

# **Wessex Water**

## Statement in Respect of Matters and Issues

### 8 Economic Development / Employment (PC1, PC2, PC3)

Christchurch and East Dorset Core Strategy  
Examination in Public

August 2013

Representors Name: Wessex Water

Representors Ref: 524080

Examination Matter No: 8

Our ref: JC/1222

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## 1.0 Introduction

- 1.1 This Statement has been prepared on behalf of Wessex Water. It relates to the matters and issues listed in the first version of the Hearing Programme for the Christchurch and East Dorset Core Strategy Examination.
- 1.2 The next section of the Statement addresses the questions listed for Matters and Issues session 8 – Economic Development / Employment (PC1, PC2 and PC3) to be heard on Tuesday 24 September 2013.
- 1.3 Wessex Water is the regional water and sewage treatment business which serves most of the South West of England including Dorset, Somerset, Bristol, most of Wiltshire and parts of Gloucestershire and Hampshire. It has a long term commitment to providing stability and certainty in terms of service supply throughout the region. Wessex Water is committed to giving all customers excellent standards of service that take into account the need to protect health, improve the environment and give customers good value for money. The company is recognized by the water industry regulator, Ofwat, as one of the most efficient water and sewerage companies in England and Wales.
- 1.4 The company provides sewerage services to the whole of the East Dorset District, Christchurch Borough and most adjoining Districts in Dorset including the Bournemouth and Poole conurbation. It has significant property holdings in the region which include the main depot at Little Canford which lies close to the B3073 near to its junction with the A31(T) just east of Wimborne.
- 1.5 The depot is an extensive mixed use brown field site between the River Stour to the west and the B3073 to the east. It is currently in use but the company's preference is to vacate and relocate to purpose built premises elsewhere in the sub-region. For this reason there is need for future clarity on the site. This Statement contains information in relation to operational requirements, the characteristics of the Depot and related issues.
- 1.6 Wessex Water has participated in the plan preparation process since options stage and representations in respect of the Core Strategy were submitted in January 2011 (at Options Stage), November 2011 (at Preferred Options stage) and in December 2012 (in response to the Proposed Changes to the Resubmission Document). The matters covered in the statement which follows should be read in conjunction with these earlier representations and in particular the representations submitted in December 2012.

## 2.0 Matters and Issues 8 – Economic Development / Employments : Key Question Responses

### **Q1 Is the employment land hierarchy soundly based on robust evidence?**

2.1 The Councils both recognise the need to establish an employment land hierarchy together with the need to make best use of existing employment land. These are objectives for which there is evidence in studies for the whole of the South West region and more recently in studies for Bournemouth, Poole and other parts of Dorset (2008 Workspace Strategy and 2012 Update / Workspace Study). They are also objectives which are soundly policy based.

2.2 It is apparent that the Councils also recognise that:

- Employment growth will be service sector lead (CS para 16.4);
- Employment growth should not cause significant environmental harm or contribute to the causes of climate change (CS para 16.5);
- There is a need to *"direct higher order employment uses to higher quality sites across the districts"* (CS para 16.8); and
- The need to encourage inward investment from a more diverse range of business activity (CS para 16.11) whilst acknowledging that the Districts are not well connected to the rest of the South West and South East (CS para 16.6).

2.3 However, the outworking of the strategy appears to be based only on continued identification of employment sites for employment uses together with additional mostly large employment site allocations most of which relate to existing, mediocre employment sites. There is a failure to identify opportunities for new businesses that may wish to move into the area or expand from premises (already in the Districts) into high quality parkland setting, campus style offices or similar workspace. This is evidenced by the fact that without exception the Strategic Higher Quality Sites and the Other Higher Quality Sites in Policy PC1 are all either business parks or business space of the type that has been available for the past 15 – 20 years or older industrial estates that are generally lower grade and were established several decades ago.

2.4 The types of businesses that are likely to be leading the way into the 21<sup>st</sup> century are unlikely to want part of an older industrial estate or outdated business park where the right profile, image and setting can be established.

2.5 There is a valuable opportunity to establish new campus style workspace in a new parkland setting at the Little Canford site and this and similar opportunities should be incorporated in the outworking of the proposal to develop an employment land hierarchy. The reasons for this are set out in the earlier Representations on behalf of Wessex Water and in answer to Question 2 below.

**Q2 Are the land east of Ferndown Industrial Estate and Little Canford Depot sites correctly designated?**

2.6 Wessex Water have no comment to make on the designation of the land east of Ferndown Industrial Estate. However the company is firmly of the view that the Little Canford Depot site is not correctly designated. It should either be excluded from Green Belt (similar to the Coppins Nursery 30 dwelling site opportunity – Policy FWP4) or identified as a Strategic Mixed Use Development opportunity albeit in the Green Belt in the same way that the Council are proposing the East Dorset Council Offices site at Furzehill (Policy RA2). The reasons for this conclusion are set out below.

***The Little Canford Site***

2.7 Little Canford is a small village which lies on the route of Ham Lane close to the River Stour between Hampreston to the south east and Canford Bottom to the north. It is close to the strategic A31 (T) east-west route. Both the A31 and Ham Lane are identified as Prime Transport Corridors in the CS Key Diagram.

2.8 Little Canford consists of existing housing with a pub, disused gravel pits, Manor Farm, a direct route / crossing of the River Stour to Canford School, the Little Canford (Wessex Water Depot site) and the Stourbank Nurseries. The lakes within the Depot site were formerly gravel pits. They were purchased in 1936 by the Avon and Dorset River Board and from the 1950s onwards the adjoining land was developed for workshops and plant and equipment storage. The location of Little Canford is shown in the plan attached as Appendix A. Site areas, features and parameters are shown in the plans attached as Appendix B.

2.9 Wessex Water own a total of 7.35ha of which 3.3ha is brownfield and already in use for engineering, storage or residential purposes. There are adjoining dwellings fronting the River Stour and the Stourbank Nurseries which includes 3ha of glasshouses and several dwellings along its boundary with the Wessex Water site.

2.10 The Wessex Water site includes two dwellings and existing buildings with a total area of approximately 3280sqm. A further 2663sqm of development was permitted in 1992 and again in 1995 but these consents have now lapsed. There is an additional area of existing employment land (0.23ha) that is owned from the Environment Agency between the Wessex Water depot and Wessex Water owned lakes.

2.11 Photographs of the Depot site, the adjoining housing, the Environment Agency land and parts of the Stourbank Nurseries site are attached to this Statement as Appendix C. These are recent photographs which show the extent of development and activity.

2.12 The adjoining ponds in the former gravel pits are designated as a SINC which is used for fishing.

2.13 The site is not in the flood plain, it has good access to Ham Lane and the A31 and has good services connections. There are no 'in principle' technical constraints to development. The general sustainability of the site has been assessed and was referred to in earlier representations. A copy of the Sustainability Appraisal carried out in December 2012 is attached to this Statement as Appendix D.

- 2.14 Whilst there is no formal agreement between Wessex Water and the owners or prospective developers of the Stourbank Nurseries site it is thought that there may be some logic to considering the two sites together from a planning policy point of view with regard to either their deletion from Green Belt or designation as a wider mixed use development site opportunity. However, it is clear that the Stourbank site is mainly in horticultural use which is appropriate in a Green Belt location and there is still a need to plan for appropriate development of the Little Canford Depot site regardless of the future planning policy position of the Stourbank Nurseries.

### ***The Requirements of Wessex Water***

- 2.15 Wessex Water has an important role to play in terms of providing public sewerage functions to the whole of the Plan area and potable water supply to the Corfe Mullen area. It is an efficient and successful company and achieves high levels of efficiency and effectiveness through continual review and reappraisal of its assets and operations. The Little Canford Depot site is now relatively under used. It is not central to its area of operations and many of the buildings on site are between 40 – 60 years old and are not suited to modern operations. The company is in need of new premises in the sub-region.
- 2.16 The site has been assessed for continued use as a main depot. The list of yard space and building requirements for a new operational base have been scheduled by the company (details attached as Appendix E). The site is currently used by approximately 30 employees as a base for logistic operations and fleet maintenance. All equipment and vehicles pass through the site prior to their use and for servicing / decommissioning.
- 2.17 After a review of operations and opportunities it was concluded that a greater level of efficiency and effectiveness could be achieved by relocation to a new site with purpose built accommodation that is more central to its overall area of operations. The current site is peripherally located. In terms of industrial and storage uses the site is also constrained by its proximity to adjoining residencies (particularly along its western and southern boundaries) its proximity to the River Stour and its adjoining albeit narrow floodplain and its indirect vehicular access via Old Ham Lane which it shares with adjoining residential properties.
- 2.18 In addition, Wessex Water is in the process of outsourcing some of its maintenance and other operations to independent companies whom it regards as partners. There is a mutual desire to co-locate with these companies. However, because of the form, condition and age of buildings on the Little Canford site it is considered unsuitable. It is not a desirable setting in its current form for either Wessex Water or partner companies. There is a need for certainty as to its planning position. The company needs clarity on site value before it can develop its capital expenditure programme on alternative premises. For these reasons it would not be appropriate for the company to vacate, to demonstrate no requirement for future employment use through an extensive marketing period and then to pursue mixed use development in accord with emerging Policy PC2 (see below).

