

# Appendix E Pre-Submission Consultation

**PLEASE NOTE:**

Regarding the newspaper articles listed for this appendix in the Core Strategy Submission Statement, under copyright law we are unable to publish copies on this webpage. Please contact [planning.policy@christchurchandeastdorset.gov.uk](mailto:planning.policy@christchurchandeastdorset.gov.uk) for further details if you wish to see a copy.



## **Sixpenny Handley with Pentridge Parish Council**

Unit 5B, Town Farm Workshops, Sixpenny Handley. SP5 5PA

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# **AGENDA**

## **ANNUAL PARISH ASSEMBLY**

**Meeting of Electors  
for Sixpenny Handley with Pentridge Parish  
Wednesday 16<sup>th</sup> May 2012  
Sixpenny Handley Village Hall  
7pm**

1. Welcome & Introduction by the Chairman.
2. To read and confirm the minutes of the last Annual Meeting held 14<sup>th</sup> April 2011.
3. To discuss matters arising from the minutes of the last Annual Meeting.
4. Annual Report of the Parish Council including Audited Accounts for year ending 31<sup>st</sup> March 2011.
5. Annual Report by Dr Elizabeth Nodder - Healthcare
6. Annual Report by Inspector Mike Darkin – Dorset Police
7. Parish Questionnaire Results

### ***Refreshments***

8. The Way Ahead; The EDDC Core Strategy - what it is and what it means for Sixpenny Handley and Pentridge
9. Question Time.

## **Annual Parish Assembly - Agenda Item 8**

### **The EDDC Core Strategy - what is it and what does it mean for Sixpenny Handley and Pentridge?**

Ladies and gentleman, welcome back and thank you for staying with us so far. We now come to perhaps the most significant part of this years Assembly - The Way Ahead.

First though a little bit of background by way of starters. Last year I commented that David Cameron's concept of The Big Society – Power to the People – augured well in that local communities were being led to believe that the present system would be turned on its head and they would have the final say on developments in their local area – bottom up democracy – but I also noted that the devil would be in the detail. Over the last two years this concept has been subjected to a lot of confusing publicity, misunderstanding and argument but has now been developed, finalised and enacted in a raft of new legislation. There are Parish Plans; Village Design Statements; Neighbourhood Plans which must comply with District Core Strategies which in turn must comply with National Planning Strategies and the rest. We already have an approved Parish Plan updated last year which explains how we got here and where we'd like to go in broad outline. Our Village Design Statement is currently on hold and our Neighbourhood Plan – if one were to be produced – is dependant on the content of the EDDC Core Strategy which is in the process of being produced. There are some in our community who have told us that your Parish Council should not

waste its time with all this new bureaucratic nonsense but if we are to develop as a community in the way we would wish then we must work within the parameters set by Parliament and so your Parish Council is seriously focusing on East Dorset District's Core Strategy so that hopefully it will reflect the needs and wishes of ours and neighbouring rural parishes noting that the Core Strategy must in itself conform to the National Strategic Planning Framework.

Rural England remains very anxious about the future that is being planned for it by central government and urban-centric authorities. Notwithstanding the Prime Minister's rhetoric about the Big Society, in reality it is clear that the bottom line for local planning decision making will remain at District level but with the goal posts set by Westminster. The government has stated quite clearly that one of the key elements to unlock the current stagnation and regain our path to prosperity is '*sustainable development*' – whatever interpretation you care to put on that description - and to ensure he can achieve that goal the Secretary of State has retained considerable powers – top down.

So much so for bottom up planning and decision making!

We come now to the EDDC Core Strategy - what is it and what will it mean for Sixpenny Handley and Pentridge? It is a document that will set out the planning strategy for Christchurch Borough and East Dorset District over the next 15 years until 2028. It will set out how much, what type, where and how development should take place and how this should be catered for. It will set a vision and

objectives for the area which will be reflected in planning policies to achieve this.

The current District Core Strategy pre-submission Consultation Document to give its full title is a great improvement on the original draft of 15 months ago for which the officers responsible for its development are to be commended. However, not surprisingly perhaps it remains fundamentally Urban Centric because it is in the urban ring surrounding the Bournemouth and Poole conurbation where the vast majority of people in the District live and where the majority of services and hence Council funds have to go. But it is the countryside that is the gem that makes East Dorset so attractive and special constituting 92% of the whole District with 45% - nearly half - being designated an Area of Outstanding Natural Beauty; despite this the rural factor appears as a sort of unwelcome but *“reluctantly got to be included”* tailpiece. This perception of a casual approach by EDDC to concerns of the rural community was strongly reinforced when your Parish Council was not allocated one of the 24 speaking slots at the Special Policy & Resources Committee meeting on the 1st February at Ferndown. In fact there was not one specifically rural speaker and nearly 4 months later a reply is still awaited to our complaint.

The clues to our concerns start to appear at the outset in the Key Strategy section of the document. The order in which those objectives are defined, indicates an emerging concept of constraining development to urban areas – and all that flows from such a presumption – in order to conserve the look and feel of the

countryside. Development in the country areas is heavily suppressed by the presence of green belt and various designations of natural or environmental protection. Those of us who live in the country do so in a manner which is designed to please those who do not – but would probably want to do so if they could.

We believe that the underlying difficulty is that neither the authors of this series of documents, nor indeed some of the newer residents of rural Dorset, can see the creeping effect which such a policy has on the community viability in the villages and hamlets. For example, we complain when village pubs become gastro-pub high-price restaurants, but the outward migration of the people who used to support the village pub as a social centre is something which we have allowed to happen as a result of the influx of high-income or retired 'rural idyll'- seekers forcing the price of housing well out of reach. When that happens, there is no further need for a pub, post office or shop and the 'central place' structure proposed in the strategy becomes the solution.

A 'vibrant' community is surely one which encompasses a wide variety of people with an equally wide variety of skills and interests which support an active participation in community affairs. This is becoming a more and more difficult objective to achieve. We need people to sit on committees and to run organisations – but we also need people with the full range of technical and craft skills as well.

In order to maintain or rebalance our communities we must:

- Insist that affordable housing is an essential element of village development, particularly where this can lead to the maintenance of extended family groups.
- Enable the elderly to remain with the necessary care support.
- Ensure that a broad variety of opportunities for employment is encouraged and supported wherever possible.
- Resist the pressure of the urban dwelling planner to consider the countryside as a theme park. It is an industrial landscape with residential settlements.

On the last point I am mindful of a comment made during the creation of the South Downs National Park – *“We need a National Park to save the South Downs from the farmers!”* That is seriously putting the cart before the horse as it should not be forgotten by whom and how the South Downs landscape has been developed. The rural countryside cannot be set in concrete; it is a dynamic, changing and thus developing environment and is primarily an agricultural based industry vital to the national economy. The Core Strategy barely acknowledges agriculture which has to be the largest and probably most economically significant activity in the District. Nor is there any reference to the big and ancient estates that still dominate our rural land ownership and who are the primary creators of the present Cranborne Chase landscape. However, recognition of the increased business opportunities presented by farm diversification is welcomed, although to state that such

development would only be permitted to farms located on the peripheries of villages which are not to be confused with hamlets or isolated dwellings. Such a policy can only be considered unacceptably restrictive, discriminatory and very unconstructive.

