proposed sites immediately adjoining the existing urban area are not prime agricultural land and in planning terms can be construed as suitable for development. Whilst we understand and could support the proposals, we must stress that any development would require improvements in the infrastructure which should be in place before any houses are built, or at least alongside with the construction and before occupation. (Response given for each housing option in Verwood)
- West Moors Parish Council - Object.
- Councillor Vic Redpath - Verwood Town Council - I support a limited amount of development in the town in the hope that it will contribute to improving Verwood's infrastructure, its vibrancy as a town and its green spaces. I also support limited development to provide desperately needed affordable homes as part of a mixed community. (Response given for each housing option in Verwood).
- Goadsby Ltd (Acting for the developer)- The potential residential development is supported. Seaward Properties own land within the allocated area and have the ability to assist in the delivery of a substantial number of dwellings within the timescale of the Core Strategy. The site is naturally contained



and not prominent in the landscape. Tree belts run laterally along the River Crane, obscuring views into the site from the south. The agricultural land quality value is low. It is in a sustainable location. The site has the potential to provide Suitable Alternative Natural Greenspaces (SANGs) that will be available for recreation. The site could come forward in the early part of the plan period to meet the housing needs of the District.

- Synergy Housing Association - Having looked at the proposals for each of the geographical areas and the proposed sites within those areas, we can see no reason to disagree with the Local Authorities assessment and findings in each case, and would be very keen to become involved in the provision of affordable housing on any of these sites.
- *General Comments*
- We support building new accommodation to the South of Verwood.
- Verwood already has too many houses because there is an inadequate infrastructure.
- What was an attractive country town is being turned into a huge housing estate.
- Think it is important for East Dorset to have affordable housing. At the moment I work in East Dorset and am looking to buy my first home. Places in East Dorset are very expensive and am having to look outside the local area. I really don't want to move too far from my job.
- We are in desperate need of more affordable housing. Give young people a chance of getting on the property ladder.
- I feel Verwood has already contributed our bit to the housing problem.
- I feel your plans include too many social houses; your plans have much detail but why the disproportionate number of low cost houses?

## 2.86 Environment and Context

- Natural England - This option could be detrimental to designated nature conservation sites in the locality but the development also offers an opportunity for significant green infrastructure that could remove this detriment and increase the value of the locality for biodiversity. Our opinion on this option will therefore be shaped by the strength of the policy on delivery of the green infrastructure as an integral part of the development and the requirements to be met by the green infrastructure. Requirements: 1. Suitable Alternative Natural Greenspaces (SANGs) of a scale and design to divert pressures generated by the residential development; 2. Comprehensive Sustainable Urban Drainage systems (SUDS) package to both ameliorate flood volumes to the Moors River System SSSI and reduce and clean water of poor quality from urban surfaces and drainage. Part of the lakes could be used for SUDSs 3. Removal or modification of a sluice on the Moors River to facilitate fish passage.
- Dorset Wildlife Trust - We suggest that the biodiversity value of this site and potential impacts on Potterne Hill Site of Nature Conservation Interest (SNCI) need to be fully explored to inform this option. New green linkages to the SNCI are indicated, which would increase public pressure on the site. Consideration needs to be given to the function of this land in storing and releasing water in the current ecosystem. We suggest a much wider landscape area for the river and careful planning of the SANG to protect existing wildlife interests and to provide access to the river corridor without impacting on its wildlife. As the SANG is in the floodplain we have concerns that flooding may restrict access at some times of the year and reduce the ability of this site to divert pressure away from heathlands.
- RSPB - We agree with the findings of the Habitats Regulations Assessment (HRA) in connection with the proposed housing sites within these areas. Consequently, until such time as an assessment of the potential impacts of the options on European sites is determined, we object.

- Dr Lesley Haskins - There is no evidence to support the theory that development of SANGs will actually sufficiently alleviate unacceptable pressure on the Dorset Heathlands. SE Dorset cannot continue to accept open ended growth without damage to heathland.
- *General Comments*
- The land is prone to flooding in the winter, and the building of another 165 homes will put a strain on the Manor Road drainage system which I understand is not fit for purpose.
- The Green Belt land proposed for this development is adjacent to the SSSI site of the River Crane and Heathy Howe woodland. It can only be detrimental to the many species of wildlife in the area that we understand are protected.
- This area looks very close to, and not much higher than, the River Crane. You mention further investigation at a later date but I would have thought investigation should be a prerequisite, including whether the sewerage system can be made to cope in Verwood.
- Should not be considered at all, because the ground is badly saturated at all times of the year, and can be subject to flooding by the River Crane.
- The land off Manor Road has 'sink pockets' of sand.
- Loss of ancient hedgerows and trees.
- A significant part of this area floods every year.
- Development southwards is least favourable. Need to retain green space between Verwood and Three Legged Cross.
- We consider this a 'least worst option'. It will not have such an impact on the wider landscape. It will have the potential for the greatest environmental/ecosystem damage. This will have the least visual impact as it is enclosed, hidden from the broader countryside by a good thick surrounding of mature trees and hedgerows. The development would impact on the lake and the Crane, removing their quiet rural setting, although there are plenty of trees and shrubs to help mitigate the potential proximity of housing.

### 2.87 Transport and Access

- Highways Agency - The Agency supports the development of the evidence base to inform any strategic growth retained in the Verwood and West Moors area, notably the use of South East Dorset Multi Modal Transportation Study (SEDMMTS). Given the very high level of car dependency evident at Verwood and the direct link between the town and the A31 east of Ashley, the area of search south of Verwood (Options VWM 3 and WWM 4) is likely to be of greater concern to the Agency compared to areas north of the town.

- Dorset County Council - From this location children should be encouraged to walk or cycle to the school rather than being driven in a car. Development of this site would have little impact on the need to provide the Springfield Distributor Road as most traffic would use Manor Road. Both development sites on the southern side of town are a good walk from the centre services but Morrisons Supermarket provides good local shopping opportunities.
- West Moors Parish Council - Deep concern with regard to any further developments located in Verwood due to the impact that future developments would have on traffic through West Moors.
- Ellingham and Harbridge Parish Council - The proposed additional housing and employment areas will increase the traffic problems at Ringwood. These developments should only go ahead if road improvements at Bakers Hanging and the junction of the A338 and A31 are carried out.
- Cllr Mrs Carol Holmes - All the proposed housing developments will put further strain on Station Road, West Moors.
- Goadsby Properties Ltd - representing the developer - Given the ability to provide direct access to Manor Road, the prerequisite of constructing the Springfield Distributor Road is not considered necessary. This is not considered necessary to enable development to proceed and does not meet the test of Circular 05/2005.
- No new building should take place in Verwood without consideration being given to improving public transport for existing residents.
- Congested entrance to Verwood along Manor Road.
- Very dangerous road at present with parents parking in the morning and afternoon both sides of the road - making them very difficult to access.
- Concerns of road access via St Michaels Road and Howe Lane, and feel these roads are not suitable for the extra amount of traffic, causing massive disruption to residents.
- St Michaels Road is single track and totally unsuitable for anything other than very light traffic.
- Public transport is poor in Verwood. Serious investment is needed to improve transport infrastructure between Verwood and neighbouring towns and cities without constantly increasing the size of the town.
- Manor Road and St Michaels Lane - already congested and impeded vision around the gas station. Suggest small roundabout junction for these 2 roads. Would slow traffic on this dangerous road.
- Junction of St Michaels Road and Howe Lane is a dangerous one.

## 2.88 Facilities and Infrastructure

- Environment Agency - Our main concern is foul drainage and the capacity of Palmerford Sewage Treatment Works. Capacity currently unknown and should be established as part of the Core Strategy evidence. Other issues for consideration are surface water drainage, Sustainable Urban Drainage systems (SUDS), foul drainage, water supply / water efficiency, sustainable construction, waste management facilities, Green Infrastructure (GI) and biodiversity issues and pollution prevention.
- Governors of Emmanuel Middle School (EMS) - Extract from the minutes of the Full Governing Body - The Headteacher explained the potential implication for EMS should additional housing be approved. Already the school hall is too small for our purposes. Also we do not have any spare classrooms, so any additional pupils would mean additional buildings for new classrooms.
- *General Comments*
- Support proposal, but it is essential we have a new large food store and secondary school.
- Would it not be better to build the school at VWM 4, where sporting facilities and open spaces are already available at nearby Potterne Park.

- I feel privileged to live where I do and have direct access to the delights of walking up St Michaels Road and beyond to the farm on a summer's evening or a Sunday afternoon. This area must be protected for our future heritage.
- House building on the scale suggested is ridiculous without the infrastructure to support it.
- Support providing that any developers are required to provide allotments sites to the north and south of Verwood to meet the current huge level of demand.
- Leave land to provide allotments for the residents of Verwood. They are a vital part of health and well being for residents with little or no garden and are much needed in the town.
- This is a better location for the school proposal.
- There are insufficient employment opportunities in Verwood and therefore increasing the population size would increase the pressure on existing roads particularly at commuting times.

### **2.89 Comments from Verwood New Neighbourhood Focus Group Meeting 12 November 2010**

- Need to provide affordable housing on site – don't take contributions to build elsewhere.
- Need smaller houses for the private market – with parking spaces.
- Housing for older people needs to have communal gardens because gardens get too much for individuals to cope with.
- Houses, not flats, for first time buyers.
- Flats should have mixed tenants – not just sheltered flats – may be within a development rather than within a block.
- Care for the elderly can be delivered if the residents live in one place, not scattered though a development.
- Less of an impact visually than the northern Verwood sites.
- Retain trees and woodland on site.
- VWM4 floods once or twice a year – drainage could affect wet heaths to the south.
- Access issues off Manor Road.
- Difficult to cross the road opposite the Scout/Guide Huts now, so will need a safe crossing point as part of the development.
- Without upgrading Springfield Road, these options (including the school option) are not viable. Need to sort out the bottom end of Howe Lane.
- Build on the frontage of VMW 4 only.
- What would the effects of a high water table be on the development and the hydrology of the area, including the effect on the River Crane (which is an SSSI)
- Need to look at links from Manor Road into the town centre.
- Links needed to Potterne Park by bike and walking.
- Resolve access issues – will need to look at upgrading roads to serve them.
- Howe Lane will need traffic management – how about a one way system with St Michael's Road?

### 2.90 Additional Comments from Verwood Town Plan

- Extra traffic seems to be a particular problem.
- Infrastructure being unable to support additional housing and encroaching on the Green Belt as before.
- The location is the worst of all suggested. On or near a flood plain and on the far side of the town, very much cut off from the rest of the community.
- People have to live somewhere.
- Potentially a good development site but appropriate mitigation would need to be put in place to ensure flood risk is addressed, particularly in light of climate change.

### 2.91 Officer Response

**2.92** This site has raised a high level of objection primarily on the grounds of access to the site along Howe Lane and the conflict with school traffic. The setting close to the River Crane and Heathy Howe also raises much local concern about the loss of habitat, and the impact on the sensitive River Crane, issues of flooding and water logging.

**2.93** The principle of allowing development in the Green Belt is accepted because affordable housing needs cannot be met by building on the urban areas. The removal of this land from the Green Belt would cause minimal harm as it would not cause coalescence and a new strong boundary can be identified.

**2.94** The environmental interests are noted by Natural England, and it is suggested that the provision of green infrastructure in conjunction with the delivery of a SANG will be essential, to mitigate any impacts on the local environment, in particular the SSSI of the River Crane and Heathy Howe. The opportunity to provide a SANG to offset the impact of residential development will be vital to developing this site.

**2.95** Local flooding and water logging have been raised as concerns for the area. The Environment Agency is keen to investigate the capacity of Palmerford Sewage Treatment Works and to encourage the use of SUDs in any new development taking place, to reduce risks of surface water flooding, and to prevent pollution to the water systems.

