



Dorset Council Local Plan



Ferndown and West Parley 2021 Consultation Summary of Responses

January 2023



Dorset
Council



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1. Ferndown and West Parley

1.1. Introduction

Separate identity of West Parley & Ferndown

West Parley Parish Council

- West Parley and Ferndown should be treated separately. The village of West Parley is separate constitutionally from Ferndown, having its own boundaries, own Council and separate Dorset Councillor. West Parley has all the elements of a self-contained village – churches, village hall, pubs, recreation ground, sports ground, shops. The topography of West Parley is also different. West Parley has a sense of community that is strikingly different from Ferndown. The greenbelt areas were in place to prevent urban sprawl of town. The plan and could be seen as manipulating the public perception to look at the 2 distinct areas as one.

Paragraph 11.1.3

West Parley Parish Council

- There is no reference to the ‘scattering of ancient barrows’ that are also of archaeological importance within West Parley.

1.2. Vision

Paragraph 11.2.1

Turley on behalf of Wyatt Homes

- We note and support the vision and the development strategy for Ferndown and West Parley.
- We consider that the allocation of the Dudsbury Golf Course site and its subsequent development as ‘Dudsbury Park’ would bring significant and valuable contributions towards the realisation of the Vision for the settlement by the end of the plan period.

1.3. Development Strategy

Paragraph 11.3.1

West Parley Parish Council

- West Parley becoming a retail ‘District Centre’ is questionable however forms part of the already granted planning as part of policy FWP5 (West Parley Village Centre Scheme). Given the congestion already at Parley Cross, with the volume of proposed development in the area, the increase in traffic will far outweigh any highways improvements, and therefore the approved development is likely to have a negative net effect. More queues at Parley Cross, which will only deter the potential customers from attending the suggested ‘district centre’.

Cala Homes

- Supports the recognition that Ferndown/West Parley is an inherently sustainable location within the functional area. As such it is an ideal location to deliver more homes, redress affordability and deliver a more balanced mix of housing (90% owner-occupied).

Paragraph 11.3.2

The Ferndown & Uddens Business Improvement District

- The Plan underplays the importance as significance of the existing Ferndown & Uddens Industrial Estates and the role the new allocation at Blunts Farm can plan in achieving the high value jobs required by the vision and strategy for economic growth.
- In 7.3.5 the plan noticeably fails to identify the importance of the Blunts Farm and Cobham Gate allocations instead choosing to focus on the Dorset Innovation Park and sites within Bournemouth, Christchurch and Poole. The estates:
 - are the largest industrial development (Ferndown and Uddens) in Dorset as is recognised in paragraph 11.1.5 (page 41);
 - are sited close to the centre of the conurbation with direct access to the A31 and motorways to the South East and Midlands is recognised as the location of choice for the local business sector;
 - are included in the Transforming Cities Fund projects, which will further enhance access to the industrial estates from across the conurbation;
 - provide higher than average GVA employment; and
 - have a considerably higher than average proportion of manufacturing and engineering businesses including major high end international companies such as Ultra, Caterpillar, Superior and Farrow & Ball.

Paragraph 11.3.4

West Parley Parish Council

- Again incorrect reference is made to 320 houses which understates the impact of local development and is misinforming the public as part of a public consultation.

Paragraph 11.3.6

Natural England

- Natural England supports the need for a co-ordinated approach to SANG delivery.

Dorset Wildlife Trust

- Paragraph 11.3.6 sets out the need to provide sufficient informal recreation land through the provision of a strategic network of SANGs for housing developments in Ferndown and West Parley. This is welcomed.

RSPB

- Welcome recognition of the importance of the Dorset heathlands and the need to avoid adverse impacts, including the need for SANGs.

1.4. Policy FERN₁: Ferndown Town Centre

Approach

Ferndown Town Council

- Encourage smaller, independent retailers through provision of smaller retail units.
- Promote a vibrant night-time economy with provision for restaurants, café's, bistro's and micro bars. Discourage takeaway outlets.

- Redesign the pedestrianised area of Penny’s Walk to include provision for a small central green area with seating where people can rest and socialise.
- Ferndown Town Council does not support any attempt to pedestrianise Victoria Road.

Ferndown & West Parley Ward Councillors

- Town centre should remain an integral element of the Local Plan as an essential commercial hub for both residents of Ferndown and its surrounding areas such as West Parley, West Moors, St Leonards and Ferndown Industrial Estate.
- Has the potential to become a vibrant town centre shifting from the traditional ‘high street’ to a mixture of hospitality industries offering a daytime and evening culture, complemented by small boutique shops and service businesses; and
- Review Town Centre Regeneration Plan. Focus on Victoria Road and precinct, including council owned property.

Environment Agency

- Support that this policy will seek to improve opportunities for walking and cycling.

Wessex Water

- Any improvements within town centres must seek to reduce surface water flow from impermeable areas with the use of SuDS providing multi benefits. Existing apparatus must be protected with appropriate easements observed. Any damage to our apparatus by third parties will result in compensation claim

Public response

- Ferndown has quite a number of empty shops already - the plan should prioritise filling those empty spaces before adding additional sites. How do we attract a wider range of businesses to Ferndown? The shops provide very little variety - no-one would come here from out of town unless they needed to visit an optician or estate agent.
- The wording of II. What is this trying to convey. If I am to make a guess it is saying put more residents into a smaller space above commercial properties?
- Pennys Walk precinct in particular should have less emphasis on non retail public services accommodation in favour of opening up more availability of retail space. This would potentially invigorate the town centre as a destination for non food shoppers.
- Town centre should remain an integral element of the Local Plan as an essential commercial hub for both residents of Ferndown and it’s surrounding areas such as West Parley, West Moors, St Leonards and Ferndown Industrial Estate. potential to become a vibrant town centre shifting from the traditional ‘high street’ to a mixture of hospitality industries offering a daytime and evening culture , complimented by small boutique shops and service businesses. Review Town Centre Regeneration Plan. Focus on Victoria Road and precinct, including council owned property.

1.5. Policy FERN2: West Parley enhancement scheme

Paragraph 11.4.5 - Approach

Public response

- Leave as is.
- No map of the enhancements.

- Need more detail to understand what's planned.

Paragraph 11.4.6 - Link Roads

West Parley Parish Council

- The Link Roads for Fern 4 & 5 remain outstanding. Albeit that Fern 4 (east) has received planning permission in part, no applications have been submitted for Fern 5 (west) and the 2 link roads cannot work in isolation.

Public response

- Expansion of link road and upgrading of road regardless of/not linked to development.
- Link roads will be ineffective.
- Any benefits of link road cancelled out by additional housing.

Paragraph 11.4.7 - Improved pedestrian environment

West Parley Parish Council

- The proposed improved pedestrian environment is only on the new development with no proposals for the existing shopping parade, which in essence will create a divide of old -v- new either side of New Road, rather than creating the joined up community that the plan states is required.

Environment Agency

- Support policy which seeks to improve infrastructure for walking and cycling.

Public response

- Pedestrian improvements - only apply to new development.
- Off-road cycleways essential – too dangerous without.
- Need cycle incentive schemes.
- Cycleways of limited relevance – predominantly older population which don't cycle.

Paragraph 11.4.8 - Package of improvements

West Parley Parish Council

- Whilst the improvements to the traffic congestion is welcomed in West Parley, the increase in housing retail, office, recreation to the SANG and expansion of the airport's employment opportunities is likely to create a zero improvement to congestion at best.

Public response

- Road issues will not be resolved by small scale improvements.
- Road improvements will bring more traffic.
- West Parley at capacity for transport.
- Increased congestion from increased traffic.
- Plan should focus on traffic issues in Ferndown area.
- Need HGV restrictions.

Paragraph 11.4.9 - Improved retail offer

West Parley Parish Council

- The link roads contradict the proposal to make the village a retail 'district centre' as the purpose of the links roads is to divert vehicles away from the crossroads which would surely be counterproductive.

Public response

- Size of parade exaggerated.
- Detail of enhanced retail and services missing.
- Is retail expansion needed.
- No room for parking.
- Don't need more shops.
- Review considering changes in shopping patterns.

Eco Composting facility

Environment Agency

- Site is close to Eco Composting facility and proposed waste incineration unit - could be possible amenity issues.

West Parley Parish Council

- Please also factor in, likely increased traffic to the ECO Sustainable site if planning consent for enlargement is given.

Biodiversity

Public response

- Impact on biodiversity.

1.6. Main Development Opportunities

The following sections include summaries of representation received regarding the following policies:

- Settlement wide issues
- FERN3 Green Worlds
- FERN4 East of New Road, West Parley
- FERN5 West of New Road, West Parley
- FERN6 Dudsbury Golf Course, Longham
- FERN7 Land off Angel Lane / north of Ham Lane
- FERN8 Blunts Farm employment allocation, Ferndown
- FERN9 East of Cobham Road, Ferndown Industrial Estate
- FERN10 Land west and south of Longham Roundabouts

1.7. Settlement wide issues

Infrastructure

West Parley Parish Council

- Whilst the draft plan indicates the need for a primary school, there is no reference to infrastructure to be in place for secondary schooling or additional medical provision.

Public response

- General lack of community infrastructure.
- Capacity issues at schools (particularly primary/secondary, no mention of middle and upper schools), doctors, dentists, pharmacy.
- GP surgeries needed to support residential homes.
- There are existing capacity issues at schools (primary and secondary), which will be exacerbated.
- No allowance for secondary school, middle school and school traffic.
- Healthcare facilities such as doctors, dentists, and pharmacies will be overwhelmed and services need to be increased.
- Welfare services will be overwhelmed.
- Will stretch emergency services.
- Longham waste recycling centre with increased traffic queues.