Under the proposed new settlement hierarchy your Parish Council welcomes the intention to for Sixpenny Handley to be designated a Rural Service Centre (RSC). Such a designation reinforces the village's already established role as a provider of community leisure; cultural; retail; educational; health and recreational as well as other service facilities providing support for both the village and adjacent communities within the parish and beyond. However, that said, there is nothing of significance within the rest of the document as to how this role is to be maintained let alone developed reinforcing the impression that it is merely a token gesture.

In Sixpenny Handley and Pentridge we still retain the basic ingredients of vibrancy – but only just and they are almost imperceptibly slipping away. We have to develop in order to meet the needs of Dorset's increasing population and to continue to provide the necessary services to fulfil our role as a Rural Service Centre. To that end it is disappointing to note that the prime transport corridors up here in the far north - the A354 and B3081 – with their vital public transport services barely get a mention and we wonder at times if we really are best served by East Dorset and might be better off in the North with its predominately rural population and outlook. Our three Main Settlements are Blandford Forum, Shaftesbury and Salisbury all of which lie not only outside

East Dorset and therefore the scope of this document but in the case of the City of Salisbury - outside the county. For us Wimborne and the other East Dorset Main Settlements - the Bournemouth and Poole dormitory towns - are a long way away.

In conclusion, your Parish Council is not the only permitted originator of comment on this vital document. Comment is needed from all sources - businesses, voluntary organisations, groups as well as families and individuals but must reach the District Council not later 25 June. This hard copy is available for you to look at in your Parish Office and others are available at EDDC Furzehill; in libraries and on the website at Dorset for You. Please contribute, this is our Big Issue.

**Note of meeting with Bloor Homes and Terence O'Rourke regarding SANG requirements  
for the North Wimborne allocation**

**14<sup>th</sup> May 2012**

**Present:** Ron Hatchett – Bloor Homes, Planner and Ecologist from TO'R, Nick Squirrell (NE) and LK.

The purpose of the meeting was to discuss whether the amount of SANG land offered by Bloor Homes in their illustrative plan for the site is enough to meet NE's requirements, and whether it offers the correct mix of uses.

TO'R confirmed that the SANG on offer was the open field to the north of the site adjacent to Catley Copse, which is about 3.6ha in extent. They then suggested that there were extensive footpaths within the site and within other areas of open space on the site which would be adequate for dog walkers. The prospective developer does not own/control all of the land indicated as SANG on the Broadway Malyan plans. They do not control the river corridor, all the land leading up to the farm at Dogdean, or the parcel of land adj to Burts Hill.

NS said this was not adequate. The requirement was for 8 – 12 ha per 1000 population. Any footpaths for dog walking should not be included within the proposed residential areas, and needed to effectively be within the SANG. He suggested that at minimum the field and Catley Copse be included, as well as any additional land that could be included adjacent to the development to the east of Cranborne Road. There needed to be areas that dogs could be let off leads which would not conflict with other users of the open space. The green infrastructure that would normally accompany a housing development cannot be counted towards the SANG. The woodland should be included in the SANG as it will be vulnerable to access anyway as it is so close to the site, so it would be more beneficial to this SNCI if access were managed and the site managed by a wildlife body/EDDC in a positive way. NS thought increased public access, if managed properly, shouldn't harm the SCNI. There would need to be a small car park to serve the SANG, as it is likely the site would attract people from outside the site so it would be better to have a dedicated car park rather than on street in residential areas. A possible site could be adjacent to the water pumping station, or using the layby off Cranborne Road. Any land to the west of The Row would also make a good SANG area, linked as it is by an existing footpath network to the wider countryside towards Badbury Rings and Kingston Lacy.

LK mentioned the river crossing. It might not be possible to link through to the Stone Lane proposal in the same timescale as the Bloor scheme, so it would make sense to link the bridge to the Council's land off Walford Mill where a crossing point can be achieved, and which could be linked through to Stone Lane later. This Bloor's agreed to do. NS asked that

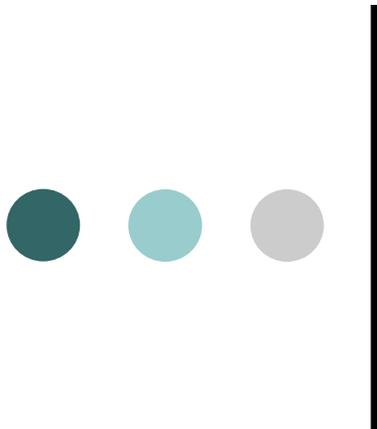
access could be achieved to the river banks too to increase the attractiveness of the crossing to people which would encourage its use, and that of the SANG beyond, which would deflect the harm from people from the new housing who will also use Holt Heath SPA.

SUDs systems were also discussed. NS and LK commented that the soil locally was a heavy clay so there will be serious run off issues to deal with, both from a neighbourliness issue and an impact on the water quality of the River Allen (and its crayfish). Serious thought needs to be given to the disposal of surface water, which might be incorporated into any landscaping on the site (swales etc). LK commented that this was an issue raised by many local residents and needed early attention.

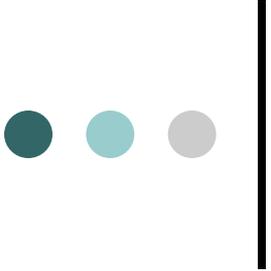
TO'R will prepare an indicative plan showing the SANG offering in more detail, differentiating the various uses proposed on the site. Once this is done, another meeting between the parties will be called to discuss the findings.

L King

15.05.2012

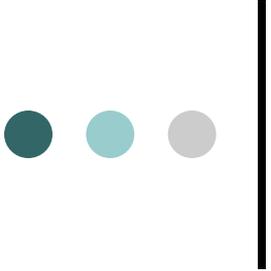


**Bournemouth  
Airport Advisory  
Group 23<sup>rd</sup> May  
2012**



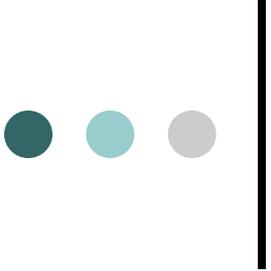
# Introduction

- Future of Advisory Group
- The Pre Submission Core Strategy:
- Key Strategy
  - Green Belt
  - Level & Broad Locations of Development
  - Strategic Transport Improvements
- Managing the Natural Environment
- Creating Prosperous Communities
- Bournemouth Airport and Business Park
- Responding to the Consultation
- Timetable and Next Steps



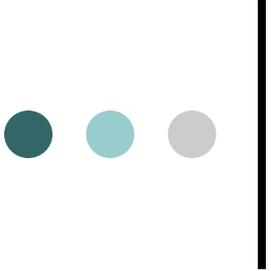
# The Key Strategy

- **Policy KS2: Green Belt**
- Development contained within the South East Dorset Green Belt
- Limited changes to the existing boundaries to enable some new housing and employment to meet local needs
  - Policy BA3 Operational Airport



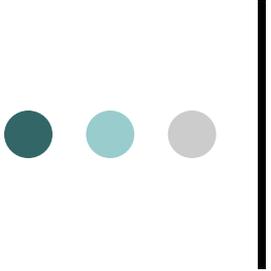
# The Key Strategy

- **Policy KS5: Provision of Employment Land**
  - 80ha of employment land (B1, B2 & B8) across Christchurch and East Dorset (2013 – 2028)
  - Includes 30ha at Bournemouth Airport and 30ha at Ferndown
  - Over and above district requirement
  - Based on 2012 Workspace Study (186ha required across the Bmth and Poole SSCT to 2031)



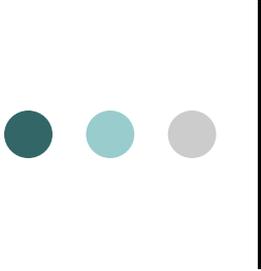
# The Key Strategy

- **Policy KS9: Transport Strategy and Prime Transport Corridors**
  - Improvements to PTCs including;
    - junction improvements,
    - traffic management
    - enhanced public transport services
- B3073 PTC Christchurch town centre – Bargates – Fairmile – Blackwater interchange
- Enhanced public transport services and improvements to walking and cycling
- Travel plans (for development that has a significant impact on the transport network).



