

## **Local Plan – Response to Sites**

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## **1. SITES IN COLEHILL**

### **LA/COLE/001 – Cottage Farm**

Proposed Response (2,784 characters)

Under the Government's Guidance on Green Belt, updated 27/2/25, this site makes a STRONG contribution to Green Belt purpose b and should not be released. It is one of the few remaining sites forming the green corridor between Wimborne and Colehill. NPPF 143 states that purpose b of Green Belt is to prevent neighbouring towns merging into one another. NPPF 146 says land should not be released if that would undermine the purposes of the remaining Green Belt.

We are concerned about the risk of flooding to this site as it forms part of the southern escarpment to Colehill and is subject to significant surface water runoff. About a third of the site is subject to 1 in a 1000 year flooding, with many of the boundaries subject to 1 in 30 year flooding, particularly in the south east corner. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding.

We are concerned about the ecological impact of any development. The south and east parts lie within the Existing Ecological Network, and the majority within the Higher Potential Ecological Network, forming part of the green corridor which stretches from Holt Heath to the Stour. The site is immediately adjacent to Bytheway Field SANG and Leigh Common, a nature reserve. The site includes potential priority habitat for woodland, trees and hedgerows, which need to be preserved. Veteran trees and tree groups are an important element of this landscape and should be conserved. The site may contain protected species, and lies partly within the amber risk zone for the Great Crested Newt.

We are concerned about the complete lack of sustainable transport options for this area. The only road access to the site would be via Leigh Lane and then either south via Northleigh Lane over a weak bridge (HRE BTW/74) with an 18 tonne limit, or north via Northleigh Lane, which is twisting and steep in sections. Northleigh Lane is narrow, unlit and has no footways. There are no public transport options, and no footways heading west to Wimborne town centre. There are footpaths heading north or east to Colehill, but these are mostly unlit and the two paths to the north, E36/16 & E36/17, are steep and muddy. Access to shops and schools would mostly be via vehicle. The site is only 240m from Cycle Route 256 on Leigh Road, but to connect with this a new cycle link would be required either passing through the SANG or the Nature Reserve. Route 256 doesn't provide access all the way to Wimborne town centre.

In conclusion we do not think this site qualifies for release from Green Belt.

### **LA/COLE/002 - Canford Bottom & Udden's (east)**

Proposed Response (2,474 characters)

Under the Government's Guidance on Green Belt, updated 27/2/25, this site makes a STRONG contribution to Green Belt purpose b and should not be released. It forms part of the green corridor between Colehill and Ferndown. NPPF 143 states that purpose b of Green Belt is to prevent neighbouring towns merging into one another. NPPF 146 says land should not be released if that would undermine the purposes of the remaining Green Belt.

We are concerned about the ecological impact of any development. The southern boundary lies within the Existing Ecological Network, and about a third of the site within the Higher Potential Ecological Network. The site borders Cannon Hill Plantation to the north and the tree-lined Castleman Trailway to the south east. It includes potential priority habitat for trees and hedgerows, which need to be preserved. The site may contain protected species.

We are concerned about the sustainable transport challenges. The only existing road access to the site would be via Uddens Drive, which is narrow, unlit and has no footways. If site COLE/006 is also developed, then it might be possible to access via that site, but that would require a major road junction on to Wimborne Road West in close proximity to the Canford Bottom roundabout. Pedestrians and cyclists would be able to exit the site using the Castleman Trailway, a public bridleway, which joins Wimborne Road West and provides access to buses and cycle routes towards both Ferndown and Wimborne. However, the site is remote from schools: the nearest First School, Hayeswood in Colehill, is 1.5km away and Ferndown Middle School and St Michael's Middle School in Colehill are both about 2.5km away. So almost all school transport would be via vehicle, much of which would be across the busy roundabout.

The site is adjacent to the A31. If National Highways were to upgrade this section to dual-carriageway and/or construct a flyover at the roundabout, then this is likely to impact the site. The cumulative traffic impact of all the proposed sites near the Canford Bottom roundabout will need to be considered as it is already recognised as the biggest traffic bottleneck in Dorset.

