

8. Policies and Proposals for Corfe Mullen

Introduction

- 8.1. The purpose of this Chapter of the East Dorset Local Plan is to set out the particular policies and proposals which will apply to Corfe Mullen during the period covered by the East Dorset Local Plan up to 2011. General land-use policies towards all development in East Dorset are contained in Chapter 6, and general transport proposals in Chapter 7. These apply to the Corfe Mullen area as they do to the rest of the District.
- 8.2. The policies and proposals will be used as a basis for development briefs where these are required and for development control.

The Character of the Area

- 8.3. Corfe Mullen has expanded rapidly in recent years and consists of two distinct parts. The old village lies in the north of the parish in the Stour Valley near the junction of the Blandford Road with the A31. The separate, southern part of the settlement, which forms the modern Corfe Mullen, extends along either side of the Wareham Road on a high, sandy plateau. To the north this plateau slopes steeply down into the flood meadows of the Stour Valley and more gently in the south down to Upton Heath, one of the heathland Sites of Special Scientific Interest referred to in Chapter 3. To the west the plateau falls sharply to the open countryside of the Waterloo Valley. To the east is open countryside within Poole Borough and the built-up area of Broadstone. Upton Heath to the south, Corfe and Barrow Hills to the east and Corfe Mullen Meadows to the west are protected as Sites of Special Scientific Interest and are proposed to be covered by designations reflecting their international importance.
- 8.4. Modern Corfe Mullen is an outer suburb of the south east Dorset conurbation, with a population of about 10,000 residents (see Chapter 3). It focuses on two small groups of shops at the northern and southern ends of the Wareham Road. The northern group also contains a range of community facilities, including the village hall, church with hall and library. This forms the main centre, although one which is relatively modest and low key for a settlement of this size, and the settlement lacks a civic focus.
- 8.5. There is a large recreation ground on the northern edge of the built-up area, well-equipped with a modern sports pavilion and Scout and Guide halls. The southern end of the settlement has an area of open space at Springdale Road: this is an outlying part of Upton Heath, and the high nature conservation interest limits its recreational use. Most of this site is effectively an area for informal countryside recreation, extending through to The Viewpoint and the main body of Upton Heath. Although additional sports pitches have been provided on the northern side of Corfe Mullen in recent years, there remains a shortfall measured against national standards, and the central and southern parts have inadequate provision in terms of accessible, local spaces, especially for children's play.
- 8.6. The Green Belt defined around Corfe Mullen reinforces the long-established principle that building should be restricted to the top of the plateau and should not be allowed to extend down the slopes to the north, west and south.
- 8.7. In 1996 planning permission was granted at appeal for the extraction of sand and clays, with restoration through landfill, on land at Beacon Hill Brickworks in the Green

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Belt south of the settlement. The works associated with the implementation of this permission are likely to extend beyond the time horizon of this plan.

- 8.8. The Department of Transport for many years safeguarded the line of a possible bypass for the A31 Trunk Road round the historic village of Corfe Mullen in the Stour Valley. At the request of the Highways Agency this safeguarding line has been withdrawn as the proposal is not being proceeded with.

Proposals

Lockyers School

- 8.9. The existing Lockyers School stands on a restricted site next to the busy B3074 Blandford Road. The buildings are becoming outworn, and the increasing number of children in the Corfe Hills school pyramid means that additional capacity is required. The proposal to develop a replacement school on land to the north of Wimborne Road was included in the Deposit Local Plan, but has been deleted on the recommendation of the Inspector. It is now the intention of the Education Authority to build a replacement school within the present grounds, where some of the playing areas can also be provided. Further sports grounds to meet the required standards for the school will be provided through land north of the Wimborne Road, already in County Council ownership, over which there will be a joint use agreement with the Parish Council. Access to this land from the school will be by means of a new route from the Wimborne Road.

8.10. Policy CM1

A new access route will be provided from the Wimborne Road to the County-owned recreation land to the north to provide a link between the Lockyers School and the playing fields.