**2.96** Traffic and congestion is featured highly in comments, particularly in relation to the provision of a new secondary school, and the compounded impact of residential traffic, which is already in conflict in the locality. The provision of Springfield Distributor Road is not considered to be a prerequisite by the County Council nor the developer to enable this development to come forward. Much traffic is generated in Howe Lane and St Michaels Road by the current schools, and policies to promote alternative means of travel to school by bicycle or foot will be supported by the County Council.

### Consideration of Evidence and Policy

#### 2.97 Planning Policy Statement 3

**2.98** The policy approach in VWM 4 remains consistent with PPS3 in respect of achieving the goal of ensuring that everybody has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

**2.99** The policy approach of VWM 4 remains consistent with the Local Plan evidence base including the following:-

- The East Dorset Housing Needs and Demands Survey (2008)
- The East Dorset Housing Market Assessment (2008 and 2011)
- The East Dorset Strategic Housing Land Availability Assessment (2008, 2009 and 2011)
- The East Dorset Level 1 Strategic Flood Risk Assessment (2008)

**2.100** The policy approach complies with the guidance set out in the Draft National Planning Policy Framework (NPPF), which states that (para10) 'For the planning system delivering sustainable development means:

- planning for prosperity (an economic role) – use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- planning for people (a social role) – use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
- planning for places (an environmental role) – use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.'

### 'Options for Consideration' Sustainability Appraisal

| Relevant Sustainability Appraisal Objectives                                    | Option VWM4            |
|---|------------------------|
| <b>Objective 1:</b> Protect, enhance and expand habitats and protected species. | UNCERTAIN/NEUTRAL      |
| <b>Objective 2:</b> Make sustainable use of resources                           | NEGATIVE DIRECT EFFECT |
| <b>Objective 3:</b> Minimise pollution  | UNCERTAIN/NEUTRAL      |
| <b>Objective 4:</b> Minimise factors contributing to climate change             | UNCERTAIN/NEUTRAL      |
| <b>Objective 5:</b> Provide access to meet people's needs                       | POSITIVE               |
| <b>Objective 6:</b> Provide a safe and secure environment                       | UNCERTAIN/NEUTRAL      |

| Relevant Sustainability Appraisal Objectives  | Option VWM4                                |                                      |
|---|--|--------------------------------------|
| <b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles   | <b>POSITIVE</b>                            |                                      |
| <b>Objective 8:</b> Help make suitable housing available and affordable for everybody   | <b>STRONG POSITIVE</b>                     |                                      |
| <b>Objective 10:</b> Protect and enhance historic buildings, archaeological sites and other culturally important features.  | <b>UNCERTAIN/NEUTRAL</b>                   |                                      |
| <b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.                            | <b>UNCERTAIN/NEUTRAL<br/>DIRECT EFFECT</b> | <b>POSITIVE<br/>SECONDARY EFFECT</b> |
| <b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres. | <b>NEUTRAL/UNCERTAIN</b>                   |                                      |

Table 2.10

### ‘Options for Consideration’ Habitats Regulations Assessment

**2.101** The assessment identified an uncertain likely impact as it lies within 5 km of protected European wildlife sites.

### ‘Options for Consideration’ Health Impact Assessment

**2.102** The assessment identified that there will probably be an increase in traffic associated with development which could result in higher levels of air pollution. Employment opportunities will exist during the construction phase. Facilities and services will be provided in line with the scale of development and the need.

### ‘Options for Consideration’ Equalities Impact Assessment

**2.103** The assessment concluded that the provision of new housing will benefit a wide range of people, in particular the old, disabled and young.



**Infrastructure Requirements**

| Site                              | Infrastructure  | Timing                              | Funding | Responsibility          |
|-----------------------------------|---|-------------------------------------|---------|-------------------------|
| Land to the south west of Verwood | SANG, GI and play space in accordance with the Needs Assessment of the PPG17 Survey | Delivery of the housing development | S.106   | Developer, EDDC Rangers |

Table 2.11

**Conclusions**

**2.104** This option offers a significant housing site on the edge of Verwood in a sustainable location close to existing schools, Potterne Park and Morrisons Supermarket. The site is well screened from the wider landscape and would not significantly encroach into the Green Belt gap between Verwood and Three Legged Cross which separates the settlements. Although the land is presently Green Belt, development of this area would not result in coalescence of settlements and would be contained by strong, defensive new Green Belt boundaries.

**2.105** The issues of flooding and water logging in the area will be looked into by the Environment Agency, as will the capacity of the existing Sewage Treatment Works (STW) at Palmersford, but it is expected that issues can be overcome by upgrading the STW and introducing improved drainage by Sustainable Urban Drainage systems. Traffic congestion in the immediate area is caused primarily through the school parents, inconsiderate parking and the width and condition of Howe Lane. The provision of the Springfield Distributor Road can help alleviate this problem. Nevertheless, vehicular access for the site would be from Manor Road and children would be close enough to walk to school. Development of the site would therefore have a small impact on traffic along Howe Lane and Margard's Lane.

**2.106** The nature conservation concerns could be overcome with appropriate and significant open space by way of Suitable Alternative Natural Greenspaces (SANG) and new links to Green Infrastructure. The provision of a SANG will be a pre-requisite to any development taking place. At the present time, the developer has been unable to secure land to meet the SANG requirements, and without a SANG, the site cannot be considered suitable for development.

**2.107** This site should therefore be removed from the Core Strategy.

**2.108 Omission Sites**

**2.109 51 Edmondsham Road, Verwood**

**2.110** Badbury Bichard has suggested redrawing the Green Belt boundary to include 51 Edmondsham Road, which lies near to Options VWM 1 and 2.

**2.111 Officer Response**

**2.112** The redrawing of the Green Belt boundary should only be undertaken in exceptional circumstances. If development proceeds at VWM1 and VWM2, the Green Belt boundary will need to be redrawn in this area. This site will be taken into consideration at that stage.

**2.113 Extension of the proposed development boundary to the north of the Edmondsham Road, Verwood**

**2.114** Chesterton Humberts, representing the landowners of VWM 1 and VWM 2, requests that consideration be give to extending the proposed development boundary to the north of Edmondsham Road. This is in order to provide all the required environmental, public open space and circular cycle route for the benefit of the new development and the existing inhabitants of Verwood. The proposed extension of VWM1 and VWM2 will enable the Edmondsham Road to be re-aligned with the removal of the disused railway bridge and re-profiling of the road to lower levels, removing the hump. In addition a proper roundabout or road junction would be able to be created to the north of Eastworth Farm in order to provide safe access to the proposed new development on both sides of the road. The existing proposal relating to access for VWM1 and VWM2 does not appear to be satisfactory

**2.115 Officer Response**

**2.116** The Masterplanners have indicated that sufficient land has been included in the layout for any road improvements required. It is envisaged that the access to the site from Edmonsham Road can be delivered with no additional land required as it will be a straightforward priority junction. The humped back bridge will not be removed as this is a useful traffic calming feature and could be combined with a new village gateway and bringing the 30mph speed limit out to that point. A footway along the entire site frontage would be provided.

**2.117 Land between Verwood and Three Legged Cross**

**2.118** Mr and Mrs Daymond of Verwood have suggested that Verwood should be expanded by developing the land between Verwood and Three Legged Cross. It is suggested the land would be suitable for a retirement village, nursing home or starter homes, with access to Potterne Park. A retirement village would enable local people to down size by staying in the local area.

**2.119 Officer Response**

**2.120** The Green Belt plays a significant role in this location as a strategic gap between Verwood and Three Legged Cross. To develop it would be to merge the two settlements and cause coalescence, which would not be acceptable. Significant portions of this area are also covered by the highest national and international nature conservation designations and development on these areas would be damaging and therefore unacceptable.

**2.121 Land adjoining Greenacre, Firs Glen Road, Verwood, BH31 6JB**

**2.122** Mr York has requested that part of his land could be included as land associated with VWM 4.

**2.123 Officer Response**

**2.124** This site is currently designated partly within the urban area of the town, and partly the Green Belt. The site had a history of dismissed planning appeals due to its Green Belt designation. Development would only be possible on the site, subject to overcoming any constraints, by changing the Green Belt boundary. It is not proposed to proceed with Option VWM 4 at this stage, as the developer has not secured a Suitable Alternative Natural Greenspace to support the development.

**2.125 Land at the corner intersection of St Michaels Road and Howe Lane, Verwood**

**2.126** Mrs Rita Lockyer suggests that the land she owns at the corner intersection of St Michaels Road and Howe Lane should be redeveloped in association with Option VWM 4.

**2.127** *Officer Response*

**2.128** It is not proposed to proceed with Option VWM 4 at this stage, as the developer has not secured a Suitable Alternative Natural Greenspace to support the development. Therefore there is no justification to remove this site from the Green Belt in isolation.

### **2.129 Land to the south east of Noon Hill Road, Verwood,**

**2.130** Goadsby Ltd, representing Seaward Properties, suggests that the land to the south and east of Noon Hill Road could be developed to provide a nursing home and community facilities, such as a doctors surgery, pharmacy, dental surgery and allotments. The land currently lies in the Green Belt and within 400m of protected heathland. The agent suggests the site could provide much needed facilities on the eastern side of the town, where there are a lack of facilities for residents.

#### **2.131 Officer Response**

**2.132** The Council are not convinced that the provision of these facilities are significant enough to override the Green Belt designation which protects this land. This sensitive site is not well located in the town and access is limited. There are alternative brownfield sites in the existing urban area which could provide the facilities suggested, rather than removing land from the Green Belt.

### **2.133 Provision of Housing at Ringwood Road, Verwood including an area of open space**

**2.134** Boyer Planning suggests the inclusion of this land to provide a modest amount of housing and open space on the eastern side of Verwood. The site is well contained and would help to relieve pressure from residents on the heaths to the east of Verwood. Mr Lander, notes the comments of the Local Plan Inspector previously that the site has a dense wooded backdrop giving it a clear edge to the town. It is divorced from open countryside, and the Inspector concluded that he had no doubt that the site would warrant further consideration in the future and that he could 'understand the logic of taking this field out of the Green Belt. Previous proposals for the site have demonstrated that satisfactory access can be provided onto Ringwood Road and that a mixed provision of housing and open space would have no significant impact on the landscape character of the area given the former use of the site and its containment by dense woodland to the north. Further strengths of the development of the site include: the offer of the woodland area for public access as a local amenity; access via the woodland within the site to the wider woodland and countryside beyond; the traffic calming benefit associated with constructing a new access; the accessibility of the site in terms of facilities and non-car modes of travel; the provision of affordable housing; the site is not viable to farm and has no other realistic use. Its former playing field use ceased and was abandoned many years ago. Therefore the development would not constitute any loss to existing facilities; services are already available up to the site so only limited upgrading would be required; the site is suitable for a high quality lower density development, thereby adding to range and choice in the area; the site is available for development and deliverable in terms of PPS3 para 54.

#### **2.135 Officer Response**

**2.136** This site has been considered in the past and was not required at the time of the last Local Plan Inquiry. It is now appropriate to reconsider it as a strategic housing site allocation as revisions to the Green Belt boundary are being considered. This is a small area well contained in the landscape by surrounding woodland. It offers the potential to provide much needed affordable housing and can do this along with the setting out of a large area of open space. Access would be taken from Ringwood Road. This site should be considered as a New Neighbourhood to the North East of Verwood to provide about 50 homes.

### **2.137 Provision of Housing at the Bradfords site, Verwood**

**2.138** Mrs Sarah Sumner suggests the Bradfords site should provide an alternative housing site in Verwood. Bradfords should relocate to Woolsbrige Industrial Estate and the Social Club to the Hub. This site could provide much needed affordable housing within the urban area of Verwood.

### **2.139 Officer Response**

**2.140** Bradfords is a thriving local building supplies business in the local area. The Council has acknowledged the site could be redeveloped for housing through the Strategic Housing Land Availability Assessment process in the longer term. The owner would need to be willing to support relocation in order for the site to have development potential.