In conclusion we do not think this site qualifies for release from Green Belt.

## **LA/COLE/004, 017, 033 - Land east of Pilford Heath Road**

Proposed Response (2,989 characters)

We are concerned about the risk of flooding from the watercourse running through the western side of the site, much of which is subject to 1 in 30 year flooding event, and with about 2ha subject to a 1 in a 1000 year event. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding.

Surface water runs off developments much more quickly than from undeveloped land. Replacing undeveloped land with hard surfaces is already a major cause of flash flooding in the local vicinity and of more frequent and higher flooding episodes further down the surface water management system, and we are concerned that this would occur at this site. It currently provides natural dispersal of the significant run-off from Cannon Hill in the direction of Pilford Farm and Uddens.

We are concerned about the ecological impact of any development. Much of the centre of the site and the eastern boundary lie within the Existing Ecological Network, and the majority within the Higher Potential Ecological Network, and includes potential priority habitat for trees, hedgerows and woodland, which need to be preserved. COLE/017 is known to contain protected species, probably elsewhere as well.

We are concerned about the complete lack of sustainable transport options for this area, which is mostly situated a long way from any amenities. COLE/004 would be accessed via Heath Close which is about 500m from Colehill First School and the nearest bus stop. It's not clear how sites COLE/017 & 033 would be accessed, the exit onto the A31 via Uddens Drive is dangerous, particularly for turning right, where there have been fatal accidents.

Pilford Heath Road to the west is unadopted, Lonnen Road to the North and Pilford Lane to the east are both narrow, unlit with no footways and remote from the existing community and amenities. All access to shops and schools from these two sites would be via vehicle. There are no cycle routes in the vicinity, and no obvious safe route for cyclists to reach Wimborne town centre.

We think site COLE/004 should be considered separately to sites COLE/017 & 033. Development on COLE/004 would be feasible and agree with the SHLAA assessment. However, we note that outline planning applications have been refused and so confirmed by the Planning Inspector. Pedestrian access to the woodland walks on Cannonhill Plantation from Pilford Heath Road should be preserved.

For sites COLE/017 & 033, given our concerns re flooding, ecology and transport, and given the positioning of these sites on the edge of the existing community out of reach of any amenities, we do not think any development on these sites to be sustainable. Any development on these two sites would also contradict the Draft Transport Plan currently out for consultation which says all new developments must be 'linked to neighbouring areas, schools, services and public transport through safe, direct and inclusive active travel routes'.

## **LA/COLE/006 - Land at Canford Bottom**

Proposed Response (2,695 characters)

Under the Government's Guidance on Green Belt, updated 27/2/25, this site makes a STRONG contribution to Green Belt purpose b and should not be released as it forms part of the green corridor between Colehill and Ferndown. NPPF 143 states that purpose b of Green Belt is to prevent neighbouring towns merging into one another. NPPF 146 says land should not be released if that would undermine the purposes of the remaining Green Belt.

We are concerned about the risk of flooding. Both the centre of the site and the southern boundary are subject to regular surface water flooding, with additional areas subject to 1 in a 1000 year flooding. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding.

We are concerned about the ecological impact of any development. The central section and the southeast corner lie within the Existing Ecological Network, and the majority of the site within the Higher Potential Ecological Network. The site borders the tree lined Castleman Trailway to the southeast and the tree line crosses the middle of the site, along the route of the disused railway line. It includes potential priority habitat for hedgerows, trees and wooded areas, which need to be preserved. The site may contain protected species.

We are concerned about the sustainable transport challenges. The road access would be on to Wimborne Road West. If site COLE/002 is also developed it is likely to need road access through this site, and require a major road junction on to Wimborne Road West in close proximity to the Canford Bottom roundabout. Pedestrians and cyclists would be able to exit the site on to Wimborne Road West and this provides access to buses and cycle routes towards both Ferndown and Wimborne. However, the site is remote from schools. The nearest First School, Hayeswood in Colehill, is 1.2km away and St Michael's Middle School in Colehill about 2.7km away. Ferndown Schools are still further away. So almost all school transport would be via vehicle, across the busy roundabout.