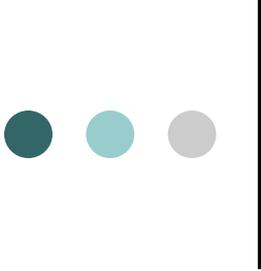
# The Key Strategy

- **Policy KS10: Strategic Transport Improvements**
- To accommodate wider growth across the SE Dorset sub region including Bournemouth Airport & Business Park and West Parley new neighbourhood
- **Medium Term (2014 – 19):**
  - B3073 junction improvements from Parley Cross to A338 Blackwater
  - B3073 road widening from Chapel Gate roundabout to Blackwater Junction and along the A338 to the Cooper Dean junction



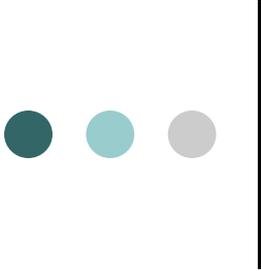
# Managing the Natural Environment

- **Policy ME1: Safeguarding Biodiversity and Geodiversity**
- Protect, maintain and enhance nature conservation sites and habitats
  - Including: SPA, SAC, Ramsar, SSSI, SNCI, priority species and habitats
- Development criteria to avoid or mitigate harm on habitats and species
- Consider any adverse impacts on the New Forest National Park as a result of development



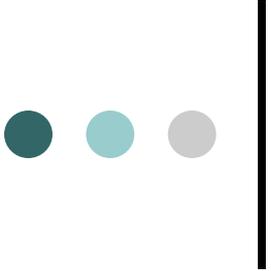
# Managing the Natural Environment

- **Policy ME4: Sustainable Development Standards for New Development**
  - Meeting national standards
  - Development will incorporate carbon reduction, water and energy efficiency measures
- **Policy ME5: Renewable Energy Provision for Non Residential Developments**
  - Renewable, decentralised and low carbon energy in non residential development of 1,000 sqm gross floorspace (or 1 hectare+)
  - 15% of total energy used in developments from renewable sources



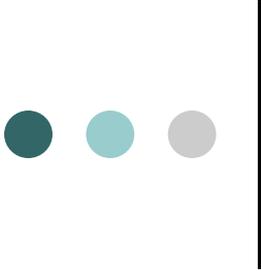
# Creating Prosperous Communities

- **Policy PC1: Employment Site Hierarchy**
- Airport business parks classified as strategic higher quality sites
- Focus of meeting projected demand for B1, B2 and B8
- Non B uses considered that make significant contribution to raising levels of productivity and offer skilled employment opportunities
- Ancillary uses as set out in Policy BA2



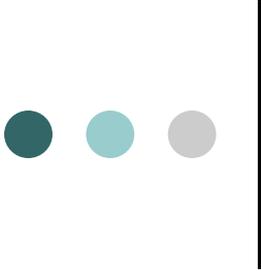
# Bournemouth Airport & Business Parks

- **Policy BA1: Vision for Bournemouth Airport**
  - Develop as a flagship sub regional airport, aviation and local transport hub
  - Enhanced passenger facilities, new services for business and leisure travellers
  - Development of northern business parks to serve the needs of the sub regional economy
  - Opportunities to attract growth industries and generate skilled employment opportunities
  - Encourage growth of aviation and aviation related business sectors



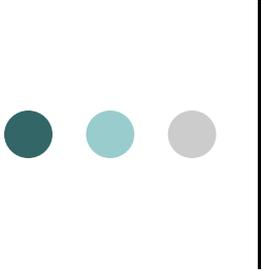
# Bournemouth Airport & Business Parks

- Development incorporating low carbon and energy efficiency measures (in line with Policy ME4)
- Utilise energy from decentralised, renewable and low carbon sources (in line with Policy ME5)
- Growth of airport and business park within environmental limits, adopting mitigation and avoidance measures where appropriate (Policy ME1)
- **Floodrisk**
  - Strategic measures (flood storage and water course improvements)
  - Sequential approach to development within the site



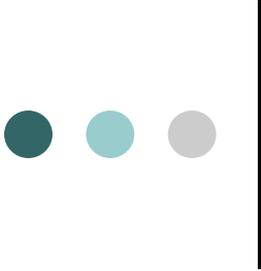
# Bournemouth Airport & Business Parks

- **Emissions from air / road traffic:**
  - Mitigation including airport area wide travel plan, landscaping and strategic tree planting (in accordance with 2007 consent)
- **Environmental Designations:**
  - Provision of off site infrastructure including junction improvements avoiding adverse impact on designated sites, including European sites
  - Where harm is likely to result measures required to avoid or mitigate harm
- **Highway Capacity / Sustainable Transport:**
  - Junction improvements along B3073 (airport growth and growth in the wider area)
  - Appropriate contributions from airport and development in wider area



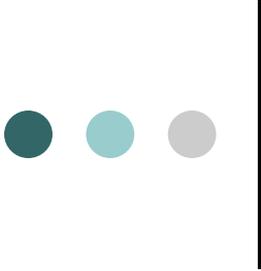
# Bournemouth Airport & Business Parks

- **Policy BA2: Strategy for the Operational Airport**
- New passenger departure and arrivals terminals completed (3 million passengers per annum)
- **Operational airport infrastructure:** (informed by airport master plan):
  - Administrative accommodation for airlines, handling agent, tour operators, the airport authorities and government agencies
  - Airside airport related retail and catering facilities
  - Public and staff car parking
  - Public transport facilities and enhanced services in accordance with airport travel plan
  - Other facilities for general aviation
  - Cargo facilities, bonded warehousing and associated infrastructure
  - Connection to the mains foul sewer (Wessex Water)



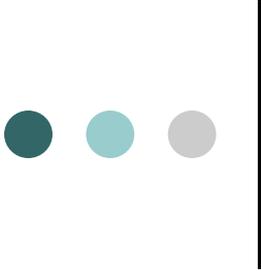
# Bournemouth Airport & Business Parks

- Associated facilities to enhance services offered by the Airport including:
  - Development of hotel accommodation
  - Training centres for airlines and related services
  - Petrol filling stations
  - Aviation maintenance facilities
- To enable operational improvements, the Core Strategy will implement recommendations of national airports policy by removing sufficient land from Green Belt within airport boundary (Policy BA3)
- Development of new routes and services to business and leisure destinations