### **2.141 Provision of a new Medical Practice in Vewood**

**2.142** Mrs Abernethie has suggested a new Verwood Medical Centre - combining the two present practices, with access and exit either off the southern portion of St Michael's Road or access off Manor Road, with exit onto St Michael's Road, i.e. one way traffic.

### **2.143 Officer Response**

**2.144** The Medical Practitioners in Verwood have not expressed an interest in changing their provision in the town. This area lies in the Green Belt and it is not proposed to proceed with Option VWM 4 at this stage, as the developer has not secured a Suitable Alternative Natural Greenspace to support the development.

### **2.145 Land to the west of Fryers Road and Albany Road, Three Legged Cross**

**2.146** Mr Tony Burt has requested that his land could be developed for housing in three Legged Cross.

### **2.147 Officer Response**

**2.148** This site lies in the Green Belt and development would only be acceptable in exceptional circumstances. Three Legged Cross is not a suitable location for strategic housing growth as it has too few services, facilities and employment opportunities. The owner has submitted it as a potential housing site through the Strategic Housing Land Availability Assessment process. It has been accepted that it could come forward as an exceptional site for up to 6 affordable houses, but not for private market housing. It is not appropriate to release this land from the Green Belt as a strategic allocation in the Core Strategy.

### **2.149 Holt Road/West Moors Road, Three Legged Cross**

**2.150** Symonds and Sampson, representing the Baker Family of Three Legged Cross, suggests land at Holt Road/West Moors Road should be considered for a housing development of 20 - 30 houses, including open space and affordable housing.

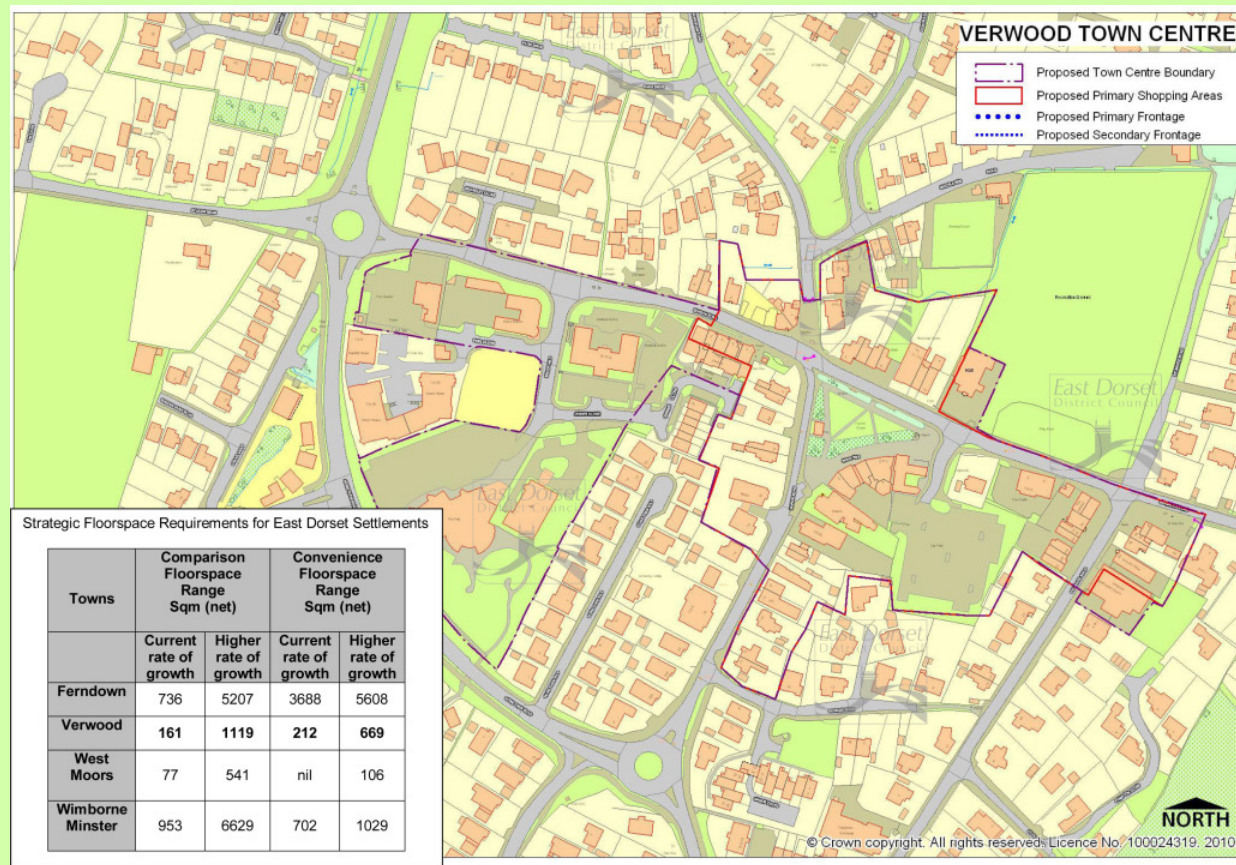
**2.151** *Officer Response*

**2.152** This site lies within in the Green Belt, and is not considered appropriate for large scale development in this location. Three Legged Cross is not a suitable location for strategic housing growth as it has too few services, facilities and employment opportunities. The provision of up to 6 affordable dwellings could be considered as an exception site along the frontage to West Moors Road, but not for private market housing. It is not appropriate to release this land from the Green belt as a strategic allocation in the Core Strategy.

**2.153** **Issue: Should a Town Centre Boundary be designated for Verwood?****Preferred Option VWM 5**

Designate a Town Centre Boundary for Verwood as shown below.





Picture 2.5

Consultation Response

| Option | Support   | Object    | No Opinion | Total     |
|--------|-----------|-----------|------------|-----------|
| VWM5   | 3 (27.5%) | 6 (54.5%) | 2 (18)     | 11 (100%) |

Table 2.12



**2.154** There are a number of responses from local residents on this option.

**2.155** Comments in Support of a Town Centre Boundary

- We support the designation of a Town Centre Boundary for Verwood, but feel it must be carefully defined so that the extent of the Town Centre is large enough to meet the aspirations of KS16, KS18 and VWM6. Suggest that the outline of the Town Centre as shown on the map is redefined to include the wider areas which are not shown. This option should include a policy for the Morrison's site and for the linkage of the Morrison's site to the historical town centre in a way which could benefit the smaller shops in the historical centre (Verwood Town Council).

**2.156** Other Comments regarding the Town Centre Boundary

- This proposal will not fully address the issue regarding the formation of a vibrant Town Centre for Verwood. There will still be the twin centres of the old historic centre and the other at Morrison's supermarket with no strategy to link the two together either now or in the future (Association of Verwood Residents).
- The old village centre can never serve as a Town Centre. It does not have any scope to expand into a retail centre which, I understand is a main function of a Town Centre. The historic centre must be treated sensitively. Ringwood Road is far too busy to allow it to be the centre of a town. The units in the area are mainly services which are best suited to this area which does not need to attract any more hustle and bustle. I suggest the Morrisons development will fit better. (Local resident)
- I could support the principle and the desire but think the 'horse has already left the stable' and that it will now be impossible to generate a single vibrant Town Centre. With the proposed expansion of Morrison's it seems likely this will over time become the overall centre, with only one shop! There seems little scope left in the historic centre for the types and size of retail outlets that are necessary to reduce the need of Verwood residents to travel large distances for decent shopping. With what could have been used to create a more distinctive centre a large block of flats was constructed. Improvements provided they are the right improvements, generated by the Morrison's expansion are welcome and should be encouraged (Local resident).
- The Town Centre boundary as proposed is already complete and bitty, being intersected by housing and the only main road. There is no room for further quality development, or room for more car parking (Local resident).
- Strongly object. It is not a good idea to include the flats at the junction of Edmondsham Road/Moorlands Road/Ringwood Road in the Primary Shopping Area. Presumably the longer term vision is that they should be demolished resulting in the loss of homes. Having closed off access to Edmondsham Road from Ringwood Road this would mean that service and delivery vehicles would need to drive down Edmondsham Road to access the rear of the units (Local resident).

**2.157** Comments from Verwood New Neighbourhood Focus Group 12 November 2010

- Include the vets in the boundary.
- Semis next to the empty pharmacy should be included.

- Two private houses in Manor Road should be included.
- Need more retail units - extend the Town Centre boundary.

### 2.158 Comments from Verwood Town Plan

- Verwood has no centre therefore no hub.
- It feels like a 'village' here at present. Long may it remain so. We have odd shops dotted around but no town centre as such.
- Verwood has almost the same population as Ringwood with a fraction of the facilities and no significant town centre to serve the current residents of Verwood let alone a further 400 homes.

### 2.159 Comments from the Pupil Voice Conference

- Bigger shopping centre.
- Bigger Morrisons supermarket.
- More shops.

### 2.160 Officer Response

**2.161** Whilst there is support for a Town Centre boundary, there is some disagreement about its extent and delineation. The Morrisons supermarket site is perceived as a rival Town Centre. This is disappointing despite recent attempts to enhance the historic centre, with a central green, car parking, public buildings and new shops; local views are divided. Certainly improving the links between the two areas will be investigated, and the proposed boundary again re-examined in light of additional sites suggested above. The Town Centre has undergone recent changes which take time to mature, and these are now being realised. The Morrisons site will see an expanded supermarket and will remain a secondary shopping district to the main Town Centre. Whilst many customers visiting Morrisons are car bound shoppers, requiring the car to transport their shopping home, the store's location in a residential area of the town does allow the local community to access it by foot or bicycle for smaller shopping needs.

### Consideration of Evidence and Policy

**2.162** This option is in line with PPS4 and PPS6 and continues to be supported in the Draft National Planning Policy Framework (NPPF) below:

**2.163** 'Planning polices should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Local planning authorities should:

- Recognise town centres as the heart of their communities and pursue policies to support the viability and vitality of town centres
- Define a network (pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes

- Define the extent of the town centre and the primary shopping area, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites.
- Allocate appropriate edge of centres sites where suitable and viable town centre sites are not available, and if sufficient edge of centre sites cannot be identified, set policies for meeting the identified requirements in other accessible locations; and
- Set policies for the consideration of retail and leisure proposals which cannot be accommodated in or adjacent town centres.'

**2.164** The Joint Retail Study by Nathaniel Lichfield and Partners (2008) recommended that Verwood should have a District Centre.

#### 'Options for Consideration' Sustainability Appraisal

| Relevant Sustainability Appraisal Objectives  | Option VWM5                   |
|---|-------------------------------|
| <b>Objective 5:</b> Provide access to meet people's needs   | <b>Direct Positive Effect</b> |
| <b>Objective 9:</b> Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills, knowledge and culture. | <b>Direct Positive Effect</b> |
| <b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.                                     | <b>Direct Positive Effect</b> |

Table 2.13

#### 'Options for Consideration' Habitats Regulations Assessment

**2.165** The assessment identified an uncertain likely impact as it lies within 400m of protected European wildlife sites.

#### 'Options for Consideration' Health Impact Assessment

**2.166** The HIA identified a neutral impact for the Town Centre and no adverse impacts.

### ‘Options for Consideration’ Equalities Impact Assessment

**2.167** Expansion of the retail offer, town centre functions and accessibility would benefit those in disadvantaged groups, although those without transport living in the rural area would have no benefit.

### Infrastructure Requirements

**2.168** There are no infrastructure requirements with this option.

### Conclusions

**2.169** According to national guidance we need to determine a Town Centre boundary for Verwood. The Joint Retail Study (2008) recommended that Verwood should have a District Centre. It is acknowledged that the centre is relatively small, but it caters for a Main Settlement and as a result would benefit from growth. It is therefore identified as a Town Centre. The precise delineation still needs to be defined, but it should certainly encircle the historic centre. Scope to create a link to the Morrisons supermarket will be investigated, but this will not form part of the Town Centre boundary itself, this instead will be considered in the Vision for the town, in VWM6 below.