The site is adjacent to the A31. If National Highways were to upgrade this section to dual-carriageway and/or construct a flyover at the roundabout, then this is likely to impact the site.

The cumulative traffic impact of all the proposed sites near the Canford Bottom roundabout will need to be considered as it is already recognised as the biggest traffic bottleneck in Dorset.

In conclusion we do not think this site qualifies for release from Green Belt.

### **LA/COLE/007, 011, 012 - Land at Colehill**

Proposed Response (2,400 characters)

We are concerned about the risk of flooding to the north and west of this site. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding. The site is adjacent to a woodland burial site, so special care must be taken to avoid any changes to the water table.

Surface water runs off developments much more quickly than from undeveloped land. Replacing undeveloped land with hard surfaces is already a major cause of flash flooding in the local vicinity and of more frequent and higher flooding episodes further down the surface water management system, and we are concerned that this would occur at this site.

We are concerned about the ecological impact of any development. Most of the site lies within the Existing Ecological Network, and entirely within the Higher Potential Ecological Network, and includes potential priority habitat for hedgerows, trees and woodland, which need to be preserved. The site may contain protected species, and lies partly within the amber risk zone for Great Crested Newts.

We are concerned about the heritage impact as this site forms part of the Burts Hill / Merrifield Conservation Area ref BHIL, with a number of cob and thatch cottages in the immediate vicinity. Any development must be strictly controlled and sensitively designed to ensure it preserves or enhances the character of the area.

We are concerned about the sustainable transport challenges. Access to the site would be from Greenhill Road and/or Wimborne Road. Greenhill Road is narrow with no footways, Wimborne Road is very busy at peak times. Homes to the south have very little scope for off-road parking; residents park along Wimborne Road reducing it to single track. It has been suggested in the past that the southern strip of the site could be used to provide off-road parking for the residents in this area. Cycle access to Wimborne town centre via Wimborne Road/Rowlands Hill is narrow, dangerous and too steep for most cyclists to attempt safely. Most cyclists would need to take the longer route via Burts Hill, but this is also narrow, unlit and has no footways.

In conclusion we do not think this site qualifies for release from Green Belt.

Note a more specific site name would be 'Land at Greenhill'.

### **LA/COLE/008, 026a - South of Colehill Lane**

Proposed Response (2,443 characters)

We are concerned about the risk of flooding from the watercourse running through the middle of the site, much of which is subject to 1 in 30 year flooding, and with about 3ha

subject to a 1 in a 1000 year event. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding.

Surface water runs off developments much more quickly than from undeveloped land. Replacing undeveloped land with hard surfaces is already a major cause of flash flooding in the local vicinity and of more frequent and higher flooding episodes further down the surface water management system, and we are concerned that this would occur at this site.

We are concerned about the ecological impact of any development. Much of the site lies within the Existing Ecological Network, and most within the Higher Potential Ecological Network, and includes potential priority habitat for hedgerows, trees, woodland and a ditch line, which need to be preserved. The site may contain protected species.

We are concerned about the heritage impact as this site immediately borders the Burts Hill / Merrifield Conservation Area ref BHIL, so development in the southwest corner of the site should be sensitively designed to preserve or enhance the character of the area.

We are concerned about the complete lack of sustainable transport options for this area. The main road access to the site would presumably be via Colehill Lane which is unlit and has no footways. Access could also be available from Little Lonnen which crosses the site, however this is a very steep and narrow single track lane which again is unlit with no footways. The centre of the site is about 750m from the nearest bus stop, shop and St Michael's Middle School, but with no obvious safe pedestrian route to reach these. The site is 1.5km to the nearest First School. Access to shops and schools would mostly be by vehicle, via the accident blackspot at the crossroads by St Michael's church. There are no cycle routes in the vicinity, and no safe route for cyclists to reach Wimborne or Ferndown town centres.

In conclusion, given our concerns re flooding, ecology, heritage and transport, and the positioning of this site on the edge of the community out of reach of most amenities, we think that this site is not suitable for housing development.