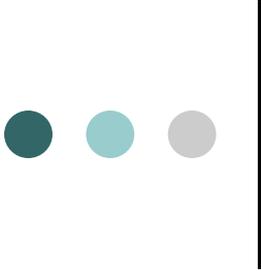
# Bournemouth Airport & Business Parks

- **Strategy for the Northern Business Parks:**
- Allocated primarily for B1, B2 and B8 use class
- Non B use that supports high quality employment opportunities and contributing to economic productivity
- Aviation uses requiring airside access will have preference for airside locations
- Other employment uses co-located across the business park
- Ancillary non employment uses:
  - Convenience retail
  - Restaurant
  - Banking
  - Amenity space



# Bournemouth Airport & Business Parks

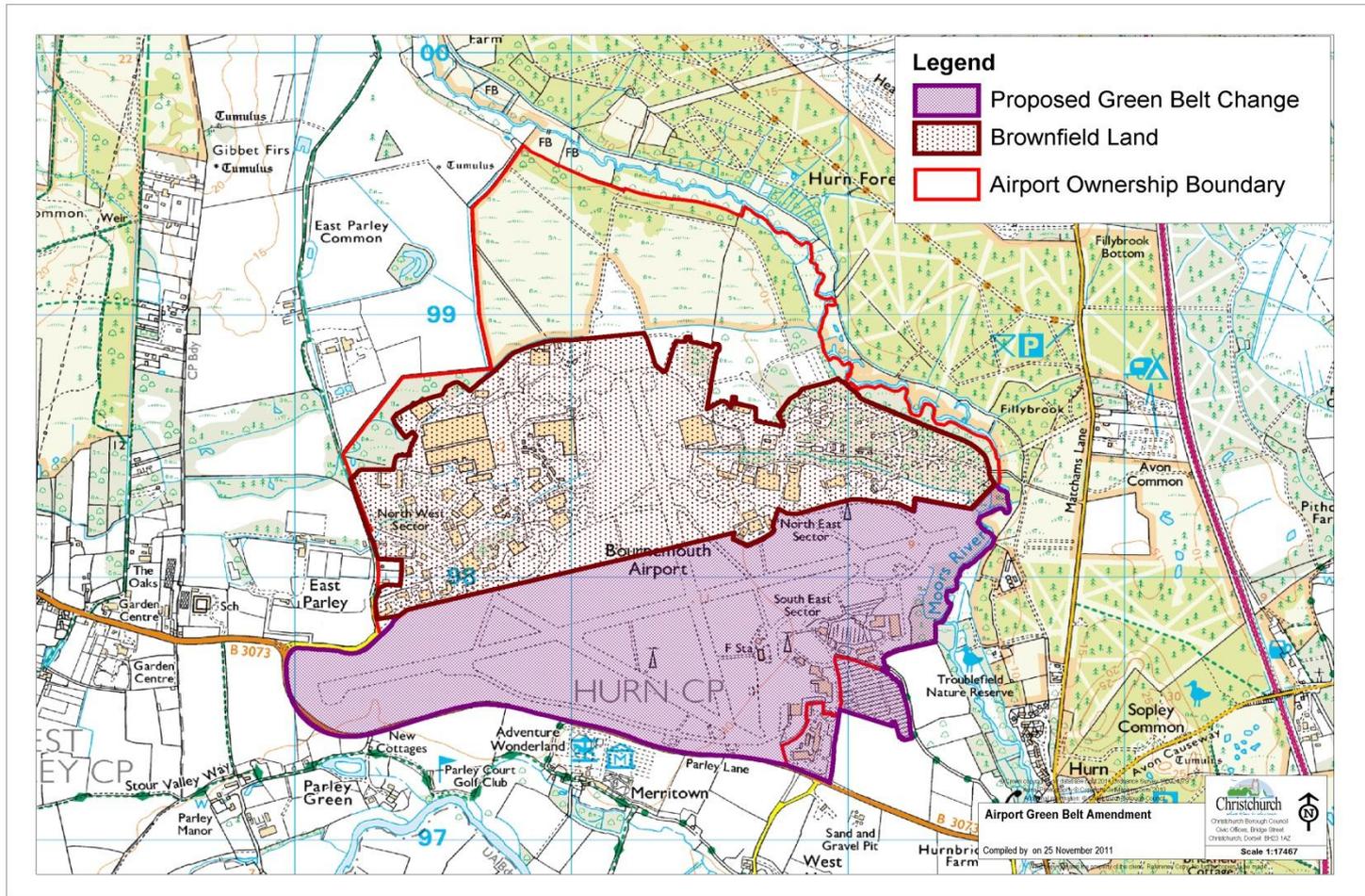
- Development Phasing: In line with improvements to transport network
- Approximately 30ha of employment development to 2028
- Not prescriptive of specific uses but potential for:
  - General manufacturing
  - Advanced engineering
  - Financial and business services
  - ICT
  - Distribution / Logistics
- Employment premises:
  - Small business units
  - Larger business units / industrial
  - Small purpose built office units
  - Warehousing
  - Start up premises
  - Recycling / environmental industries

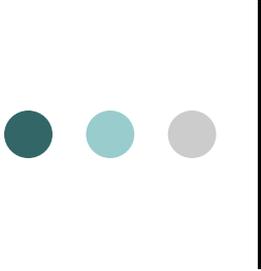


# Bournemouth Airport & Business Parks

- **Policy BA3: Green Belt at Bournemouth Airport**
  - **Exceptional circumstances:**
  - Implementing national policy – Air Transport White Paper (2003)
  - Provides flexibility for sustainable growth in accordance with other national and local policy
  - Evidence and debate as part of RSS preparation
  - Local Enterprise Partnership: Airport as global hub for trade and international business
  - Strategic Significance in Bournemouth, Dorset and Poole Structure Plan
  - Policy Precedent: Manchester Core Strategy

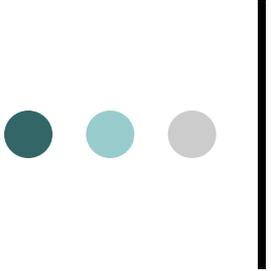
# Bournemouth Airport & Business Parks





# Responding to the Consultation

- Consultation to 25<sup>th</sup> June
- Tests of Soundness:
  - Positively prepared
  - Justified
  - Effective
  - Consistent with national policy
- [www.dorsetforyou.com/348323](http://www.dorsetforyou.com/348323)
- Copies & response forms at Civic Offices, libraries, CIC
- Core Strategy Leaflet / Christchurch Courier

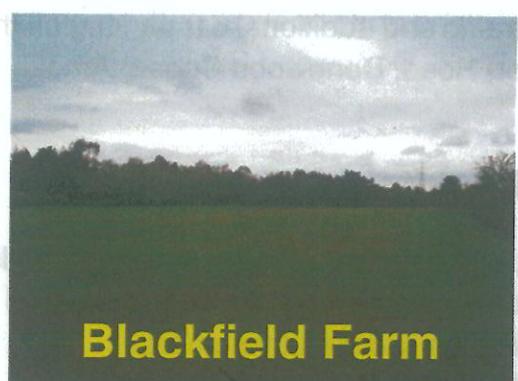


# Core Strategy Timetable and Next Steps

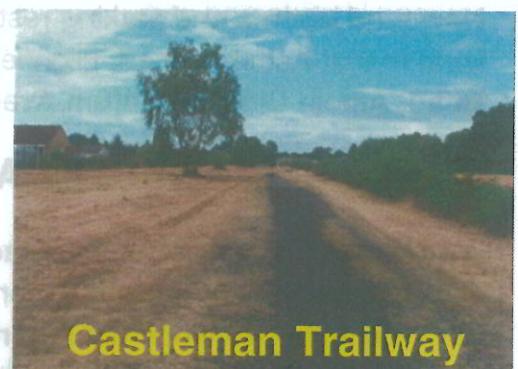
- **Timetable:**

- Pre Submission Consultation until 25<sup>th</sup> June
- Alternative Sites Consultation Aug / Sept 2012
- Submission: December 2012
- Examination: May 2013