### **2.170** What should the vision be for Verwood Town Centre?

#### **Preferred Option VWM 6**

Our vision is that Verwood Town Centre will be a key town centre in East Dorset, providing a thriving busy centre to the local population and visitors. The town centre will continue to provide an attractive townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location.

To achieve this vision:

1. The range of retail uses will be supported and improved to provide more comparison and convenience goods shops in small to medium size units to appeal to small independent shops.
2. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Hub, the Memorial Hall and the Library. These will be retained, supported and, where possible, enhanced.
3. Evening economy uses such as restaurants, cafés and pubs will be supported in the town centre to enhance the vibrancy of the afternoon and evening economy of the town.

4. The townscape quality of the town centre will continue to be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
- 5: Residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment.
6. In order to improve the vitality of the town centre and improved pedestrian safety around the town, traffic management and calming measures will be provided to reduce pedestrian/vehicular conflict.
7. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported.

### Consultation Response

| Option | Support | Object  | No Opinion | Total    |
|--------|---------|---------|------------|----------|
| VWM6   | 4 (44%) | 5 (56%) | 0          | 9 (100%) |

Table 2.14

#### 2.171 Comments in support

- Strongly support. Although the draft Core Strategy talks about having a 'vibrant' centre, most residents agree that this does not exist, and maybe never will. We would like to see EDDC's vision on what needs to be done to improve this situation for the benefit of the residents (Verwood Town Council).
- The Agency supports Verwood's continuing role as a key town in East Dorset. Balanced, mixed use development is supported alongside sustainable transport provision (Highways Agency).
- I support the text, however, I object to the lack of comment about the secondary 'centre' at Morrison's supermarket (Local resident).

#### 2.172 Other comments made

- Our main concern regarding development area is foul drainage and the capacity of Palmerford Sewage Treatment Works (STW). Overall issues for consideration are: surface water drainage; Sustainable Urban Drainage systems (SUDS); foul drainage; water supply/water efficiency; sustainable construction (Environment Agency).
- Whilst the Vision for Verwood as set out in the Core Strategy can be supported there is no content that describes how this can be achieved. Can the Town Council continue to support the Hub financially and for how long before it is privatised or shut down? Why was the large block of flats behind the Police and Fire Stations allowed on prime land that could be used to enhance the retail element of the vibrant Town Centre we all wish to see?

Even now more construction is about to commence but will not add one iota to the vision as expressed in the Core Strategy (Association of Verwood Residents).

- I don't think Verwood needs a Town Centre as such, most people commute out for work and facilities and amenities, so the footfall in the Town Centre would not encourage shops to open. However, evening entertainment might flourish (Local resident).
- I wish to draw your attention to problems that occur on a daily basis - on-street deliveries and public parking provision. These problems should be resolved before any additional shops or housing are added. The new shops at Ferret Green and those on Station Road have a lack of off road parking for delivery vehicles - the result is vehicles park partly on the road and pavement or wholly on the pavement. This has the effect of damaging kerbs, creating safety issues for pedestrians and blocking pavements for parents with buggies and the disabled. (As a wheelchair user), I myself cannot gain entry to a number of shops in Verwood, and the recently built new shops at Ferrett Green are not disabled friendly as regards disabled access. The public surgery car park in Station Road is used as an overflow for The Hub, The Herons and the flats rear of the Police Station, such that there are constantly days when patients of the Verwood Surgery (including disabled) are unable to find a parking space and in addition staff at the surgery have also been unable to find a space in the staff car park. Traffic will increase further in the coming years and could even double by 2027 particularly if there is further housing in Verwood and this increased traffic flow will have serious consequences for the town centre (Local Resident).
- The Morrisons should be knocked down and rebuilt with 2 storey shops and flats. Medical centre on The Swans (Local resident)

### 2.173 Verwood New Neighbourhood Focus Group Meeting (12.11.10)

- The Town Centre needs an anchor store, such as Wilkinsons - an affordable variety store, restaurants and evening uses.
- Traffic in the centre is an issue, particularly for delivery vehicles - need better servicing arrangements.
- Poor bus service through the town Centre.
- More youth facilities are needed - convert the Memorial Hall into youth facilities.

### 2.174 Comments from Verwood Town Plan

2.175 The Verwood Plan group has analysed comments received and noted the following, with individual comments set out below:

2.176 *'On parking, residents are generally happy that parking in the town centre meets the needs of the community. They feel that on street parking should be restricted in shopping areas and by delivery vehicles in Ringwood Rd and Station Rd. They are particularly in favour of on street parking being controlled near schools. Two thirds of them agree that parking in town centre car parks should be restricted to people using local facilities but they are not keen on charging for all day parking in the town centre and only 29% of them agree that parking in town centre car parks enables them to car share.'*

2.177 *'The local shops appear to be relatively little used although there is clearly a loyal following at the butchers and electrical shop. The local supermarket is well- used for grocery, greengrocery and meat/fish and Bournemouth and Poole are the preferred spots for clothes, shoes, household and electrical items.'*

2.178 *'Value for money and to a lesser extent quality are important factors for all kinds of shopping whereas convenience is important for food shopping and choice of products for bigger items such as clothes or household goods.'*

**2.179** *'Respondents certainly like to eat out – 993 people, 91%, answered yes to this question. The most popular response to the question “Where do you like to eat out?” is neighbouring small town or village, with local pub the next most popular answer. Almost identical numbers of people chose the Poole/Bournemouth area and a local restaurant. Just over 72% of respondents would like to see more opportunity to eat out in Verwood and Three Legged Cross'*

- Morrisons is too small for the amount of people shopping there. Shelves always empty.
- We need another petrol station.
- The Hub is a much needed community centre - but failing. Second rate films - we need a cinema.
- The ridiculous road layout at the junction of Edmondsham Road - poor people in Edmondsham Road a 1/2 mile drive and petrol and carbon emissions to get to their homes when all that was required was the re-siting of the traffic lights.
- Longer leisure centre opening hours, a decent supermarket, and shopping centre would keep local money in Verwood.
- Public transport hourly to Poole and Bournemouth no bus is ever on time.
- We need more restaurants/wine bar/public house for evening socialising.
- We need another supermarket ie Sainsburys full size Tesco.
- New buildings should blend in, not like the Hub or buildings around Crane Drive area.
- Why still no ambulance station, no evening bus service in or out after 6.30pm and only one petrol filling station for 13,000 population - no choice.
- Nothing for teenagers. need a chill out cafe, for kids, internet and films not just youth club once a week.
- The shopkeepers should bring persuasion as they are the losers if we cannot get out.
- Cycletracks in town centre needed along major roads.
- Need more doctors and dentists.
- Stop building little boxes and provide agreeable amenities with pleasant surroundings.
- There are only two roads to connect us with the A31. These are extremely busy during the early hours and evening rush. Often cars entering Ringwood Road from side roads have a long wait. Huge delivery lorries block the traffic at Tesco and Bailey's.
- Its crying out for a very good shopping centre and larger supermarket.
- Verwood needs more town centre facilities and a focal point for the community.
- Verwood is losing its village feel.
- Feel already & doctors and dentists already have difficulty coping with the amount of patients.
- Parking at the Station Rd doctors is a joke. Often full of cars left there all day and nothing left for patients.
- We need a better variety of shops, a bigger supermarket and one more petrol station.
- We need a larger shopping area.
- The one way system in operation is very unsatisfactory, especially for those of us on the outskirts nearest Woodlands. We have to drive a long way around just to even get to the Post Office for example, and if there are no parking places, one cannot turn right into the car park. I feel this should be



changed. Also, coming out of Dewlands Way, a right hand turning would be useful. A lot of people I know would like the one way system changed for more convenience to access shops, post office, butchers etc.

- The shop owners need to be encouraged to adapt the access for all shoppers.

### 2.180 Comments from the Pupil Voice Conference

- No cinema close by.
- Not enough sports facilities in Verwood/Emmanuel.
- Bigger shopping centre needed.

### 2.181 Comments from QE Students

- Small Morrisons, few express shops.
- No good shops.
- Few shops in Verwood, i.e. clothes, shoes, cafes/restaurants.
- Irregular bus services.
- Need places for young people to go so they are not hanging around on the streets.

### 2.182 Comment

**2.183** The desire is to support Verwood, by creating a pleasant and attractive Town Centre, by offering a range of services and shops, and by helping to link the Town Centre to Morrisons Supermarket. Whilst much work has taken place in recent years to enhance the central area at Ferrett Green, residents have raised some issues which still need to be resolved. By creating more shops, this has attracted more shoppers and traffic to the centre, causing residents concerns of congestion and road safety. Careful attention needs to be given to the car parks, the timing and delivery arrangements for on street unloading and accessibility for disabled residents around the Town Centre and using shops and services, and the frequency of bus services.

### Consideration of Evidence and Policy

**2.184** This option is in line with PPS4 and PPS6 and continues to be supported in the Draft National Planning Policy Framework below:

**2.185** 'Planning polices should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Local planning authorities should:

- Recognise town centres as the heart of their communities and pursue policies to support the viability and vitality of town centres
- Define a network (pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes

- Define the extent of the town centre and the primary shopping area, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites.
- Allocate appropriate edge of centres sites where suitable and viable town centre sites are not available, and if sufficient edge of centre sites cannot be identified, set policies for meeting the identified requirements in other accessible locations; and
- Set policies for the consideration of retail and leisure proposals which cannot be accommodated in or adjacent town centres.'

#### 'Options for Consideration' Sustainability Appraisal

| Relevant Sustainability Appraisal Objectives  | Option VWM6                   |
|---|-------------------------------|
| <b>Objective 5:</b> Provide access to meet people's needs   | <b>Direct Positive Effect</b> |
| <b>Objective 6:</b> Provide a safe and secure environment   | <b>Positive Effect</b>        |
| <b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles   | <b>Positive Effect</b>        |
| <b>Objective 9:</b> Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills, knowledge and culture. | <b>Positive Effect</b>        |
| <b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.  | <b>Direct Positive Effect</b> |
| <b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.                                     | <b>Direct Positive Effect</b> |

Table 2.15

#### 'Options for Consideration' Habitats Regulations Assessment

**2.186** The assessment identifies an uncertain likely impact as it lies within 400m of protected European wildlife sites.

**‘Options for Consideration’ Health Impact Assessment**

**2.187** Whether an adaptation to the effects of climate change is included will depend on a design guide. The assessment identified a positive impact on housing, the built environment, food, travel and community facilities.

**‘Options for Consideration’ Equalities Impact Assessment**

**2.188** Expansion of the retail offer, town centre functions and accessibility would benefit the disabled and all the community, although those without transport living in the rural area would have no benefit.

**Infrastructure Requirements**

| Site   | Infrastructure  | Timing   | Funding | Responsibility                 |
|--|---|----------|---------|--------------------------------|
| Verwood Town Centre to Morrisons Supermarket | A signposted or dedicated cycleway between the Town Centre and Morrisons and from the Town Centre to Potterne Park. | 1 - 5yrs | Unknown | EDDC/ Verwood Town Council/DCC |

Table 2.16

**Conclusions**

**2.189** National guidance recognises that Town Centres are the heart of the community, and planning policies should seek to support their vitality and viability. We shall continue to support Verwood Town Centre by encouraging good quality development proposals, and by offering a range of goods and services for the community. There is a strong desire from the community for more shops and a better range of shops and services in the centre of Verwood. A link between the Town Centre - Morrisons - Potterne Park will be investigated to encourage better cross town networking between key locations. Sustainable travel, improved pedestrian safety around the town, traffic management and calming measures will be provided to reduce pedestrian/vehicular conflict in the Town Centre, particularly in Ringwood Road.