### ***The Current Opportunity***

- 2.19 Wessex Water (together with the Environment Agency) have considered a variety of housing, employment and mixed use development opportunities for the site over the last 3 – 4 years. Indicative plans have been prepared and these have been

discussed with Council Officers. A consultation document was prepared in November 2012 showing how the site might be developed for housing (50 – 100 units) with new business floor space in a small campus with parkland setting and views over the lakes. A copy of the consultation proposals document is attached to this Statement as Appendix F.

- 2.20 It is clear from the responses to the RSS and to earlier consultation stages for the CS that the local communities are opposed to the release of greenfield land wherever that might be avoided. The Little Canford Depot site is not greenfield and it would appear that a mixed use development proposal is appropriate and would make sense to facilitate employment opportunities, help produce greenfield land take for housing or employment whilst also bringing wider benefits to the local area, the environment and local landscape.
- 2.21 The mixed use development opportunity represents an appropriate, logical and efficient reuse of brownfield land. The redevelopment scheme would be more neighbourly than existing development and could include a range of appropriately designed, energy efficient and sustainable housing including much needed affordable housing. It is an obvious opportunity for an exemplary development with good connections to the A31 corridor and to local services and facilities (see attached Sustainability / Accessibility Appraisal – Appendix D). To date there have been no significant local or other stakeholder objections to the proposals.
- 2.22 Notwithstanding the above, if the location is not deemed suitable for housing there is still a need for clarity on its future. The site has no MDS or similar status and development proposals can only be assessed in the light of NPPF para 89 where the relevant tests are impact and openness of the Green Belt. The Depot site is well screened on all sides and hence development here has no effect on Green Belt openness. At the present time the Core Strategy misses the opportunity to designate this site and there is no clarity on its policy position for the future. The site has a similar if not preferable status to the Furzehill Office site and in sustainability terms it is preferable and warrants an allocation (see attached comparative analysis – Appendix G)
- 2.23 In summary, the Little Canford Depot site is not correctly identified and for the reasons set out above there is a need for the Plan to be amended in this regard.

**Q3 Does the CS provide clear guidance regarding the evidence required to demonstrate lack of market demand to justify alternative uses? (Policy PC2)**

- 2.24 The Core Strategy does not provide sufficiently clear guidance in this regard. In any event and in relation to Little Canford Depot specifically, it is inappropriate to apply a sequential approach whereby future use and ultimately site value can only be ascertained after a period of failed marketing. The purpose of the Plan is to plan, to resolve issues and to address needs. There is a need for a more positive approach in this regard.

**Q4 Is the restrictive approach to business development outside major villages justified and appropriate? (PC3)**

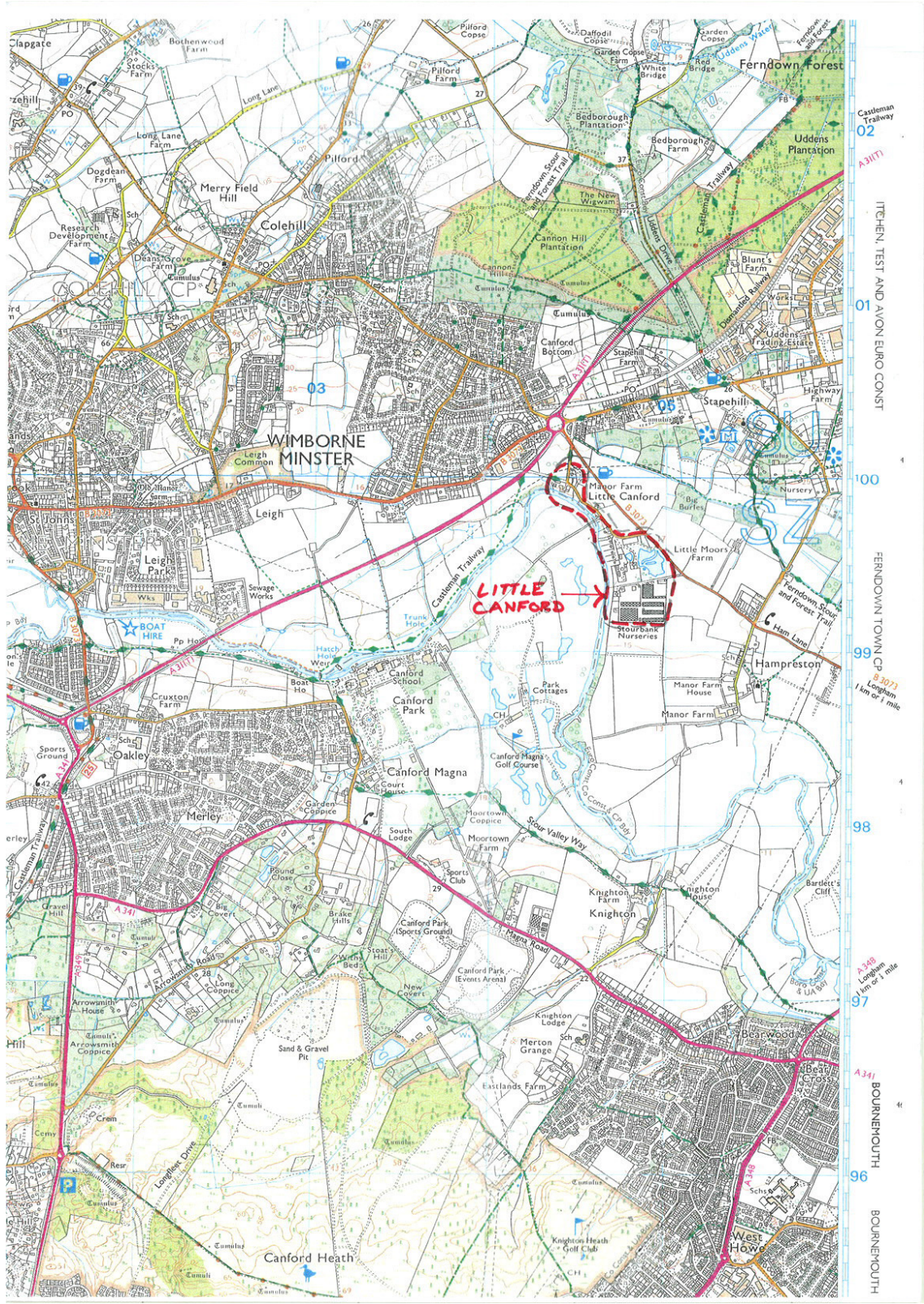


2.25 For the reasons set out above it is inappropriate to leave the Little Canford site as merely a brownfield site in countryside and in Green Belt with no policy designation or clarity on its future policy position.

**Q5 Should the CS make provision for residential re-use of redundant / disused buildings in the countryside?**

2.26 Yes, the CS should make provision for reuse of redundant / disused buildings in the countryside in accordance with the clear policy guidance set out in the NPPF. Further, for the reasons set out above there is a need to identify the Little Canford site as a site suitable for mixed use development in the Plan period.

