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# The case against the A338- Wessex Fields Link proposals

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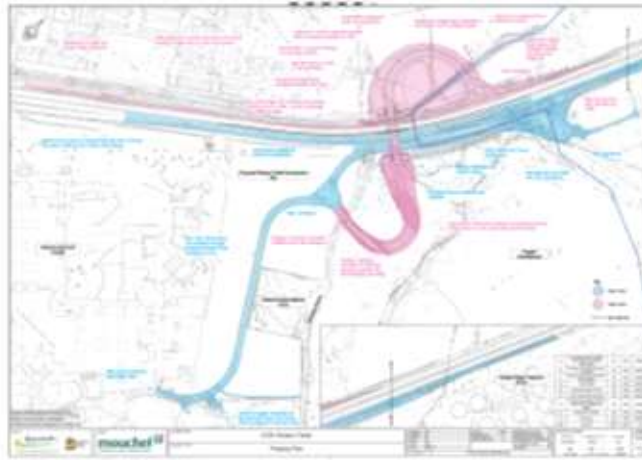
Stopping a highly  
damaging  
development

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Conor O'Luby, Friends of  
Riverside, 2018

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Demolition of Townsend Barn and the development of a new junction and associated works on the A338 Wessex Way to provide a link to the Wessex Fields Business Park and the Royal Bournemouth Hospital via Deansleigh Road. The first phase of the works is to construct an on-off slip road from the southbound A338 and the second phase includes the construction of a bridge over the A338 and access to and from the northbound carriageway



<https://www.bournemouth.gov.uk/News/Articles/2007/November/plans-to-be-submitted-for-new-link-road-and-junction-from-a338-to-wessex-fields.aspx>

“benefits of the proposed new link road and junction include:”

- the potential to create around 2,000 new jobs at Wessex Fields business park
- safeguarding the existing 10,000 jobs, including 4,000 at Royal Bournemouth Hospital
- a second access to the Royal Bournemouth Hospital site
- improved traffic flows at Cooper Dean Roundabout, the Chaseside Junction and parts of Castle Lane East, and
- enhanced facilities for pedestrians, cyclists and bus users leading to more sustainable journeys in the area.



# Green Belt

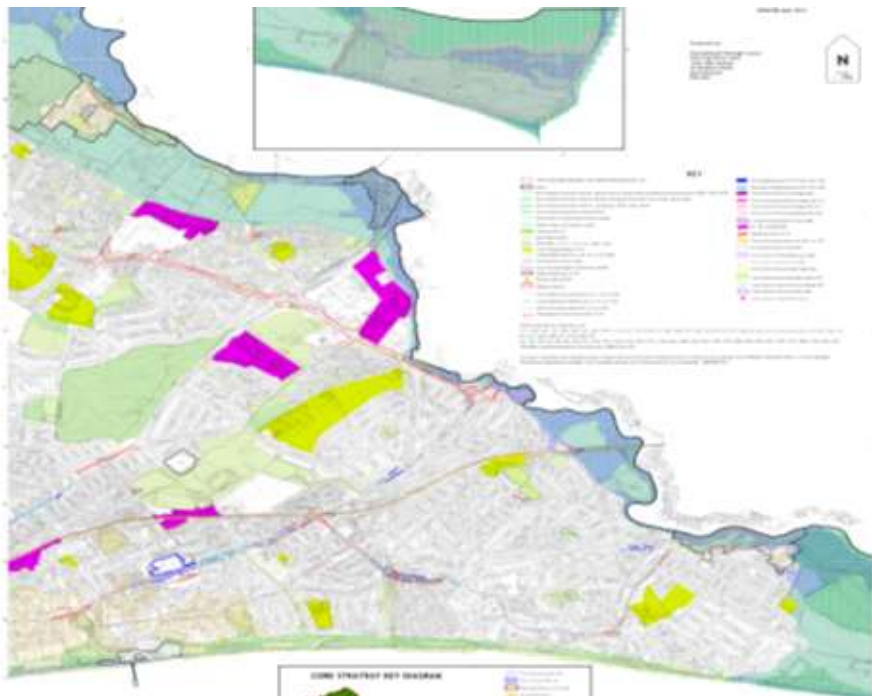
## what the Government says

### NPPF - 9. Protecting Green Belt land

79. The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

80. Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas
- to prevent neighbouring towns merging into one another
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