Police

Dorset Police

- Bid for developer funding for the police force.

Highways

Ferndown & West Parley Ward Councillors

- Need to look at re-routing through traffic from Ferndown to Port of Poole through Gravel Hill and place speed and weight limits on Longham Bridge.

Public response

- Support for proposed infrastructure improvements (not traffic related) but need to address amount of traffic using Ringwood Road.
- Improve transport infrastructure before any residential or industrial development.

Public Transport

Go South Coast

- Some benefit in pooling contributions to collectively deliver service improvements from FERN6/7/10.

Graveyard extension

West Parley Parish Council

- There is a need for additional grave space near to All Saints Church and this requirement should be acknowledged. There are currently fields adjoining that would facilitate this use.

1.8. Policy FERN3: Green Worlds

Approach

Public response

- Object to 70 houses.
- Retain existing building and develop around in sympathetic style and layout.
- Increased pressure on services.
- FERN4 has planning permission for more than originally planned. FERN5 housing allocation should be reduced to balance the books or preferably removed completely.

Starter Homes

Ferndown Town Council

- We do not agree that the site should deliver high density housing and consider that the site is a valuable wildlife source. Should be identified as an area for Starter Homes.

Ferndown & West Parley Ward Councillors

- The site should deliver a small-scale development of circa 70-100 'starter homes'.

Public Transport

Go South Coast

- Support. This allocation lies close to service X6 providing hourly connections to Ringwood, Ferndown, Bournemouth and Poole and with other allocations along the route can assist in overall service viability.

SANG provision

Natural England

- Natural England has no objection to the principle of the policy, however, it should be expanded to include mention of the Dorset Heathlands SPD.

Dorset Wildlife Trust

- Include requirement for SANG in text and policy.

RSPB

- No mention of SANG provision.

Wildlife

Public response

- Concern over impact on wildlife.

Paragraph 11.5.4 - Traffic

Public response

- Increased traffic from 70 homes will cause chaos and impact particularly on Trickett's Cross roundabout and increase pollution levels.

Criterion I, Bullet point two - Woodland

Ferndown Town Council

- We do agree that the wooded nature of the site should be preserved and enhanced with existing trees and additional tree planting to preserve the street scene and local amenity.

1.9. Policy FERN₄: East of New Road, West Parley

Paragraph 11.5.6 - Site details

West Parley Parish Council

- Out of date information is being used to underestimate the impact on the area. The actual planning application far exceeds that stated in this plan. up to 386 dwellings (Class C3); upto 1000sqm of retail units (Classes A1-A5); upto 900sqm of offices (Class B1) and upto 2200sqm of foodstore (Class A1).

Ferndown Town Council

- Disagree with allocation of site.

Ferndown & West Parley Ward Councillors

- Fern₄ has planning permission for more than originally planned.

Paragraph 11.5.7 - SANG provision

West Parley Parish Council

- Clarification sought – will the SANG in Church Lane have onsite parking and be accessible to all.

RSPB

- No mention of SANG provision.

Paragraph 11.5.8 - Congestion and traffic

Ferndown Town Council

- Road already at capacity and increased traffic from development will require mitigation.
- All speed limits into and out of Ferndown to be reduced to 30mph.
- Measures to reduce volume of through traffic, particularly HGVs.

West Parley Parish Council

- Properties facing the New Road and the proposed link road should be protected against noise and vehicle fumes.
- Link road should be completed before any occupation.
- All construction traffic should have ease of access to the site to prevent queuing on New Road or Christchurch Road and all site traffic must be on site and not parked in the local vicinity.

Paragraph 11.5.8 - Pedestrian Improvements

West Parley Parish Council

- Pedestrian improvements - only apply to new development, need to link with old development.

Paragraph 11.5.8 - Formal Park

West Parley Parish Council

- Out of date information. The park adjacent to the proposed retail centre was removed in the plans approved by Dorset Council.

Green belt

Ferndown Town Council

- Loss of greenbelt.
- Greenbelt considered an important carbon sink.

Flood risk

Environment Agency

- There is potential surface water flooding within the site.

Ferndown Town Council

- Concerns over flood risk increasing from urban runoff into increasingly swollen river resulting from climate change.

Biodiversity

Ferndown Town Council

- Detrimental impact on wildlife from building.

Light pollution

Ferndown Town Council

- Light pollution.

Public Transport

Go South Coast

- Support with amendments - on major transport corridor, morebus 13 operates in each direction near to the site but no market for expansion at the moment.
- Furthest part of the site 360m from current route and will not need to divert the route if there are good walking routes through the site.
- Developer contribution required for a period of 7 years to be agreed.

Yellow Buses

- The housing allocation for these 470 houses are already in progress.
- This area is served by interurban route 13 operating between Wimborne and Bournemouth every 30 minutes Monday to Saturday daytime.
- It is also served by commuter route 737 linking Bournemouth and local communities to the Airport and Airport Business Park.
- It would be beneficial to see this service enhanced to encourage more journeys to be made by public transport to this employment area.

Criterion II - Green Infrastructure

West Parley Parish Council

- Criterion II second point - Park removed at planning application stage.

Natural England

- Should include details of the size of the SANGs that will be provided, and show them on the Proposals Map. Natural England strongly supports the inclusion of the SANGs in the Stour Valley Nature Park.

Environment Agency

- Pleased to see green infrastructure as part of site. It should be incorporated into the proposed Stour Valley Park. Should include areas of wildlife habitat and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

RSPB

- Support the requirement for SANGS in para II, and the accompanying text in para 11.5.7. The inclusion of specific text re SANGS in this allocation policy should be reflected in all housing allocation policies within the plan.

West Parley Parish Council

- Reference to a park adjacent to the village centre, which was removed by the developer and has been approved by Dorset Council.

Criterion III - Transport and Access

Go South Coast

- FERN4, Criterion II, Bullet point 4 in Fern4 unclear whether improvements to public transport means infrastructure or bus service funding or both - should be amended to provide more clarity.

1.10. Policy FERN5: West of New Road, West Parley

Allocation of site

Ferndown Town Council

- Disagree with allocation of site.

West Parley Parish Council

- Site unlikely to accommodate numbers indicated.
- This is due to the proximity of the site to the iron age hill fort.

Ferndown & West Parley Ward Councillors

- Fern5 housing allocation should be reduced to balance the books or preferably removed completely.

Paragraph 11.5.11 - Heritage

West Parley Parish Council

- Concerns over proximity to Dudsbury Hillfort.

Historic England

- Comparing the wording of the relevant criteria (Heritage Strategy) in the new Local Plan and the adopted Core Strategy, there are some slight differences.

Green belt

Ferndown Town Council

- Loss of greenbelt.
- Greenbelt considered an important carbon sink.

Flood risk

Ferndown Town Council

- Concerns around increased urban run-off into a swollen river as a result of climate change.

Public response

- The area is a flood plain - flooding issues on New Road.

Congestion and traffic

West Parley Parish Council

- The Parish Council ask Dorset Council re-examine the area of land between the airport and the A338, as was originally designated for traffic relief back in the 1980s.

Ferndown Town Council

- Road already at capacity and increased traffic from development will require mitigation.
- All speed limits into and out of Ferndown to be reduced to 30mph.
- Measures to reduce volume of through traffic, particularly HGVs.

Public response

- Concern with proposed new link road and additional traffic issues.
- Query how the route to Ferndown for pedestrians and cyclists can be made safe.
- Longham roundabout at present is unsafe for pedestrians, two lanes of traffic coming from Canford Bottom and cars are entering the roundabout at 40mph at times.

Public Transport

Go South Coast

- Support this policy subject to comments in relation in FERN4.

Yellow Buses

- See comments submitted to FERN4.

Biodiversity

Ferndown Town Council

- Detrimental impact on wildlife from building.

Light pollution

Ferndown Town Council

- Detrimental impact on light pollution.

Criterion VI - Green Infrastructure

Natural England

- Should include details of the size of the SANGs that will be provided and show them on the Proposals Map. Natural England strongly supports the inclusion of the SANGs in the Stour Valley Nature Park.

Environment Agency

- Pleased to see green infrastructure as part of site. It should be incorporated into the proposed Stour Valley Park. Should include areas of wildlife habitat and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

RSPB

- Welcome and support the requirement for SANGS provision in FERN5 Part VI and text at 11.5.9

West Parley Parish Council

- No reference has been made of the need to include a car park at the SANG given the location on a very narrow lane in the village. This was highlighted prior to the plans being submitted.

Criterion VII - Transport and Access

West Parley Parish Council

- The proposal suggests combining the existing shopping parade with the new village centre, however the likely outcome is to drive the long running businesses along Parley Cross parade, out of business and will end up an empty shopping parade as pedestrians use the 'new' side of the centre in favour of the 'old'.

Criterion VIII - Phasing

West Parley Parish Council

- No occupation until link road completed.

1.11. Extension to Land West of New Road (LA/WPAR/oo6)

Release from the Green Belt

Cala Homes

- The site was not released from green belt during the 2014 examination should be released from green belt and be made available for development to allow an extension to the allocated site.
- Within the Green Belt Review all land that is proposed to accommodate future housing, is located within Parcel FE41, with the proposed SANG partially located in FE42.
- The Stage 1 assessment itself notes there are no boundary features along the eastern edge of this parcel, which means that there is no distinction or separation between Parcel FE41.
- Not a defensible boundary as it currently stands. They believe they have demonstrated exceptional circumstances. Submitted landscape, visual and green belt assessment provided.

