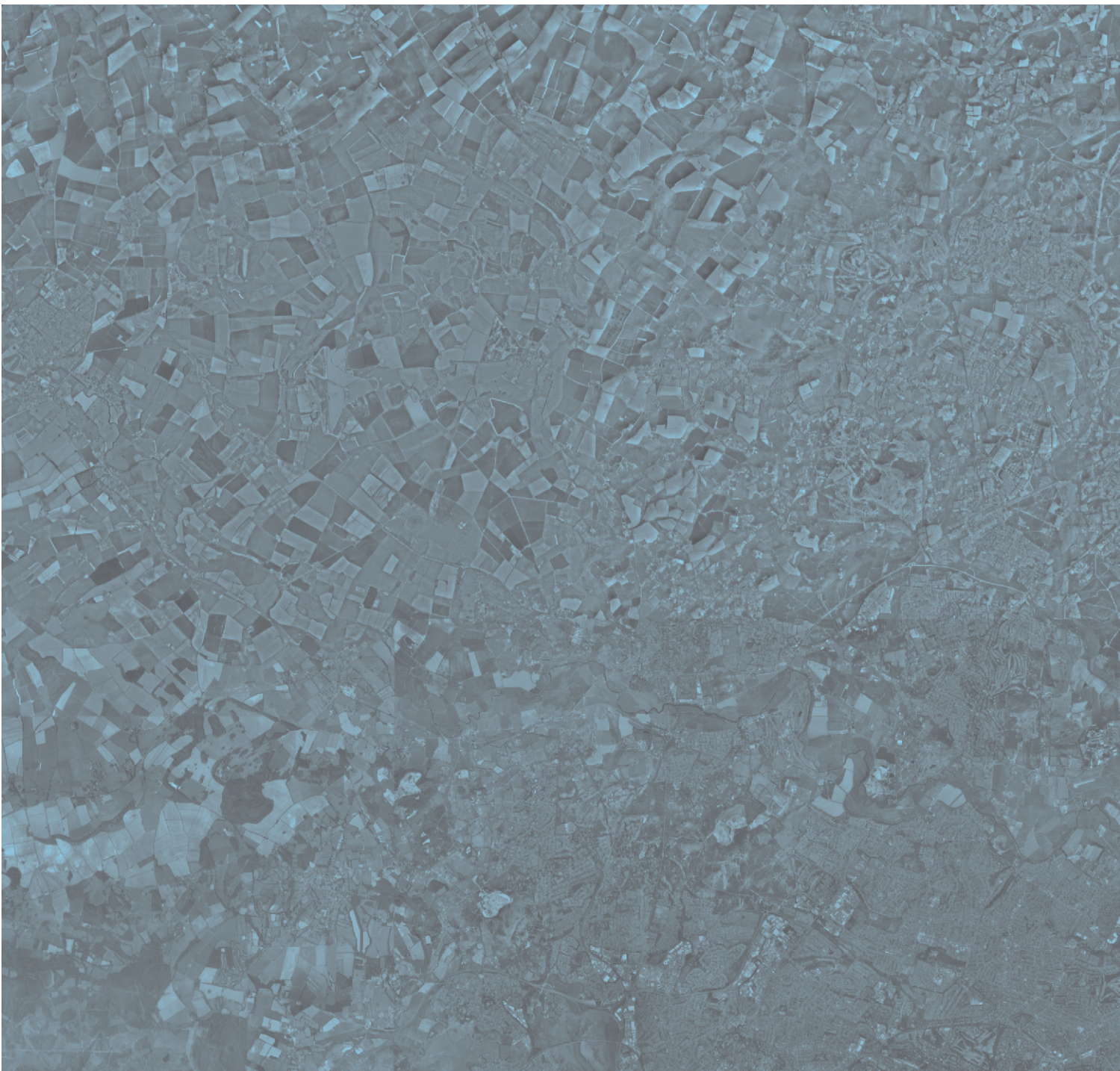
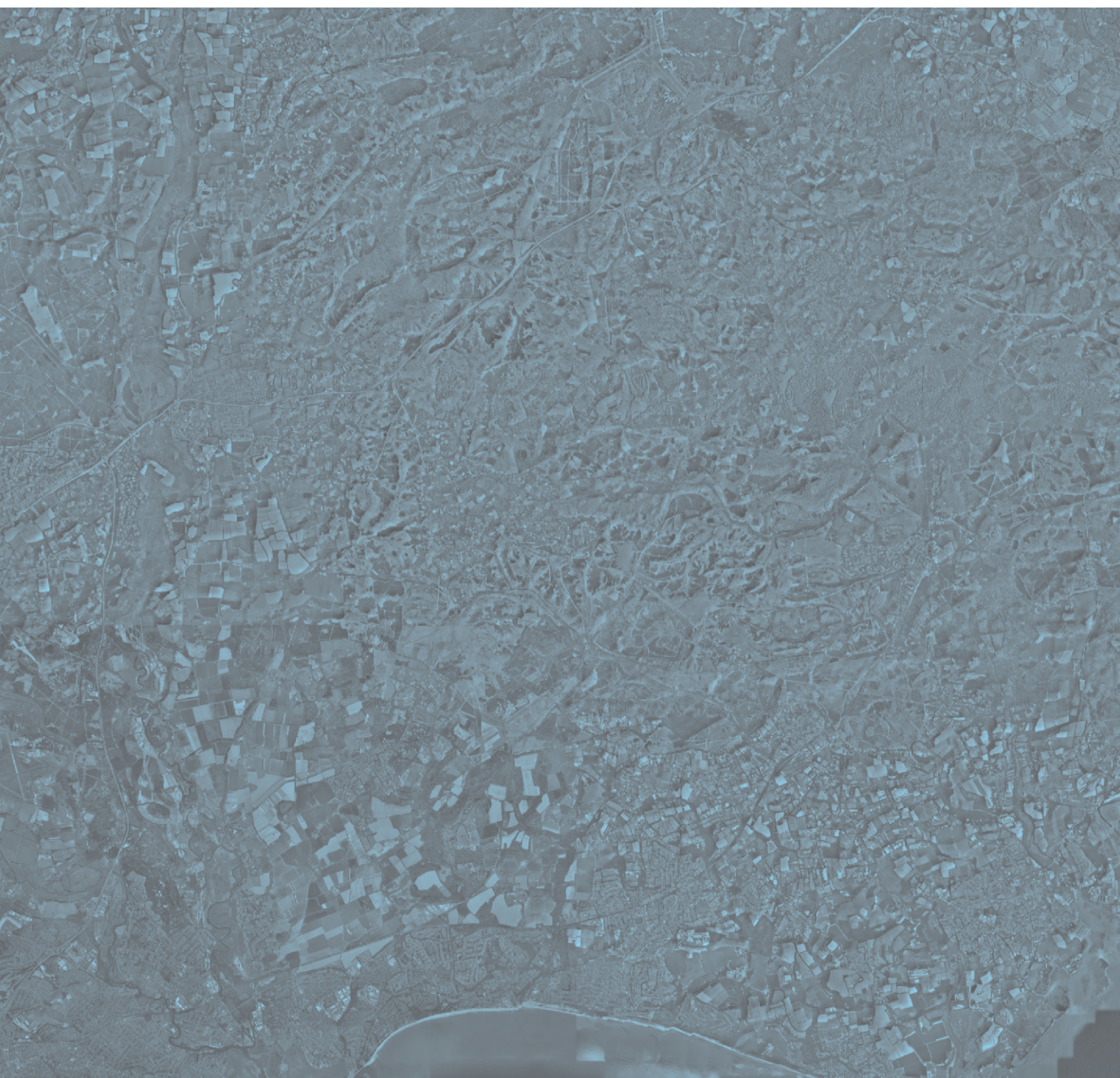