## **LA/COLE/009 - Land at Northleigh Lane (South)**

### **Proposed Response (2,001 characters)**

Under the Government's Guidance on Green Belt, updated 27/2/25, this site makes a STRONG contribution to Green Belt purpose b and should not be released. It is one of the few remaining sites forming the green corridor between Wimborne and Colehill. NPPF 143 states that purpose b of Green Belt is to prevent neighbouring towns merging into one another. NPPF 146 says land should not be released if that would undermine the purposes of the remaining Green Belt.

We are concerned about the ecological impact of any development. Most of the site lies within the Existing Ecological Network, and all within the Higher Potential Ecological Network, forming part of the green corridor which stretches from Holt Heath to the Stour. The site lies close to Bytheway Field SANG and Leigh Common, a nature reserve. The site is heavily wooded and includes potential priority habitat for woodland, trees and hedgerows, which need to be preserved. The site may contain protected species.

We are concerned about the complete lack of sustainable transport options for this area. The road access to the site would be via Northleigh Lane which has a weak bridge (HRE BTW/74) with an 18 tonne limit to the south and is twisting and steep in sections to the north. This road is narrow, unlit and has no footways – pedestrians would be mostly advised to

wear hi-viz clothing. There are no public transport options, and no footways heading west to Wimborne town centre. Access to shops and schools would mostly be via vehicle. The site is about 400m from Cycle Route 256 on Leigh Road but, to connect with this, cyclists would have to travel down the narrow and hazardous Northleigh Lane. Route 256 doesn't provide access all the way to Wimborne town centre.

In conclusion we do not think this site qualifies for release from Green Belt.

## **LA/COLE/010 - Land at Northleigh Lane (North)**

### **Proposed Response (2,705 characters)**

Under the Government's Guidance on Green Belt, updated 27/2/25, this site makes a STRONG contribution to Green Belt purpose b and should not be released. It is one of the few remaining sites forming the green corridor between Wimborne and Colehill. NPPF 143 states that purpose b of Green Belt is to prevent neighbouring towns merging into one another. NPPF 146 says land should not be released if that would undermine the purposes of the remaining Green Belt.

We are concerned about the risk of flooding to this site as it forms part of the southern escarpment to Colehill, is subject to significant surface water runoff and has watercourses running through the site. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding.

Surface water runs off housing developments much more quickly than from undeveloped land. Replacing undeveloped land with hard surfaces is already a major cause of flash flooding in the local vicinity and of more frequent and higher flooding episodes further down the surface water management system, and we are concerned that this would occur at this site.

We are concerned about the ecological impact of any development. The northeast part lies within the Existing Ecological Network, and much of the site lies within the Higher Potential Ecological Network, forming part of the green corridor which stretches from Holt Heath to the Stour. The site includes potential priority habitat for hedgerows, trees, scrubs and an active ditch, which need to be preserved. The site has not been used intensively for agriculture and is likely to be of high botanical value. The site may contain protected species.

We are concerned about the complete lack of sustainable transport options for this area. The road access to the site would presumably be via Northleigh Lane, which has a weak bridge (HRE BTW/74) with 18 tonne limit to the south and is twisting and steep in sections to the north. This road is narrow, unlit and has no footways. There are no public transport options, and no footways heading west to Wimborne town centre. Access to shops and schools would mostly be via vehicle. The middle of the site is about 900m from Cycle Route 256 on Leigh Road but, to connect with this, cyclists would have to travel down the steep and narrow Northleigh Lane. Route 256 doesn't provide access all the way to Wimborne town centre.

In conclusion we do not think this site qualifies for release from Green Belt.

## **LA/COLE/013 - Land North of Wimborne Road West**

Proposed Response (2,969 characters)

Under the Government's Guidance on Green Belt, updated 27/2/25, this site makes a MODERATE contribution to Green Belt purpose b which means it could be released for development. It does form part of the green corridor between Wimborne and Colehill, but could be developed sensitively to avoid the loss of visual separation.