**2.190 Issue: Is there the need for an upper school in Verwood?**

**Preferred Option VWM 7**

An Upper School will be constructed adjacent to the Howe Lane schools campus. The inner Green Belt boundary will be revised to include land within the urban area of Verwood to accommodate the school buildings and associated facilities. The playing fields will remain in the Green Belt.

## Consultation Response

| Option   | Support          | Object           | No Opinion       | Total             |
|--|------------------|------------------|------------------|-------------------|
| <b>VWM7</b>  | <b>302 (35%)</b> | <b>321 (37%)</b> | <b>240 (28%)</b> | <b>863 (100%)</b> |
| <b>Residents of Parish - 14930<br/>(2010 Population Estimate<br/>(DCC)</b> | <b>226</b>       | <b>267</b>       | <b>-</b>         | <b>493</b>        |
| <b>% of Parish Population</b>  | <b>1.5%</b>      | <b>1.8%</b>      | <b>-</b>         | <b>3.3%</b>       |

Table 2.17

**2.191** These figures represent an indication of the level of response by settlement. Responses giving 'No Opinion' were excluded for the purposes of the Parish breakdown.

**2.192** The comments from key stakeholders and the general public in respect of this Option, and general comments on the principle of a new Upper School in the Verwood have been grouped together into various themes and are as follows:

### **2.193 Comments in support**

- Support, provided robust traffic management measures and transport infrastructure improvements are implemented before the school is opened. The school could well become a reality if the need for a school were to be triggered by a shortage of secondary school places within the catchment area of which Verwood is part. However, the current non-statutory Core Strategy quotes that if further homes were built, this could enable Verwood to have an Upper School. We would like EDDC to confirm in the statutory Core Strategy when it is released, that a new school will be built, together with proposed infrastructure of new roads to accommodate the increase in traffic and timescales. (Verwood Town Council)
- Until a new secondary school is built in Verwood, any new housing will also mean even more journeys to Ferndown and Wimborne. (Ellingham, Harbridge and Ibsley Parish Council)
- Our main concern is the capacity of the Palmerford Sewage Treatment Works (STW) and associated infrastructure which must be established as part of the Core Strategy. (Environment Agency)
- A new Upper School at the current school campus in Verwood would have the benefit of reducing the need for pupils to travel from Verwood to upper schools elsewhere in the District. The whole town is within recommended walking or cycling distance from the schools so use of these modes rather

than the car should be high. However this is also likely to bring about a greater need for delivery of the Springfield Distributor Road to improve access to the school sites via all modes of travel. (Transport Planning Officer, Dorset County Council)

- Verwood desperately requires an Upper School. (Local resident)
- I support the building of a new secondary school in Howe Lane as long as the Springfield Distributor Road is put in place before any building work starts, to improve the access and traffic flow to the campus. (Local resident)
- In favour. An Upper School will reduce traffic in and out of town, save money and is environmentally friendly. (Local resident)
- Provide an Upper School at Eastworth Farm/West of Trinity School where access is better. Consider changing to a 2 tier education system. (Local resident)
- New Upper School will shorten travel distances considerably, ie: Cranborne / Sixpenny Handley children etc.(Local resident).
- Fully support the need for a secondary school in Verwood. But is funding really available to build one? Would the building of a secondary school be at the cost of losing our 2 middle schools at Emmanuel and Cranborne? A secondary school in Verwood is a top priority due to the expansion of the town. (Local resident)
- We desperately need a new secondary school but within that I would like to see plans for a new leisure centre and swimming pool for Verwood. (Local resident)
- It's about time we had a secondary school for our local children in Verwood. (Local resident)
- The school should have been here years ago. (Local resident)
- The new secondary school should be built before the houses are developed. (Local resident)
- The school is required to meet the requirements of the existing population. (Local resident)
- I agree with a new secondary school, as long as the middle school system is maintained. (Local resident)
- Needed but without additional houses. (Local residents)
- The proposal would have my support if the need could be demonstrated with robust figures, if there was any sign of funding being in place and provided it was not built on the site next to Emmanuel School. It seems to be that the need has yet to be proved whilst there are still places available at Ferndown Upper. It also seems to me that the school would need a minimum of 800+ pupils to be viable and I doubt there are that many pupils of the right age profile in Verwood. (Local resident)
- A local secondary school would be a real benefit to the community.(Local resident)
- The Planners deserve credit for improving those facilities and that is why the school is a good idea for Verwood, as it is a further step to providing a complete all encompassing small town. It also has the obvious benefit of not having to bus all those children every day to the schools outside the area. (Local resident)
- Verwood needs a senior school, more shops and another doctor's surgery. (Local resident)
- An Upper School is required which would eliminate the need for so much school transport to Ferndown and Wimborne. This would also improve our sense of community and be less divisive. (Local resident)

### 2.194 Other comments made

### 2.195 Impact on other Local Schools

- There are complex questions relating to school capacity in East Dorset generally. The proposed housing sites imply a need for more local school places and an assessment of whether the existing schools are in the best locations to serve their catchment. This will depend on the level and distribution of housing that is finally agreed. Increasing housing provision in the Wimborne and Verwood areas will increase demand for places at Queen Elizabeth's Upper School and Ferndown Upper School and this will have a knock on effect across the joint pyramid. A full appraisal of the need for school places and pyramid structure will be necessary once the level and distribution of housing is known. There is no funding available for new building at present. However the Government has made available capital funding for basic need where there is increased demand for school places, although bids for this would need to be made, with no certainty over securing necessary funds. Developer contributions via the Community Infrastructure Levy (CIL) are also likely to be necessary to gap fund the cost of providing increased school places. (Spatial Planning, Dorset County Council)
- We cannot understand the way in which this proposal is presented in this document, nor can we understand how a new secondary school in East Dorset could possibly have viable numbers in the medium term, though we cannot comment on the period 2016-2027 as we do not have reliable projections of pupil numbers that far ahead. Our main point of contention however, is the apparent failure to even recognise that there are actually two very good Upper Schools in East Dorset. Both QE and Ferndown Upper have received the same gradings from Ofsted in the last two inspections. Over the last 5 years Ferndown Upper School (FUS) has improved rapidly, at one stage we were the most improved school in Dorset! This has meant increasing popularity and we have seen a 500% increase in applications from the Verwood area in just 2 years! We take a substantial number of pupils into Year 9 from both Emmanuel Middle and Cranborne Middle Schools, as well as some of the middle schools in Wimborne. These numbers, added to those from West Moors Middle and Ferndown Middle mean that FUS is nearly full for 2011. Nevertheless we still have some surplus places and can accommodate more applications from the Verwood areas. Could you please explain the meaning of 'local children would not have to be bussed 7 miles to Wimborne'? This statement implies that this is the only choice for parents in Verwood, when for years Emmanuel Middle School parents have had the benefit of two choices, being a dual catchment between Wimborne and Ferndown pyramids. We could understand the statement if it had made reference to BOTH Upper Schools, but you have ignored FUS completely in this document. (David Moss, Chair of Governor's Ferndown Upper School)
- There is spare capacity in the existing First Schools which should be used first. (Head of Hillside First School)
- Object. Lack of evidence that a viable secondary school is currently necessary; the LEA identified the need for additional first and middle school provision; if the criteria for establishing this new school is dependent elsewhere in East Dorset this would invariably suggest that instead of 'bussing' out pupils from Verwood, we would be 'bussing' them in from other areas. For the new secondary school to be viable it will need to cater for a minimum of 800 students - this will mean approximately 300 students will need to be imported from other areas in East Dorset adding to the traffic problems; unlikely to be funding for the duration of the Core Strategy so why has it been included? (Association of Verwood Residents)
- Need to look at the bigger picture of the local pyramid structure and the education structure in general. (Verwood New Neighbourhood Focus Group)
- Unless Ferndown and Wimborne schools are over subscribed, I think the building of a secondary school in Verwood is not a good idea, as it only breeds local gang culture in to our youths. It is far better for young people to mix with other people from other areas, as it lessens the us and them culture. (Local Resident)
- Whilst building a new school does have some merits, access to the existing schools is already difficult and at a time of serious financial constraints it would make sense economically to develop existing secondary school sites and thus minimise the effects upon the local community. (Local resident)
- Not a good idea to place a senior school alongside infants and juniors. Historically these have always been separate with good reason. (Local resident)

- The current first and middle schools are near capacity. Work needs to be considered into the infrastructure around these schools. Trinity School currently shuts its gates causing parents to walk long distances, crossing busy and over populated roads. The same is true at Hillside, Verwood First and Emmanuel. (Local resident)
- My children go to Verwood First and Emmanuel Schools. Money would be better spent expanding the existing schools further so the children can have a wider range of facilities. (Local resident)

### 2.196 Impact on the Natural Environment

- Natural England - This is a critical location for strategic Suitable Alternative Natural Greenspace (SANG) provision to relieve some of the existing recreational pressure on the European designated sites here. If this option is taken forward, we advise that consideration should be given to the provision of SANG to be provided alongside the development.
- Amphibians and Reptiles Conservation Trust (ARC) - ARC would have to object to this proposal. An additional school would directly impact upon the quality of the nearby heathland sites. These sites already have very high public use and misuse, e.g. Deliberate arson, generally by children of school age.
- Royal Society for Protection of Birds - We agree with the findings of the Habitats Regulations Assessment in connection with the proposed housing sites within these areas. Consequently, until such time as an assessment of the potential impacts of the options on European sites is determined we object.
- Again more Green Belt land would be lost to accommodate this proposal; the proposed site is well within 400m of Dorset Heathland (Dewlands Common); increased traffic and pollution; decline of the underlying landscape through provision of fencing and walls and loss of hedgerows and trees; we suggest much more consideration is given to this proposal, when there is a likelihood of funding being available, and the feasibility investigated in more detail. (Association of Verwood Residents)
- VWM7 has most knowingly one of the most damaging implications for heathlands. This site is close to Dewlands Common SSSI. The development of school and associated infrastructure and facilities would have implications for the Common in respect of increased access, noise and light pollution. (Local resident)
- Object. Proximity to River Crane SSSI and risk of increasing flows and light pollution impact on aquatic habitat. (Local resident)

### 2.197 Traffic and Safety Issues

- Howe Lane and St Michael's Road should be adopted and improved to provide additional access. (Local resident)
- New facilities will increase the street parking problems for residents as there are no sensible drop off points in the schools campus. More needs to be done to encourage children to walk to school. (Local resident)
- Traffic in Howe Lane is atrocious particularly during rush hours with additional hazards of the school parking - emergency vehicles cannot get through now at key school times. (Local resident)
- I have mixed feelings about the secondary school. There are so many reasons why schools should be local! On the other hand, access to this corner of the town is not good. (Local resident)



- There is already horrendous traffic down Margards Lane with school traffic; more school traffic will make matters much worse for us residents. (Local resident)
- A new secondary school would need a very big car park and new road. (Local resident)
- Wrong location. Anyone who thinks Margards Lane/Howe Lane is an appropriate area for yet another school has not been there at 9am or 3pm. Parents recommend arriving before 2.35pm in order to park for children coming out at 3pm; parking is on both sides of Margards Lane and Howe Lane, allowing only single file for moving vehicles. The area is dangerous for children walking home from school and, reportedly there have been near misses. An Upper School will attract pupils from Cranborne and Alderholt and maybe West Moors - therefore this means school buses. Margards Lane and Howe Lane are not suitable for buses. (Local resident)
- I do not object to a new secondary school being built in Verwood, but have concerns about the proposed site due to the lack of infrastructure which would be further compounded by increased housing development. (Local resident)
- Have you tried getting out of Holly Grove or Hayward Crescent when schools are open? Inconsiderate parents parking causes dangerous blocked roads, one day a child will be hurt. (Local resident)
- There is an ongoing situation with damaged vehicles and traffic problems within the school campus and outside. (Local resident)