# Save Blackfield Farm & Castleman Trailway from Development!



**Blackfield Farm**



**Castleman Trailway**



For further information visit

[www.blackfieldfarm.co.uk](http://www.blackfieldfarm.co.uk)

[www.blackfieldfarm.moonfruit.com](http://www.blackfieldfarm.moonfruit.com)

Email: [blackfieldfarm@hotmail.co.uk](mailto:blackfieldfarm@hotmail.co.uk)

or see the Parish Council

# **Public Meeting Thur 24<sup>th</sup> May @ Pavilion, Fryers Field, Station Road, West Moors at 7.30PM**

## **So how does this affect - You?**

### **Parking:**

New road layouts and parking restrictions will force traffic and additional car parking on the local roads; Ashurst Road, Highfield Road, Denewood Road, Denewood Copse, Arnold Road, Arnold Close or Sarum Avenue.

### **Road congestion: The Avenue and Blackfield Lane.**

In order to build a massive care facility as proposed, a substantial number of heavy goods vehicles, cement lorries and tipper trucks will need to move up and down The Avenue all day. Once the development is completed it will have to be supplied by numerous commercial vehicles and a substantial number of shift staff, not to mention routine and emergency ambulances, thereby making this one of the busiest roads in West Moors!

### **Road Congestion: West Moors Village Centre.**

The main road through West Moors Village, Station Road (the B3072) will have to deal with a significant increase in traffic to accommodate this development. With no possibility of a by-pass being built (the Council have spent all the money), the road will become even more congested than it is now. This will become an even more dangerous road and it runs through the heart of our Village!

### **Village Resources:**

The doctor's surgery is already near saturation point. A care home will add a significant burden to an already over stretched resource. The same will apply to the dentist in the area.

### **Benefit to the Village?**

Dorset County Council, sat many miles away in Dorchester, says West Moors Village needs another care home. How is this of benefit to the area?

Well, it's not! The care home will be filled with people from outside the Village and probably from outside Dorset!

### **Damage to the Environment:**

The site for the proposed care home borders the West Moors heath (a SSSI) with international protection. Development of any sort in this area is an attack on the delicate ecosystem of the heathland and will damage it!

# ALDERHOLT ANNUAL PARISH MEETING

**MONDAY 28th May 7.30PM 2012  
ALDERHOLT VILLAGE HALL**

All residents of the parish are welcome to attend this annual meeting at which you will have the opportunity to raise any local matter for discussion.

Refreshments available on arrival

## Agenda

1. Welcome from the Chairman of the Parish Council
2. Apologies
3. To confirm the minutes of the previous Annual Parish Meeting
4. Speaker; EDDC Officers discussing The Core Strategy 2013 -2028  
*Lynda King & Neil Farmer.*
5. Questions to the speakers

Break for refreshments

6. Annual Report from the Chairman of the Parish Council, Cllr Kate Mason
7. Report from the Chairman of the Parish Council Finance Committee, Cllr Tim Sulman
8. Report from the Chairman of the Parish Council Planning Committee, Cllr Adrian Hibberd
9. Open Questions –questions may be raised relating to any of the points raised at the meeting or any other local matters.



Cllr K Mason  
Chairman of Alderholt Parish Council  
1<sup>st</sup> May 2012

## Notes for Corfe Mullen Parish Council Meeting re Core Strategy

30<sup>th</sup> May 2012

### Introduction

What the Core Strategy/Local Plan is - 15 year time scale, replaces in the main the EDLP, but bits still valid, Site Allocations DPD to follow.

Process – this consultation, then Alternative Sites, Submission by Christmas, EiP next spring/summer, adoption following Inspector's Report.

*→ finished 25 June - no late submissions accepted.*

This consultation looks to address whether the plan is sound and legally compliant ie accords with national policy, is justified, can be delivered, and is based on a sound evidence base and new one introduced in NPPF is positively prepared.

### Issues facing the District

Need for affordable housing – significant need which can't be met via current planning policy and sites too small therefore new neighbourhoods will allow for 50% affordable, plus all net new dwellings in urban area to contribute too.

Need to support the local economy – employers have issues about a suitable workforce being available in the area, due to high house prices employees have a problem living in the area and a lot of young people move out in their 20's as can't afford to live here.

We are looking to provide for the needs of the District – based on evidence in recent SHMA, not for demand which is inexhaustible.

Issues with heathland problems. Provision of SANGs – increase access to green belt too. Protect majority of green belt too.

### Corfe Mullen Issues

RSS proposed 700 dwellings in Corfe Mullen. EDDC never supported this proposal. 2008 Options document talked about areas of search inc Waterloo Valley because we had to.

With current govt abandoning RSS, EDDC were able to choose their own preferred locations for residential devn. Had to still identify land in the GB as not enough urban capacity to meet need. Heathlands restricted many sites. Appointed masterplanners to look at the issues for us. Felt in Corfe Mullen Waterloo Valley/Pardys Hill not suitable as was too divorced from the rest of the settlement due to access issues, and the landscape was too sensitive too.

We therefore concentrated our allocation on the land north of Wimborne Road which has a minimal impact on the Green Belt for 250 dwellings – only real issue here is to relocate the allotments. If this isn't possible, then land won't be developed. Will have SANG too.

Lockyers school has been on the agenda for re-building for many years.

DCC have informed us that they intend to re-build the school within the plan period, and that they can't re-build on the existing site and meet the future requirements of the school. It is therefore proposed to allocate land at the eastern end of the Rec – owned by DCC for a future school. Dual use of playing fields proposed and under Education legislation, DCC obliged to replace any lost school playing fields.

Corfe Mullen is short on playing fields, esp in the south of the village where there are very few facilities. It is possible to provide additional facilities here and discussions have taken place with some landowners in the area.

## Response to Options Consultation 2010

At this stage the Council had accepted the recommendations of the master planners and only sought to allocate development on the top of the plateau at Lockyers, the Violet Farm land and the Rec. and not in the Waterloo Valley/Pardy's Hill area. The housing need of the District could be met by development in other main urban areas of Wimborne/Colehill, Verwood and Ferndown/West Parley.

The views of the respondents to the three sites are as follows:

CM1 Lockyers – support 23%, object 33% no opinion 43%

Concerns were expressed about the future re-development of the school by DCC

CM2 Violet Farm – support 27%, object 30%, no opinion 43%

Seen by many as the least worst option as it is largely surrounded by existing housing.

Major concern is loss of allotments

CM3 Rec – Support 15%, object 45%, no opinion 40%

Major concern about loss of the Recreation Ground.