**Appendix A**  
**Site Location Plan**



Castleman  
Trailway  
02  
A3111  
WIMBORNE TEST AND AVON EURO CONST  
01  
100  
FERNDOWN TOWN CP  
8 3071  
1 km or 1 mile  
99  
98  
A341  
8 348  
1 km or 1 mile  
97  
A341  
BOURNEMOUTH  
96  
BOURNEMOUTH

WIMBORNE  
MINSTER

LITTLE  
CANFORD

Canford Heath

## **Appendix B**

### **Site Areas, Features & Parameter**

- Existing Depot
- Land owned by the Environment Agency
- Residential Use
- Green Space

**CLIENT:**  
Wessex Water

**PROJECT:**  
Little Canford Depot  
Wimborne, Dorset, BH21 7LU

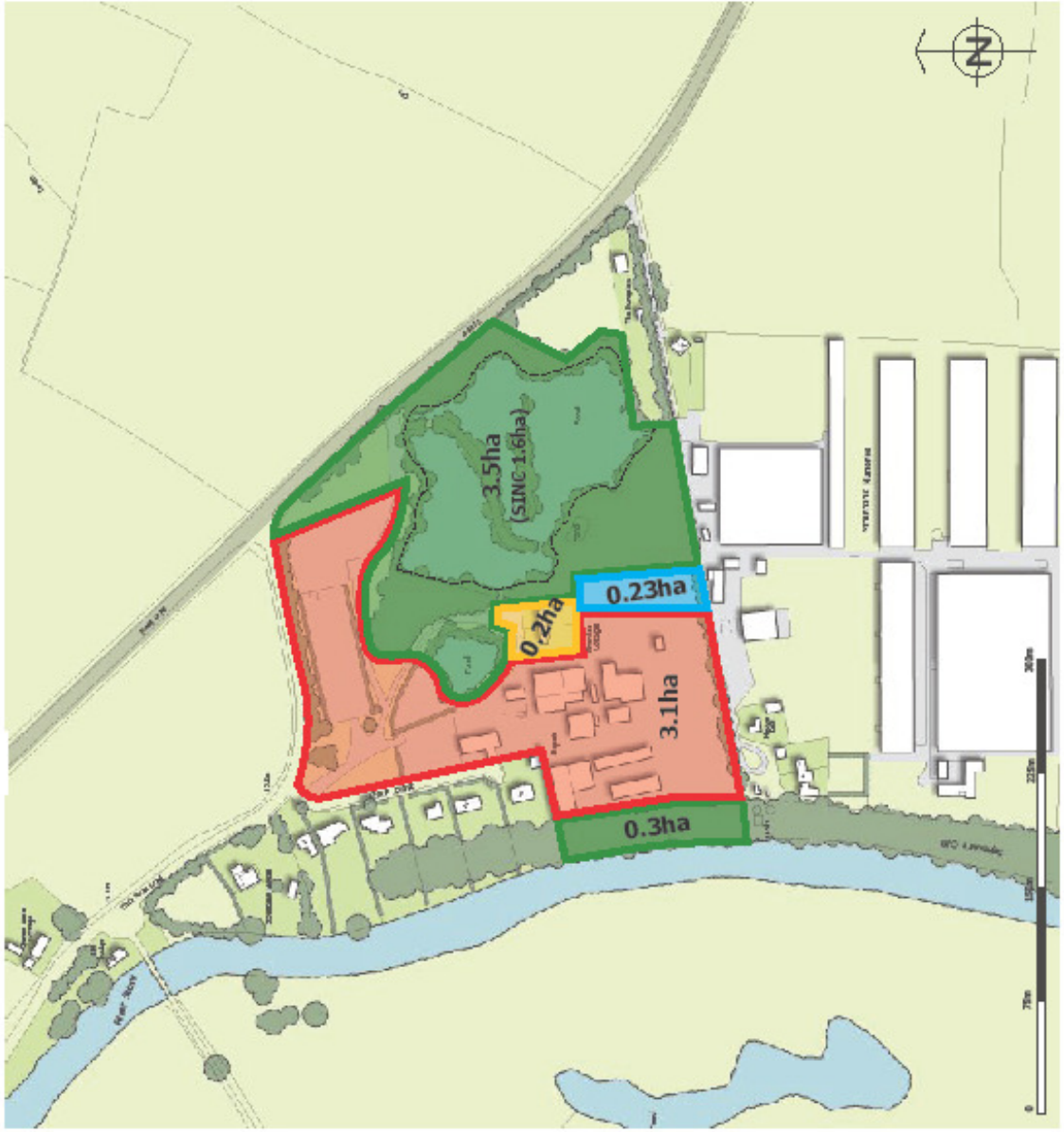
**DRAWING:**  
Depot Plan - Site Areas












**SCALE:** not to scale    **DWG No :** 1222/EP1

**DATE:** August 2013    **REV:** #



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-  Existing Depot
-  Land owned by the Environment Agency
-  Residential Use
-  Employment Use
-  Other Uses
-  SINC
-  Existing Planting
-  Potential impact on neighbouring property
-  High Visual Impact
-  Aspect
-  Key Views

CLIENT:  
Wessex Water

PROJECT:  
Little Canford Depot  
Wimbome, Dorset, BH21 7LU

DRAWING:  
Parameters Plan

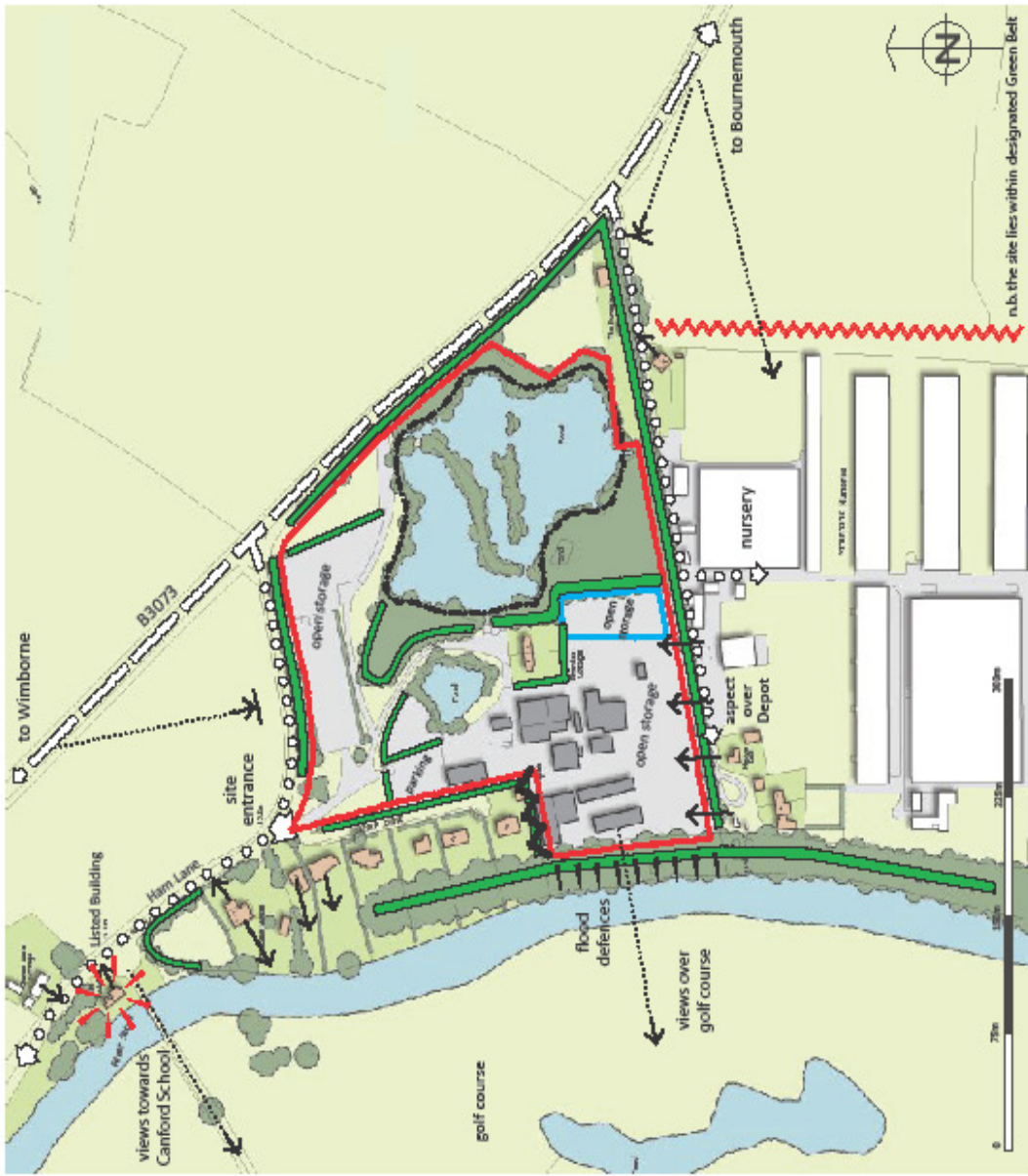
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DATE: August 2013    REV:    #