Viability of link road

Cala Homes

- Extending the extant allocation will also improve the viability of the Link Road being delivered.

Heritage

Cala Homes

- Following their heritage assessment of Dudsbury Hillfort's significance and setting and layout of their proposed extension have sought to minimise any increase in effect as much as practicably possible. Have offered to design site to provide a softer edge to the development by including a link road and prepare a Conservation Management Plan for the hillfort.

SANG & Open Space

Cala Homes

- Extensive areas of SANG and public open space are proposed.

Flood Risk

Cala Homes

- The south-eastern extremity adjacent to the proposed junction with the A347 New Road, is located in Flood Zones 2 & 3.

Pedestrian Links

Cala Homes

- Provides the opportunity to reroute the Stour Way to provide a more direct and attractive route for pedestrians.

1.12. Policy FERN6: Dudsbury Golf Course, Longham

Support

Ken Parke on behalf of Willton Homes Ltd

- We support the allocation of Dudsbury Golf Course as an appropriate location for development having regard to its sustainable location and proximity to principal service centre settlements.

Employment opportunities

Turely on behalf of Wyatt Homes

- The location of the Site, within an easy cycle ride from several large employment areas and the proposed new employment area in Longham, will ensure that Dudsbury Park is a popular choice for those relocating for work.

Loss of Sports facility

Sport England

- Sport England objects to this allocation as it will result in a Golf Course. Paragraph 96 of the NPPF is required to be followed. We recommend that Dorset Council engages with England Golf and Sport England to assess the need for the course as a whole or if part of the site should be

retained for golf. As a minimum there should be mitigation for either a partial loss or complete loss of a sports facility.

Public response

- Loss of world class facility.
- Loss of golf course.
- Golf course is one of the few breathing spaces left.

Loss of local employment

Ferndown & West Parley Ward Councillors

- Provides local employment in hospitality and leisure sectors which should be expanded, rather than housing development.

Ferndown Town Council

- Developing the golf course for housing brings no economic benefit.

Public response

- Provides local employment in hospitality and leisure sectors which should be expanded, rather than housing development.

Paragraph 11.5.13 - Site capacity

Turely on behalf of Wyatt Homes

- In relation to paragraph 11.5.13 and clauses I, II and III of draft Policy FERN6, we support the proposed number of dwellings as 'around 700'. This is a realistic capacity for the Site, given the need to sensitively address the constraints presented by the adjacent River Stour and Dudsbury Hill Fort and to allow for significant areas of the Site to remain open and be provided as public open space and SANG.

Paragraph 11.5.14 - Site access

Turely on behalf of Wyatt Homes

- In relation to Paragraph 11.5.14 and clause IV of draft Policy FERN6, we support the proposed access strategy which is consistent with earlier work and engagement.
- Approach will provide a significant benefit in terms of easing traffic at the Longham mini roundabouts by spreading the traffic load.
- Agree, the community facilities should be focused on the new link road through the Site, including the access to the site for the proposed first school.

Paragraph 11.5.15 - Open Space

Turely on behalf of Wyatt Homes

- In conjunction with the provision of land for a new primary school, the site would include new outdoor sport facilities including playing fields.

Public response

- Loss of recreational area.
- Where are assurances for proposed green space.
- Retain green space.

- Impact on biodiversity on golf course.
- Provides open space supporting the improved health and well-being of people living and working in the area.
- Negative impact on character of the area.

Paragraph 11.5.15 - pedestrian and cycle connections

Turely on behalf of Wyatt Homes

- In relation to paragraph 11.5.15 and clause V of draft Policy FERN6, we agree that the development will provide a range of opportunities to deliver additional and improved pedestrian and cycle connections.
- The site is in a unique position to improve the strategic cycling and pedestrian connections within the Ringwood Road Connectivity Corridor as part of the wider improvements between Poole and Ferndown which are to be funded through the ‘Transforming Cities Fund’.

Paragraph 11.5.15 - SANG Provision

Dorset Wildlife Trust

- The requirements for formal and informal open space including SANG provision, landscape and biodiversity mitigation measures as set out in 11.5.15 and 11.5.19 are welcome. As this site lies adjacent to the River Stour we consider it should be acknowledged as a key feature of the site.

West Parley Parish Council

- SANG and open space should be secured in perpetuity.

Paragraph 11.5.17 - Road alignment

Public response

- Not changing Longham roundabouts junction because of listed church is bad decision.

Paragraphs 11.5.16-18 - Heritage assets

Turely on behalf of Wyatt Homes

- In relation to paragraphs 11.5.16 – 18 and clause VIII of draft Policy FERN6, we support the proposed approach to ensuring that any harm to adjacent heritage assets, including the Hill Fort and Longham Church, is avoided or minimised.
- This includes leaving a significant buffer to be provided as parkland where views leading up towards the wooded skyline of the Scheduled Monument can be enjoyed.
- Pleased to discuss the delivery of further heritage benefits as part of the scheme, including interpretive material to aid understanding and appreciation of the heritage assets.

Historic England

- Historic England advised in 2018 that, in principle, an allocation here would be suitable subject to taking proper account of Dudsbury Hillfort’s (a scheduled monument) elevated setting and the grade II listed church at Longham and their presence in the landscape.
- On this basis, we welcome Policy FERN6’s criteria II and III requiring the preparation of a masterplan with development to be located away from Dudsbury Hillfort and the River Stour.
- We consider that the setting makes an important contribution to the significance of Dudsbury Hillfort. Its visual dominance of the river valley is key element of its significance, so views up to it from the surrounding landscape are important.

- Any development within FERN6 would need to take account of the special qualities of the SM and should not include dense or tall built components along the river frontage or in the eastern half of the area.

Ferndown Town Council

- Protect heritage buildings.

West Parley Parish Council

- Due to the sites proximity to the Dudsbury hillfort and the Girl Guide Camp there must be substantial screening and protection for these areas.
- The effect of the development on the ancient hill fort, needs to be assessed as it is a much greater development than Fern5 which had to be greatly reduced in size due to concerns raised by English Heritage.

Paragraphs 11.5.16-18 - Heritage Impact assessment and masterplanning

Historic England

- We recommend that the Council undertake further heritage impact assessment and masterplanning at this stage to ensure that the site has the capacity to accommodate 700 homes. This should also consider whether the two roads proposed need to take a similar design and setting approach to that required under Policy FERN5.

Paragraph 11.5.19 - Green Infrastructure

Turely on behalf of Wyatt Homes

- In relation to paragraph 11.5.19 and clause X of draft Policy FERN6, we fully support the need for the development to contribute towards the multifunctional green infrastructure network.
- Large parts of the south and east of the Site will remain open and be provided as different types of open space.
- These areas include the opportunity for a strategic-scale SANG ('Stour Park').
- The eastern part of the site will become an attractive parkland landscape ('Dudsbury Common') where views of the Hill Fort and the Stour Valley can be enjoyed.
- Further west community and school playing fields will be provided.
- Further 'green links' and trails would be provided between the above key open space areas.

Dorset Wildlife Trust

- Opportunity should be taken to protect and enhance the ecological value of the river corridor as part of the green infrastructure proposals.
- As the site includes water features, trees and shrubs and rough grassland as well as the river corridor we consider that ecological survey is essential to inform the scope for avoidance /mitigation to protect biodiversity, opportunities for net biodiversity gain on site, and the possible position/design/size of development and open space/SANG to determine the viability of this allocation.

Environment Agency

- Pleased to see green infrastructure as part of site. It should be incorporated into the proposed Stour Valley Park. Should include areas of wildlife habitat and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

RSPB

- Welcomes and supports requirement for development to contribute to the multifunctional green infrastructure network through landscape and biodiversity mitigation measures and the inclusion of formal and informal open spaces.

Public response

- Impact on wildlife and habitats – golf course and Longham Lakes area and surrounding area.
- Provides a gap between Ferndown and conurbation.

Paragraph 11.5.19 - Biodiversity

Natural England

- Natural England objection, further information required.
- The site appears to support permanent grassland.
- No information has been provided regarding the existing biodiversity interests on site.
- In order to ensure the requirement for avoiding harm to priority species and habitats is fully met an ecological assessment of the site should be completed prior to its allocation.
- Given the sites proximity to the heath its value as foraging habitat for nightjar will need to be considered.

Ferndown Town Council

- Impact on protected species.
- Fragmentation of habitats.
- Detrimental impact on wildlife of area.
- Potential ecological network.

West Parley Parish Council

- Landscaping and biodiversity enhancement required.

Ferndown & West Parley Ward Councillors

- Irreplaceable green lung.
- Biodiversity on golf course - wildlife corridors.

Public response

- Irreplaceable green lung.
- Biodiversity on golf course - wildlife corridors.

Paragraph 11.5.19 - Pedestrian and cycle links

Public response

- Welcome reference to improved pedestrian and cycle links.
- Concerns around road safety for pedestrians and cyclists, including access to Holmwood SANG.
- Questions uptake of proposed cycleways due to limited current cycle use.
- Creation of new cycle paths will do nothing to improve traffic flow in the area.
- Pedestrian and cyclist need to be able to move around development as well as gain access to other places from it.
- Delivery of improved cycleways will impact on existing highways network.

Paragraph 11.5.20 - Flood risk

Environment Agency

- New flood risk mapping outlines are available for the Lower Stour (FZ2) and will need to be considered for this site as part of the SFRA. Allocation boundaries and therefore development must be adjusted to remove any land shown within new flood risk outlines. The new outlines cover the southern part of this site.
- Housing targets should be adjusted to reflect the available land. Current flood warnings, asset operation modelling and modelling for future flood risk works to reduce flood risk with climate change are based on level gauges on the Lower Stour. These require further improvement in the Ferndown area, and developer contributions towards this infrastructure should be considered as part of this development.