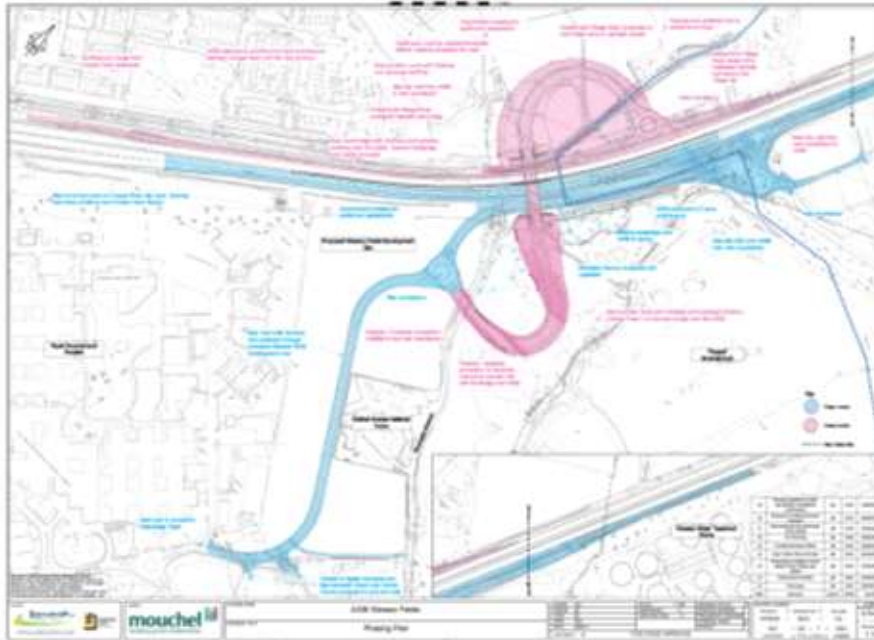


**What the Council Says**  
**Bournemouth Local Plan:**  
**CORE STRATEGY**

**Policy CS37 Green Belt**

The South East Dorset Green Belt will continue to be designated in the Borough. Within the Green Belt inappropriate development, including uses of land, will not be permitted. Inappropriate development will include any development which does not maintain the openness of the land or which conflicts with the purposes of including land within the Green Belt.





## What We Say

- Government's National Planning Policy Framework – Legislation or platitudes?

*"..the essential characteristics of Green Belts are their openness and their permanence."*

*"Once established, Green Belt boundaries should only be altered in exceptional circumstances.."*

- Council's Core Strategy – Legally binding or platitudes?

*"The South East Dorset Green Belt is long established. The NPPF indicates the importance the Government continues to attach to maintaining the openness of Green Belt land."*

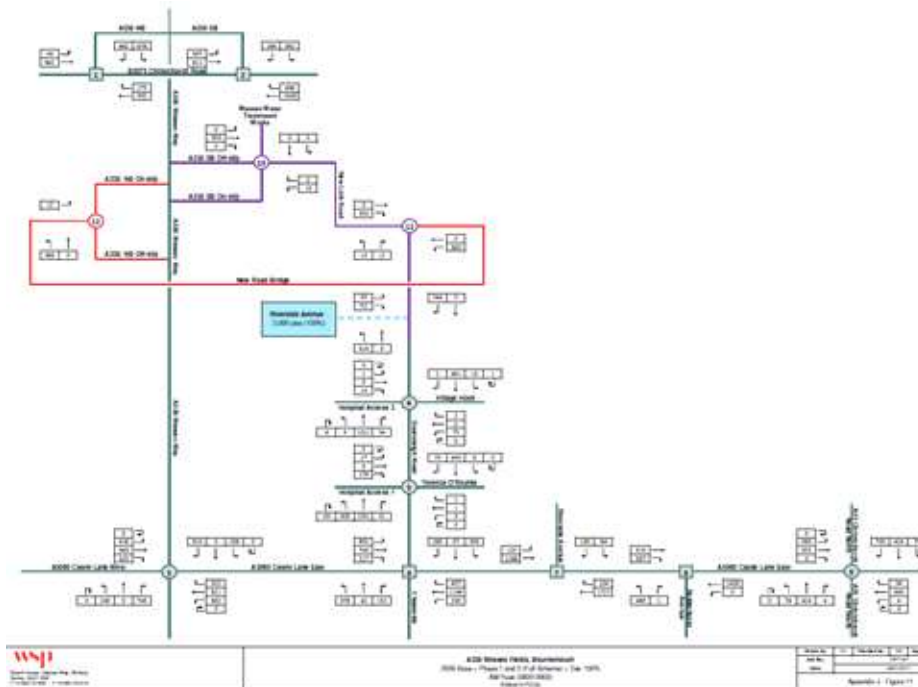
## Detriments

- Fails 4 of 5 purposes of Green Belt
- Gateway into the Green Belt from Holdenhurst and Townsend to Muscliff, for hungry developers in the future
- Successive Administrations will look to it in the future as they have in the past
- Huge junction not “open”
- Damage to wildlife, ecology, habitats and biodiversity