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**Appendix C**  
**Photographs**



1. Aerial View looking West at existing Depot



2. Aerial View looking West towards existing Depot and Stour Close





3. Aerial View looking North at existing Depot and Stour Close



4. Aerial View looking North towards existing Depot

**Appendix D**  
**Sustainability Appraisal**

## 3.0 Sustainability Appraisal

### Methodology

- 3.1 The purpose of this appraisal is to assess the sustainability of the redevelopment of Little Canford Depot. The methodology for this appraisal is based on the Christchurch Borough Council and East Dorset District Council Sustainability Appraisal, which is currently being undertaken to inform the preparation of emerging planning policy. The Sustainability Appraisal is a systematic process which ensures that the development plan makes an effective contribution to the pursuit of sustainable development.
- 3.2 A Sustainability Appraisal Scoping Report was prepared by Christchurch and East Dorset Councils following consultation with stakeholders. The Scoping Report identifies relevant sustainability objectives from other plans and programmes, presents the baseline sustainability characteristics of Christchurch and East Dorset, and establishes the sustainability objectives against which policy will be assessed. The Christchurch and East Dorset Core Strategy Pre-Submission Sustainability Appraisal Report assesses each policy, including site allocations, against these sustainability objectives.
- 3.3 European Directive 2001/42/EC establishes the requirement for an environmental assessment of plans and programmes likely to have a significant effect upon the environment. This process is referred to commonly as Strategic Environmental Assessment. The Christchurch and East Dorset sustainability objectives reflect the requirements for both Sustainability Appraisal and Strategic Environmental Assessment.
- 3.4 The Christchurch and East Dorset sustainability objectives are as follows:
- Protect, enhance and expand habitats and protected species;
  - Make sustainable use of resources;
  - Minimise pollution;
  - Minimise factors contributing to climate change;
  - Provide access to meet people's needs;
  - Provide a safe and secure environment;
  - Create conditions to improve health, promoting healthy lifestyles;
  - Help make suitable housing available and affordable for everybody;
  - 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;

- Protect and enhance historic buildings, archaeological sites and other culturally important features;
- Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well; and
- Facilitate a sustainable and growing economy that creates economic and employment opportunity, in addition to providing for vital and viable town centres.

3.5 This Sustainability Appraisal considers the redevelopment of the Little Canford Depot site against the Christchurch and East Dorset sustainability objectives. The results demonstrate that redevelopment of Little Canford Depot is consistent with the above social, environmental and economic objectives. We have not attempted to compare Little Canford Depot with every possible potential development location in East Dorset. That would be too onerous and the results too unwieldy. In order to demonstrate the comparative sustainability of Little Canford as a location for development, we have compared it with the Pre-Submission Core Strategy allocations. Our logic is that, if these locations are considered sustainable, they must form a valid benchmark against which to assess Little Canford. This Sustainability Appraisal demonstrates that Little Canford Depot is directly comparable in sustainability terms to the majority of the Pre-Submission Core Strategy allocations. Little Canford compares favourably to a number of the Pre-Submission Core Strategy allocations when considered against the relevant sustainability objectives.

#### Relevant policy

3.6 To be considered sound, the Core Strategy must be consistent with national policy. The relevant national policy for sustainable development is outlined below. This sustainability appraisal demonstrates that redevelopment of the Little Canford Depot site is consistent with national policy objectives for sustainability.

#### *The UK Government Sustainable Development Strategy 2005*

3.7 The strategy identifies a framework to guide the UK in consistently working towards sustainable development. The goal for sustainable development in the UK is '*to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations*'. The following five guiding principles are identified in order to achieve this goal. This appraisal demonstrates that redevelopment of Little Canford Depot would support East Dorset in contributing to these objectives.

- Living within environmental limits;
- Ensuring a strong, healthy and just society;
- Achieving a sustainable economy;
- Promoting good governance; and
- Using sound science responsibly.

3.8 Priorities for action within the UK are identified as follows. Redevelopment of Little Canford Depot is shown to be consistent with these priorities.

- Sustainable consumption and production;
- Climate change and energy;
- Natural resource protection and environmental enhancement; and
- Sustainable communities.

*The National Planning Policy Framework 2012*

3.9 Paragraph 6 of the National Planning Policy Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development.

3.10 The social, economic and environmental dimensions of sustainable development are considered at paragraph 7 of the National Planning Policy Framework. The three dimensions of sustainable development give rise to the need for the planning system to perform the following roles:

- **An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **A social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **An environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

3.11 The presumption in favour of sustainable development set out within the NPPF is reiterated in policy KS13 of the Proposed Changes to the Core Strategy. This Sustainability Appraisal (incorporating Strategic Environmental Assessment) provides evidence to demonstrate that the redevelopment of Little Canford Depot to provide housing, employment and green infrastructure is sustainable.

### Protect, enhance and expand habitats and protected species

- 3.12 The existing built developments at Little Canford Depot are not known to have any adverse effect on ecological interests in the site or surrounds. The location is not within 400m of SPA Heathland. It is within 5km, like all the other allocations within the Pre-Submission Core Strategy. Therefore, Little Canford Depot is subject to the same Heathland mitigation requirements which apply to these sites. Redevelopment of Little Canford Depot need not have any adverse ecological impact.
- 3.13 Any proposed scheme would deliver an appropriate amount of on-site SANGs in accordance with draft Policy ME2 and Appendix 5 of the Pre-Submission Core Strategy, and the Dorset Heathlands Joint Development Plan Document. The on-site SANG would be consistent with the guidelines set out within Appendix 5, including quality and accessibility criteria.
- 3.14 The redevelopment of Little Canford Depot would protect, maintain and enhance the condition of the SNCI. The ponds could be managed to promote a biodiverse wetland habitat. A Phase 1 Habitat Assessment and protected species surveys would be completed where appropriate. Mitigation might include bird and bat boxes, and habitat corridors through the site. Therefore, any redevelopment would accord with Policy ME1 of the Pre-Submission Core Strategy.

### Make sustainable use of resources and minimise factors contributing to climate change

- 3.15 Only two of the proposed allocations are Previously Developed:
- St Leonards Hospital – redevelopment as employment zone.
  - Furzehill – mixed-use redevelopment.
- 3.16 All of the other sites at Corfe Mullen, Wimborne, Ferndown and West Parley, Verwood, Blunts Farm, Woolsbridge and Sturminster Marshall are greenfield. Greenfield countryside can never be recovered once developed. “Sustainability” therefore requires re-use of Previously Developed land unless there are overwhelming factors against that in the case of any particular site.
- 3.17 Paragraph 89 of the National Planning Policy Framework promotes the redevelopment of brownfield sites, whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. Little Canford Depot is currently substantially developed. Therefore redevelopment would not impact on the openness of the Green Belt.
- 3.18 The proposed residential dwellings are expected to achieve Code for Sustainable Homes Level 6 and the proposed business units would achieve a BREEAM good/excellent rating. The proposals would therefore accord with draft policy ME4 of the Pre-Submission Core Strategy.

- 3.19 Solar gain would be maximised in any design, by making the best use of the sun and avoiding overshadowing. Energy efficiency would be exploited through the design of the scheme. It is expected that 10% of the energy used would be from renewable or low carbon sources, in accordance with draft Policy ME5 of the Pre-Submission Core Strategy. All proposed renewable or low carbon energy apparatus will adhere to permitted guidelines under draft Policy ME8.
- 3.20 Water consumption would be minimised where possible through the use of measures such as water metres, water efficient fixtures, rainwater harvesting and reuse of grey water.
- 3.21 The need to reduce the use of aggregates and re-use/recycle aggregates wherever possible would be considered during the design and construction of any redevelopment. Waste, pollution and run-off would be minimised.
- 3.22 The mixed-use development, including residential and employment uses, would reduce the need to travel by private motor vehicle.
- 3.23 Little Canford Depot is understood to be in Flood Zone 1. It is therefore in the same Zone as all other allocations within the Pre-Submission Core Strategy, and, like them, thus has priority in the sequential test set out in the accompanying technical guidance to the National Planning Policy Framework.
- 3.24 We are not aware of any evidence that, subject to correct drainage design, redevelopment of Little Canford Depot will have any adverse effect on other locations in terms of flood risk. Therefore redevelopment would accord with draft policy ME6 of the Pre-Submission Core Strategy. Sustainable Drainage Systems would be incorporated where possible, to control and treat surface water run-off at source.
- 3.25 This development would introduce mains sewerage to Little Canford, which would enable existing dwellings and other premises to connect into that if they wish to.
- 3.26 On that basis Little Canford Depot should therefore be given high priority for redevelopment in the Core Strategy.