West Parley Parish Council

- Site is in floodplain.

Public response

- Area floods already – will be exacerbated.
- Climate change could increase flooding.
- Impact of flooding on SANG.

Paragraph 11.5.20 - Surface water drainage

Environment Agency

- Surface water should be retained or held back within the site, where possible. A Sustainable Drainage Systems approach should be considered. However, these should be located and designed to take account of the sensitive SPZ2 in the site, as well as any other flood risk/ ecology/ water quality requirements.

Wessex Water

- Surface water and flood risk strategies must be in accordance with local and national policies.
- There must be no surface water connections to foul sewers.

Ferndown Town Council

- Flooding – increased urban run-off.

Ferndown & West Parley Ward Councillors

- Increased flood risk, urban run-off.

Public response

- Additional urban run-off.

Water and sewage

Wessex Water

- We have no objections to this allocation. Local connections to the foul networks will be subject to application. Sewer network enhancements for this potential allocation will be considered in relation to FERN7 & existing allocations.
- We will require close consultation with the local authority to develop an improvement scheme which matches development phasing and quantum.

Public response

- Old drainage/sewer system overwhelmed during heavy rain.
- Water pressure at a minimum.

Visual intrusion and separate identity from Longham

Turely on behalf of Wyatt Homes

- Whilst the development will be located physically near to Longham, the design, layout and the use of landscaping enhancements will ensure that Dudsbury Park causes only minimal visual intrusion to Longham, respecting the latter's separate identity.

Traffic / Congestion

West Parley Parish Council

- Existing congestion will be exacerbated.

Ferndown Town Council

- Congestion will be exacerbated.
- Air pollution.
- Poor public transport.
- Speed limits down to 30mph in and out of Ferndown town.
- Reduce volume of HGV traffic.
- Local road infrastructure is at capacity- mitigation required.

Public response

- Roads at capacity – congestion will be exacerbated.
- Christchurch Road, Ringwood Road towards Bear Cross and New Road are already extremely busy and become gridlocked as soon as there is a problem anywhere nearby.
- Speed need restrictions through built up area.
- How will New Road bridge cope.
- HGVs – need more restrictions.
- How will Link Road reduce congestion at Longham Roundabout.
- Need sustainable transport strategy.
- Small tweaks to roads after development inadequate.
- Access on to main roads from housing already difficult.
- Need improvements to existing highways.

Longham Bridge

Public response

- Longham Bridge – impact of increased traffic.
- Lack of acknowledgement of need for new bridge and link road from B3073 and A338.

Public transport

Turely on behalf of Wyatt Homes

- The Dudsbury Park development would be able to help to support the viability of existing local bus services by increasing local patronage and, if required, financial contributions towards defined and necessary public transport improvements.

Go South Coast

- Support with amendments - roundabouts cause existing delays.
- supportive of FERN6 delivering primary accesses from Christchurch Road and Ringwood Road.

Yellow Buses

- The X6 inter urban route serves the Longham Roundabouts operating between Poole and Verwood, however the scale of the development at the Golf Course of over 700 houses and the distance from bus stops at Longham Roundabouts is over 400 metres away.
- A new route between Wimborne, Dudsbury, West Parley and the Airport. The danger with a route like this is that until critical masses have been achieved at the new developments and the Airport it may not become commercially viable in the long term.
- An alternative way to serve the Dudsbury site would be to extend a bus route from the conurbation that terminates on the periphery. This could include routes that terminate at Kinson, Bear Cross or Bearwood.
- A one vehicle extension from one of these locations is more likely to be financially sustainable in the long term.

Public response

- Public transport too scarce to be useful.
- 1 bus per hour.

Local services

Turely on behalf of Wyatt Homes

- West Parley will have enhanced retail and local service provision.

West Parley Parish Council

- No readily accessible amenities or services, e.g. essential shops and services.

Ferndown Town Council

- Does not identify or provide infrastructure.
- Not sustainable.

Public response

- Devastating cumulative impact on infrastructure and community.
- Need to travel to Ferndown, Wimborne or Bournemouth for retail and services.
- No infrastructure to support existing and permitted level of development.
- General lack of community infrastructure.
- Services and facilities for young people.
- Shops not accessible by foot or cycle.
- The site is isolated from both Ferndown and West Parley.
- No shops or facilities within walking distance.
- Need less shops.
- Access to employment through bottlenecks.
- Access difficult for older residents and cyclists on sloped development.

Green Belt Study

Turely on behalf of Wyatt Homes.

- We disagree that the level of harm to the Green Belt arising from the release of the Dudsbury Golf Course site. Detailed commentary regarding the purpose, harm, exceptional circumstances, and benefits are supplied.
- We consider that the overall level of harm related to parcel FE43 should be moderate-high.
- We support the site-specific exceptional circumstances that are identified for Dudsbury Golf Course (FERN6) and suggest the required two-form-entry first school should be identified as an additional exceptional circumstance.

Greenbelt

Ferndown Town Council

- Green belt shouldn't be amended.
- Green belt assessment of criteria indicates some areas are high or very high and, as such, building on would be significant harm.
- Provides visible separation of Longham and West Parley.
- Greenbelt provides open space to address the climate emergency and wildlife crisis.
- Any GB boundary changes should not extend beyond the development site to ensure the existing village is not open to further development.
- Countryside surrounding Longham and Hampreston qualifies for retention within the green belt.
- Greenbelt boundary seems to be constantly changing.

Ferndown & West Parley Ward Councillors

- Provides a gap between Ferndown and conurbation.

Public response

- Object to loss of greenbelt.
- Loss of green belt not mitigated by cycleways or SANG.
- Green belt should be protected.
- Loss of greenbelt will result in loss of natural breaks between settlements and separation of Ferndown/Longham and the conurbation will be reduced.
- Using green belt cannot be justified, there are no exceptional circumstances. Meeting housing need is never a reason to cause unacceptable harm.
- Any green belt boundary changes should not extend beyond the development site in order to ensure the existing village is not open to further development.

Delivery

Turely on behalf of Wyatt Homes

- Wyatt Homes would seek to commence delivery of development at the Site within two years of adoption of the local plan and deliver a significant portion of new homes within five years.

Policy - Approach

Turely on behalf of Wyatt Homes

- We consider that the draft policy already includes the most important elements and aspects that must be considered. We do not think that there is anything additional that requires covering.

Criterion II - Masterplan

Turely on behalf of Wyatt Homes

- We support the need for a masterplan, which will be subject to engagement with the local community, including Ferndown Town Council and Dorset Council. Including an appropriate transition of densities of development.

Criterion IV - Longham Roundabouts

Go South Coast

- We are supportive of FERN6 (IV) which aims to relieve the Longham mini roundabouts by offering primary accesses from Christchurch Road and Ringwood Road and we would like seek reassurance on the impact of the development on this over capacity junction.

Criterion VI - Public transport contributions

Go South Coast

- Support FERN6(VI) which states that “contributions will be sought to secure public transport links to the site and surrounding towns” - bus services could become viable here after a period of time. Amendment to policy wording supplied.

Yellow Buses

- The site at Dudsbury Golf Course is not served by public transport. We note point vi contributions will be sought to secure public transport links to the site and surrounding towns.

Criterion VII - Education

Turely on behalf of Wyatt Homes

- The Site is likely to include a new two-form-entry first school.

Ferndown Town Council

- Insufficient provision of new schools.

Criterion VIII

Historic England

- We support the inclusion of criteria VIII. However, we consider that other heritage assets located within close proximity to the allocation should be specifically mentioned in criterion VIII, e.g. grade II listed Hillamsland Farmhouse and the group of grade II listed buildings related to the grade II listed Longham Farmhouse.

Criterion X - SANG

Natural England

- Natural England welcomes the requirement a SANG that is linked to the Stour Valley Park. However, further information should be provided on the minimum size of the SANG required.
- The location of the SANG will also need to be shown on the Proposals Map.

RSPB

- Welcome the requirement for SANG provision in FERN6 criterion X and supporting text 11.5.15.

Additional Criterion - River Stour and Net Gain

Natural England

- An additional clause should be included to require a minimum buffer to, and appropriate enhancement of, the River Stour riparian corridor. In addition the policy should avoid impacts of water quality from urban runoff, maintain the sites mature trees and provide a minimum 10% biodiversity net gain. Suggested wording supplied.

Dorset Wildlife Trust

- We would recommend policy is amended to include a need to protect any priority habitats and water courses and enhance the ecological value of the River Stour corridor.

Additional Criterion - Heritage and Access Strategy

Historic England

- We expect to see a new criterion in Policy FERN6 requiring heritage strategy and access strategy linked to that required under Policy FERN5.

Additional Criterion - New River Crossing

Turely on behalf of Wyatt Homes

- The proposed new river crossing could be considered as part of the policy.

1.13. Policy FERN7: Land off Angel Lane / north of Ham Lane

Paragraph 11.5.21 - Approach

Terence O'Rourke on behalf of Harlequin Homes

- Supports and agrees with review of green belt in this location and the allocation of land for residential development known as Land to the south west of Ferndown (LA/FERN/012).
- Further emphasis should be placed on the positive reasoning for this site including it's contributes to meeting housing need (mix and type), achieving a sustainable pattern of development, options to add to active travel network, enhance quality of accessibility to public open space through SANG (diverting trips away from Heathland SPA), provision of further Heathland Support Area and opportunity to underground overhead power lines.