09 IDENTIFIED LAND FOR CONSIDERATION





09 IDENTIFIED LAND FOR CONSIDERATION

Introduction

Having undertaken an analysis of constraints and transportation in sections 6 and 7 respectively, this section examines land that we consider is potentially suitable for development.

Selecting land

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

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

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

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

Stage 1: Refined areas of search

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

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

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

These are:

- Verwood North – Eastern, central and western
- Verwood South - Eastern and western

Stage 2: Site Specific Constraints

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

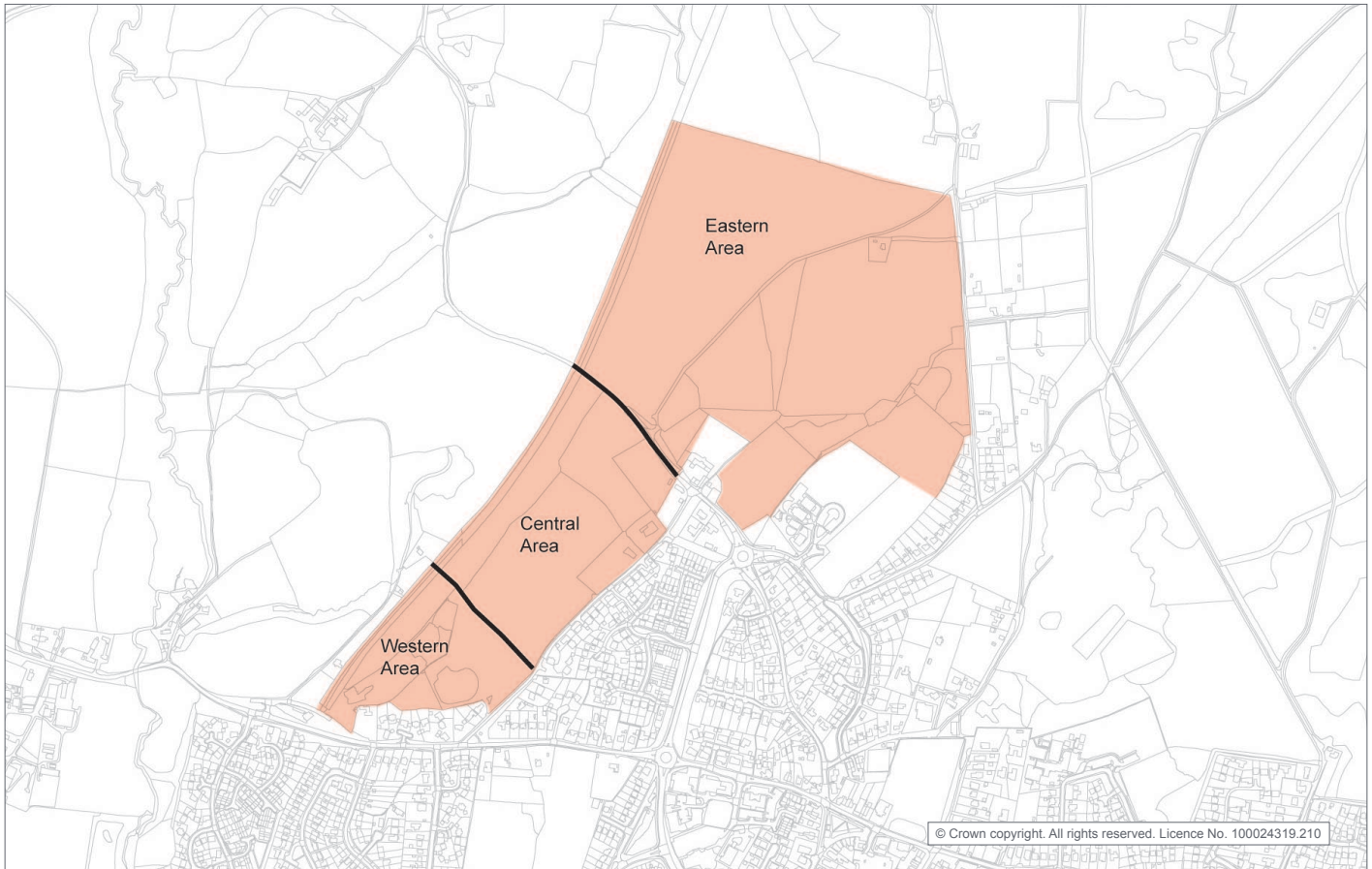
- landscape
- environmental and conservation designations
- land use
- other

Sites considered suitable for development

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

VERWOOD NORTH - STAGE 1

REFINED AREAS OF SEARCH



Area of Search

The area of search covers an area of approximately 43ha and is bounded by Burrows Lane to the east and Station Road to the south. The course of the dismantled railway bounds the site to the west and Edmondsham Road transects the centre of the site. The area consists of rolling countryside and is largely undeveloped.