#### Minimise pollution

- 3.27 There are not understood to be any contaminated areas on the Little Canford Depot site. If further research identifies contamination, appropriate remediation measures would be implemented.
- 3.28 Recommended levels of air pollution and dust would not be exceeded during the construction or operation phases of the Little Canford Depot redevelopment.
- 3.29 The mixed-use redevelopment would reduce the need to travel, thereby reducing the pollution associated with vehicle movements. The site has the least distance to employment when compared with the Pre-Submission Core Strategy allocations, as set out in Table 2, below. Little Canford Depot has a better connection to the existing bus service than the Pre-Submission Core Strategy Furzehill proposed allocation.

- 3.30 Residential dwellings are noise sensitive. The dwellings are located away from the B3073 Road, a potential source of noise. Noise would be minimised during construction through the use of quieter technology and appropriate hours of operation. Redevelopment would result in an overall reduction in the traffic noise associated with the existing use.
- 3.31 The development would be designed to minimise lighting needs where possible and any lighting would be designed to minimise light pollution.
- 3.32 Consequently, Little Canford Depot compares favourably in terms of pollution to the Pre-Submission Core Strategy site allocations.

Provide access to meet people's needs

- 3.33 The distances in Tables 2 and 3 below are approximate, measured by hand, from the 1:25,000 OS. A larger scale and more precise measurement may well come up with different figures. But it is unlikely to come up with a materially different result in respect of comparative sustainability between locations.
- 3.34 Accessibility is a key factor of sustainability in respect to the choice of location for development. Locations need to be such as to enable travel by means other than the private motor vehicle.
- 3.35 Table 2 therefore presents an interim initial accessibility assessment of the allocations within the Pre-Submission Core Strategy and Little Canford Depot. The destinations chosen are those which the average family might reasonably be expected to visit 1-5 times a week. In the case of First Schools, of course, a parent may well visit 10 times a week to deliver a child in the morning and collect them again mid-afternoon. Measurement has not been "as the crow flies" but by the shortest road, bridleway or footpath route.
- 3.36 For the purposes of this exercise "Town Centre" has been taken to mean Wimborne, Ferndown, Ringwood or Verwood (the latter being the nearest town centre to Woolsbridge).
- 3.37 It may seem questionable to measure distances to schools in relation to employment sites only. However, many parents combine (or seek to combine) journeys to school with journeys to work. It is therefore sensible and reasonable to use these indicators uniformly for all allocations so that each is tested against the same criteria.
- 3.38 The last column refers to the distance between homes and major employment. By the former is meant residential and (identified as built area on the Local Plan Proposals Maps) not individual isolated dwellings. By the latter is meant significant employment-only zones, as distinct from Town Centres. For the purposes of this exercise they have been taken as:
- Corfe Mullen – Higher Merley Lane
  - Wimborne – Brook Road
  - Ferndown- Industrial Estate



- Verwood – Ebblake Industrial Estate

- 3.39 The measurement for employment sites (in brackets) is from the site to the nearest residential area identified as built area on the Local Plan Proposals Map.
- 3.40 For Little Canford Depot the distance from homes to work is given as 0.0km. This is on the assumption that redevelopment would be for a balanced mix of residential and employment. If the site was redeveloped for employment only the distance to the nearest residential area (Canford Bottom) is 1.0km.
- 3.41 On the latter basis the average accessibility Little Canford Depot would be 2.31, not 2.19.
- 3.42 The tables on the following pages illustrate the relative accessibility and the average accessibility of Little Canford Depot considered against the other Pre-Submission Core Strategy allocations.

**Table 2 Relative Accessibility**

| LOCATION                       | TOWN CENTRE | FIRST SCHOOL | MIDDLE SCHOOL | SECONDARY SCHOOL | LOCAL SHOP | SUPERMARKET | BUS        | DISTANCE FROM HOMES TO MAJOR EMPLOYMENT ZONE |
|--------------------------------|-------------|--------------|---------------|------------------|------------|-------------|------------|--|
| <b><u>BROWNFIELD SITES</u></b> |             |              |               |                  |            |             |            |  |
| St Leonards Hospital           | 2.9         | 1.6          | 4.0           | 3.6              | 1.0        | 1.5         | 0.05       | (0.8)  |
| Little Canford Depot           | 3.4         | 0.9          | 3.5           | 4.3              | 1.0        | 3.5         | 0.9        | 0.0  |
| Furzehill                      | 2.2         | 0.9          | 1.7           | 2.6              | 0.35       | 2.2         | 1.9        | 2.2  |
| <b><u>GREENFIELD SITES</u></b> |             |              |               |                  |            |             |            |  |
| North Corfe Mullen             | 2.8         | 1.5          | 0.05          | 1.6              | 0.3        | 0.9         | 0.2        | 0.3  |
| Redcotts                       | 0.2         | 0.3          | 0.75          | 0.7              | 0.2        | 0.9         | 0.5        | 1.9  |
| North Wimborne                 | 0.8         | 0.8          | 0.75          | 1.3              | 0.5        | 0.9         | 0.8        | 2.5  |
| Leigh Road                     | 1.5         | 0.9          | 1.9           | 2.5              | 0.7        | 1.5         | 0.05       | 0.5  |
| Holmwood House                 | 2.5         | 1.0          | 2.0           | 2.4              | 1.0        | 2.5         | 0.5        | 3.0  |
| Coppins Nursery                | 2.8         | 1.1          | 2.5           | 2.9              | 1.0        | 2.8         | 1.1        | 3.5  |
| West Parley (W)                | 2.3         | 1.6          | 3.0           | 3.5              | 0.1        | 2.3         | 0.1        | 4.5  |
| West Parley (E)                | 2.2         | 1.5          | 2.9           | 3.4              | 0.0        | 2.2         | 0.0        | 4.4  |
| North-west Verwood             | 0.5         | 0.15         | 1.9           | 10.9             | 0.5        |             | 0.6        | 2.6  |
| Blunts Farm                    | 3.1         | 1.75         | 2.4           | 1.8              | 0.7        | 3.1         | 0.3        | (0.75)                                       |
| Woolsbridge                    | 6.0         | 2.2          | 4.8           | 6.4              | 1.6        | 6.0         | 2.0        | (1.6)  |
| Baillie Gate                   | 7.0         | 0.3          | 5.0           | 6.4              | 0.1        | 5.6         | 0.1        | (0.1)  |
| <b>Average</b>                 | <b>2.68</b> | <b>1.03</b>  | <b>2.47</b>   | <b>3.62</b>      | <b>0.6</b> | <b>2.39</b> | <b>0.6</b> | <b>1.88</b>                                  |

Measured from the OS 1:25000 Map in kilometres from site to entrance of nearest facility.  
 "Town Centre" means Wimborne, Ferndown or Ringwood.

**Table 3 Average Accessibility**

| <b>Locations Better than Little Canford Depot</b>     | <b>Average distance in km to facilities measured in Table 2</b> |
|---|---|
| Redcotts, Wimborne                                    | 0.68  |
| North Corfe Mullen                                    | 0.96  |
| North Wimborne  | 1.04  |
| Leigh Road, Wimborne                                  | 1.19  |
|   |   |
| <b>Locations comparable with Little Canford Depot</b> |   |
| Blunts Farm, Stapehill                                | 1.73  |
| Furzehill   | 1.76  |
| Holmwood House, Ferndown                              | 1.86  |
| St Leonards Hospital                                  | 1.93  |
| West Parley (East)                                    | 2.07  |
| West Parley (West)                                    | 2.17  |
| Little Canford Depot                                  | 2.19  |
| Christchurch Road, Dudsbury                           | 2.21  |
| North-west Verwood                                    | 2.3   |
|   |   |
| <b>Locations worse than Little Canford Depot</b>      |   |
| Baillie Gate  | 3.07  |
| Woolsbridge   | 3.82  |

- 3.43 If Little Canford Depot is redeveloped for a balanced number of dwellings and jobs, then the distance from homes to work at Little Canford would be better than all other allocations. The Little Canford Depot site compares favourably with 3 Pre-Submission Core Strategy allocations and is directly comparable with a further 9 allocations.