We are concerned about the risk of flooding to this site as it forms part of the southern escarpment to Colehill and is subject to significant surface water runoff. The south part of the site is particularly prone to flooding, with a quarter of the site in Flood Risk Zone 2, subject to flooding 1 in a 1000 years or less event. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding.

Surface water runs off housing developments much more quickly than from undeveloped land. Replacing undeveloped land with hard surfaces is already a major cause of flash flooding in the local vicinity and of more frequent and higher flooding episodes further down the surface water management system, and we are concerned that this would occur at this site.

We are concerned about the ecological impact of any development. The west side of the site lies in the Higher Potential Ecological Network, forming part of the green corridor which stretches from Holt Heath to the Stour. The site is immediately adjacent to Bytheway Field SANG. The site includes potential priority habitat for hedgerows, trees, ditch, woodland and scrub, which need to be preserved. The site may contain protected species.

We are concerned about the heritage impact on the Grade 2 listed building Leigh House ref 1323531, which lies immediately on the southwest corner of the site. Any development in the proximity must be designed sympathetically and leave a vacant strip of land to the east of Leigh House.

We are concerned about the sustainable transport challenges. The site is adjacent to Leigh Road which includes a bus service. However, the access road would need to pass through the area that floods and avoid the gas compound to the south east. It would presumably join Leigh Road close to the recently constructed traffic light controlled junction, which would need to be re-designed. This exit to the south would connect with Cycle Route 256 on Leigh Road, but this doesn't provide cycle access all the way to Wimborne town centre. It is unlikely pedestrians would want to use this southerly route to reach schools, as it would be 1.5km to reach Hayeswood First School. A more direct route c900m long for pedestrians, cycles and other wheeled transport to reach the school would require construction of a new access path through the SANG to connect with Churchmoor Road.

## **LA/COLE/014 - Land off Willow Drive**

Proposed Response (2,103 characters)

We are concerned about the potential heritage impact, with two Bronze Age Barrows near the northern boundary, ref's MDO5710 & MDO5711, and two more possible Bronze Age Barrows in the centre of the site itself, ref's MDO40779 & MDO40780. There are also a number of other historic trackways and boundary features recorded. Any development will need to be carried out sensitively to avoid any impact to these archaeological sites.

We are concerned about the ecological impact of any development. Parts of the site to the west and north lie in the Higher Potential Ecological Network, and the site is bordered by



Cannon Hill Plantation. The site includes potential priority habitat for hedgerows and trees, which need to be preserved. The site may contain protected species.

We are concerned about the sustainable transport challenges. The only current access to the site is via Willow Drive, a quiet road with just 6 houses that joins Canford Bottom in the middle of a tight bend. It is likely that this junction will need to be re-designed to accommodate a significant increase in traffic, potentially requiring a mini-roundabout or traffic-light junction. For cyclists to reach either Cycle Route 256 towards Wimborne or the newly constructed cycle track towards Ferndown they would have to travel south down Canford Bottom which is not a cycle friendly route. Route 256 doesn't provide access all the way to Wimborne town centre. A link should be provided to the Castleman Trailway which passes the northeast corner of the site. The cumulative traffic impact of all the proposed sites near the Canford Bottom roundabout will need to be considered as this is already recognised as the biggest traffic bottleneck in Dorset.

The centre of the site, around the possible Bronze Age Barrows, should be left undeveloped and become either a SANG or village green.

## **LA/COLE/016 - Land south of Leigh Road**

Proposed Response (1,823 characters)

We are concerned about the risk of flooding. Two thirds of the site to the south lies in Flood Risk Zone 2, subject to flooding 1 in a 1000 years or less event. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding.

We are concerned about the ecological impact of any development. It includes potential priority habitat for hedgerows, trees and a ditch, which need to be preserved.

We are concerned about the heritage impact. A section of Roman Road, scheduled monument 1018028, lies on the western boundary and may extend across the site. Any development will need to be carried out sensitively to avoid impacting on this archaeological site.