### 2.198 Alternative Locations

- The District Council should investigate more suitable land for any proposed secondary school such as the almost derelict Potterne Poultry Farm. The site would simplify traffic movements, including the bussing in/out of students and have the added benefit of ready made playing fields at Potterne Park which are rarely used during the weekdays. (Association of Verwood Residents)
- The Upper School should be sited at the Manor Road development site. (Local resident)
- A secondary school needs to be around the Potterne Park area (if at all). (Local resident)
- Would it not be better to build it at VWM4 where sporting facilities and open spaces are already available at nearby Potterne Park. (Local resident)
- Is it possible to move the new secondary school to north Verwood where there seems to be better transport links for it, just questionable access. There are main roads that nearly get to the site which could handle buses far better than the southern site, access from Station Road would be preferred (Local resident)
- Perhaps a better site might be the land west of Trinity School earmarked for housing (VWM1). (Local resident)

### 2.199 Other issues

- To have a new secondary school so close to Emmanuel Middle School plus 400/500 houses will only make the situation worse. (Local resident)
- A secondary school would be a disaster. Excess noise, litter and vandalism would also be an issue, causing concern to many residents. (Local residents)
- Object. No clearly defined access to the site; these sites are situated in a flood zone and further work would make an existing problem worse; intrusions of the countryside and wildlife; we are in a Special Character Area and it should be preserved; and excessive noise from the school in a primarily retirement area. (Local resident)

### 2.200 Verwood New Neighbourhood Focus Group 12 November 2010

- There is a need for an upper school.
- Schools suffer from poor parking and traffic congestion, therefore traffic management would need to be included.
- Need to look at the bigger picture of the local pyramid structure and the education structure in general.
- Suggested site has poor access - this will need to be resolved.
- The change from 3 tier to 2 tier could take 15 years - there are benefits to middle and upper schools.
- Need to remove commuting issues.
- Restricting for young people to leave town.
- Will add leisure facilities to the school.
- Hard to see a downside.

### 2.201 Comments from Verwood Town Plan 2011

**2.202** From the survey analysis of the Town Plan provided by the group, there was an interesting range of comments. They were asked if they thought a new upper school should be built in Verwood.

**2.203** *'Perhaps unsurprisingly, considering the low esteem in which the local upper schools appear to be held , over half of the 988 respondents to this questions answered yes and only 22% no, the rest having no opinion either way. It certainly appears from this survey that this option should be further explored or that at the least the education authority should be encouraged to investigate why respondents hold such a low opinion of the local secondary schools when the other educational provision is judged much more satisfactory.'* Verwood Town Plan

- Strongly support an Upper School, it would prove a great benefit not only to Verwood, but the local children and community as well.
- I think an Upper School in Verwood would be a good idea, it would stop all the school buses going in and out to Wimborne and Ferndown.
- Oppose if it is built on the Green Belt.
- Verwood desperately needs and deserves given the size of the population a senior school.
- It is scandalous that a town of this size surrounded by outlying villages has to bus children so far to attend secondary education.
- This should be built on VWM1 before any housing is started.
- Why should Verwood children have to travel to Ferndown or Wimborne when Verwood is larger than both?
- I believe a secondary school is absolutely essential before building more homes.
- If a new Upper School is built, the area chosen should have good parking to avoid cars parking in neighbouring roads at start and finishing times.
- An Upper School in Verwood would be small and reduce opportunities, and children become more insular - need to experience the wider world.
- Verwood served well by choice of 2 Upper Schools offering good range of subject options.
- A new Upper School would never equal QE in Wimborne with its facilities and if the Council couldn't afford a new swimming pool a few years ago what chance now?

- Verwood would benefit from a secondary school with associated leisure centre, including swimming pool, similar to QE in Wimborne.
- Accepting that some parents cannot walk their children to school, consider providing very low-cost mini-bus transport. Community transport is used in many other towns, but ring-fence the funds! Walking buses are even cheaper so promote walking routes!
- Whilst my children would use an Upper School, I do not think one should be built on the Emmanuel site. The infrastructure is not there and the support sporting facilities could not be accommodated. Parking is diabolical & local roads inadequate.

#### **2.204 Pupil Voice Conference**

- We like the good schools/education in East Dorset.
- We like living near schools/facilities.
- There are not enough sports facilities in Verwood/Emmanuel.

#### **2.205 Officer Comments**

**2.206** There has been a very high response to this option from the local community to the provision of a new Upper School in Verwood. The numbers of those in favour (35%) and those who object (37%) are very finely balanced, although overall slightly more people object to the provision of an Upper School, than those who support one. Many residents felt that it was long overdue, would be more sustainable and would be a great benefit for the town.

**2.207** However, many comments made the point that whilst the town could support an Upper School, or should have an Upper School, this may not be the correct location, so objected for that reason. The issues of access, parking and traffic have been a main facet for the objections in this location at Howe Lane - and a school it is suggested cannot go ahead without improvements to the road infrastructure in this area, such as the Springfield Distributor Road and the upgrading of Howe Lane. Other reasons for objecting concerned the impact of a new school on the other schools in East Dorset, such as Ferndown Upper, Cranborne Middle and Emmanuel Middle. Concern about the impact on nearby Dewlands Common was raised, in addition to the impact on the flood zone, excess noise and intrusion into the countryside.

#### **Consideration of Evidence and Policy**

**2.208** The Draft National Planning Policy Framework continues to promote sustainable development, 'using the planning system to promote strong, vibrant and healthy communities..., by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well being.'

**2.209** In particular, local authorities are encouraged to take a proactive, positive and collaborative approach to the development of schools by working with schools promoters to identify and resolve key issues before applications are submitted. In determining planning applications for schools, local planning authorities should:

- Attach very significant weight to the desirability of establishing new schools and to enabling local people to do so
- Seek to mitigate any negative impacts of development through the use of planning conditions or planning obligations
- Only refuse planning permission for a new school if the adverse planning impacts on the local area outweigh the desirability of establishing a school in that area.

**2.210** The Dorset Sustainable Community Strategy (2010-2020) states that 30% of residents said education provision is important to local people (2008 Place Survey).

**2.211** The East Dorset Corporate Plan (2010-2016) supports children and young people in being part of their community. *'We want our children to grow up with the skills and resilience to succeed and grow into responsible and active citizens....Our role, working with our partners, is to provide more activities and facilities for children and young people.'* Climate change is also addressed in the document. *'Evidence shows that if we do not change the way we plan for the future, we are likely to face threats from climate change to the natural environment and food production, as well as greater extremes of weather. We want to reduce the district's environmental impact, and play a full part in tackling the international challenge of climate change.'* These issues are relevant to the provision of a new school in Verwood.

### 'Options for Consideration' Sustainability Appraisal

| Relevant Sustainability Appraisal Objectives  | Option VWM7                   |
|---|-------------------------------|
| <b>Objective 2:</b> Make sustainable use of resources   | <b>Direct Positive Effect</b> |
| <b>Objective 3:</b> Minimise pollution  | <b>Direct Positive Effect</b> |
| <b>Objective 4:</b> Minimise factors contributing to climate change   | <b>Direct Positive Effect</b> |
| <b>Objective 5:</b> Provide access to meet people's needs   | <b>Direct Positive Effect</b> |
| <b>Objective 6:</b> Provide a safe and secure environment   | <b>Positive Effect</b>        |
| <b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles   | <b>Positive Effect</b>        |
| <b>Objective 9:</b> Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills, knowledge and culture. | <b>Direct Positive Effect</b> |

| Relevant Sustainability Appraisal Objectives   | Option VWM7            |
|--|------------------------|
| <b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well. | <b>Positive Effect</b> |

Table 2.18

### ‘Options for Consideration’ Habitats Regulations Assessment

**2.212** The assessment identified an uncertain likely impact as it lies within 400m of protected European wildlife sites.

### ‘Options for Consideration’ Health Impact Assessment

**2.213** The assessment identified this option has a positive impact on reducing the need to travel.

### ‘Options for Consideration’ Equalities Impact Assessment

**2.214** A new Upper School would benefit the young who currently have to travel long distances to school. A new school could provide other facilities which would benefit the whole community.

### Infrastructure Requirements

| Site                                   | Infrastructure                         | Timing                      | Funding             | Responsibility               |
|--|--|-----------------------------|---------------------|------------------------------|
| Emmanuel Middle School, Howe Lane      | New Upper School                       | During the life of the plan | Education points CL | DCC, EDDC, Salisbury Diocese |
| Howe Lane/Springfield Distributor Road | Improved access to the Emmanuel Campus | Short term                  | DCC CL              | DCC                          |

Table 2.19

### Conclusions

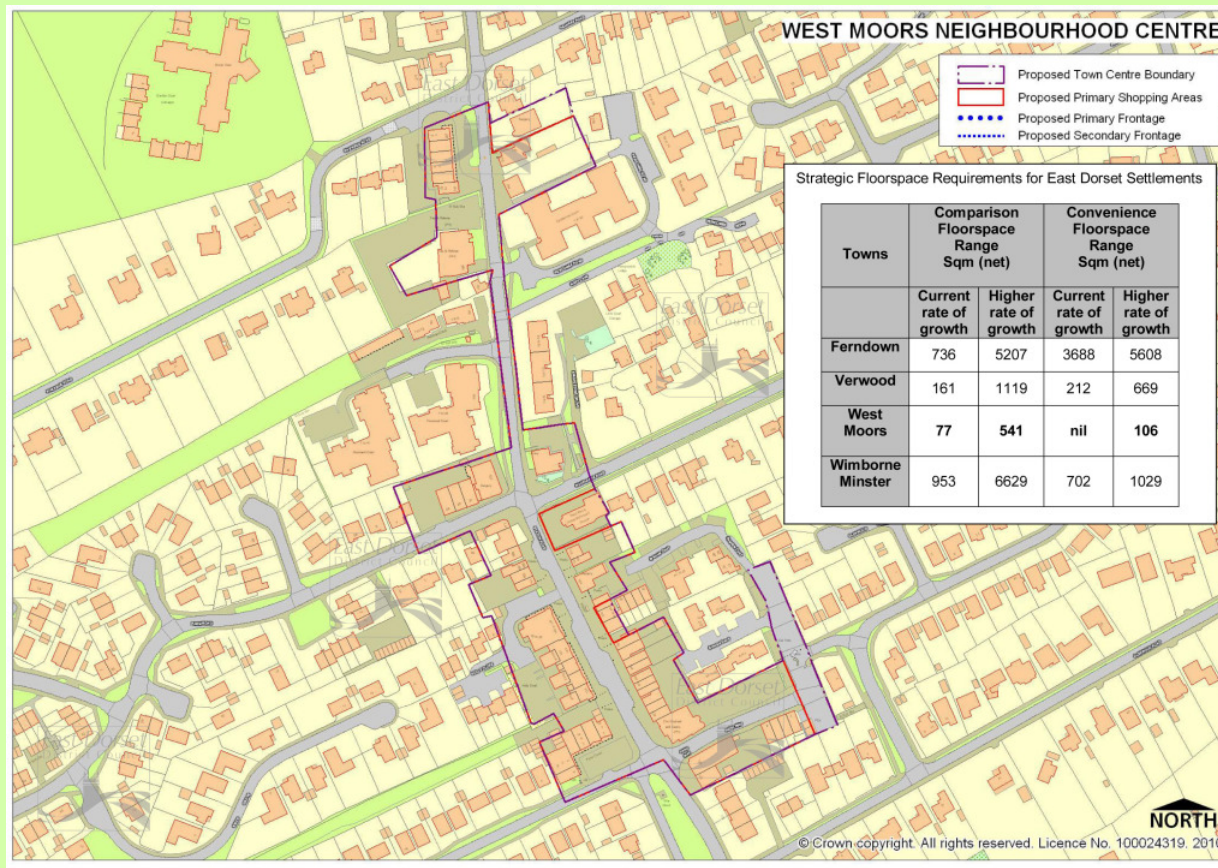
**2.215** The consultation has highlighted a mixed response towards this option. Whilst there is a desire by many residents to have a new Upper School, the possible location in Howe Lane has raised many concerns, even though it has been identified as a possible site for the use since 2002. The Transport Authority (DCC) supports the provision of an Upper School on land adjacent to Emmanuel Middle School. This is subject to the completion of the Springfield Distributor Road and the implementation of a travel plan. Locating an Upper School next to the Middle School enables facilities to be shared. New buildings can be built without affecting the Green Belt, unlike other suggested sites.