Provide a safe and secure environment

- 3.44 The redevelopment of the former Depot will consider the responsibilities for community safety under Section 17 of the Crime & Disorder Act in accord with draft Policy LN2. Further, the design of the site will consider the principles of Designing Out Crime, including the concepts of defensible space, natural surveillance and security lighting in order to minimise opportunities for crime. The shared access between Little Canford Depot and Stour Close would be retained for Stour Close but closed for the Depot site: a new, single, separate access would be provided for redevelopment of the Depot site with improved visibility splays onto Ham Lane.
- 3.45 The Dorset Constabulary Architectural Liaison Officer at Police Headquarters, Wimborne, would be consulted at an early stage to ensure compliance with county standards.
- 3.46 The redevelopment of Little Canford Depot would therefore be as sustainable, in terms of safety and security, as any other Pre-Submission Core Strategy allocation.

Create conditions to improve health, promoting healthy lifestyles

- 3.47 Redevelopment would involve the removal of asbestos. Asbestos and any other material in the existing buildings which could be hazardous to health would be stored and disposed of safely, in accordance with best practice, during the construction of the development.
- 3.48 The existing footpath and cycle links would be maintained, whilst further footpaths would be provided, traversing the area of SANG. Proposed improvements to the Public Rights of Way network would encourage healthy living.
- 3.49 If appropriate, a contribution would be made to the provision of Public Open Space and areas of play, in accordance with draft Pre-Submission Core Strategy policy HE4. Therefore, the redevelopment of Little Canford Depot would be comparable with the allocations within the Pre-Submission Core Strategy in terms of promoting healthy lifestyles.

Help make suitable housing available and affordable for everybody

- 3.50 Affordable housing would be integrated into the Little Canford Depot redevelopment at an appropriate level, in accordance with draft Policy LN3 of the Pre-Submission Core Strategy. Little Canford Depot would be redeveloped to provide an appropriate mix of housing. The density of the redevelopment would be responsive to the character of the local environment, in accordance with draft policy LN2.

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

- 3.51 The Little Canford Depot site compares favourably with the Pre-Submission Core Strategy allocations in terms of access to facilities and services. The site has good access to the nearby Hampreston School.
- 3.52 If appropriate, a contribution could be made towards education, healthcare, libraries, facilities for older and young people, and community buildings, in accordance with proposed policy LN6 of the Pre-Submission Core Strategy.
- 3.53 Little Canford Depot is as sustainable as any allocation within the Pre-Submission Core Strategy in respect of social cohesion.

Protect and enhance historic buildings, archaeological sites and other culturally important features

- 3.54 Proposals for the redevelopment of Little Canford Depot will be sympathetic to the character and appearance of local historic sites and buildings and will respect their key architectural or historic features in accordance with draft Policy HE1. The illustrative layout is responsive to the East Dorset local vernacular.
- 3.55 The redevelopment of Little Canford Depot would not impact on the setting of nearby listed buildings, including the Lodge to Canford Magna House and the Fox and Hound Public House.

Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well

- 3.56 The illustrative layout is of a high quality, reflecting and enhancing local distinctiveness in accordance with draft Policy HE2 and the emerging East Dorset Urban Design Guide. The design principles outlined in Section 4 above ensure that the redevelopment complements and enhances the local built and natural environment. Dwellings would be traditional in form and appearance, complimenting the local vernacular style.
- 3.57 Un-built landscape cannot readily be recovered once built, so again, “Sustainability” requires reasonable priority to be given to development of sites which have little or no landscape impact.
- 3.58 Little Canford Depot itself is very well screened by trees, bunds and existing adjoining residential properties. The redevelopment of the built and open storage areas for mixed residential and employment use is unlikely to have any material landscape impact.
- 3.59 Consideration would be given to existing landscape features in accordance with draft Policy HE3. Existing trees and hedgerows would be protected and enhanced where feasible. There is potential for additional planting to promote native species. The key characteristics of the landscape character area within which the site is located will inform the landscape scheme for the development.
- 3.60 Redevelopment would improve the current local landscape impact of the Little Canford Site, through the removal of large buildings and areas of hardstanding.
- 3.61 In terms of landscape impact, therefore, redevelopment of Little Canford Depot would not have a significant landscape impact and should therefore be given high priority.

Facilitate a sustainable and growing economy that creates economic and employment opportunity, in addition to providing for vital and viable town centres

- 3.62 The proposed redevelopment provides modern employment accommodation to support the diversification of the Christchurch and East Dorset economy. The modern employment area would support the Council in working towards the Pre-Submission Core Strategy objective to promote economic growth, including through developing new sectors of the economy.

Conclusions of the Sustainability Appraisal

- 3.63 The results of the Sustainability Appraisal are summarised in Table 4 below. It is demonstrably clear Little Canford Depot is as sustainable as a location as many of the other Pre-Submission Core Strategy allocations and it would therefore be unsound to reject it as unsustainable in that respect.
- 3.64 If redeveloped for a balanced mix of housing and employment, the redevelopment of Little Canford Depot would be consistent with, and exceed, the social, environmental and economic objectives set out by Christchurch and East Dorset. The modern employment facilities would make a significant economic contribution to the area. Social objectives would be fulfilled through the provision of housing to meet local need, and the high quality built environment proposed, which minimises opportunities for crime and encourages healthy living. The proposal would make a significant environmental contribution through visual improvements, measures for ecological mitigation and enhancement, and sustainable design and construction techniques.
- 3.65 The redevelopment of the brownfield site would enable greenfield land identified within the Pre-Submission Core Strategy for 50 to 100 homes to be deleted or deferred, making a significant contribution to the sustainable pattern of development in Christchurch and East Dorset. Without the allocation of Little Canford Depot for a mixed residential and employment use the Core Strategy is unsound, as it is not the most appropriate strategy, given the reasonable alternatives, required by paragraph 182 of the National Planning Policy Framework.

**Table 4 Summary of Sustainability Appraisal Results**

| SA Objective<br>(Christchurch<br>Borough Council and<br>East Dorset District<br>Council, 2012) | Score<br>+ Positive<br>0 Neutral<br>? Uncertain<br>- Negative | Predicted effect   | Mitigation   |
|--|---|--|--|
| Protect, enhance and expand habitats and protected species                                     | +   | <p>No significant impact on the protected heathland SPA/SAC.</p> <p>A positive impact on the SNCI.</p> <p>As sustainable as any other strategic allocation in respect of ecology.</p>  | <p>Habitat enhancement features to be included within any scheme, such as bird and bat boxes.</p> <p>Management of the SNCI to promote a biodiverse wetland habitat.</p>   |
| Make sustainable use of resources and minimise factors contributing to climate change          | +   | <p>Positive impacts on the sustainable use of resources through the redevelopment of the brownfield site, reducing the requirement for greenfield land take elsewhere.</p> <p>A positive impact on resource use through reducing the need to travel by private car.</p> <p>No impact on flood risk as the site is outside the floodplain (Flood Zones 2 and 3).</p>                                | <p>It is expected that redevelopment could achieve Code for Sustainable Homes Level 6 and BREEAM good to excellent.</p> <p>It is anticipated that 10% of energy could be sourced from renewable or low carbon sources.</p> <p>Sustainable Drainage Systems would be incorporated where possible.</p> <p>Redevelopment would introduce mains sewerage to Little Canford which other dwellings could benefit from.</p> |
| Minimise pollution   | +   | <p>No impact on ground contamination, air pollution and dust.</p> <p>A neutral impact on lighting given the lighting requirements of the current and proposed uses.</p> <p>A positive impact on pollution from the private motor vehicle through mixed-use redevelopment which reduces the need to travel.</p> <p>A positive impact on noise, when compared with the existing use of the site.</p> | <p>Appropriate ground remediation if required.</p> <p>Adherence to recommended levels of air pollution and dust during construction and operation.</p> <p>Minimised lighting needs where possible and design which minimises light pollution.</p> <p>Quieter technology used during construction, with limited hours of operation.</p> <p>Location of the dwellings away from the B3073 road.</p>                    |