No coalescence issues are presented by developing any of the areas of search considered. Similarly, all the areas considered are in reasonable proximity to existing facilities in the town.

Refined Areas of Search

The area of search has been broken down into three sub-areas (eastern, central and western). These are illustrated on the attached plans for Verwood North.

They are appraised briefly below:

Eastern sub-area

The sub-area largely consists of land designated as an 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 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.**

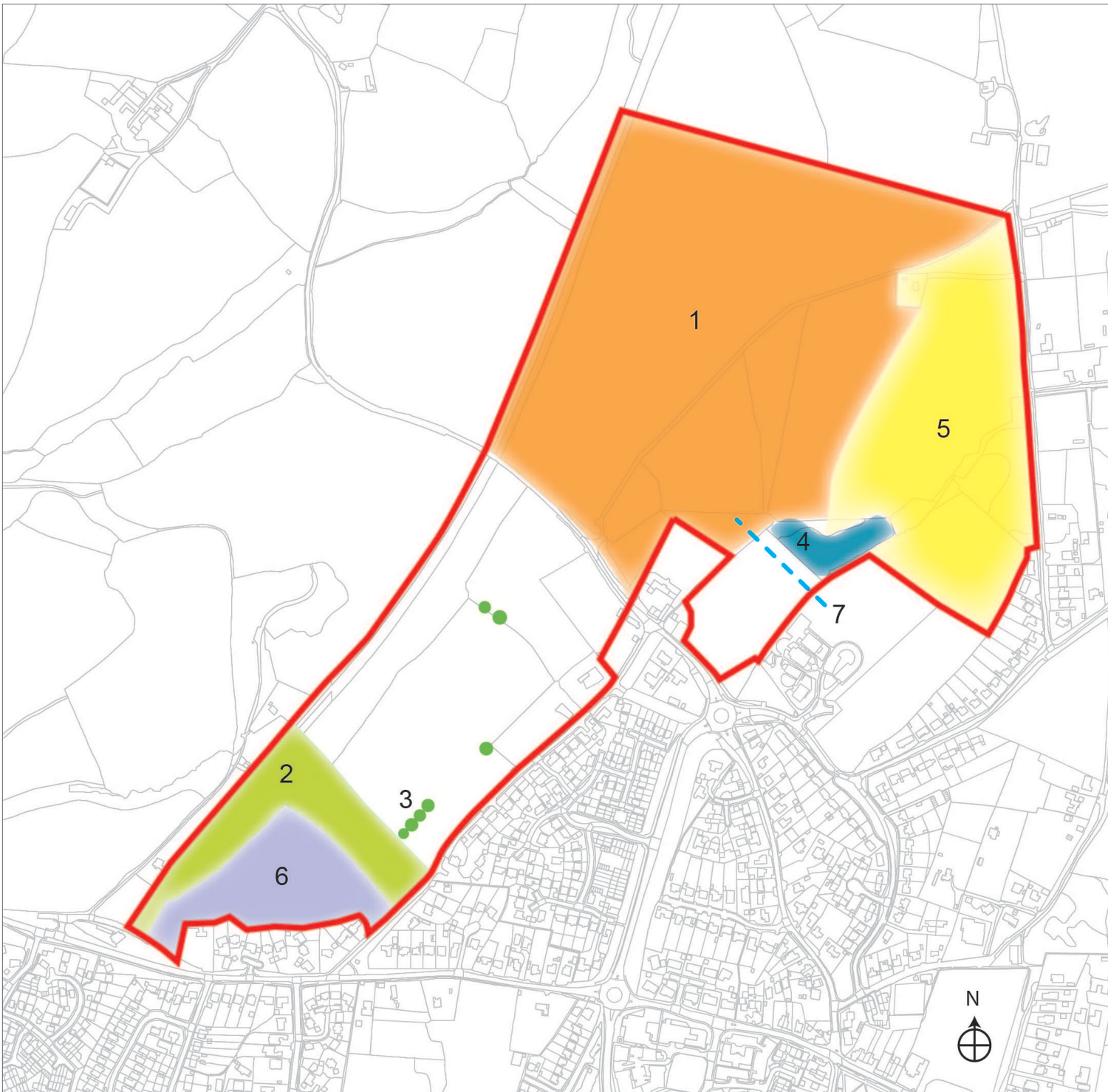
Western sub-area

The western sub-area is largely made up of a SNCI and the remainder is heavily wooded. **This area should not be considered for development.**