DCC as landowner did not support the proposal.

Therefore site not taken forward, but there is still a need for addn sports facilities on the southern side of the village.

A significant number of the comments supported the fact that the Plan did not propose any housing in the Waterloo Valley/Pardy's Hill area, as did the Focus Group. Many comments saying this is what the Parish Plan also concluded.

Therefore we amended the plan to just propose 250 dwellings on Lockyers and Violet Farm, with land identified for the school to be replaced on the Rec. with a pre-requisite to relocate allotments to a suitable site elsewhere in the village. Site will need a SANG and DCC will have to replace any school playing fields lost by the development.

Also identified the old school buildings to be retained for community use, with possible retail too.

50% of housing on Violet Farm will be affordable, and 40% on the School sites as it is not a green field site.

Lynda Kifaj

30.5.12.

Discussion at the meeting focused on whether Lockyers School will be replaced or not.

Concern about the loss of any of the Recreation Ground

Concern about the loss of the allotments

Subtle attempts by interested land owners to argue that as Lockyers site or allotment site unlikely to be delivered for housing, land elsewhere in the village should be released for development instead. I said this wouldn't be the case as the loss of the Lockyers site, which is in the urban area anyway, was large enough to warrant additional land to be released from the Green Belt to accommodate additional dwellings.

I also explained about the changes to affordable housing policy in urban areas, which was welcomed by the Parish Cllr.

## Notes for Sturminster Marshall Parish Council Meeting

31<sup>st</sup> May 2012

### Core Strategy Pre-Submission Consultation

#### Introduction

Core Strategy replaces the Local Plan and lasts for 15 years – up to 2028 as will be adopted next year. Largely replaces EDLP, but not all policies lost yet as other DPD on site specifics to follow.

Process – this statutory consultation lasts until 25<sup>th</sup> June – all comments must be in by then. Alternative sites consultation to follow in the late summer. Analyse responses and present report to Members in November for agreement, then submit to SoS by the end of the year, who will appoint an Inspector to examine whether the document is sound and legally compliant, complies with national policy, is positively prepared, is effective and justified. The Inspector will hold an EiP probably about this time next year, which will last about a week. Report 3- 4 months after, then adopt the plan following period for legal challenge.

#### East Dorset Issues

Housing and employment uses mainly to be concentrated in and around the main built up areas as these are the most sustainable locations for growth.

Can't fit all housing to meet local needs for affordable housing and to support the local economy within the existing build up areas due to heathland issues and urban quality therefore are looking at limited release of land to accommodate addn res dev.

#### Sturminster Marshall and rural areas issues

In rural areas looking at limited development to support key settlements of Sturminster Marshall, Alderholt, Cranborne and Sixpenny Handley. Any development in these areas needs to be sustainable.

Exceptions housing for local needs policy still applies to these settlements.

Policy RA1 seeks to further extend Bailie Gate to provide additional employment opportunities for this part of the district.

Lynda King

## Core Strategy Pre-Submission Consultation

2<sup>nd</sup> April – 25<sup>th</sup> June 2012

Ferndown and West Parley Focus Group 11<sup>th</sup> June 2012

### Feedback from Breakout Groups

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## HOUSING

1 - *What questions haven't we answered in respect of the Core Strategy?*

2 - *Have you got any evidence to support any alternative proposals?*

### COMMENTS FROM THE FOCUS GROUPS

**Q** *How will the Community Infrastructure Levy and affordable housing viability be assessed?*

**A** As part of the process to produce a Community Infrastructure Levy, the Councils will be asking consultants to carry out a viability study. The Core Strategy also provides the opportunity for negotiable solutions i.e. if a developer can prove that a scheme is unviable because of the Council's requirements then these may be reduced to enable development to take place.

**Q** *Is 50% provision of affordable housing appropriate?*

**A** Yes. There is a very high unmet need for affordable housing in East Dorset and this has been clearly evidenced through the updated SHMA. The overall housing requirement for the District has been realistically based on projected household growth between 2011 and 2031 – even at 50% affordable housing on greenfield sites and 40% on brownfield sites, the underlying need will not be met. The Council's proposed policy and its targets therefore aim to optimise opportunities to provide affordable housing, whilst retaining appropriate balances.

**Q** *Is it counter-productive?*

**A** The Policy sets out a carefully considered approach to mixing tenures, whilst other planning measures will ensure that affordable housing will be provided in accordance with design Best Practise, to achieve physical and community sustainability.

**Q** *Does high density housing require affordable housing?*

**A** The policy requirements apply to all developments.

**Q** *Are the sites viable if they have to provide 50% affordable housing AND other facilities, such as link roads?*

**A** As part of the process to produce a Community Infrastructure Levy, the Councils will be asking consultants to carry out a viability study.

**Q** *Concerns that housing may be provided in advance of the necessary link roads, which may then never get built.*

**A** Policies FWP6 and 7 include phasing requirements to ensure that the link roads are implemented prior to the completion of the housing.

**Q** *Agree that there is a need to provide affordable housing, but question whether the current policy is viable – however no alternatives were proposed.*

**A** Viability work has already been undertaken by the Councils (Three Dragons) which shows that over the 15 year period of the Plan that the policies are viable. Further work has been undertaken as part of the Master Plan work, which is on our website to show that the schemes are viable. Additionally, viability work is shortly to be undertaken to support the introduction of Community Infrastructure Levy and this will also test whether the affordable housing policies are viable.

**Q** *Where is the proof of housing need in West Parley?*

**A** The Updated SHMA confirmed an estimated annual shortfall of 426 affordable homes each year across East Dorset. At sub-area level, the element attributed to Ferndown and West Parley numbered 87 affordable homes per annum.

**Q** *74% of respondents objected in West Parley – why was this ignored?*

**A** The Options consultation response did not show this level of objection. The Council is required to base the Core Strategy on sound evidence and it has therefore undertaken a series of studies. This has included the Strategic Housing Market Assessment which identifies the scale of new housing required. The Strategic Housing Land Availability Assessment shows that this cannot be provided solely through development outside the Green Belt. The Master Plan reports consider options for the most appropriate locations within the Green Belt and how best to deliver the necessary housing

**Q** *Density of housing questioned-are the levels proposed for West Parley appropriate?*

**A** The illustrative plans show the Ridgeway site as being medium and lower densities to reflect the landscape characteristics of the site and relationship to adjoining housing areas. The New Road site can accommodate higher

density as it is separated from nearby housing by major road corridors and relates to the planned improved centre.

**Q** *Has the delivery in the Core Strategy addressed the identified need for housing – both market and affordable?*

**A** The SHMA Update (2012) confirmed projected household growth in East Dorset at 336 households per annum between 2011 and 2031. Coupled with an allowance for void properties, this translates into a growth requirement for 5,250 households over the life of the Core Strategy.

**Q** *How will affordable housing interact with Community Infrastructure Levy – something will have to give?*

**A** As part of the process to produce a Community Infrastructure Levy, the Councils will be asking consultants to carry out a viability study to consider this.

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## TRANSPORT

*1 - What questions haven't we answered in respect of the Core Strategy?*

*2 - Have you got any evidence to support any alternative proposals?*

### COMMENTS FROM THE FOCUS GROUPS

**Q** *Impact of volume of traffic on New Road, resulting from development – need evidence to show this has been addressed.*

**A** Dorset County Council's Transport Planning team has commissioned work from transport consultants to assess the impact of traffic resulting from the development and the potential transport improvements. This will be available on the Core Strategy evidence studies web page when completed. We have been waiting for the outcome of consultation events to add information to the study work.