| SA Objective<br>(Christchurch<br>Borough Council and<br>East Dorset District<br>Council, 2012) | Score<br>+ Positive<br>0 Neutral<br>? Uncertain<br>- Negative | Predicted effect  | Mitigation  |
|--|---|---|---|
| Provide access to meet people's needs  | +   | A positive impact on access to meet people's needs. Little Canford Depot compares favourably in terms of access to education, shops, public transport and employment when compared with the Pre-Submission Core Strategy site allocations   | A mixed-use development providing access to employment.   |
| Provide a safe and secure environment  | +   | <p>A positive impact through provision of a safe and secure environment, in accord with the relevant standards.</p> <p>The redevelopment of Little Canford Depot would be as sustainable, in terms of safety and security, as any other Pre-Submission Core Strategy allocation.</p>  | <p>Compliance with Section 17 of the Crime &amp; Disorder Act. Proposed design to consider the principles of "Designing Out Crime".</p> <p>Consultation with Dorset Constabulary Architectural Liaison Officer.</p>                                       |
| Create conditions to improve health, promoting healthy lifestyles                              | +   | <p>A positive impact on health through the safe removal of asbestos and other hazardous materials.</p> <p>A positive impact on healthy lifestyles through improvements to the Public Rights of Way network.</p> <p>The redevelopment of Little Canford Depot would be comparable with the allocations within the Pre-Submission Core Strategy in terms of promoting healthy lifestyles.</p> | <p>Removal and storage of hazardous materials during construction in accordance with best practice.</p> <p>Improvements to footpaths and cycle links.</p> <p>A contribution to public open space and areas of play if necessary.</p>                      |
| Help make suitable housing available and affordable for everybody                              | +   | A positive impact on making suitable housing available and affordable through the provision of housing in accordance with need.   | <p>Appropriate affordable housing provision within the proposed redevelopment.</p> <p>The redevelopment would provide an appropriate mix of housing.</p> <p>The density of development would be responsive to the character of the local environment.</p> |

| SA Objective<br>(Christchurch Borough Council and East Dorset District Council, 2012)  | Score<br>+ Positive<br>0 Neutral<br>? Uncertain<br>- Negative | Predicted effect  | Mitigation  |
|--|---|---|---|
| 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 | +   | Access to facilities and services compares favourably with other strategic sites identified within the Pre-Submission Core Strategy.  | A contribution could be made towards education, healthcare, libraries, facilities for older and young people, and community buildings, if required.                                 |
| Protect and enhance historic buildings, archaeological sites and other culturally important features   | 0   | Listed buildings within the vicinity of the site include the Fox and Hounds and The Lodge.<br><br>The redevelopment of the site would not impact on these listed buildings.<br><br>There are no Conservation Areas or Scheduled Monuments in the vicinity of the site which would be affected by the proposed development.  | A design which is sympathetic to the character and appearance of local historic sites and buildings.  |
| Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well   | +   | A positive impact through a high quality scheme which enhances local distinctiveness.<br><br>A negligible impact on landscape as the site is well screened. The removal of buildings and hardstanding will have a positive landscape impact in the immediate vicinity of the site.<br><br>A positive impact on landscape character through an appropriate landscape scheme. | A high quality design which reflects the local vernacular.<br><br>Planting native species as part of an appropriate landscape scheme.<br><br>Removal of buildings and hardstanding. |
| Facilitate a sustainable and growing economy that creates economic and employment opportunity, in addition to providing for vital and viable town centres.                                 | +   | A positive impact through the provision of modern employment accommodation to support new sectors of the economy.   | Between 1000sq.m – 3000sq.m of modern employment floorspace.  |



## **Appendix E**

### **Little Canford Redevelopment Requirements**

## **Little Canford Site Re-development requirements**

**Yard (approx 15,200 sq metres) to include the following**

**Pipes & Fittings Yard**

**Transport Vehicle Compound**

- Space for up to 80 vehicles (cars & vans)

**Tools & Plant Yard**

**Waste Management Area**

**Vehicle Wash Area**

**Staff/Visitors Car Park**

- For 35 vehicles
- Bike Shed

**Weighbridge**

**To achieve this area, everything from the tree line at the rear of Riverside Cottages (including the EA yard) would need to be designated as yard space.**

**Main Building (approx 3,300 sq metres per floor) to include the following**

**(Ground Floor)**

**Tools & Plant Office**

- 8 Staff

**Transport Office**

- 14 Staff

**Reception Area/Foyer**

**Stores Office**

- 8 Staff

**Stores Trade Counter**

**Meeting Room x 2**

**Canteen Facility x 2**

**Toilets**

- for approx 30 staff
- Showers
- Drying/Locker Room

**Warehouse**

**First Floor**

**Warehousing & Storage**

**To accommodate the above, the building would need measure approx 72m x 46m. The Reception, Trade Counter and various offices would all be situated at the front of the building, with Goods Inwards situated at the rear.**

## **External Buildings**

### **Stores Bulk Storage**

- For Emergency stock
- Water & Salt

### **Tools & Plant Workshop**

- c/w lockable spares store

### **Vehicle Workshop**

- 2 vehicle ramps
- c/w lockable parts & spares store

**It was decided that the two workshops would be separate from the main building to reduce noise levels within the main offices. The dimensions of these buildings are to be determined at a later date.**

**Appendix F**  
**Public Consultation Leaflet**

## little canford depot wimborne

### in summary

- The proposed scheme represents an appropriate, logical and more efficient re-use of brownfield land, and reduce the demand for greenfield development;
- The proposed scheme could cease use of Stour Close by commercial vehicles thus improving road safety, noise and disturbance
- The proposed scheme will provide a high quality, sympathetically designed family homes, employment and amenity space;
- The proposed scheme will contribute towards meeting the Councils need for more affordable housing



new site access



view across ponds to business units

Further details have been submitted to the Council and these are available from the Planning Policy Team

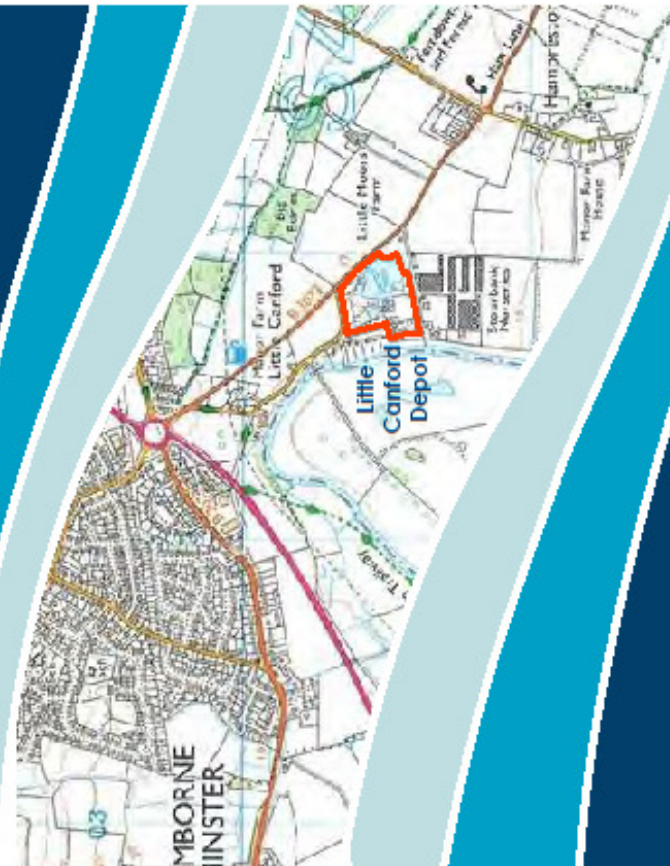
alternatively please write to:  
PRO Vision Planning & Design  
Grovenor Court  
Wincheller Road  
Ampfield, Winchester  
Hampshire SO51 9BD  
r.catbarn@pvprojects.com



[www.pvprojects.com](http://www.pvprojects.com)