Verwood North			
Criteria	Eastern sub-area	Central sub-area	Western sub-area
Location in relation to existing services, facilities and community infrastructure	<ul style="list-style-type: none"> ○ Town centre – Area lies close to the historic town centre however the northern and eastern extremes are the most remote of all the sub areas. ○ Education – Area lies close to two first schools - the western part of the site is adjacent to Trinity First School. The site is not close to a middle school (the closest is at Howe Lane) or an upper school (Ferndown Upper School is the closest, which is not pedestrian accessible). ○ Healthcare – Area lies close to a doctor's surgery and a dentist however the northern and eastern extremes are more remote. ○ Employment – The area is remote from the main employment area to the south east of the site (Ebblake). 	<ul style="list-style-type: none"> ○ Town centre – Area lies close to the town centre. ○ Education – Area lies close to two first schools, particularly Trinity First School. The site is not close to a middle school (the closest is at Howe Lane) or an upper school (Ferndown Upper School is the closest, which is not pedestrian accessible). ○ Healthcare – Area lies close to a doctor's surgery and two dentists. ○ Employment - The area is remote from the main employment area to the south east of the site (Ebblake). 	<ul style="list-style-type: none"> ○ Town centre – Area lies close to the town centre. ○ Education – Similar to the other two sub-areas the western area lies close to two first schools however the area is almost as close to an additional first school and a middle school, both in Howe Lane. ○ Healthcare – Area lies close to a doctor's surgery and two dentists. ○ Employment - The area is remote from the main employment area to the south east of the site (Ebblake).
Transport accessibility	<ul style="list-style-type: none"> ○ Roads – The road is connected to the town centre via the north of Edmondsham Road. ○ Public transport – Given the low frequency of bus services and the distance to the two available stops (500 – 550m), public accessibility is considered poor. ○ Walking – Good accessibility to town centre, approximately 800m away. ○ Cycling – Good cycling distances to the town centre and further afield, for example, employment opportunities at Ebblake. 	<ul style="list-style-type: none"> ○ Roads – The road is connected to the town centre via the south of Edmondsham Road. ○ Public transport – The closest bus stops are approximately 300m from the southern edge and 550m from the northern edge. Public transport accessibility considered reasonable from the southern edge but poor from the northern most edge. ○ Walking – Good accessibility to the town centre through adjacent development to the east, approximately 1000m away. ○ Cycling - Good accessibility through adjacent development to the east. Opportunity for linkage to cycleway along Champtoceaux Avenue. 	<ul style="list-style-type: none"> ○ Roads – The road is connected to the town centre via Station Road. ○ Public transport – The closest bus stops are approximately 300m from the southern edge and 550m from the northern edge. Public transport accessibility considered reasonable from the southern edge but poor from the northern most edge. ○ Walking – Good accessibility to the town centre through adjacent development to the east, approximately 1000m away. ○ Cycling - Good accessibility through adjacent development to the east. Opportunity for linkage to cycleway along Champtoceaux Avenue.
Wider environmental and conservation designations	<ul style="list-style-type: none"> ○ Heathland – Easterly part of the site lies within 400m of heathland. ○ SSSI – There are no SSSI sites within the area but several in close proximity to the east and further south. ○ SNCI – There are no SNCI sites within the area but several in close proximity to the east and further south. ○ AONB – No part of this area is covered by AONB. ○ AGLV – Majority of the site is designated as AGLV. ○ Watercourses – No rivers run through this area. ○ Conservation – The area is not covered by a Conservation Area. There is a Scheduled Ancient Monument close to the site (Stephen's Castle). 	<ul style="list-style-type: none"> ○ Heathland – Not within a 400m heathland buffer zone. ○ SSSI – There are no SSSI sites within the area. ○ SNCI – There are no SNCI sites within the site but two in close proximity – one within the western sub area and one to the west (outside the area of search). ○ AONB – No part of this area is covered by AONB. ○ AGLV – Entire area is covered by an AGLV designation. ○ Watercourses – No rivers run through this area. ○ Conservation – The area is not covered by a Conservation Area. 	<ul style="list-style-type: none"> ○ Heathland – Not within a 400m heathland buffer zone. ○ SSSI – There are no SSSI sites within the area. ○ SNCI – Largely made up of SNCI and remainder is heavily wooded. ○ AONB – No part of this area is covered by AONB. ○ AGLV – Entire area is covered by an AGLV designation. ○ Watercourses – No rivers run through this area. ○ Conservation – The area is not covered by a Conservation Area. There are two Listed Buildings to the west of the site, outside the boundary.
Coalescence	<ul style="list-style-type: none"> ○ No coalescence issues. 	<ul style="list-style-type: none"> ○ No coalescence issues. 	<ul style="list-style-type: none"> ○ No coalescence issues.
Conclusions and recommendations	<p>The area largely consists of land designated as AGLV and the easterly part of the site lies within 400m of heathland. The area opens out into the wider countryside, with no natural edge however it does have good pedestrian accessibility to the town centre. It is considered that the urban fringe has already been comprised by the development of Trinity School, which provides the potential for some infill and contained development either side.</p> <p>Given the constraints, only land close to the urban edge of the settlement should be considered appropriate for development.</p>	<p>The area is covered by an AGLV designation however it is naturally constrained by Eastworth Road and the disused railway track to the west which helps form a natural edge to the town. Provides an opportunity for an improved gateway to the town from the west.</p> <p>This area is considered suitable for development.</p>	<p>Largely made up of SNCI and remainder is heavily wooded.</p> <p>This area should not be considered for development.</p>

1. Distances are measured from the potential site access therefore actual distance to dwellings within the site would be higher. Distance is measured along the existing road network/ Rights of Way.

VERWOOD NORTH - STAGE 2 SITE SPECIFIC CONSTRAINTS





The majority of the central sub-area and the urban edges of the eastern sub-area were considered appropriate locations for further consideration. The bullet points (number referenced to the attached plan) identify land areas within these locations that we consider are unsuitable for development.

Landscape

1. The AGLV area should largely be retained. It largely comprises uncontained, open and gently undulating countryside which forms a key strategic structural landscape element. The two exceptions to this comprise firstly the area along the urban edge between Trinity School and the residential property north of the junction between Edmondsham Road and Eastworth Road. This parcel of land is contained to the east and west by built form and to the north by a relatively strong tree belt. The second area should comprise the land south of Edmondsham Road, which is contained by the urban area to the east and the disused railway line to the west.
2. The heavily wooded area in the western sub-area between Eastworth Road and Brickyard Lane should be avoided.
3. The significant tree line and landmark trees within the central sub-area would need to be retained and incorporated into any development.
4. There is a significant tree cluster to the north of Trinity School which helps contain the parcel of land to the south. This tree cluster should be retained and act as a northern edge to development.