**Q** *Are 500 houses enough to fund the Parley Cross improvement? – the viability needs to be checked.*

**A** We have undertaken discussions with the potential developers of both sites so both are fully aware of the expectation upon them in terms of transport improvements. They are currently working on their plans for each site and neither have claimed transport requirements to be unviable. Additionally, the Master Plan work considered the impact of viability and this is set out on our web site.

- Q** *Are the improvements to the Crossroads to be funded solely by the Parley developments or will Community Infrastructure Levy help to fund?*
- A** Both S106 developer contributions and Community Infrastructure Levy from other development in the area could be made available to fund these improvements.
- Q** *Can public transport be funded through Community Infrastructure Levy or through S106s?*
- A** Both. Individual developments can make specific contributions to enable provision as can funds derived from the Community Infrastructure Levy.
- Q** *Traffic congestion through Ferndown is an issue. There are HGVs that move between the local industrial estates – especially Ferndown and the airport – that need priority access.*
- A** HGV management is a recognised issue that needs to be addressed in partnership between the Dorset CC Traffic Management team and the Highways Agency.
- Q** *HGVs using the port in Poole should be routed another way. Question is how do you enforce this?*
- A** The current agreement in place routes northbound traffic out of Poole along the A348 (part of the Primary Route Network) through Ferndown to the A31. There may be an opportunity to review this once the A31 is improved however this will be up to Dorset CC's Traffic Management team and the Highways Agency.
- Q** *Is there any comparison about traffic congestion locally compared with national figures?*
- A** We are more concerned about how the area compares with the local SE Dorset context. Parley Cross is consistently identified as one of the most congested junctions in SE Dorset at peak times and needs improvement to reduce traffic congestion. Development proposals provide this opportunity for improvement. Additionally, it is recognised that there are major congestion problems through Ferndown and at Longham.
- Q** *Is there any ability to increase capacity by staggering uses e.g. schools not all starting and finishing at the same time, and businesses on industrial estates operating flexible start and finish times?*
- A** Work has and will continue to focus on travel planning for employment uses and schools to reduce congestion by encouraging the use of transport modes other than the car. This releases road capacity. We know more employees are being given the opportunity to work from home now and this reduces car movements in the peak hours.

**Q** *Will all the New Road proposals together lead to improvements?*

**A** DCC has undertaken an assessment of the Crossroads and has informed us that the proposals will provide significant improvements in terms of reducing congestion and making environmental enhancement for the area.

**Q** *Cannot find evidence studies particularly on the website.*

**A** These are available on our website at the following location:  
<http://www.dorsetforyou.com/388121>

**Q** *Where will the money come from to pay for the road schemes?*

**A** The developments will be expected to deliver the proposals with possible funding support from the Community Infrastructure Levy.

**Q** *Has an EIA of new road scheme been undertaken?*

**A** We have taken preliminary advice from Dorset CC's Environment and Ecology team who believe that the roads can be delivered without major adverse environmental impact. It will be up to developers to undertake full EIA as part of their planning applications. The schemes will also be assessed for their environmental impact as part of the Core Strategy environmental assessment.

**Q** *Core Strategy should make reference to HGV traffic*

**A** The Core Strategy does make reference to HGV traffic in paragraph 10.13.

**Q** *Is it possible to re-route HGV's from Poole through Ringwood Road, not through Ferndown Town Centre possibly using Ham Lane?*

**A** The current agreement in place routes northbound traffic out of Poole along the A348 (part of the Primary Route Network) through Ferndown to the A31. There may be an opportunity to review this once Canford Bottom is improved, however this will be up to Dorset CC's Traffic Management team and the Highways Agency.

**Q** *Why are we asking others for evidence?*

**A** The Core Strategy process requires that if people object to the soundness of the plan at this stage they must come up with other alternatives and evidence to support those alternatives.

**Q** *What studies have been done at Longham?*

**A** The SE Dorset Transport Study has identified the need for improvement at the Longham mini-roundabouts however a solution has not been designed yet.

**Q** *FWP7 – will consideration be given to crossing Christchurch Road from FWP7 – for pedestrians/school children etc.?*

- A** Absolutely, transport improvements will be designed to make walking and cycling easier in the area.
- Q** *If the allocations don't go ahead, can the junction be improved and when?*
- A** Dorset County Council do not have the funds to improve the Parley Cross junction. Development provides an opportunity to provide much needed housing and transport improvements.
- Q** *Why have West Parley's Parish Plan's transport recommendations not been undertaken?*
- A** The Parish Plan's proposals include: Provision of pedestrian crossings across New Road, lowering speed limits to 30mph along the main roads, new footways / cycleways, minimising traffic impact on local residents. These could be provided for by development. Until we know the future of West Parley it would be premature to undertake these changes.
- Q** *What is the Parking requirement for dwellings.*
- A** Parking requirements have not yet been determined but we expect the parking allocation to be approximately 2 spaces per dwelling. This issue is usually confirmed at the planning application stage.
- Q** *What is the longevity of the proposal for Parley Cross?*
- A** We are unlikely to see other improvements to the crossroads for at least 15 years due to lack of funding.

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## NATURAL ENVIRONMENT

*1 - What questions haven't we answered in respect of the Core Strategy?*

*2 - Have you got any evidence to support any alternative proposals?*

### COMMENTS FROM THE FOCUS GROUPS

- Q** *Who maintains SANGs and how will this be funded?*
- A** Commuted sums may be required. Additionally, funds from the Community Infrastructure Levy could be used. The sites will be transferred to public bodies or conservation trusts.
- Q** *Will developers be required to pay a commuted sum to mitigate harm to heathlands?*
- A** Yes, this is likely for sites of less than 50 dwellings.
- Q** *Are SANGs the appropriate way of dealing with heathland mitigation?*

**A** Natural England believe this to be so.

**Q** *How are SANGs to be designed?*

**A** Policy ME3 of the Pre-Submission document sets out a policy to address SANG details following advice from Natural England.

**Q** *Should SANGs be adjacent to the urban area or further away?*

**A** Their function is to mitigate the effects of residential development on areas of protected heathland so they need to be as close to the development as possible to be effective.

**Q** *What evidence is there that SANGs work?*

**A** Natural England has commissioned exhaustive studies on the subject, which form the evidence base for the emerging Dorset Heathlands Joint Development Plan Document.

**Q** *Allotment provision needs to be provided in Ferndown?*

**A** Policy HE4 sets out open space provision standards and this includes allotments. Where there is an identified shortfall we will work with the Town Council to deliver new space which could possibly be funded from the Community Infrastructure Levy. It does not need to be resolved through the Core Strategy. Allotments are an appropriate use in the Green Belt and can be provided independent of allocations for additional residential development. The two allocated housing sites in Ferndown may not have sufficient open space associated with them to provide allotments.

**Q** *Will the Council consider using CPO to provide SANGs?*

**A** The sites which will be included in the Core Strategy will be required to include the SANG proposals associated with the allocations, therefore CPOs will not be required. Funding from smaller sites will be collected through the Community Infrastructure Levy and will be used to purchase land.