We are concerned about the sustainable transport challenges. The site is elongated and currently has no obvious road access other than via Old Ham Lane at the eastern end. Another access point would be required to provide vehicle, cycle and pedestrian access to Leigh Road and public transport. This could then connect with Cycle Route 256 on Leigh Road, but this route doesn't provide cycle access all the way to Wimborne town centre. The site is remote from schools. The nearest First School, Hayeswood, is 1km away and St Michael's Middle School about 2.5km away. Most school transport would be via vehicle.

The site is adjacent to the A31. If National Highways were to upgrade this section to dual carriageway, then this is likely to impact the site. The cumulative traffic impact of all the proposed sites near the Canford Bottom roundabout will need to be considered as it is already recognised as the biggest traffic bottleneck in Dorset.

In conclusion, given our concerns re flooding, ecology, heritage and transport opportunity for development is extremely limited.

## **LA/COLE/028 - 92-120A Wimborne Road West**

Proposed Response (1,512 characters)

We are concerned about the employment impact if this site were to be developed for housing. It is one of very few existing employment sites within Colehill, and building homes on this site this would contradict para 6.2.3 in the Draft Local Plan which says 'The focus of the Local Plan's employment strategy will be on protecting the important existing employment sites'. NPPF 111 says 'Planning policies should support an appropriate mix of uses across an area', it would be perverse to allow such a valuable employment site to be removed.

We are concerned about the risk of flooding with the western half of the site subject to surface water runoff. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding.

We are concerned about the sustainable transport challenges. The site would connect with Cycle Route 256 on Leigh Road, but this route doesn't provide cycle access all the way to Wimborne town centre. The site is remote from schools. The nearest First School, Hayeswood, is 1km away and St Michael's Middle School about 2.5km away. Most school transport would be via vehicle.

The cumulative traffic impact of all the proposed sites near the Canford Bottom roundabout will need to be considered as it is already recognised as the biggest traffic bottleneck in Dorset.

In conclusion, we think this site inappropriate for housing development.

Note a more accurate name would be '98-120c Wimborne Road West', as 92 is a residential property and not included in the proposed area.

## **LA/COLE/034 - Land at Leigh Road**

Proposed Response (2,907 characters)

Under the Government's Guidance on Green Belt, updated 27/2/25, this site makes a STRONG contribution to Green Belt purpose b and should not be released. It is one of the few remaining sites forming the green corridor between Wimborne and Colehill. NPPF 143 states that purpose b of Green Belt is to prevent neighbouring towns merging into one another. NPPF 146 says land should not be released if that would undermine the purposes of the remaining Green Belt.

We are concerned about the risk of flooding to this site as it forms part of the southern escarpment to Colehill and is subject to significant surface water runoff, and has a watercourse running through the east side of site. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding.

Surface water runs off developments much more quickly than from undeveloped land. Replacing undeveloped land with hard surfaces is already a major cause of flash flooding in the local vicinity and of more frequent and higher flooding episodes further down the surface water management system, and we are concerned that this would occur at this site.

We are concerned about the ecological impact of any development. The west, north and northeast parts lie within the Existing Ecological Network, and much of the site lies in the

Higher Potential Ecological Network, forming part of the green corridor which stretches from Holt Heath to the Stour. The site is immediately adjacent to the Bytheway Field SANG. The site includes potential priority habitat for woodland, trees and hedgerows, which need to be preserved. The site may contain protected species, and lies partly within the amber risk zone for Great Crested Newts.

We are concerned about the lack of sustainable transport options for this area. There are no public transport options, and no footways heading west towards Wimborne town centre. There are 2 footpaths heading north to Colehill, E36/16 & E36/17, but these are mostly unlit, steep and muddy. Currently the only viable access roads for vehicles, pedestrians and cycles lie to the east, Hayeswood Road and Olivers Road. These roads would allow pedestrians to reach Hayeswood & Colehill First Schools, but access to shops would mostly be via vehicle. The site is about 460m from Cycle Route 256 on Leigh Road, but to connect with this a new cycle link would be required through the SANG. Route 256 doesn't provide access all the way to Wimborne town centre.