Environmental and conservation designations

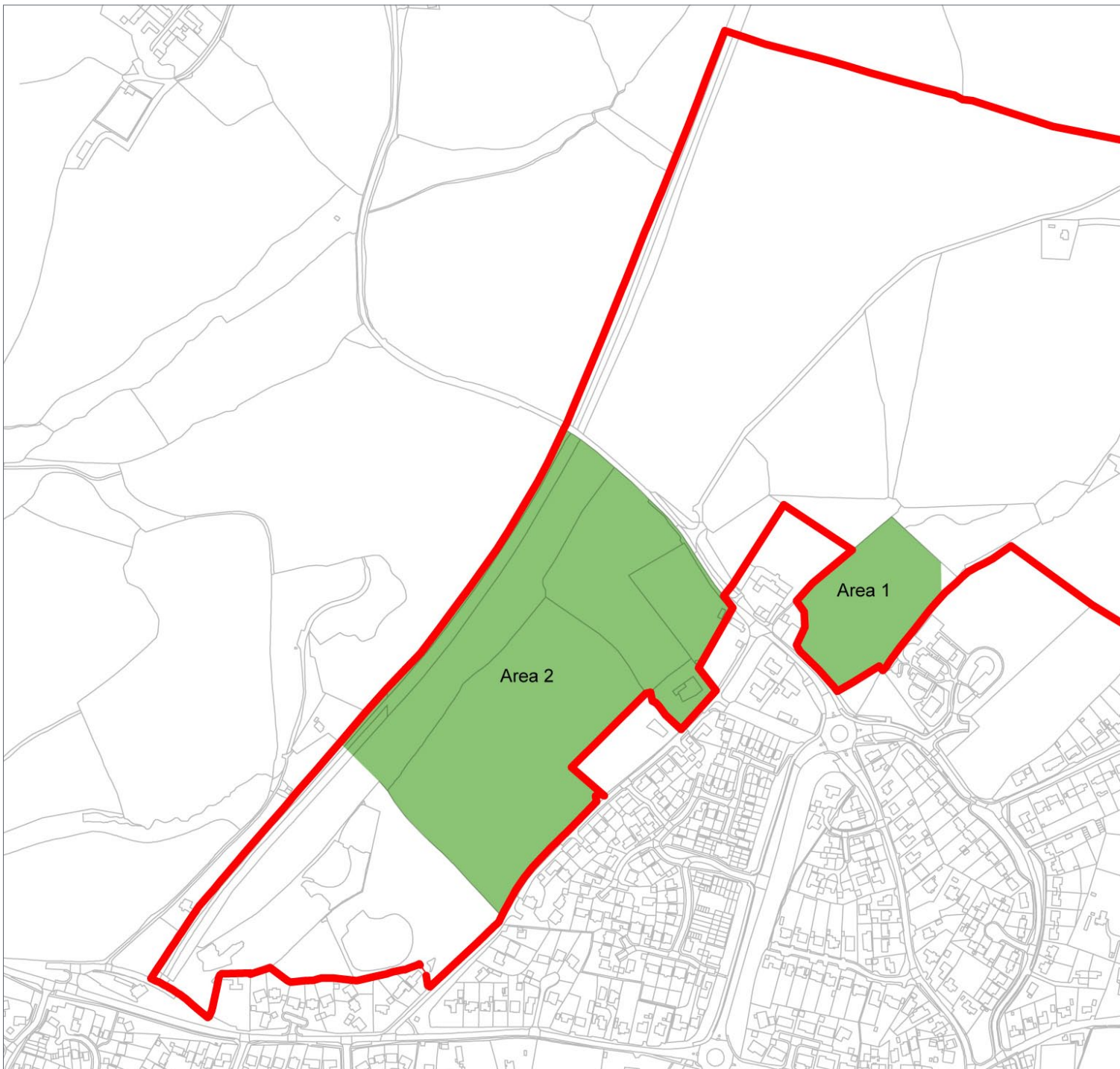
5. The area within 400m of heathland should be discounted.
6. The area of SNCI should be discounted.

Other

7. A power line cuts the top of the area to the west of Trinity School. However, we understand that this is unlikely to restrict development on the site and could be divided / undergrounded without major cost implications.

VERWOOD NORTH

SITES CONSIDERED SUITABLE FOR DEVELOPMENT





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

1. Land west of Trinity School
2. Land west of Eastworth Road

This is shown on the (left) plan

Site by Site - Issues for Consideration

1. Land west of Trinity School

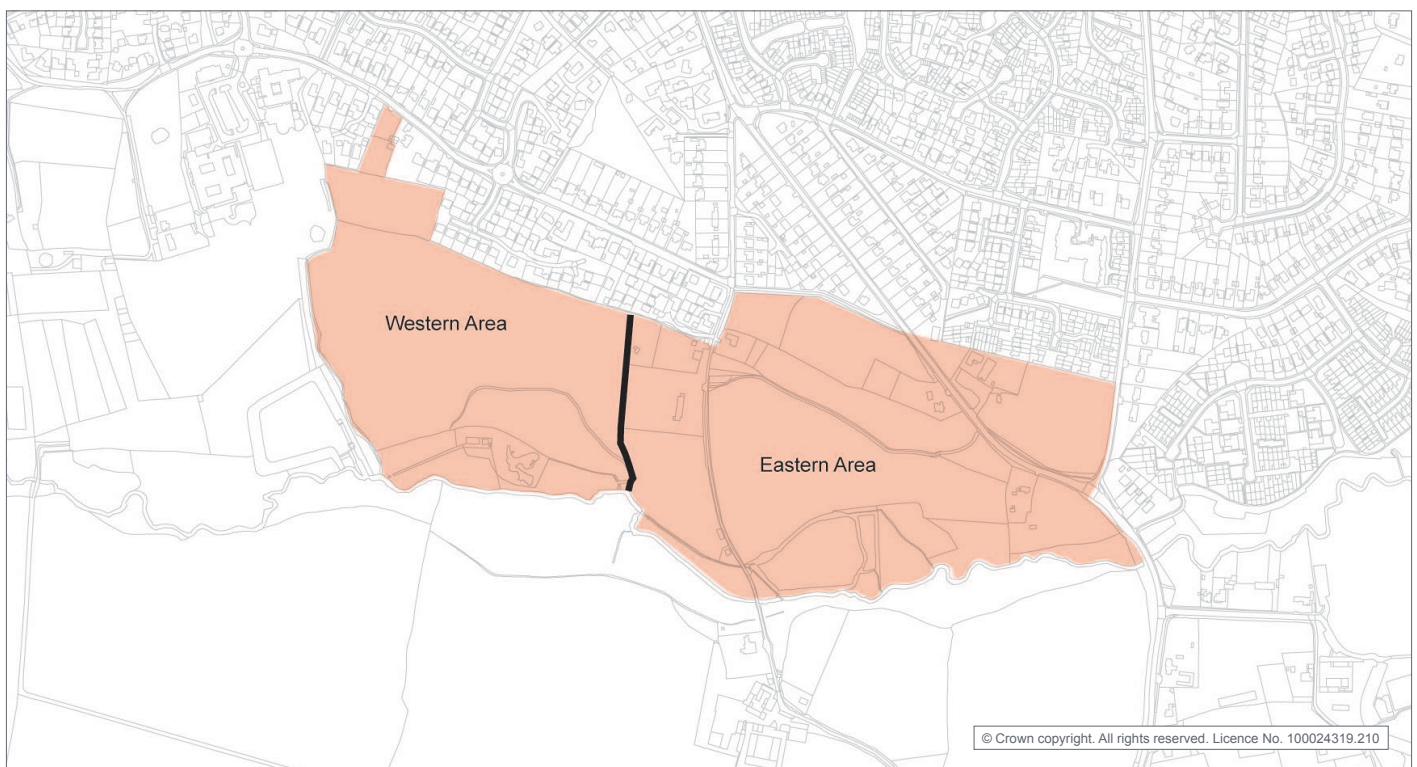
- The site should be considered for housing.
- Development should be restricted to the road side field parcel which is naturally buffered by existing woodland to the north and built form to the east and west.
- Vehicular access may be possible to the north of Edmondsham Road. Alternative access may be possible via existing access west of Eastworth Farm.
- The power cable running across the site will have to be carefully incorporated, realigned or buried underground.
- SANGs could be provided to the north of Edmondsham Road.
- Likely to be archaeological deposits and detailed surveys would be required.