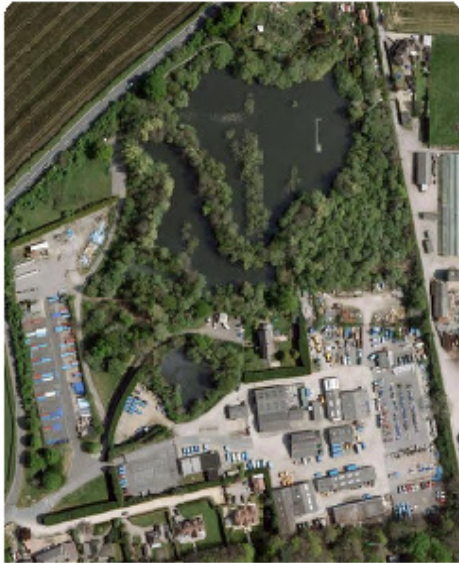
# Public Consultation Leaflet

November 2012



- Wessex Water would like your views on the possible redevelopment of their Little Canford Depot, near Wimborne
- The proposals are for a mix of family homes, offices and public open space
- The purpose of this leaflet is to explain the current position, possible proposals and to invite you to find out more

current situation



**The Depot site currently comprises approximately 7½ hectares of mixed residential, employment and leisure uses;**

**The majority of the site is given over to large areas of hard-standing and large industrial buildings (approximately 3,300sq.m);**

**The lakes are used for fishing and provide a haven for wildlife;**

**The site entrance is shared with residential properties along Stour Close;**

**Wessex Water will be vacating or redeveloping the site during the period to be covered by the Council's new Core Strategy;**

**There is an acknowledged need for additional family homes in the local area**

**There is also a need to make more efficient use of land that may be available for new housing;**

**There is a need to protect the open countryside, the Green Belt and other 'Greenfield' land from the pressures of development;**

**Development should reflect & respect the special character and appearance of the local area;**

illustrative proposals



**The existing shared access with Stour Close would be closed to commercial traffic and a proposed new access onto Old Ham Lane would be provided;**

**The Depot could provide between 50 - 100 residential units and between 1000sq.m - 3000sq.m of new business floorspace;**

**Redevelopment of the Depot would contribute towards housing delivery and lessen the need to build on green field land;**

**Redevelopment would represent a more efficient use of land and lessen the impact on the openness of the Green Belt;**

**The proposed scheme could provide an energy efficient and sustainable form of development (Code 4 minimum);**

**The proposed development would adopt a traditional design to reflect the local vernacular;**

**Existing mature vegetation would be retained and enhanced where necessary;**

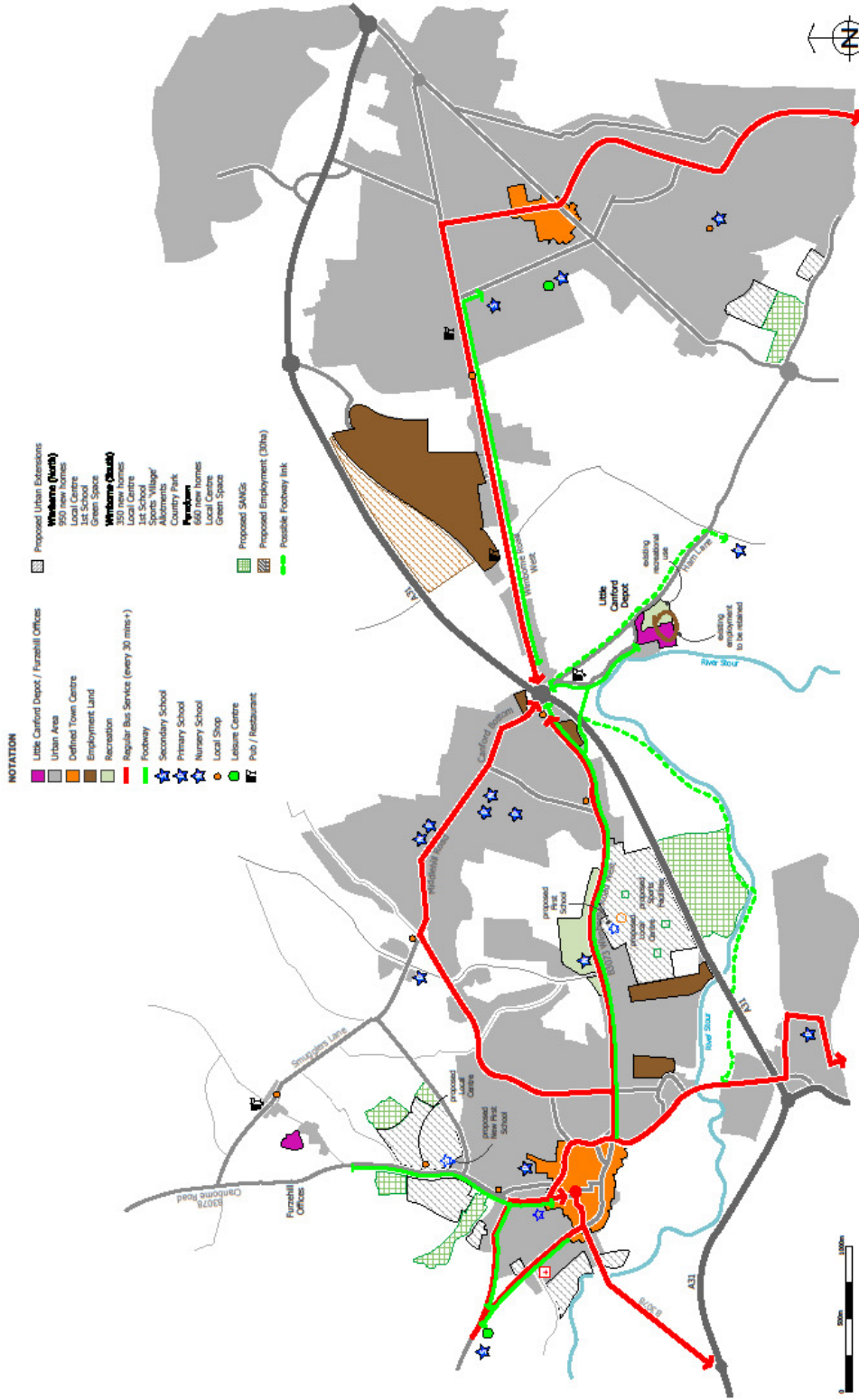
**The proposed scheme would enable enhancements to be made to the adjacent Site of Importance for Nature Conservation (SINC); and**

**The woodland and lakeside areas would be enhanced to provide alternative areas of public open space for leisure and recreation;**

## **Appendix G**

### **Comparative Sustainability Assessment**





Comparative Sustainability Assessment of Little Canford Depot & Furzehill Offices

Ref: 1222 / SA 01  
 Scale: 1/25000 @ A3  
 Date: August 2013



- Little Canford Depot and Furzehill Offices are brownfield sites
- Little Canford Depot is located close to the strategic road network
- Redevelopment of Little Canford Depot will have no adverse impact on highways safety or the local transport network
- Furzehill Offices are accessed via a narrow country lane with no footway
- Redevelopment of Furzehill Offices will have an adverse impact on the surrounding road network including the safety of the junction at Cranborne Road / Furzehill
- Little Canford Depot is located in a valley and is screened by established vegetation and existing built form
- Furzehill Offices are located on a hill
- Redevelopment of Little Canford would remove an un-neighbourly use and will improve the amenity of adjacent properties
- Redevelopment of Little Canford would retain some compatible employment on site
- Redevelopment of Furzehill Offices would involve the loss of employment
- Redevelopment of Little Canford Depot would retain & enhance opportunities for open space & recreational provision
- Redevelopment of Furzehill Offices is less likely to provide open space benefits
- Little Canford Depot presents more sustainable transport options including safer and more convenient pedestrian/cycle links to:
  - Alternative employment opportunities
  - local shopping facilities
  - Nursery Schools/First Schools
- ...and better bus links to:
  - First/Middle/Secondary School
  - Town Centre shopping facilities
  - Sports & Leisure facilities

|  |         |
|--|---------|
|  | Strong  |
|  | Good    |
|  | Neutral |
|  | Poor    |
|  | Bad     |

|                    | LCD before | LCD after | FO before | FO after |
|--------------------|------------|-----------|-----------|----------|
| brownfield         |            |           |           |          |
| Local Shop         |            |           |           |          |
| Town Centre        |            |           |           |          |
| Employment         |            |           |           |          |
| First School       |            |           |           |          |
| Middle School      |            |           |           |          |
| Secondary School   |            |           |           |          |
| Open Space         |            |           |           |          |
| Sport & Recreation |            |           |           |          |
| Pedestrian Links   |            |           |           |          |
| Bus Links          |            |           |           |          |
| Highways           |            |           |           |          |
| Landscape          |            |           |           |          |
| Ecology            |            |           |           |          |
|                    |            |           |           |          |
|                    |            |           |           |          |