Other Proposals

- 8.11. An area at Beacon Hill Brickworks previously excluded from the Green Belt is now included. The policies also provide for redevelopment and extensions to shopping within the two existing centres and for the improvement of a number of roads and pedestrian routes, including the introduction of traffic-calming measures, crossings and pedestrian refuges in Wareham Road, which has a poor accident record.
- 8.12. There are no general infrastructure prerequisites for development in the Corfe Mullen area. Developers will be expected to provide for the particular prerequisites for the development of their individual sites, including public open space, highways, footways and cyclepaths, street lighting, drainage, boundary treatment and landscaping within their sites, for adequate connections to the highway network and for local improvements to that network where necessary.

Housing

'Windfall' Sites

- 8.13. Development on 'windfall' sites within the built-up area of Corfe Mullen is expected to continue during the Plan period. From their nature, the number of dwellings on these sites cannot be predicted accurately for individual areas, depending as it does on the varied decisions of private landowners. Development on windfall sites will be permitted subject to the policies set out in Chapter 6 of this Plan.

Affordable Housing

- 8.14. In common with the rest of East Dorset, Corfe Mullen is an area of relatively high house prices. It is likely that this will lead to a continuing need for 'affordable housing' for local people throughout the Plan period. Under Policy HODEV5 (para 6.188), the Planning Authority will seek to negotiate that a suitable proportion of housing on all larger sites, including 'windfall' sites, should be provided to meet this need, taking into account the housing situation at the time, and the character of the site. It is expected that a proportion of affordable housing will be provided on the Lockyers School site.
- 8.15. The proportion of this type of housing will be determined in the light of the need for affordable housing at the time of development and negotiation with the intending developers, taking into account the level of any contribution by the developers of the site to off-site infrastructure. It will be a requirement that secure arrangements are made to ensure that the benefit of the affordable housing is enjoyed by successive as well as by initial occupiers, unless the affordable housing is controlled by a registered social landlord.

Industry

- 8.16. In an attempt to bring about restoration of the heathland and create employment opportunities in Corfe Mullen, 4 hectares (10 acres) of land was proposed for development for industrial use at the Beacon Hill brickworks in the Corfe Mullen Local Plan 1985. This site was surrounded by, but excluded from, the Green Belt. That allocation has failed in that it did not bring about the intended result. Proposals for the restoration of the heathland have however been achieved by negotiations associated with the grant of planning permission for restoration by landfill at the brickworks site. It is expected that this permission will soon be implemented.
- 8.17. The proposed industrial site would have been separated from the main residential areas, and away from main public transport routes. The proposal would therefore have tended to encourage car journeys, and would not have been easily accessible to workers without private transport. These factors would have made it inconsistent with the intention to establish a sustainable pattern of development, while its location within the Green Belt would have resulted in an isolated pocket of urban development within an area of open countryside. Substantial further development of employment sites is proposed at Ferndown and within Poole Borough, and will be within relatively easy reach of Corfe Mullen, which already acts partly as a commuter suburb of Poole. Public transport routes into Poole are well-established and are likely to continue. There is therefore no sufficient reason for retaining this development proposal in the District Plan (see para 6.94 and Policy GB1).

8.18. Policy CM2

The extent of the Green Belt is modified to incorporate the 4 hectare (10 acre) site south of the Wareham Road that had previously been identified for industry.

Shopping

- 8.19. Wareham Road is predominantly a residential street and, although there are individual shops and services along it, the main facilities are centred in two places: around the village hall and library in the north and around the Albert Road junction in the south. These centres, together with the Windgreen Garage site and the Hillview Post Office will be consolidated and strengthened, with new development and redevelopment encouraged within them. To avoid commercial uses becoming increasingly scattered through the residential areas, so weakening the centres and damaging the residential environment, commercial development elsewhere in Corfe Mullen will not be permitted. On-street parking at the existing groups of shops causes traffic hazards and

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congestion; therefore off-street car parking or rear service areas must be provided as part of any new development. It is expected that the rear service access at the Albert Road site will allow the provision of some informal off-street car parking, although space is limited. A lay-by is proposed in Wareham Road between Albert Road and Queens Road (see Policy CM9 para 8.41).

8.20. Policy CM3

Developments falling within Use Classes A1, A2, A3, B1⁷⁰ and community uses will be permitted in accordance with Policy SHDEV1 para 6.236 along Wareham Road at Hillview Post Office, around the junction with Albert Road, the library and Windgreen garage in areas shown on the Proposals Map. Any such development or redevelopment will be subject to the provision of off-street car parking and/or rear service areas and must not prejudice the amenities of residential properties. Residential development at first floor level will also be permitted in association with such development.