In conclusion we do not think this site qualifies for release from Green Belt. Ideally designating this site as an extension to the Bytheway Field SANG.

Note a more accurate name would be 'Land north of the Bytheway Field SANG'.

## **2. SITES IN FERNDOWN**

### **LA/FERN/019, 031**

This site lies in Ferndown parish, and we are only commenting on concerns that impact on Colehill.

We are concerned about the cumulative impact on amenities in Colehill.

The nearest Middle School is St Michael's in Colehill, 3km away.

The only shops in close proximity will be the Spar and recently approved ALDI, both in Colehill. The nearest children's playgrounds will be at Oliver's Park or Bytheway Field, both of which are in Colehill. Access to all of these would require crossing the A31 via the already congested Canford Bottom Roundabout.

Most trips for school, shops or recreation will be via vehicle, across the busy Canford Bottom roundabout into Colehill. The cumulative traffic impact of all the proposed sites near the Canford Bottom roundabout will need to be considered as it is already recognised as the biggest traffic bottleneck in Dorset.

### **LA/FERN/027**

This site lies in Ferndown parish, and we are only commenting on concerns that impact on Colehill.

We are concerned about the cumulative impact on amenities in Colehill.

The nearest First School is Hayeswood in Colehill, 1.2km away. The nearest Middle School is St Michael's in Colehill, 2.7km away.

The only shops in close proximity will be the Spar and recently approved ALDI, both in Colehill and requiring crossing the A31 to get there. The nearest children's playgrounds will be at Oliver's Park or Bytheway Field, both of which are in Colehill.

Most trips for school, shops or recreation will be via vehicle, across the busy Canford Bottom

roundabout into Colehill. The cumulative traffic impact of all the proposed sites near the Canford Bottom roundabout will need to be considered as it is already recognised as the biggest traffic bottleneck in Dorset.

The site lies in close proximity to the A31. If National Highways were to upgrade this section to dual-carriageway and/or construct a flyover at the roundabout, then this is likely to impact the site.

### **3. SITES IN HOLT**

#### **LA/HOLT/002**

This site lies in Holt parish, and we are only commenting on concerns that impact on Colehill.

We are concerned about the cumulative impact on amenities in Colehill.

The nearest Middle School is St Michael's in Colehill.

As the site is remote from any existing facilities, public transport or cycle paths it is likely that most trips for schools, shops or employment will be via vehicle. Traffic through Colehill is likely to increase, using Smugglers' Lane and Middlehill Road to reach Canford Bottom roundabout. We believe that the Local Transport Plan's strategy of achieving higher efficiency from the existing road network is an unrealistic planning assumption.

We are concerned the transport system through Colehill will not be sustainable given the proposed volume of development.

#### **LA/COLE/018**

This site lies in Holt parish, and we are only commenting on concerns that impact on Colehill.

We are concerned about the cumulative impact on amenities in Colehill.

As the site is remote from any existing facilities, public transport or cycle paths it is likely most trips for schools, shops or employment will be via vehicle. Traffic through Colehill is likely to increase, using Smugglers' Lane and Middlehill Road to reach Canford Bottom roundabout. We believe that the Local Transport Plan's strategy of achieving higher efficiency from the existing road network is an unrealistic planning assumption.

We are concerned the transport system through Colehill will not be sustainable given the proposed volume of development.

#### **LA/COLE/019, 023, 024**

This site lies in Holt parish, and we are only commenting on concerns that impact on Colehill.

We are concerned about the cumulative impact on amenities in Colehill.

The nearest Middle School is St Michael's in Colehill.

As the site is remote from any existing facilities, public transport or cycle paths it is likely that most trips for schools, shops or employment will be via vehicle. Traffic through Colehill is likely to increase, using Smugglers' Lane and Middlehill Road to reach Canford Bottom roundabout. We believe that the Local Transport Plan's strategy of achieving higher efficiency from the existing road network is an unrealistic planning assumption.

We are concerned the transport system through Colehill will not be sustainable given the proposed volume of development.

## **LA/COLE/020**

This site lies in Holt parish, and we are only commenting on concerns that impact on Colehill.