Pro-vision on behalf of Newmarket Investment Partnership

- Supports in principle the proposed allocation of their land (2ha) located in the south-east corner of the allocation known as Land off Ringwood Road (LA/FERN/015).
- Most of the land allocated in Policy FERN7 falls outside of our client's control however our client is willing to work with the landowners of the remaining land within the allocation to ensure the delivery of a comprehensive and co-ordinated development. We confirm our clients land can be delivered either in isolation or integrate with the wider proposal outside of their control.

Ferndown & West Parley Ward Councillors

- Oppose loss of green space, agriculture, equestrian activities, and footpaths.
- Propose just a small dense development of 80 starter homes on Bluebird Social Club site.

Ferndown Town Council

- Not sustainable.
- No economic benefit.

Public response

- Overdevelopment, especially considering existing allocations and other proposals in the area.
- Oppose loss of green space, agriculture, equestrian activities and footpaths.
- Propose just a small dense development of 80 starter homes on Bluebird Social Club site.

Retail Use & site capacity

Pro-vision on behalf of Newmarket Investment Partnership

- An illustrative masterplan demonstrates potential for approximately 20 dwellings, land for retail development, alongside play space and pedestrian and cycle links as well as the retention of the existing social club.
- Our client has received interest from an international supermarket chain (Aldi) for a new store in this location. It is necessary for a sequential test to be undertaken to confirm that there are not any sequentially preferable sites for a new supermarket and other retail use.

Site boundary & Care Home

Terence O'Rourke on behalf of Harlequin Homes

- Request the site is extended to include parcel adjacent to Big Copse to assist with site viability.
- Request the site is extended to include parcel adjacent Ringwood Road for a Care Home.

Paragraph 11.5.22 - Dorset Heathlands

Natural England

- Given the close proximity of the allocation site to Ferndown Common there is a danger that easy pedestrian routes through to the Common may increase access from the development, increases that would not be negated by a SANG because of the proximity and attractiveness of Ferndown Common. There are potential routes to the Common both along rights of way and permitted access routes. Thorough examination of development layouts will be needed to establish whether this issue can be adequately addressed through design. It will also be important that the capacity for the allocation to deliver an appropriate sized and attractive SANG is determined prior to its allocation.
- Further, any proposal at this location should enhance the ecological connectivity along the eastern and northern boundaries of the allocation. Offsite measures to enhance the ecological link Ferndown Common to the Big Copse SNGI should be encouraged.

RSPB

- The northern edge of this allocation lies within the 400 m Dorset heathlands buffer. We welcome acknowledgement of this and support the statement that this area is not suitable for development.

Paragraph 11.5.22 - SANG provision

Terence O'Rourke on behalf of Harlequin Homes

- SANG to be provided in Stour Valley with heathland support area between development and Ferndown Common, requiring a pedestrian/cycle crossing on Ham Lane.

Pro-ision on behalf of Newmarket Investment Partnership

- A comprehensive SANG strategy, including biodiversity assessment and mitigation strategy, can be prepared.

Paragraph 11.5.22 - Biodiversity

Natural England

- The site appears to support permanent grassland.
- No information has been provided regarding the existing biodiversity interests on site.
- An ecological assessment of the site should be completed prior to its allocation.
- Given the sites close proximity to the heath its value as foraging habitat for nightjar will need to be considered.

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Dorset Wildlife Trust

- ERN7, at its northern extent, lies less than 400m from the internationally important heathland site Ferndown Common and is a proposal for 400 homes. Ferndown Common is already under intense pressure from surrounding housing on all but its south and south-westerly sides, is heavily used for recreation and subject to frequent fires
- Additionally, FERN7 lies near to Big Copse (SZ09/016) SNCI, a deciduous woodland with a heath clearing which could come under increased recreational pressure.
- The allocation site has records of protected species including reptiles and bats and features including trees, hedgerows and grassland.

Ferndown Town Council

- Fragmentation of habitats.
- Impact on protected species.
- Detrimental impact on wildlife of area.
- Potential ecological network.

West Parley Parish Council

- A large part of the site is in close proximity to Ferndown Common SSSI which will impact protected species and be contrary to existing policy.

Public response

- Impact on wildlife and habitats – golf course and Longham Lakes area plus.
- Proximity to heathland.
- Concern with disturbance and abuse of the nearby SSSI and woods and stream.

Paragraph 11.5.22 - biodiversity assessment and mitigation strategy

Dorset Wildlife Trust

- A detailed biodiversity assessment and mitigation strategy, including SANG layout is essential to prior to any decision to allocate this site.

- Lack of ecological survey is at appropriate times of year to determine the scope for avoidance /mitigation of priority habitats and protected species on site, opportunities for net biodiversity gain and possible development layout

Paragraph 11.5.23 - Heritage Assets

Historic England

- We note that the East Dorset and Purbeck Areas Landscape and Heritage Study Stage 1 Report (2021) raised concerns about the potential for harm to two scheduled monuments (Dudsbury & Belle Vue Barrow and their settings, non-designated archaeology, and the settings of the Hampreston Conservation Area and the grade II* Church of All Saints.
- The Stage 2 report drew attention to the high sensitivity of the eastern part of this site owing to the grade II listed Longham United Reform Church and associate Manse and recommended that development be designed to avoid harm to designated heritage assets in closest proximity.

Pro-vision on behalf of Newmarket Investment Partnership

- Any impact of the proposals on the neighbouring heritage assets can be mitigated at the detailed design stage.

Ferndown Town Council

- Protect heritage buildings.

Paragraph 11.5.24 - Site access

Pro-vision on behalf of Newmarket Investment Partnership

- Site access off Ringwood Road (A348) to the east and Ham Lane (B3073) to the south.
- The 'Review of Access Proposals' contains two plans outlining options for the proposed junction layout to service the development.
- Paragraph 11.5.24 and Policy FERN7 Criterion II are inconsistently wording with reference to site access. The first states 'should be' the later states 'will be'.

Public response

- Glissons Road not appropriate to use to access the site.

Paragraph 11.5.25 - Pedestrian and cycle links

Terence O'Rourke on behalf of Harlequin Homes

- Will include a range of green infrastructure provision and new pedestrian and cycling movement routes.

Public response

- Safe routes for pedestrians and cyclists should be included in policy.
- Obsession with cycle routes - new route will barely impact as still need car for shopping etc.
- Cycleways will not relieve congestion.
- More cycling and incentives to not use cars.
- Welcome proposed cycleways but where will it go safely.
- Secondary school too far to walk or cycle, needs a bus.
- Pedestrian access poor.
- No safe crossing points.
- Road safety issues linked to accessing schools.

Green Belt Review

Terence O'Rourke on behalf of Harlequin Homes

- Recommend a comprehensive review of the green belt boundary is undertaken.
- Scheme will achieve compensatory improvements including green infrastructure, improvements to biodiversity and habitat connectivity, enhanced walking and cycle routes, potentially underground power lines and new recreational spaces.

Pro-ision on behalf of Newmarket Investment Partnership

- We agree with the outcome of the Green Belt review, that Parcels FE50 and FE51 should be released from the Green Belt, and exceptional circumstances exist to enable this.

Ferndown Town Council

- Green belt shouldn't be amended.
- Green belt assessment rates some areas high or very high - significant harm.
- Provides visible separation of Longham and West Parley.
- Greenbelt provides open space to address the climate emergency and wildlife crisis.
- Any GB boundary changes should not extend beyond the development site in order to ensure the existing village is not open to further development.
- Countryside surrounding Longham and Hampreston qualifies for retention within the green belt.

Public response

- Green belt should be protected.
- Loss of greenbelt will result in loss of natural breaks between settlements and separation of Ferndown/Longham and the conurbation will be reduced.
- Using green belt cannot be justified, there are no exceptional circumstances. Meeting housing need is never a reason to cause unacceptable harm.
- Any green belt boundary changes should not extend beyond the development site to ensure the existing village is not open to further development.
- Reduce housing numbers and there'll be no need to use green belt.
- Replacing green belt with Suitable Alternative Natural Greenspace (SANG) is double counting.

Infrastructure and site viability

Terence O'Rourke on behalf of Harlequin Homes

- A more detailed draft list of infrastructure requirements should be prepared by officers for discussion and viability testing. The site will make a positive contribution to housing delivery, but will also have some site specific challenges to the financial viability.

Ferndown Town Council

- Does not identify or provide infrastructure.
- Insufficient provision of new schools.

West Parley Parish Council

- No readily accessible amenities or services, e.g. essential shops and services, secondary school.

Public response

- No proper infrastructure to match amount of development.

Traffic / congestion

Ferndown Town Council

- Need 30mph speed limits on all roads in and out of Ferndown.
- Need measures to reduce volume of traffic, especially HGV.
- Air pollution.
- Congestion will be exacerbated.
- Road infrastructure at capacity - changes needed to mitigate increased road movements.

West Parley Parish Council

- Existing congestion will be exacerbated at Canford Bottom Roundabout and Ham Lane, extending to Longham and West Parley.

Public response

- Roads at capacity already and congestion/traffic will be exacerbated.
- Need road infrastructure to relieve existing congestion.
- Already difficult to make right turns across traffic flow – will only be exacerbated.
- Presumed 30mph in residential area will add to congestion.
- Speed limit on all roads all roads in and out of Ferndown should be reduced to 30mph.
- Measures required to reduce volume of traffic, especially HGV.
- Need an alternative route for HGVs.
- No housing until traffic issues addressed.
- Link roads on new estates will not ease congestion.
- Link roads will end up as rat runs.