Open Space and Recreation

- 8.21. There are only limited open spaces within the built up areas of Corfe Mullen, although there are more extensive areas within the surrounding Green Belt, including a proposal to provide a new 2 hectare open space as part of the restoration at Beacon Hill Brickworks. Policy RCDEV1 (para 6.212) will apply to a number of open spaces, used for amenity or recreation, which have been provided as part of developments in the past. Larger open spaces to which the policy will apply include Corfe Mullen Recreation Ground, Springdale Road Open Space, Cogdean Elms and Phelipps Road. Private open spaces to which the policy will apply include the Lingfield Health Club.

Conservation and Countryside

Nature Conservation

- 8.22. There are two heathland Sites of Special Scientific Interest (which are also Special Protection Areas and candidate Special Areas of Conservation) which closely adjoin the built-up area of Corfe Mullen. These are Upton Heath and Corfe and Barrow Hills. These will be protected under Policies NCON1 (para 6.7) and NCON4 (para 6.19) The conservation of the heath will be the main priority in these areas and will be sought through a management scheme agreed with their owners and interested organisations. Corfe Mullen Meadows, to the west, have also been designated as Sites of Special Scientific Interest and parts of these, together with Upton Heath, are proposed as Ramsar sites.

Urban Conservation

- 8.23. A unique feature of Corfe Mullen are the panoramic views out towards the surrounding countryside. The following policy is included in order to retain two of particular importance.

⁷⁰ A full description of these uses will be found within the Use Classes Order. Briefly summarised, Class A1 comprises shops, Class A2 financial and professional services provided to the public such as banks and building societies, Class A3 the sale of food and drink for consumption on the premises or for take-away, and Class B1 offices, research or industrial processes of a kind that can be carried out in any residential area without damage to amenity.

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8.24. Policy CM4

No development will be permitted which will significantly damage or obstruct the views from Windgreen and Blandford Road to the west and from the Viewpoint south of Corfe Lodge Road to the south and west.

- 8.25. In Corfe Mullen there is no area considered to be of sufficient architectural or historic importance to be designated as a statutory Conservation Area. Nevertheless, there are areas at Central Avenue and Corfe Lodge Road which have a unique quality created either by the density of development or by the presence of mature trees. These areas will be protected under Policy BUCON6 (para 6.136). There are also areas, including the western slopes of the plateau and along the skylines, where there are important tree belts or woodlands, to which Policy DES7 (para 6.296) will apply.

Transport

- 8.26. The guiding policies on highways and transportation are found within the general policies contained in Chapter 6. These guiding policies relate to cyclists, pedestrians, traffic management, heavy goods vehicles, environment and landscape, public transport, parking facilities and servicing. Appendix A defines the road hierarchy for East Dorset.
- 8.27. Chapter 7 contains details of the 'Local Plan Road Improvement Programme' and details the major highway schemes, including trunk road schemes, which are proposed for the period up to 2011.
- 8.28. This Chapter contains specific highway and transportation schemes for Corfe Mullen and should be read in conjunction with Chapters 6 and 7.

Road Hierarchy

- 8.29. The 2011 hierarchy of roads for Corfe Mullen, as defined in Chapter 6, and set out in Appendix A, is shown in Diagram 8.1.

Recreational Routes

- 8.30. The Wareham Road from Naked Cross to the Plan area boundary has no separate footway or provision for cyclists. It carries heavy flows of traffic and is straight and fast. A footway has been provided as far as The Holme Bush from Limberlost in Purbeck. In order to continue this footway and to increase the safety of pedestrians and cyclists it is intended to continue it to Naked Cross.

8.31. Policy CM5

A bridleway will be constructed on the south-eastern side of Wareham Road from Naked Cross to the Plan area boundary at the Holme Bush.

Diagram 8.1 Corfe Mullen Road Hierarchy 2011

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- 8.32. The Roman Road is an important pedestrian link and bridleway, and access to it will be improved to increase its attractiveness for these users. These improvements will be made in conjunction with Poole Borough Council on whose boundary the Roman Road lies.

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8.33. Policy CM6

Improved bridleway and pedestrian access will be made to Roman Road.