2. Land west of Eastworth Road

- The site should be considered for housing.
- There is a significant tree line across the eastern part of the site and several landmark trees to the north which would need to be incorporated into the development.
- Primary access may be possible to the south of Edmondsham Road.
- The play space adjacent to the site should be retained and become a central area between the existing and new development.
- SANGs could be provided to the north of Edmondsham Road.
- Likely to be archaeological deposits and detailed surveys would be required.

VERWOOD SOUTH - STAGE 1

REFINED AREAS OF SEARCH



Area of Search

The area of search covers an area of approximately 27ha and stretches east from Verwood Church of England First School and Emmanuel Middle School up to and including the Potterne Hill area - a small (1 ha) remnant of dry recently restored heath with secondary woodland edge.

The River Crane bounds the area of search to the south and Howe Lane/Summer Fields bounds the site to the north. The area is largely semi enclosed fields and is mostly undeveloped, though there are a number of residential buildings within including St Michael's Cottage and Oak Tree Cottage, which are listed. Parts of the site are used as horse paddocks.

No coalescence issues are presented by developing any of the area of search considered. Similarly, all the areas considered are in reasonable proximity to existing facilities in the town.

Refined Areas of Search

The area of search has been broken down into two sub-areas (eastern and western). These are illustrated on the attached plans for Verwood South (above).

They are appraised briefly below:

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

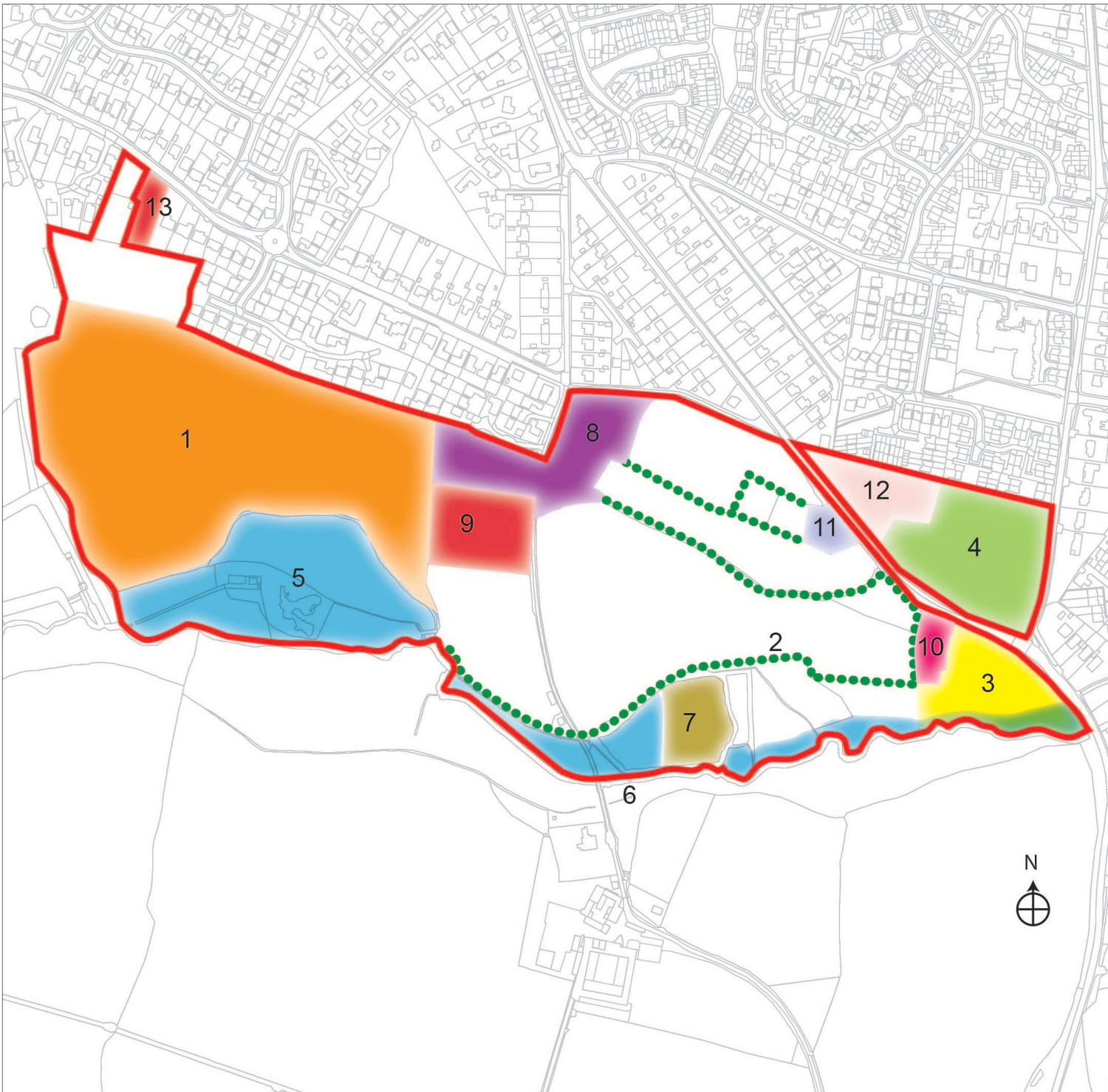
covered by TPOs) and a SNCI. The area also includes a parcel of land that lies within 400m of the heathland. However, there are large areas that are unconstrained. **The majority of the land south of Manor Road should be considered for development.**