Longham Bridge

Public response

- Longham Bridge will struggle to cope with additional vehicles.
- Concerns over impact of HGVs on Longham Bridge, which is listed and too small for two HGVs to pass - need a second bridge across the river.

Public transport

Ferndown Town Council

- Poor public transport.

Public response

- Poor public transport, especially in the evenings.
- Need improved public transport directly to Bournemouth and Wimborne and a bus service to secondary school.

Flood risk

Environment Agency

- Modelling of the ordinary watercourses may be required in the SFRA in order to better understand current and future flood risk.

Ferndown Town Council

- Flooding - urban run-off and climate change.

Public response

- Area floods already and will be exacerbated, particularly through additional urban run-off.
- Existing surface water flooding at bottom of Glissons Close.

Surface water

Wessex Water

- Surface water and flood risk strategies must be in accordance with local and national policies.
- There must be no surface water connections to foul sewers.

Water and sewage

Wessex Water

- We have no objections to this allocation. Local connections to the foul networks will be subject to application. Sewer network enhancements for this potential allocation will be considered in relation to FERN6 & existing allocations.
- We will require close consultation with the local authority to develop an improvement scheme which matches development phasing and quantum.

Public response

- There are concerns over whether the waste-water treatment plant at Longham will be able to cope with the number of new homes.

Amenity / Character of Area

Public response

- Significant impact on character of the area.
- Character of village will change overnight.
- May devalue property prices.
- Existing houses will be overlooked, particularly Glisson Close with consequent loss of privacy, including Ham Lane and Angel Lane.
- Existing houses will lose rural views.
- Concern with pollution and noise in the area from additional industrial traffic.

Policy site name

Terence O'Rourke on behalf of Harlequin Homes

- We suggest that the name of the FERN7 site be changed, as Angel Lane does not form part of the allocation and is not intended to be the principal access into the site.
- Recommends that the site allocation be known as 'Land to the south west of Ferndown' or 'Land north of Ham Lane and west of Ringwood Road'.

Criterion I - Land use

Terence O'Rourke on behalf of Harlequin Homes

- Revised wording supplied.

Criterion IV - SANG

Natural England

- Natural England welcomes the requirement a SANG, but without further information about its size and location it is not possible to evaluate the extent that it would mitigate effects on designated heathlands and therefore whether an allocation of 400 houses in this location is sound. It would be an advantage if a SANG were linked to the Stour Valley Park, but these links are not mentioned specifically in relation to the SANG.
- The location of the SANG will also need to be shown on the Proposals Map.
- In addition, on and off-site measures should be secured that enhance the ecological link along the eastern margin of the allocation through to Big Copse and Ferndown Common with potential heathland support areas adjacent to the Common.

Dorset Wildlife Trust

- As rights of way and a permissive path already link to the Common from FERN7 and this allocation site is so close to the heathland, we have concerns over the ability to prevent increased recreational pressure on the Common as required under Policy FERN7 IV.
- The ability to create an effective SANG and prevent easy access to the Common via footpaths from the development should be determined prior to taking this allocation further forward.
- Evidence an effective SANG and other measures are possible, to be certain that this development will not have an adverse impact on Ferndown Common and other heathland sites within 5km of the development.

RSPB

- Welcome the requirement for SANGS provision in FERN7 criterion IV and supporting test 11.5.22. It is particularly important that the SANG for this allocation is close to the site given that the allocation is so close to Ferndown Common.

Additional Criterion - Public transport

Go South Coast

- Support subject to amendments, not currently contributing to good bus services - queries why there is not a similar policy on the Ham Lane/Angel Lane site. Proposed amendments to add another clause.

Additional Criterion - Dorset Heathlands Buffer

RSPB

- The northern edge of this allocation lies within the 400 m Dorset heathlands buffer. This should be stated in the policy itself to give weight to this requirement.

Additional Criterion - heritage assessment

Historic England

- New criterion in Policy FERN7 requiring preparation of a heritage assessment to inform development design to avoid and minimise harm to nearby heritage assets.

Additional Criterion - Biodiversity net gain

Natural England

- The policy should also ensure mature trees are retained and opportunities for biodiversity enhancement secured to meet the minimum 10% biodiversity net gain required.

1.14. Policy FERN8: Blunts Farm employment allocation, Ferndown

Approach

Forestry England (landowner)

- Welcome carry forward of policy from the Christchurch and East Dorset Core Strategy and have been working with consultants on a masterplan for the site.
- It is also noted that Blunts Farm has been identified as a Key site for employment and as such policy ECON1 will apply to the property which we would hope could accommodate part of the site as a solar farm.

Public response

- Vital to the continued expansion of industrial estate to provide high quality employment, and a diverse range of businesses in the area. Need whole site for employment purposes, no exceptional circumstances for use as G&T site; A G&T site will impact adversely on existing businesses and ability to attract new businesses.

Paragraph 11.5.25 - Need for employment land

Ferndown & West Parley Ward Councillors

- Vital to the continued expansion of industrial estate to provide high quality employment, and a diverse range of businesses in the area.
- Need whole site for employment purposes, no exceptional circumstances for use as G&T site.

Public response

- Support development for employment.
- Why do we need this employment provision.
- Do not see need for more industrial use of land.
- Retain land for extending industrial and provide jobs for local people.
- Should maximise opportunities for employment, with small area of nature conservation interest.
- Only limited opportunity for employment use.
- No residential of any kind within industrial setting.
- Air, light and noise pollution.
- Remove Blunts Farm - too close to heathlands, congestion will increase.
- Don't want to be surrounded by industrial estates.
- Create space on existing industrial estates by moving parking to within or under industrial units
- Fern10 will only serve to undermine Fern 8.
- Fern 10 is isolated and in green belt - better to maximise Fern 8.

Paragraph 11.5.26 - Access to A31

Public response

- Needs direct access onto A31 to avoid small junction on Wimborne Road West.

Paragraph 11.5.27 - SNCI

Natural England

- Natural England welcomes the need to protect the SNCI, however, further information is required on the biodiversity interest, including its role as foraging habitats for nightjar. Following this assessment, the areas considered suitable for development should be clearly shown of the Proposals Map, along with the areas retained for restoration to priority habitats.

Infrastructure

Ferndown Town Council

- Infrastructure should be developed on industrial estate side of site.

Traffic / congestion

Ferndown Town Council

- A strategy is needed to eliminate impact of current and additional traffic.
- Concerns over increase in pressure on Stapehill Road between site and BCP - road susceptible to flooding and there's no footway; Make Stapehill Road a no through road, or introduce extensive traffic calming measures

Public response

- Will increase dangerous traffic through Stapehill Road - used as cut through.
- Old Thatch pub junction notorious.
- Should be accessed from Nimrod Way to avoid Uddens Drive which is heavily used to access the Castleman Trailway.
- Exacerbate congestion.
- Additional traffic and noise would be excessive.
- Existing industrial and business development already overwhelms local & strategic traffic routes.
- Increased traffic from FERN 8 & 9, combined with residential development will seriously exacerbate congestion and air pollution.
- Need significant new and improved routes for commuters and distribution traffic and strong incentives to reduce the amount of motorised commuter traffic.
- Improve transport infrastructure before any residential or industrial development.
- Implement speed limits.
- Speed too fast for narrow country lane.
- Need for a flyover at Canford Bottom roundabout.

Active travel & Castleman Trail

Public response

- Stapehill Road already unsafe for vulnerable road users - no facilities for cycling or pedestrian.
- Transforming Cities - cycle and pedestrian links between conurbation and Ferndown industrial estates - using Pompey's Lane.

- Actively promote cycling and walking instead of paying lip service.
- Already dangerous for cyclists and pedestrians - no footpath/cycle route.
- implement cycle route along Stapehill Road between the industrial estates.
- Uddens Drive should be protected from an increase in traffic due to its significant use for walkers, riders and cyclists as part of the Castleman Trailway.
- Retain access to Castleman Trailway.
- Uddens Drive should be protected as access to Castleman Trailway.

Biodiversity

Ferndown Town Council

- Development should deliver enhancement to biodiversity and designated sites, not just protect.
- Net gain.

Public response

- Important and valued wildlife site.
- Wildlife will be threatened by development.
- Need substantial buffer to Uddens Drive for amenity, to support Canon Hill South and protect heathland mitigation site, mitigate displaced wildlife and manage drainage.
- Minimise light pollution - used by bats and other nocturnal animals.
- Area in and around proposed site is of nature conservation interest - retain and enhance.
- Whole site should be retained for wildlife and recreation.

Open space

Public response

- Currently a valued recreational space and should be retained for recreation and as open space.
- Protect pedestrians and cyclists on Uddens Way from additional traffic- no footway.
- Retain access to Castleman Trailway.
- Loss of green space resulting from residential and industrial development impact on air quality and exacerbate mental health issues.
- Need more allotments.

Flood risk

Environment Agency

- Modelling of the ordinary watercourses may be required in the SFRA to better understand current and future flood risk.

Public response

- Loss of woodland would exacerbate flooding in area.
- Flooding potential in Uddens Drive area.
- Will increase urban run-off where surface water already an issue.

Green belt

Public response

- Changing green belt boundary for industrial units flawed.

Criterion I - Bullet point 2

RSPB

- We welcome the requirement to protect the Moors River System SSSI in this policy. However, DC should consider including a requirement to maintain nitrate neutrality from any employment development at the site. In addition, it should consider a requirement for phosphate neutrality given that the Moors River System is a freshwater ecosystem.