We are concerned about the cumulative impact on amenities in Colehill.

If the site access is via Deans Grove then the nearest Middle School is St Michael's in Colehill.

As the site is remote from any existing facilities, public transport or cycle paths it is likely that most trips for schools, shops or employment will be via vehicle, using Burt's Hill and Greenhill Road in Colehill both of which are narrow, unlit and without pavements. Traffic through Colehill is likely to increase, using Smugglers' Lane and Middlehill Road to reach Canford Bottom roundabout, and we believe that the Local Transport Plan's strategy to achieve higher efficiency from the existing road network is an unrealistic planning assumption.

We are concerned the transport system through Colehill will not be sustainable given the proposed volume of development.

## **LA/COLE/022**

This site lies in Holt parish, we are only commenting on concerns that impact on Colehill.

We are concerned about the cumulative impact on amenities in Colehill.

The nearest Middle School is St Michael's in Colehill.

As the site is remote from any existing facilities, public transport or cycle paths it is likely that most trips for schools, shops or employment will be via vehicle. Traffic through Colehill is likely to increase, using Smugglers' Lane and Middlehill Road to reach Canford Bottom roundabout, We believe that the Local Transport Plan's strategy of achieving higher efficiency from the existing road network is an unrealistic planning assumption.

We are concerned the transport system through Colehill will not be sustainable given the proposed volume of development.

## **4. SITES IN WIMBORNE**

### **LA/WIMI/003**

This site lies in Wimborne Minster parish, and we are only commenting on concerns that impact on Colehill.

Under the Government's Guidance on Green Belt, updated 27/2/25, this site makes a STRONG contribution to Green Belt purpose b and should not be released. It is one of the few remaining sites forming the green corridor between Wimborne and Colehill. NPPF 143 states that purpose b of Green Belt is to prevent neighbouring towns merging into one another. NPPF 146 says land should not be released if that would undermine the purposes of the remaining Green Belt.

We are concerned about the risk of flooding to this site as it forms part of the southern escarpment to Colehill, is subject to significant surface water run-off and has flooding noted. NPPF 170 says inappropriate development should be avoided in areas at risk of flooding.

Surface water runs off housing developments much more quickly than from undeveloped land. Replacing undeveloped land with hard surfaces is already a major cause of flash flooding in the local vicinity and of more frequent and higher flooding episodes further down the surface water management system, and we are concerned that this would occur at this site. The proposed development is in an area of the site that is very significantly sloping, which will exacerbate the run off issues.

We are concerned about the ecological impact of any development. The northeast part lies within the Existing Ecological Network, and much of the site lies within the Higher Potential Ecological Network, forming part of the green corridor which stretches from Holt Heath to the Stour. The site has not been used for agriculture for a long time and is of high biodiversity and ecological value. The site contains protected species.

We are concerned about the lack of sustainable transport options for this area. The road access to the site would presumably be a single access via Birchdale Road, which leads steeply up towards the high ground of Colehill. Access to shops and schools would mostly be via vehicle.

#### **LA/WIMI/004**

This site lies in Wimborne Minster parish, and we are only commenting on concerns that impact on Colehill.

Under the Government's Guidance on Green Belt, updated 27/2/25, this site makes a STRONG contribution to Green Belt purpose b and should not be released. It is one of the few remaining sites forming the green corridor between Wimborne and Colehill. NPPF 143 states that purpose b of Green Belt is to prevent neighbouring towns merging into one another. NPPF 146 says land should not be released if that would undermine the purposes of the remaining Green Belt.

#### **LA/WIMI/014**

This site lies in Wimborne Minster parish, and we are only commenting on concerns that impact on Colehill.

Under the Government's Guidance on Green Belt, updated 27/2/25, this site makes a STRONG contribution to Green Belt purpose b and should not be released. It is one of the few remaining sites forming the green corridor between Wimborne and Colehill. NPPF 143 states that purpose b of Green Belt is to prevent neighbouring towns merging into one another. NPPF 146 says land should not be released if that would undermine the purposes of the remaining Green Belt.