Western sub-area

The western sub-area consists largely of wooded heath and areas of SSSI. A small compact area to the north west of the sub-area presents the only development opportunity. Oak Tree Cottage, in close proximity to the site, is a listed property and would need to be safeguarded. **Only the land south of Howe Lane and west of Summer Fields should be considered for development.**

Verwood South		
Criteria	Eastern sub-area	Western sub-area
Location in relation to existing services, facilities and community infrastructure	<ul style="list-style-type: none"> o Town Centre – Reasonable distance to large supermarket and town centre (approximately 1200m). o Education – Good accessibility to first and middle schools on Howe Lane. No upper school at present. o Healthcare – Area lies close to doctors and dentist. o Employment – Area is reasonably close to main employment area to the east of the site (Ebblake) and the closest of all the areas considered. 	<ul style="list-style-type: none"> o Town Centre – Reasonable distance to large supermarket and town centre (1200m). o Education – Very close to first school and middle school. o Healthcare – The most remote of all the areas to healthcare facilities – just within preferred walking distance (1-1.2km) to doctors and dentist. o Employment – In reasonable proximity to main employment area. The second closest of all the areas considered to Ebblake Industrial area.
Transport accessibility	<ul style="list-style-type: none"> o Roads – Access to the town centre via Manor Road. o Public transport – Reasonable, with two bus stops within approximately 300m of the north west part of the site and a similar distance from the south-east. o Walking – Pedestrian accessibility is reasonable to some facilities (Morrison's) and good to some (First school). o Cycling – A number of cycle routes in vicinity of the site and the area is relatively flat, including linking into the town centre and Ebblake Industrial estate. In addition, a number of off-road cycle routes. 	<ul style="list-style-type: none"> o Roads – Limited to potential access adjacent to Howe Lane. o Public transport – Poor with closest bus stops north of the site, approximately 850m away from the area. o Walking – Good access to first school and reasonable to large supermarket. Relatively poor access to other land uses. o Cycling – A number of roads in the vicinity of the area designated as cycling routes, linking into the town centre and Ebblake Industrial Area. In addition, a number of off-road cycle routes.
Wider environmental and conservation designations	<ul style="list-style-type: none"> o Heathland – the south-east part of the site is within 400m heathland buffer. o SSSI – River Crane, a SSSI, bounds the site to the south. Additional SSSI close to the site (Holt and West Moors). o SNCI – Potterne Hill, SNCI, a Local Nature Reserve, is located within the north eastern part of the site. Additional SNCI is close proximity to the site. o AONB – No part of the site is covered by AONB. o AGLV – No part of the area is within this. o Watercourses – The River Crane bounds the site to the south. o Conservation – The area is not covered by a Conservation Area. There is a Listed Building on the boundary, within the western sub area. There are additional Listed buildings within close proximity to the site. 	<ul style="list-style-type: none"> o Heathland – The area has a 400m heathland buffer running along part of the eastern edge of the site. o SSSI – River Crane, a SSSI, bounds the site to the south. Additional SSSI close to the site (Moors River). o SNCI – Homers Wood, SNCI, is located in the southern part of the site. o AONB – No part of the site is covered by AONB o AGLV – No part of the area is within this. o Watercourses – The River Crane bounds the site to the south. o Conservation – The area is not covered by a Conservation Area. There is a Listed Building within the area. There are additional Listed buildings within close proximity to the site.
Coalescence	<ul style="list-style-type: none"> o No coalescence issues. 	<ul style="list-style-type: none"> o No coalescence issues.
Conclusions and recommendations	<p>Area consists of semi-enclosed fields, a number of existing properties, important tree belts and a SNCI. The area also includes a parcel of land within 400m of the heathland. Despite these constraints, large parts of the site are unconstrained.</p> <p>The majority of the land south of Manor Road should be considered for development.</p>	<p>The area consists largely of wooded heath and areas of SSSI.</p> <p>Only land to the south of Howe Lane and west of Summer Fields should be considered for development.</p>

VERWOOD SOUTH - STAGE 2 SITE SPECIFIC CONSTRAINTS





A large portion of the eastern sub-area, south of Manor Road and a small area in the western sub-area, south of Howe Lane are considered appropriate locations for further consideration. The bullet points (number referenced to the plan left) identify land areas within these locations that we consider are unsuitable for development.

Landscape

1. The area of wooded heath should be discounted.
2. Significant tree line and landmark trees within the eastern sub-area would need to be retained and incorporated into the development.