Environment Agency

- We support that this policy seeks to protect the Moors River System SSSI, particularly with the requirement to minimise pollution to the area. We also welcome the retention, protection and enhancement of the nature conservation features on the site.

Criterion I - Bullet point 4

Natural England

- The policy (and Proposals Map) should identify the areas of the allocation that will be protected from development and provide for the long term management of the retained areas with the aim of restoring and enhancing priority habitats.

Dorset Wildlife Trust

- Dorset Wildlife Trust welcomes recognition of the need to retain, protect and enhance the SNCI and the need for significant landscape buffers as worded in the policy. We would wish to see a buffer of habitat between development and the SNCI.
- Amend text to read ‘retention of significant landscape buffers within the northern and western parts of the site and against the SNCI.’

RSPB

- We welcome the requirement to provide a heathland buffer to help protect and expand the habitats of protected species.

Paragraph 11.5.28 - Gypsy, Traveller and Travelling Showpeople site (GT/WIMI/002)

Please note that comments received relating to the proposed Gypsy and Traveller site GT/WIMI/002 can be viewed within the Housing chapter under Policy HOUS12.

Forestry England (Landowner)

- Our future plans do not include the proposed Gypsy and Traveller Site GT/WIMI/002.
- The proposed allocation is according to Fig 123 pitches for Gypsies and Travellers which is 41% more than what is required and therefore we would appreciate it if the allocation for Blunts Farm is removed, as it is unnecessary.

The Ferndown & Uddens Business Improvement District

- The Blunts Farm site is ideally suited to provide additional space to facilitate both the growth of these businesses and the attraction of new businesses offering quality employment.
- The suggestion to allocate part of the site for a Traveller site, even with a protective buffer would significantly threaten the plans underlying proposal for enhanced economic growth through the provision of more quality jobs.

1.15. Policy FERN9: East of Cobham Road, Ferndown Industrial Estate

Approach

Ferndown Town Council

- Support approach.

Ferndown & West Parley Ward Councillors

- Vital to the continued expansion of industrial estate to provide high quality employment, and a diverse range of businesses in the area.

Public response

- Support for allocation.
- Don't need FERN9 – should redevelop existing empty buildings.
- Query the need to extend the industrial estate - Many businesses have folded, many people are working from home, office space requirements are less.
- Is the extension needed? Build on existing parking areas and place parking below ground.
- Vital to the continued expansion of industrial estate to provide high quality employment, and a diverse range of businesses in the area.

Traffic/Congestion

Ferndown Town Council

- A strategy needed to eliminate the impact of current and increased traffic on Stapehill Road.
- Increase in site will create pressure on Stapehill Road - susceptible to flooding and no footway. Suggest Stapehill Road becomes no through road or introduce extensive traffic calming.
- 30 mph should be imposed on Ringwood Road, Wimborne Road, Christchurch Road and Ham Lane east of Stapehill junction.

Public response

- Existing industrial estate places excessive and unreasonable load on transport network - extension and addition will only exacerbate.
- Congestion in the area will be exacerbated, especially Wimborne Road East and Stapehill Road.
- Often divert up Stapehill Road which has no off-road facilities.
- Traffic not sticking to speed limit.
- Speed too fast for narrow country lane.

Active Travel

Public response

- Already dangerous for cyclists and pedestrians - no footpath/cycle route.

Flood risk

Environment Agency

- Modelling of the ordinary watercourses may be required in the SFRA in order to better understand current and future flood risk.

Green Infrastructure

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Biodiversity

Natural England

- The site appears to support permanent grassland. No information has been provided regarding the existing biodiversity interests on site. In order to ensure the requirement for avoiding harm to priority species and habitats is fully met an ecological assessment of the site should be completed prior to its allocation. The assessment should consider both the value of the site's grasslands and network of hedgerows.

Criterion I, bullet point two

Natural England

- The second bullet should include a requirement for the development to be planned to minimise hedgerow loss and deliver sufficient measures to ensure a minimum 10% biodiversity net gain.

1.16. Policy FERN10: Land west and south of Longham Roundabouts

Employment Need

Haskins Garden Centres Ltd

- Haskins Garden Centre is a major employer in this area at Ferndown and have been wanting to improve the facilities at their site for some time but are restricted by the tight Green Belt boundary which cuts through the middle of the Garden Centre site. This alteration will allow them to make significant operational changes and increase the employment opportunities.

Ferndown Town Council

- No need or justification for allocation of green belt as additional employment sites – Ferndown Industrial Estate and Blunt's Farm.

West Parley Parish Council

- The proposal for business use on seems unnecessary given the considerable unused capacity at Hurn Airport and Ferndown industrial estates.

Public response

- No need for additional site – existing capacity at FERN8 & FERN9 – space for expansion and empty units.
- Light industry does not fit with the rural, green space and outlook of the village.
- Need high class mixed work and housing.

Loss of Open space

Public response

- Loss of recreational areas.
- Reduction of green space in area.
- Loss of horse associated facilities for disabled.
- Preserve small green sites.

Paragraph 11.5.33 - Buffer around existing residential area

Public response

- Impact on amenity of residential neighbours from noise and light pollution.

Paragraph 11.5.34 - Longham Lakes

Natural England

- Natural England supports the need for screening along the southern and western margins of the site, which should be used to strengthen the ecological connectivity between Longham Lakes and habitats to the north of the site (i.e. margins of FERN7, Big Copse and Ferndown Common).

Ferndown Town Council

- Site supports wildlife - adjacent Longham Lakes home to 147 species inc protected species.

Public response

- Impact on Longham Lakes as a valued green space.
- Longham Lakes should be retained as focus for leisure and recreation activities as part of Stour Valley Nature Park - Industrial use conflicts with this.
- Adverse impact on open green spaces, including Longham Lakes.
- Impact on wildlife of Longham Lakes and wildlife of other open spaces, including noise and pollution.

Green belt

Ferndown Town Council

- Green belt land is an important carbon storage system

Public response

- Loss of greenbelt.
- Should remain as green belt to help with flood mitigation and maintain character of area.
- No justification to remove from green belt.
- Green belt - separation of Ferndown/Longham and conurbation will be reduced.
- Green Belt land in question is considered an important carbon storage system.

Biodiversity

Natural England

- The site appears to support permanent grassland. The site appears to support permanent grassland. No information has been provided regarding the existing biodiversity interests on site. In order to ensure the requirement for avoiding harm to priority species and habitats is fully met an ecological assessment of the site should be completed prior to its allocation.

Ferndown Town Council

- Industrial lighting will impact bat flight path.

Public response

- Environment assessment required.
- Impact on protected habitats.
- Industrial lighting will impact bat flight path.
- Protected species use the area, e.g. travelling between heath and lakes, bats in stables, all three newt species in vicinity.

Flood risk

Environment Agency

- De-culverting of the watercourse culvert that is running under site should be considered as part of any development.

Public response

- Already floods- exacerbate.
- Flood plain.

Groundwater protection

Environment Agency

- The type of development proposed for this site should be carefully considered due to much of the site being in Source Protection Zone 2 (SPZ2). Appropriate mitigation measures should be put in place, where necessary, to avoid pollution of the water environment.

Public response

- Water table too high for building.

Surface water drainage

Environment Agency

- Surface water should be retained or held back within the site, where possible. A Sustainable Drainage Systems approach should be considered. However, these should be located and designed to take account of the sensitive SPZ2 in the site, as well as any other flood risk/ ecology/ water quality requirements.

Green infrastructure

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Heritage assets

Historic England

- We note that the East Dorset and Purbeck Areas Landscape and Heritage Study Stage 1 Report (2021) raised concerns about the potential for harm to two scheduled monuments (Dudsbury &

Belle Vue Barrow and their settings, no designated archaeology, and the settings of the Hampreston Conservation Area and the grade II* Church of All Saints.

- The Stage 2 report drew attention to the moderate sensitivity of the western part of this site to Hampreston and high sensitivity of the eastern part of this site to the grade II listed Longham United Reform Church and associate Manse.
- It recommended that development be designed to avoid harm to designated heritage assets in closest proximity, and reducing the extent of the allocation.
- We would like to see the heritage sensitivities of the site acknowledged in the supporting text for Policy FERN10. Most importantly, the allocation site contains the grade II White Hart Inn.

Ferndown Town Council

- Protect all heritage buildings.

Public response

- Impact on heritage features.

Heritage impact assessment and masterplan

Historic England

- We recommend further heritage impact assessment and a masterplan are prepared for this site to understand its suitability & capacity for development, appropriate mitigation measures and the need for specific policy criteria to ensure that harm to the significance of affected heritage assets, including the White Hart Inn, is avoided and minimised & enhancements are maximised.

Congestion / traffic

Ferndown Town Council

- Roads already at capacity - changes needed to mitigate increased road movements.
- Air pollution.
- Need 30mph speed limits on all roads in and out of Ferndown.
- Need measures to reduce volume of traffic, especially HGV.

West Parley Parish Council

- Increased volume of large vehicles to the area and put further strain on the narrow Longham bridge.

Ferndown & West Parley Ward Councillors

- Isolated site has none of the advantages or access to the A31 and motorways that Blunt's Farm has.

Public response

- Congested already through whole area- Ham Lane, Longham Bridge which will be exacerbated and not eased by small improvements.
- Reduction in air quality from additional traffic, particularly HGVs.
- Traffic implications have not been considered.
- How will HGVs be restricted to avoid impact on Longham Bridge.
- B3073 and A348 are not suitable for additional traffic, particularly commercial traffic.
- Need major redesign of road network to take traffic away from Ringwood Road and Ham Lane.
- Additional traffic and noise would be excessive.