## Congestion Castle Lane West and Castle Lane East



- Council claims it will reduce congestion on “parts of” Castle Lane East and the Cooper Dean roundabout
- .....until offices built
- 1,260 additional cars attracted to full development site
- + 449 cars per hour on Castle Lane West – a.m. peak compared to now
- + 506 cars per hour on Castle Lane East – a.m. peak compared to now
- Aspirational 10% reduction with Green Travel Plans
- Castlepoint/Aldi effect.
- Problems on Westbound access to Ibbertson Road
- Possible future road widening Castle Lane West and East
- Alterations to Holdenhurst Avenue/Castle Lane East junction







## Fly-Parking

- + 330 cars fly-parking in local roads (Rias study)
- Mount Pleasant/Haddon Hill, Townsend and Holdenhurst
- No parking for wedding/funeral guests or Residents of Holdenhurst
- Refuse trucks/Emergency vehicles struggle
- Obstruction of farm vehicles
- Objection from Cllr Beesley to Troika application

## Holdenhurst Village Conservation Area



## Conservation Area

- **The Council website states:-**

*"Conservation areas are designated because we think that their particular character is valuable and should be preserved. Where development is proposed in a conservation area – whether it is alterations to an existing building or development of new buildings – it should be in keeping with the special character of that area."*

- **The Council's Core Strategy states:-**

*"Policy CS39 Designated Heritage Assets*

*"The Local Planning Authority will seek to protect designated heritage assets from demolition, inappropriate alterations, extensions or other proposals that would adversely affect their significance. Proposals for development likely to result in substantial harm to, or loss of, Grade II listed buildings or parks and gardens will only be approved in **exceptional circumstances**..."*

- **National Planning Policy Framework**

*"12. Conserving and enhancing the historic environment*

*126. Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.*

*129. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) ..."*

- **Council Business Case**

*"High Impact"*

## **Holdenhurst “Mother of Bournemouth”**

- Conservation Area Appraisal 2014
- 12 Grade 2 listed building
- Gas Lamps
- Historical Importance and Archaeological remains
- Agricultural and Rural setting
- Significant views and vistas

One rule for the  
Council – one for  
the rest of us

## 500 year old Cobb Barn





## Wood Farm



- Same farming family 200 years
- Caring for land Holdenhurst, Throop, Muccleshell, Muscliff and Throop
- Loss of high grade agricultural land
- Constant chipping away of valuable land

### Conservation Area Appraisal 3.1

*"..The importance of the Holdenhurst Village Conservation Area is derived primarily from the survival of both historic farmhouses, barns and dwellings and the agricultural landscape which surrounds it."*

## Holdenhurst Stables

- Enjoyed by all, add to ambiance of setting and good use of land
- To be flattened without recompense or assistance to relocate