Environmental and conservation designations

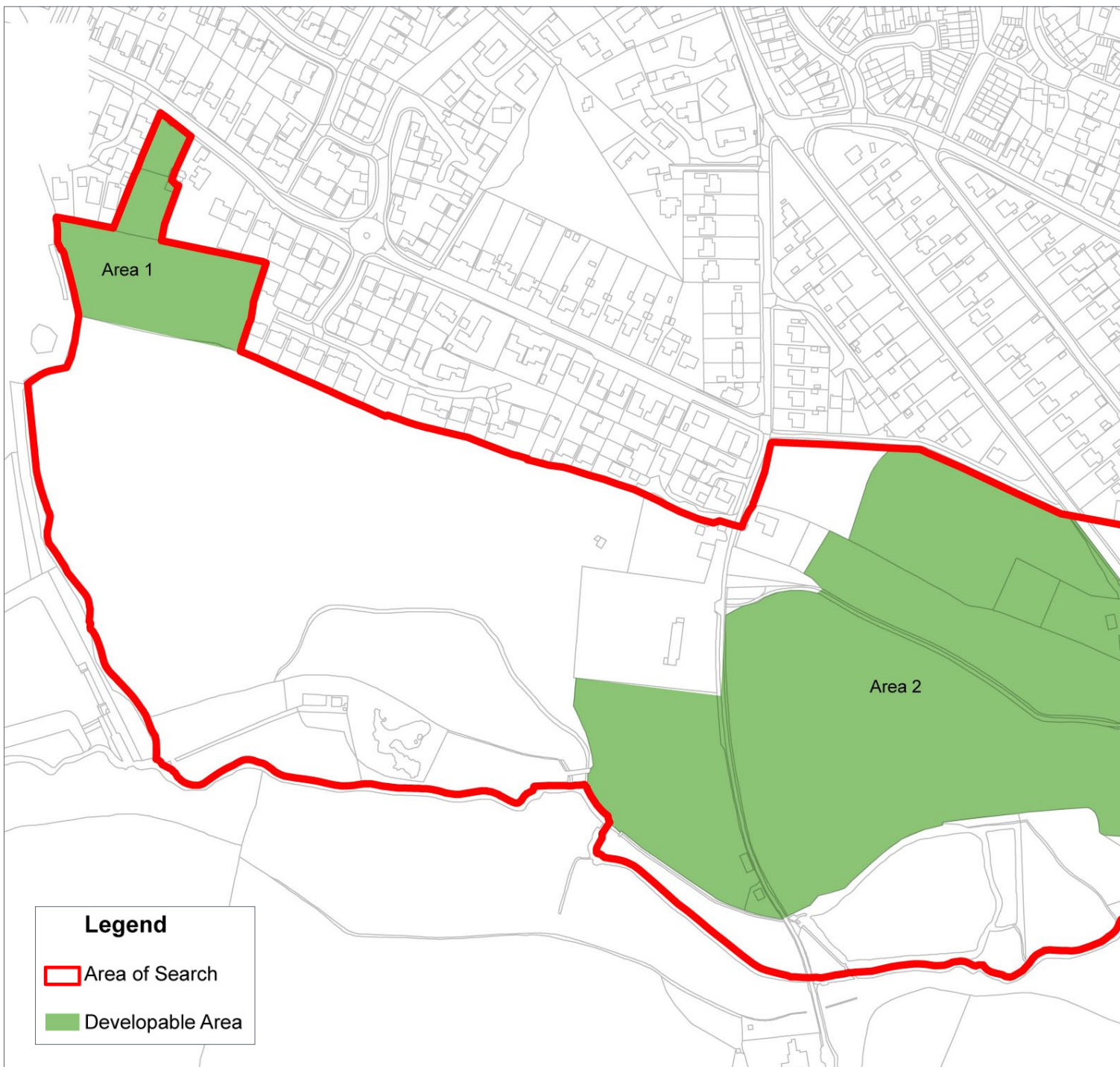
3. This area is within the 400m buffer of heathland and should not be considered for development.
4. The area of SNCI should be discounted.
5. The area of SSSI should be discounted.
6. The area within Flood Zone 3 should be discounted.
7. The ponds (Flood Zone 2) should be discounted.

Land Use

8. St Michael's Cottage, a listed building, and the wooded areas should be discounted.
9. Cranebrook Manor, an existing property, should be avoided.
10. The existing properties to the south of Manor Road (above the 400m heathland boundary) should be discounted.
11. The existing properties south of Manor Road should be avoided.
12. The existing properties north of Manor Road, next to the SNCI, should be avoided.
13. Oak Tree Cottage, a Listed Building, needs to be safeguarded.

VERWOOD SOUTH

SITES CONSIDERED SUITABLE FOR DEVELOPMENT





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

1. Land south of Howe Lane
2. Land south of Manor Road

This is shown on the attached plan

Site by Site - Issues for Consideration

1. Land south of Howe Lane

- This site could be considered for housing.
- The site is suitable for low density housing in keeping with surrounding development, possibly replicating the existing street pattern of Summer Fields.
- Difficult to achieve satisfactory safe vehicular access from Howe Lane, access may be better from Summer Fields.
- Access would need to respect large existing trees if taken from Howe Lane.
- Land ownership issues would have to be resolved if access was to be taken from Summer Fields.
- Potential for archaeological deposits in the area.
- Setting of adjacent Listed Building, Oak Treet Cottage, needs to be safeguarded.

2. Land south of Manor Road

- This site should be considered for housing.
- The site has a number of sensitive boundaries, including a SNCI to the west and wooded heath to the east, requiring careful consideration.
- Significant tree lines run through the site which would need to be retained and enhanced.
- Several Tree Preservation Orders (TPOs) are present across the site and should be retained.
- The setting of the listed building, St Michael's Cottage, would need to be respected and incorporated into the development.
- Access points to the east of the site via Manor Road would be preferable for a number of reasons including width available near St Michael's Road/ Howe Lane.
- Potential for area to the south to deliver semi-natural circular walks (River Crane).
- Environment Agency flood maps indicate that the flood outlines are constrained to the area around the watercourse, however, further investigation would be required to confirm this at a later date.
- Likely to be archaeological deposits in the area and detailed surveys would be required.

TOTAL DEVELOPMENT AREAS

This section concludes with a total development area figure for each location. The development area figure incorporates only those areas that will be developed for housing and directly associated uses (including access roads within the site, private garden space, car parking areas, incidental open space, landscaping and children's play). :

Verwood North	11.07 ha
Verwood South	9.26 ha



Verwood North