### **2.216 Should a District Centre boundary be designated for West Moors?**

#### **Preferred Option VWM 8**

Designate a District Centre boundary for West Moors as shown.





Picture 2.6

Consultation Response

| Option | Support | Object | No Opinion | Total |
|--------|---------|--------|------------|-------|
| VWM8   | 2       | 0      | 0          | 2     |

Table 2.20



**2.217** There was full support for this option from the consultation, endorsed by West Moors Parish Council and a local resident. There were no comments received about the proposed District Centre boundary line.

### Consideration of Evidence and Policy

**2.218** This option is in line with PPS4 and PPS6 and continues to be supported in the Draft National Planning Policy Framework below regarding retailing and centres:

**2.219** 'Planning polices should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Local planning authorities should:

- Recognise town centres as the heart of their communities and peruse policies to support the viability and vitality of town centres
- Define a network (pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes
- Define the extent of the town centre and the primary shopping area, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites.
- Allocate appropriate edge of centres sites where suitable and viable town centre sites are not available, and if sufficient edge of centre sites cannot be identified, set polices for meeting the identified requirements in other accessible locations; and
- Set policies for the consideration or retail and leisure proposals which cannot be accommodated in or adjacent town centres.'

**2.220** The Joint Retail Study undertaken by Nathaniel Lichfield and Partners (2008) concluded that the shops focused on Station Road should be designated as a District Centre with a District Centre Boundary.

### 'Options for Consideration' Sustainability Appraisal

| Relevant Sustainability Appraisal Objectives  | Option VWM8                   |
|---|-------------------------------|
| <b>Objective 5:</b> Provide access to meet people's needs   | <b>Direct Positive Effect</b> |
| <b>Objective 9:</b> Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills, knowledge and culture. | <b>Direct Positive Effect</b> |

| Relevant Sustainability Appraisal Objectives  | Option VWM8            |
|---|------------------------|
| <b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres. | Direct Positive Effect |

Table 2.21

### ‘Options for Consideration’ Habitats Regulations Assessment

**2.221** The assessment identified an uncertain likely impact as it lies within 5 km of protected European wildlife sites.

### ‘Options for Consideration’ Health Impact Assessment

**2.222** The HIA identified a neutral impact for the Town Centre and no adverse impacts.

### ‘Options for Consideration’ Equalities Impact Assessment

**2.223** Expansion of the retail offer, town centre functions and accessibility would benefit the elderly and disabled, although those without transport living in the rural area would have no benefit.

### Infrastructure Requirements

**2.224** There are no infrastructure requirements with this option.

### Conclusions

**2.225** According to national guidance we need to determine a District Centre boundary for West Moors. Evidence from the Joint Retail Study (2008) concluded that the centre should be identified as a District Centre, due to its relatively small size and local catchment. From the consultation responses, the proposal appears to be acceptable to the community of West Moors and should go forward as a Preferred Option.

**2.226** **What should the vision be for West Moors District Centre?**

### Preferred Option VWM 9

Our vision for West Moors District Centre is that it will continue to act as a key District Centre in East Dorset, providing a central focus to the local population. The District Centre will be supported to provide an attractive townscape, public transport routes sustained, and facilities and services will continue to be located in this central location.

To achieve this vision:

1. The range of retail uses will be supported and improved to provide more comparison goods shops, in small to medium sizes to appeal to small independent shops.
2. Residents will continue to have access to a variety of community services and cultural facilities in the district centre, such as the doctors' surgeries and the Library. These will be retained, supported and, where, possible enhanced.
3. The promotion of evening economy uses such as restaurants, cafés and pubs will be supported in the district centre to enhance the vibrancy of the afternoon and evening economy of the town.
4. The townscape quality of the district centre will continue to be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
5. In order to improve the vitality of the District Centre and improve pedestrian safety around the town, traffic management and calming measures will be considered in Station Road to reduce pedestrian/vehicular conflict.
6. Residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed-use environment.
7. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported.

**Consultation Response**

| Option | Support | Object | No Opinion | Total |
|--------|---------|--------|------------|-------|
| VWM9   | 1       | 0      | 0          | 1     |

Table 2.22

**2.227** This option has received a very low response of just one, which is supported by a local resident.

**Consideration of Evidence and Policy**

**2.228** This option is in line with PPS4 and PPS6 and continues to be supported in the retailing provisions of the Draft National Planning Policy Framework below:

**2.229** 'Planning polices should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Local planning authorities should:

- Recognise town centres as the heart of their communities and pursue policies to support the viability and vitality of town centres
- Define a network (pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes
- Define the extent of the town centre and the primary shopping area, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites.
- Allocate appropriate edge of centres sites where suitable and viable town centre sites are not available, and if sufficient edge of centre sites cannot be identified, set polices for meeting the identified requirements in other accessible locations; and
- Set policies for the consideration or retail and leisure proposals which cannot be accommodated in or adjacent town centres.'

#### 'Options for Consideration' Sustainability Appraisal

| Relevant Sustainability Appraisal Objectives  | Option VWM6                   |
|---|-------------------------------|
| <b>Objective 5:</b> Provide access to meet people's needs   | <b>Direct Positive Effect</b> |
| <b>Objective 6:</b> Provide a safe and secure environment   | <b>Positive Effect</b>        |
| <b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles   | <b>Positive Effect</b>        |
| <b>Objective 9:</b> Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills, knowledge and culture. | <b>Positive Effect</b>        |
| <b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well.  | <b>Direct Positive Effect</b> |
| <b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.                                     | <b>Direct Positive Effect</b> |

Table 2.23

### **‘Options for Consideration’ Habitats Regulations Assessment**

**2.230** The assessment identified an uncertain likely impact as it lies within 5 km of protected European wildlife sites.

### **‘Options for Consideration’ Health Impact Assessment**

**2.231** Whether an adaptation to the effects of climate change is included will depend on a design guide. The assessment identified a positive impact on housing, the built environment, food, travel and community facilities.

### **‘Options for Consideration’ Equalities Impact Assessment**

**2.232** Expansion of the retail offer, town centre functions and accessibility would benefit the disabled and all the community, although those without transport living in the rural area would have no benefit.

### **Infrastructure Requirements**

**2.233** There are no infrastructure requirements with this option.

### **Conclusions**

**2.234** National guidance recognises that Town and District Centres are the heart of the community, and planning policies should seek to support their vitality and viability. We shall continue to support West Moors District Centre by encouraging good quality development proposals, and by offering a range of goods and services for the community. In particular, we shall continue to monitor traffic in Station Road to alleviate pedestrian and vehicular conflict, and support the afternoon and evening economy. This option will continue to be supported as a Preferred Option in the Core Strategy.

## 3 Pre Submission Options

**3.1** The following policies for the Verwood, Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres chapter have been established following consideration of consultation responses, stages 1 and 2 of master planning process, viability appraisal and sustainability appraisal, habitats regulations assessment and the health and equalities impact assessment. Please refer to Stage 1 and 2 master planning reports and viability assessments which are available on [www.dorsetforyou.com](http://www.dorsetforyou.com). Other policies contained within this chapter in the Pre-Submission document are set out in the Key Strategy Background Paper (relating to sites to be included in the Green Belt and St Leonards Hospital) and the Creating Prosperous Communities Background Paper (relating to the identification of Employment sites).

### 3.2 Verwood Town Centre

#### Policy VTSW1

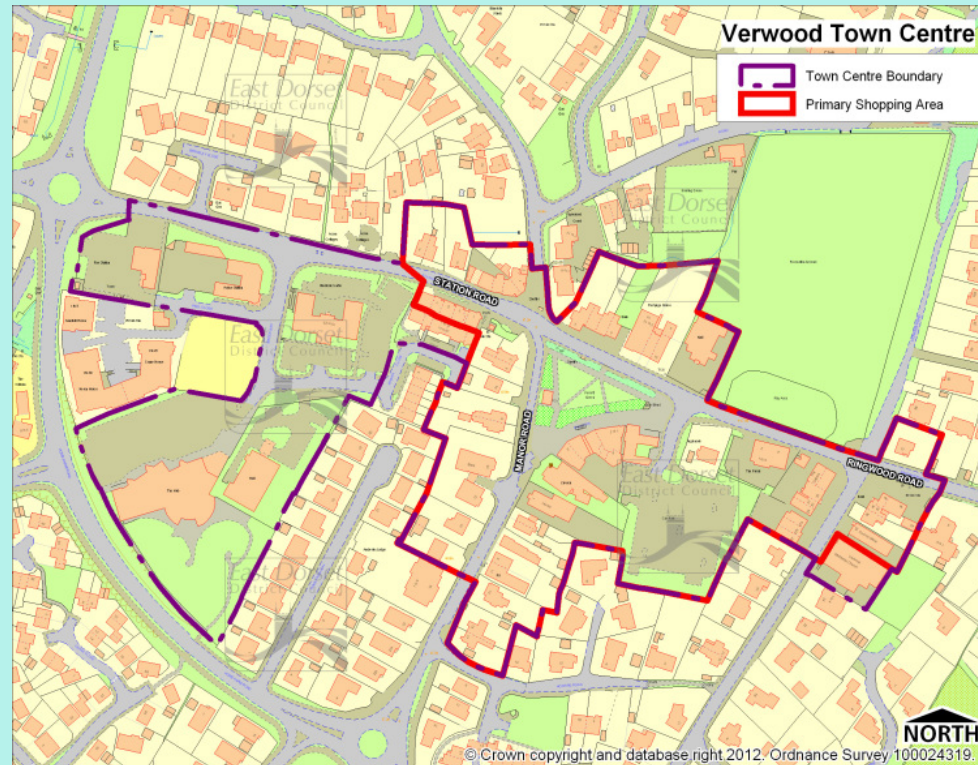
##### Verwood Town Centre

Our vision is that Verwood Town Centre will be a key town centre in East Dorset, providing a thriving busy centre to the local population and visitors. The town centre will continue to provide an attractive townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location.

To achieve this vision:

1. The range of retail uses will be supported and improved to provide more comparison and convenience goods shops in small to medium size units to appeal to small independent shops.
2. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Hub, the Memorial Hall and the Library. These will be retained, supported and, where possible, enhanced.
3. Evening economy uses such as restaurants, cafés and pubs will be supported in the town centre to enhance the vibrancy of the afternoon and evening economy of the town.
4. The townscape quality of the town centre will continue to be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
5. Residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment.
6. In order to improve the vitality of the town centre and improve pedestrian safety around the town, traffic management and calming measures will be provided to reduce pedestrian/vehicular conflict.
7. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported.

The town centre as defined by the town centre boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.