- Address traffic issues before building.

Active travel

Public response

- Need to address road safety for pedestrians in Ham Lane.
- Must include active travel.
- School crossing for Hampreston school.
- Cycleways and HGVs don't mix.

Public Transport

Go South Coast

- Needs to ensure reduced impact on junction and contribute towards non car access. Proposed amendments to add clause.

Public response

- Only 1 bus per hour to Ringwood via Verwood.
- Need significant improvement in public transport.

Infrastructure

Public response

- Lack of infrastructure.
- Services at capacity - medical and schools etc.
- Needs roads, schools and enhanced gas pressure.
- All infrastructure needs improving.
- Utilities overstretched.
- Isolated site has none of the advantages or access to the A31 and motorways that Blunt's Farm has.

Water and sewage

Wessex Water

- We are unclear as to the exact location of this site.

Amenity/Local character

Ferndown Town Council

- Would change rural character of area completely and impact on access.

Public response

- Over development of Longham and West Parley, changing the character of the village overnight.

Additional Criterion

Natural England

- Should include a requirement to enhance the ecological connectivity and deliver sufficient measures to ensure a minimum 10% biodiversity net gain.

1.17. Omission Sites

Land to the south of Christchurch Road (LA/WPAR/004)

Chapman Lily Planning on behalf of Mr and Mrs Davis

- Land to the south of Christchurch Road (0.5ha) should be released from the green belt and allocated for residential development. The site is well related to the settlement of West Parley.
- The site has an extensive frontage with Christchurch Road providing a suitable access.
- The site is located within flood zone 1 and is not constrained by any Heritage Asset, being situated to the north of the scheduled ancient monument (SAM) but outside of the designated site and wider setting of the SAM.
- The Plan should consider the release of LA/WPAR/004 in the context of FERN6. Once FERN6 is built out it will effectively envelope the site which will nullify role of this part of the green belt.
- The site is therefore both deliverable and developable and presents an opportunity for sustainable development of around 8 dwellings.

Land opposite Dudbury Golf Course (LA/FERN003)

Intelligent Land on behalf of Dudsbury Homes (Ferndown) Ltd

- Land opposite Dudbury Golf Course (1.4ha) should be released from the Green Belt and allocated for residential development for around 40 dwellings.
- The site is close to a range of different services and facilities and access to regular bus services.
- In respect of the Green Belt Review, this site falls within three parcels FE44, FE45 and FE46. The majority of Parcel FE46 is newly created SANG associated with the housing scheme adjoining it to the north however the remaining land is considered suitable for further housing.

Land at Stourbank Nursery, Wimborne

Bloombridge LLP

- The 5ha of land at Stourbank Nursery Wimborne should be removed from the greenbelt and allocated for employment uses. The site is previously developed land, not in the open countryside, is relatively well screened, with no landscape/natural/environmental constraints. It could provide for local, high value, SMEs and would be an alternative to existing sites at Ferndown/Wimborne.

Glenacres Nursery, Wimborne Road West (LA/FERN/005)

Tanner and Tilley on behalf of Jim McIlwain

- Glenacres Nursery, 232 Wimborne Road West (0.7ha) should be released from the Green Belt and allocated for residential development for approximately 21 new homes.
- With reference to the SHLAA– the site is adjacent to the settlement boundary and only just within the Green Belt, with a substantial amount of ‘urbanising’ development within it.
- The benefits of taking forward smaller sites - housing land supply and delivery was highlighted.
- The site well located in terms of access and travel with good access to key services and facilities.
- The site falls within flood zone one and is therefore low risk and development.
- As a brownfield sites, the current nursery impact on the landscape is considered neutral.

- The site does not contain any listed buildings, with the closest being Grade II Listed Holy Cross Abbey to the south-east of the site. There are two bowl barrels classified as Scheduled Ancient Monuments located a short distance to the south-west.
- A full ecological appraisal would also be prepared. There are no TPOs on the site and trees are only present on the southern boundary.
- In respect of the Green Belt Review, the site is assessed under parcel reference CO22 however it is suggested that the site serves no useful purpose and should be released from the Green Belt.
- In summary, Glenacres is an available, suitable, achievable, and viable site for development.

Land adj to David Phipp Showroom between A31 and A347 (LA/FERN/006)

David Phipp House Furnisher Ltd

- Land adj to David Phipp Showroom (0.85ha) should be released from the Green Belt and allocated for a commercial employment site. The site makes a logical extension to the already established commercial activity in its immediate surroundings.
- It has a direct access onto the A347. The land previously had a planning permission for a dwelling, and we believe the foundations were put in, but the building was not completed.
- The only constraint to development of this land is its onerous green belt designation.
- In respect of the Green Belt Review, we agree with the findings for of purpose 1 and 4 for parcel FE26, but strongly contest no's 2, 3 and 5. Specifically in respect of purpose 2, due to its location, this isolated area of land cannot conceivably be seen as preventing any neighbouring towns merging. Secondly, this small area of land can hardly be described as open countryside, it being surrounded by either main roads or built form. The field is bounded by the A31, the A347, a residential caravan park, and our showroom.

Holmwood Park (LA/FERN/010)

Goadsby on behalf of Libra Land Ltd

- Land at Holmwood Park (0.46ha), east of Ringwood Road and north of Woodland Avenue should be released from the Green Belt and allocated for residential development.
- There are no constraints to development, and the infrastructure is already in place.
- The site has no active use but has the potential to accommodate, up to 10 dwellings.
- The site is off a newly constructed road that gives access but has resulted in the land becoming isolated from the grounds of Holmwood House.
- The site was assessed within the Green Belt Review under the site reference FE 48. Except for Purpose 5, which applies to all green belt sites, the Libra site has the lowest contribution to the function of the green belt. Its release from the green belt is therefore commended.

Land East of Cobham Road and Johnson Road (LA/FERN/013)

Goadsby on behalf of Site Developments (Ferndown) Ltd

- Land East of Cobham Road and Johnson Road (4ha) should be released from the green belt and allocated for employment uses.
- Cobham Road connects with the A31. This gives excellent access to the east and west, connecting to other parts of the strategic highway network.
- Except for Purpose 5, which applies to all green belt sites, the land has a low contribution to the function of the green belt. Its release from the green belt is therefore commended.
- Alternative opportunities for employment development at Dorset Innovation Park and Blunts Farm have not come forward.

Wessex Water Depot (LA/FERN/026)

Ken Parke on behalf of Wessex Water

- The site at Little Canford, currently occupied as a depot for Wessex Water, should be allocated for residential development for approximately 100 houses.
- The site is previously developed land. Permitted development rights would allow demolition and replacement of the various buildings with an increase in height.
- Paragraph 145 (g) of the NPPF does facilitate the complete redevelopment of previously developed land including for residential use provided such would not have a greater impact on openness.
- An allocation would deliver a planned development with affordable housing with contributions towards infrastructure.
- The site is suitable, available and deliverable and should be allocated in preference because of its previously developed status.

Land south of Canford Bottom (LA/FERN/027)

Terence O'Rourke Limited on behalf of Pennyfarthing Homes

- Promotes land to the south of Canford Bottom roundabout to deliver a road service area (RSA) given the recognised need for an RSA along the A31 corridor and increasing need for additional areas of electric charging points along the corridor.
- The RSA site could further support parking and café facilities for the proposed strategic SANG, forming part of the proposed and much sought-after Stour Valley Park.
- The site would need to be released from the Green Belt and would benefit from a policy in the DCLP.
- Suggestion that travel facilities, employment, recreation, sustainable living, infrastructure improvements, quicker movement and encouragement to utilise more sustainable forms of travel are not adequately catered for in the plan.
- Without improvement, there will be substantial operational issues arising at the Canford Bottom, particularly on the B3073 Ham Lane approach.

Land at 122 Ringwood Road, Longham (LA/FERN/029)

Ken Parke on behalf of Willton Homes Ltd

- Land at 122 Ringwood Road, Longham (1.17ha) should be released from Green Belt and allocated for residential development alongside the adjacent FERN6 allocation.
- The promoted site is contiguous to the existing urban area of Longham settlement and within walking distance of some services and facilities.
- The current access junction from Ringwood Road which serves Fernhill Care Home also provides access to the promoted site.
- The promoted land does not serve any of the purposes of Green Belt and are enclosed by existing residential development.
- The land is relatively open and free from constraint. There are no issues of flooding or contamination on the site. Suggestion that the sites could deliver between 25-39 dwellings.
- The site would require heathlands mitigation, being within 5km of Dorset Heathlands.
- Boundary screening comprises mature native hedgerow and features a collection of mature trees, whilst providing a defined boundary from the neighbouring Dudsbury Golf Course.

Land at Knole House, Christchurch Road (LA/FERN/040)

A G Jessopp Limited

- Land at the rear of Knole House, West Parley (0.73ha) should be released from the Green Belt and allocated for residential development. The property has a 2 acres garden, a suitable access onto Christchurch Road and excellent access to the SANGs and public footpath network of the surrounding area. We would anticipate the site could provide between 20-30 properties.
- The proposed development of Dudsbury Golf Course in combination with the Angel in Longham will lead to only a small strip of Green Belt remaining which has already been developed i.e the private houses built prior to Green Belt designation. We would suggest that in the event of these allocations are approved the Green Belt designation for the houses along both sides of Christchurch Road should also be revoked.
- Careful consideration would need to be given to the relationship with the neighbouring sites of archaeological interest and properties although this is considered achievable.