8.34. The network of minor roads provides satisfactory local routes for cyclists through much of Corfe Mullen. However, problems can occur where pedestrians and cyclists are required to use or to cross roads which carry heavy traffic flows. The problems and requirements of pedestrians and cyclists are being considered by the Highway and Planning Authorities with the aim of improving facilities for pedestrians and cyclists and identifying suitable pedestrian and cycle routes.

8.35. Measures to encourage cycling by making it safer and more attractive will be carried out. Such measures may include separation of cyclists from other road traffic, shared pedestrian/ cycle routes, facilities to cross roads carrying a heavy traffic flow, restrictions on parking, and speed control facilities to slow motorists where separation is impossible.

8.36. Policy CM7

An advisory cycle route will be signed from the C5 Wareham Road, Corfe Mullen along residential roads to Broadstone. This will connect with cycleways and routes in Poole.

8.37. Chapter 7 contains a policy for the creation of a trailway open to walkers, horseriders and cyclists, based upon the redundant Somerset and Dorset railway line between Corfe Mullen and Blandford St. Mary. This trailway would link to the existing Castleman Trailway and to the proposed Stour Valley long distance footpath. The trailway will not be able to follow the former railway line throughout, as some parts have now been redeveloped. Use will therefore also be made of existing local roads and other rights of way to provide continuity.

Traffic Management

8.38. Parked cars and service vehicles create hazards for other road users. This is most noticeable along the Wareham Road adjacent to the shops.

8.39. Policy CM8

In any redevelopment or new development of the shops and other commercial properties along the Wareham Road, rear servicing will be provided in accordance with Policy TRANS13 (para 6.385).

8.40. Wareham Road will be the subject of a feasibility study to establish the extent of environmental and traffic management works that could be carried out along the existing shopping frontage, to increase road safety and improve the pedestrian and cycling environment. A pedestrian crossing is being provided at Leo's supermarket.

8.41. Policy CM9

Present proposals on Wareham Road include the provision of a lay-by at the parade of shops between Albert Road and Queens Road.

Road Schemes

8.42. There are no major new road schemes proposed for the area covered by this section of the Plan in the period up to 2011. The following medium or minor road schemes are, however, included.

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8.43. The C5 Wimborne Road is a District Distributor Road. The section between Higher Merley Lane and Pine Road remains the only substandard section between Lake Gates and Windgreen. It will therefore need improving, mainly in the vicinity of Spring Cottage, in order to provide adequate forward visibility.

8.44. Policy CM10

The section of Wimborne Road between Pine Road and Higher Merley Lane will be improved. This will involve widening and realignment of the road.

8.45. Policy CM11

Waterloo Road will be realigned within the current highway boundary at its junction with the C5 Wareham Road in order to improve highway safety.

Private Streetworks

8.46. Beacon Road has largely built-up frontages and is in a poor condition, with flooding problems. It will therefore be given a high priority in the private streetworks programme.

8.47. Policy CM12

Beacon Road will be made up under the private street works provisions of the Highways Act.

Environment and Landscape - Highways

8.48. Particular routes such as Waterloo and Broadmoor Road and the southern end of Hillside Road, Pardy's Hill, Newtown Lane and Sleight Lane are bounded by mature hedgerow trees which form an important part of the tree cover on the western slopes of Corfe Mullen and are unsuitable to carry any significant increase in volumes of traffic in their present state. Other lanes in the countryside to the west of Corfe Mullen including Knoll Lane and Rushall Lane are also bordered by important landscape trees. These roads are also ones in which the County Council, with the Countryside Agency, is developing a 'Quiet Lanes' project under which traffic will be moderated to allow their safe recreational use by walkers, riders and cyclists. 'Improvements' to these roads, or development which would lead to pressure for such improvements, will be discouraged if this leads to a loss of the present environmental quality.

8.49. Policy CM13

The increase of traffic will be discouraged on those roads where improvements necessary to cater for it would be environmentally unacceptable. Development likely to generate such traffic will not be permitted. The roads covered by this policy are:

- a) **Brickyard Lane**
- b) **Broadmoor Road**
- c) **Knoll Lane**
- d) **Hillside Road (south)**
- e) **Newtown Lane**
- f) **Old Market Road**
- g) **Pardy's Hill**
- h) **Red Lane**
- i) **Rushall Lane**
- j) **Sleight Lane**
- k) **Waterloo Road**