## Severance of the Manor House

- No access to the Village
- No mitigation measure
- No noise abatement measures

## Air Pollution

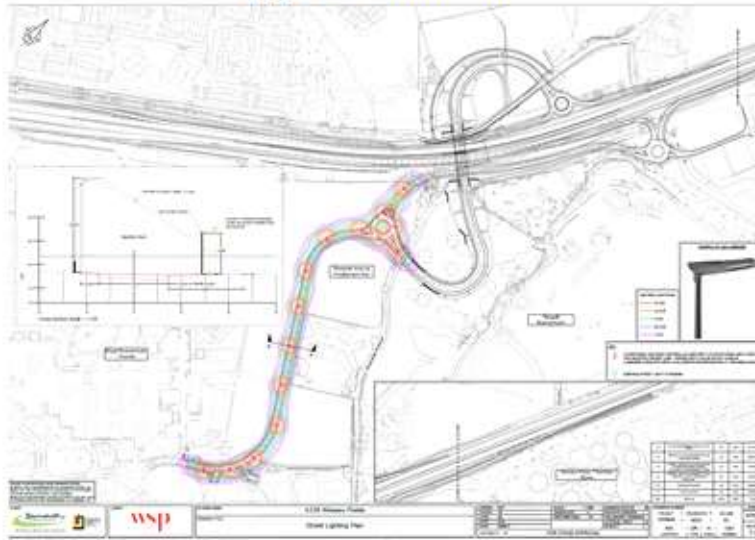
### Air Pollution

- Research shows living close to road is detrimental to health
- Cars, buses, sewage lorries, construction vehicles, etc using elevated junction discharging pollutants over Townsend, Holdenhurst, National Retired Nurses Home and the Hospital.
- Council has a duty to reduce air pollution, but additional vehicles will add to it
- There are no 'safe' thresholds for pollutants

## Noise Pollution

- WHO report shows Noise Pollution is injurious to Public Health
- More vehicles = more noise
- Local people are already exposed to potentially injurious levels

# Light Pollution



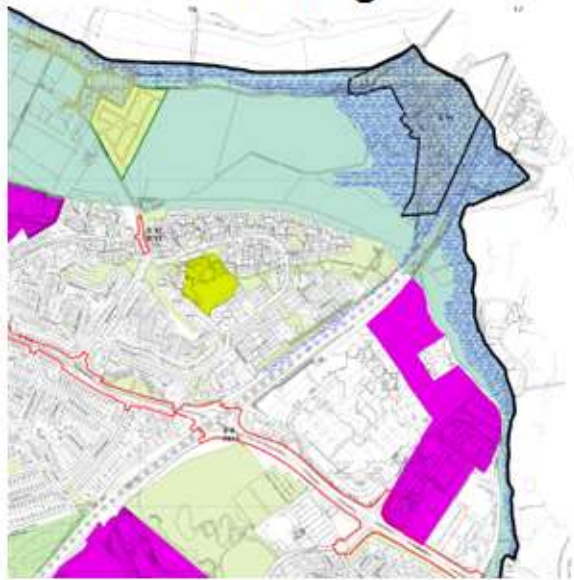
- Detrimental to human health - obesity, depression, sleep disorders, diabetes, breast cancer and more.
- Detrimental to Wildlife – bats, birds, mammals, insects
- Plans changed to “appease public opinion,” but conduits will be laid to take lights if deemed necessary in the future
- 10m light columns adjacent to Nurses Home.
- If on top of junction will illuminate low lying Holdenhurst and Townsend

## Rat-running

- Muscliffe Lane to Ibbertson Road
- Muscliff
- Stour Valley Way dangerous for walkers/cyclists
- More Cars, more rat-running

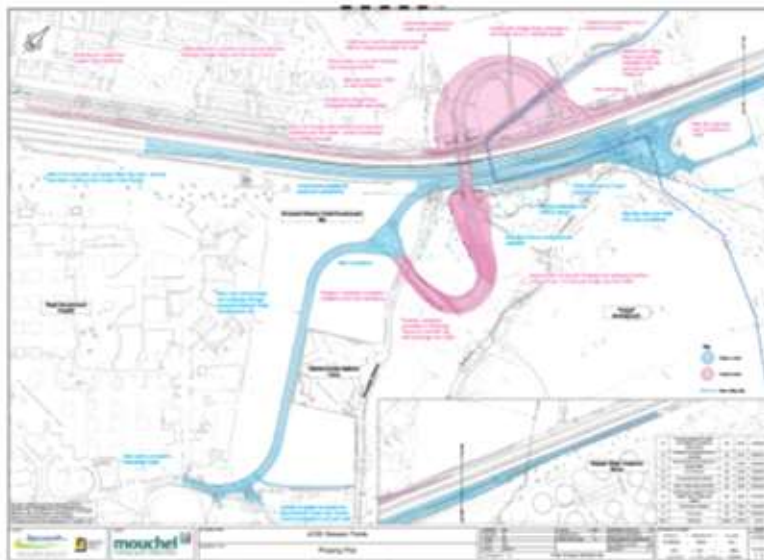


## Flooding



- Phases 1 and 2 affect marked flood plain (EA flood zone 3)
- Serious floods of 2002/3 and 2013/14 not mentioned in Business case
- Climate change
- Run off from buildings
- Should not build on or near flood plains

## Hospital Access



- Hospital traffic will have to take its chance with all the additional traffic generated by the development
- Traffic from Chaseside will be directed through Deansleigh Road
- Torturous system
- Hospital could have its own access/egress