Picture 3.1

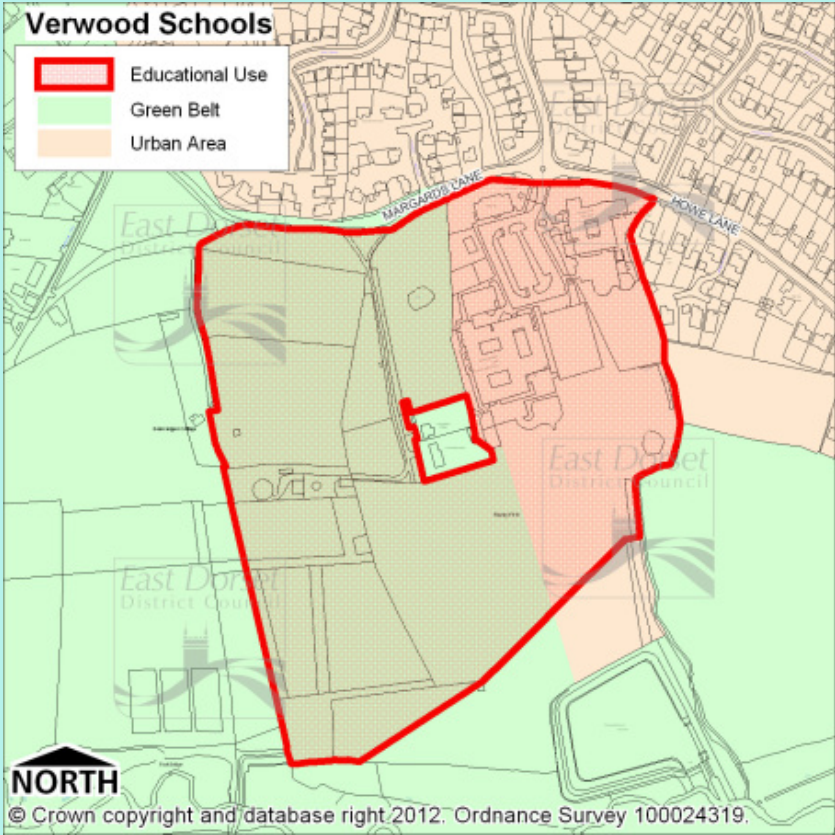
### 3.3 Verwood Schools

#### Policy VTSW2

#### South of Howe Lane Education Allocation



Land south of Howe Lane is identified for educational use to enable the provision of upper school accommodation. Implementation will require the completion of the Springfield Distributor Road and the agreement of a travel plan.



Picture 3.2

3.4 The North Western New Neighbourhood

### Policy VTSW4

#### **North Western New Neighbourhood, Verwood**

A New Neighbourhood to the north west of Verwood is identified to provide about 230 homes. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.

#### **Layout and design**

- The new neighbourhood will be set out according to the principles of the masterplan.
- A design code will be agreed by the Council, setting out the required high standards.

#### **Green Infrastructure**

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.

#### **Transport and access**

- Vehicular access is to be provided from Edmondsham Road
- Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks.



Picture 3.3

3.5 North East Verwood New Neighbourhood

### Policy VTSW5

#### **North Eastern New Neighbourhood, Verwood**

A New Neighbourhood to the north east of Verwood is identified to provide about 50 homes. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing.

#### **Layout and design**

- The new neighbourhood will be set out according to the principles of the masterplan.
- A design code will be agreed by the Council, setting out the required high standards.

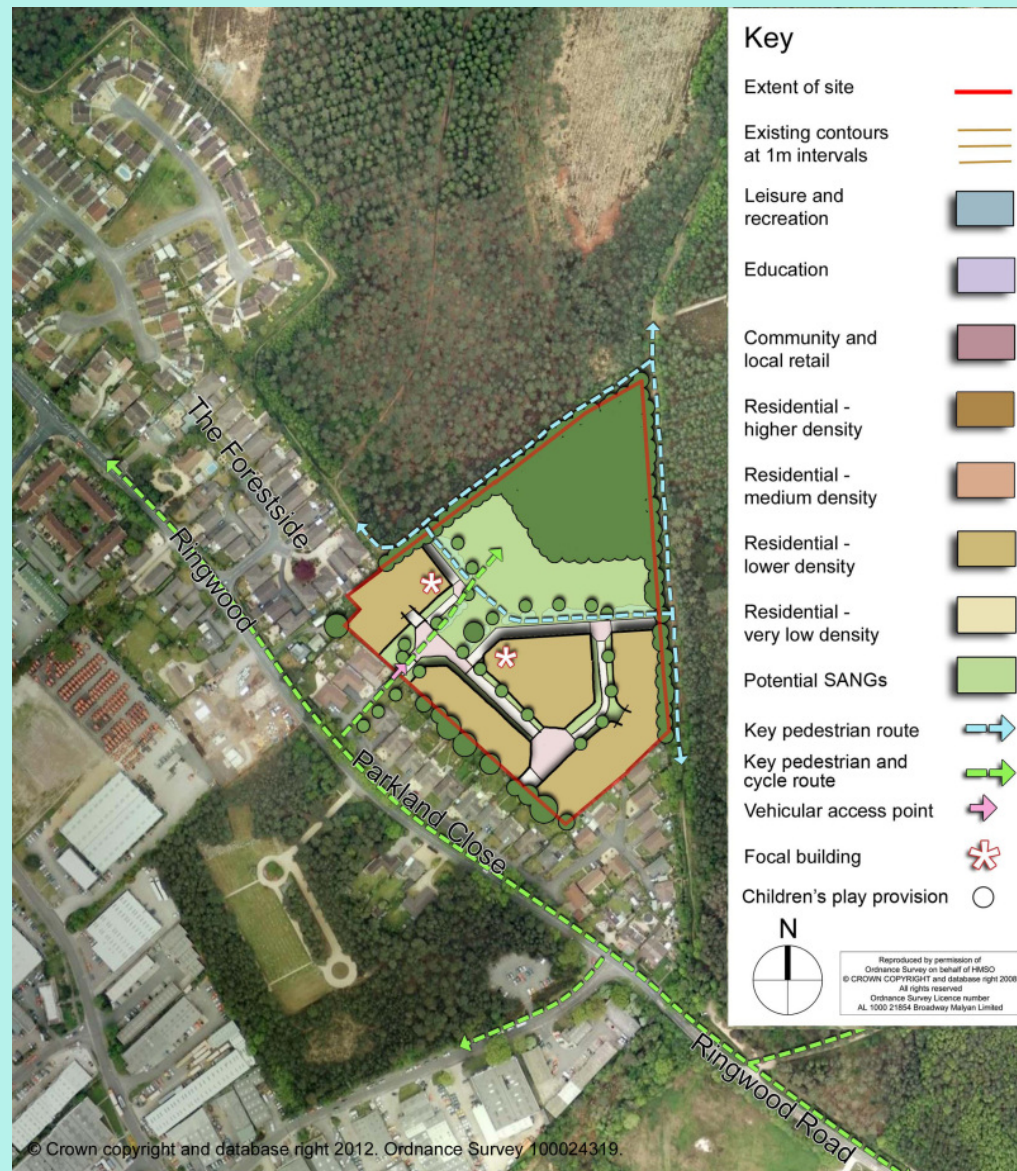
#### **Green Infrastructure**

- Approximately half of the identified land is to be set out as informal open space along with children's play.
- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.

#### **Transport and access**

- Vehicular access is to be provided from Ringwood Road
- Dedicated pedestrian and cycling links are to be provided throughout the housing area and link into the existing networks.





Picture 3.4

### 3.6 West Moors District Centre

#### Policy VTSW9

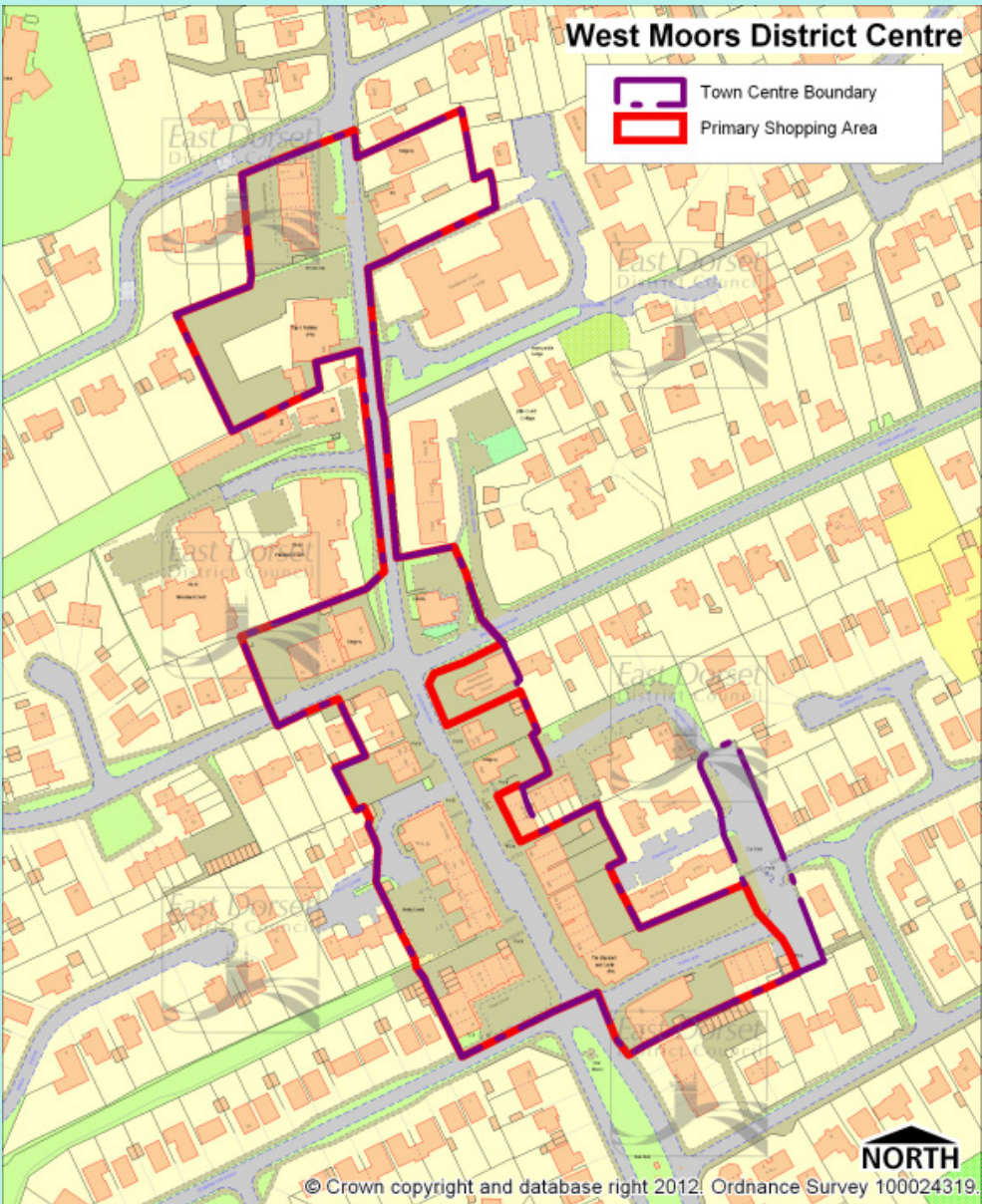
##### West Moors District Centre

Our vision for West Moors District Centre is that it will continue to act as a key District Centre in East Dorset, providing a central focus to the local population. The District Centre will be supported to provide an attractive townscape, public transport routes sustained, and facilities and services will continue to be located in this central location.

To achieve this vision:

1. The range of retail uses will be supported and improved to provide more comparison goods shops, in small to medium sizes to appeal to small independent shops.
2. Residents will continue to have access to a variety of community services and cultural facilities in the district centre, such as the doctors' surgeries and the Library. These will be retained, supported and, where, possible enhanced.
3. The promotion of evening economy uses such as restaurants, cafés and pubs will be supported in the district centre to enhance the vibrancy of the afternoon and evening economy of the town.
4. The townscape quality of the district centre will continue to be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
5. In order to improve the vitality of the district centre and improve pedestrian safety around the town, traffic management and calming measures will be considered in Station Road to reduce pedestrian/vehicular conflict.
6. Residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed-use environment.
7. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported.

The district centre as defined by the district centre boundary will be the focus for district centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.



Picture 3.5