**Q** *Question whether SANGs should be so big – should they be better integrated into the residential development as areas of open space?*

**A** See Background Paper on Managing the Natural Environment and Policy ME3 for the justification of SANGs. They should be sufficiently large to replicate people's experiences of the heathland and are in addition to open space provision on sites.

**Q** *Question whether the residential sites can deliver all that we are asking for, such as SANGs, as well as much –needed affordable housing?*

**A** As part of the process to produce a Community Infrastructure Levy, the Councils will be asking consultants to carry out a viability study which will examine this issue.

**Q** *How have we justified removing land from the Green Belt, contrary to Nature conservation proposals?*

**A** The Green Belt was not designated for any nature conservation purposes. Green Belt policy supports the Council's stance on the allocation of land for residential development to meet the un-met needs of the areas. See paragraphs 83-85 of the National Planning Policy Framework March 2012. This allows amendments to Green Belt in exceptional circumstances, which can include the need to provide for housing and employment needs that cannot be delivered outside the Green Belt.

**Q** *Why have we added orchards/lakes/allotments? There is no demand in West Parley.*

**A** There is an increasing demand nationally and locally for the provision of allotments to enable people to produce their own food. Such activities add to the well-being of local residents. The Council has undertaken an open space study that identifies a shortfall in allotment provision within Ferndown/West Parley: <http://www.dorsetforyou.com/media.jsp?mediaid=129722&filetype=pdf>

**Q** *Why are there no links shown outside the proposals for walking/cycle routes? Nothing to link to.*

**A** This is too detailed for the Core Strategy. However, it will be an important consideration if planning applications are submitted. It is considered as part of the Green Infrastructure strategy being developed across South East Dorset.

**Q** *Has runoff from the new roads been properly considered?*

**A** Run off is one of the many issues which will be considered at the planning application stage. Policy ME6 deals with this matter.

**Q** *Why are houses close to the hill fort? Where is the justification?*

**A** The impact of development on the Scheduled Ancient Monument has been assessed and an exclusion zone around it included in Policy FWP7. If a planning application is submitted it will need to consider this issue and undertake detailed investigations to assess the impact and plan accordingly.

**Q** *Has English Heritage been consulted?*

**A** Yes, they have been consulted on the whole of the Pre-Submission document as have DCC Archaeological staff.

- Q** *What is the justification for building on Grade 2 agricultural farmland?*
- A** The land represents a very small area of agricultural land. Although it is of Grade 2 quality it is affected by its proximity to the urban areas in terms of vandalism, so cannot be used to its full ability. Additionally, high quality agricultural land does not preclude development. It is however one of many factors that has to be taken into account when making decisions.
- Q** *Is the open space proposed enough, and useable, as much of it floods by the Stour, by the proposed young people coming into the area?*
- A** The majority of the SANG land is out of the flood plain and Natural England will advise whether it meets their requirements.
- Q** *Coppins Nursery – can you explain why there has been a change in the site development? Why not consider the whole site? Is this a SANG?*
- A** The level of development proposed on the Coppins Nursery site (FWP4) does not warrant the provision of a SANG as it is for less than 50 dwellings. The developable portion of the site has been moved eastwards towards West parley to reduce the impact of this development on the Green Belt.
- Q** *What is the status of the master plan report in the Core Strategy? The Master Plan should be an SPD.*
- A** The Master Plans are evidence that have informed the Plan. They are also therefore material considerations for the determination of planning applications. They have not as yet been adopted as Supplementary Planning Documents as further updates to how the new neighbourhoods are planned may be required.

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## NEW FACILITIES AND SERVICES

*1 - What questions haven't we answered in respect of the Core Strategy?*

*2 - Have you got any evidence to support any alternative proposals?*

### COMMENTS FROM THE FOCUS GROUPS

**Q** *Is there capacity at the middle schools?*

**A** Yes, Dorset County Council consider there is sufficient capacity.

**Q** *Is there any evidence for the requirements and if so how to fund them?*

**A** The Draft Infrastructure Delivery Plan (IDP) sets out the requirements and how they can be funded. <http://dorsetfor you/404577>

**Q** *What is the future role of Ferndown Centre?*

**A** FWP1 Ferndown Town Centre Vision recognises it is a key town centre in the district and sets out the future role and vision for the town at a strategic level.

<http://dorsetforyou.com/media.jsp?mediaid=171619&filetype=pdf>

**Q** *How will the issues of traffic congestion caused by an increase in school traffic be dealt with wherever the school ends up?*

**A** Dorset County Council actively encourages alternative means of transport and travel to school, including public transport, cycling and walking. They will continue to press for children and parents to consider other modes of transport. This objective is set out as Objective 6 in Chapter 3 of the Core Strategy.

<http://www.dorsetforyou.com/media.jsp?mediaid=171612&filetype=pdf>

**Q** *Frustration with nothing appearing to happen with Ferndown Town Centre – what positive changes are being proposed to meet the aspirations of the Chamber of Commerce and the Town Council?*

**A** FWP1 Ferndown Town Centre Vision recognises it is a key town centre in the district, and sets out the future role and vision for the town at a strategic level. This includes the recognition the townscape is dated and in need of enhancement and the continued support of shops and business activity in the centre. The evening economy will be supported to add to the vibrancy needed in the town.

<http://dorsetforyou.com/media.jsp?mediad=71619&filetype+pdf>

**Q** *Why have proposals for the new supermarket been proposed at West Parley?*

**A** This will help support the village centre of West Parley, acting as a larger convenience store for local residents and shoppers. Recent retail studies demonstrate the existing stores in Ferndown are over-trading and a need exists in the area for an additional store. <http://www.dorsetforyou.com/404550>

**Q** *Are the artists impressions of new Parley centre realistic?*

**A** This is just an idea, it is not the final scheme.

**Q** *We have already lost local services, so how can the area cope with new residents?*

**A** Specific services are not specified. We are actively working with service providers to ensure services are enhanced and supported.

**Q** *Why haven't education/local schools requirements been looked at before?*

**A** Dorset County Council has been involved throughout the process in the development of the Core Strategy and has a duty to provide education for local children. Dorset County Council is unable to fund the building of new schools but will look to enlarge existing schools or work with other providers to build new schools.

**Q** *Doctor's waiting times are longer than those reported, so how will the new residents be provided for?*

**A** We shall continue working with healthcare providers to identify local issues and will update the Core Strategy if information is provided. However, at present we have been told that there is no specific need for additional services, but if this were to change it could be accommodated as part of the new centre.

**Q** *Can the First School really be expanded?*

**A** Dorset County Council made this proposal to us.

**Q** *How can you ensure that the delivery of infrastructure, services and facilities will be joined up?*

**A** We have engaged and worked with service providers to ensure services are delivered in the right places at the right times to meet local requirements throughout the Core Strategy process.

Ferndown and West Parley Focus Group

Monday 11<sup>th</sup> June 2 – 4pm in the Council Chamber, Furzehill, Wimborne

### Agenda

#### 1. Introduction to the Meeting (Richard Henshaw, Policy Planning Manager, East Dorset District Council)

- Explaining the purpose of the meeting i.e. to help inform attendees before they make consultation responses.
- Tests of Soundness – explain with regard to the different format for this consultation
- To understand the different perspectives of the community and stakeholders
- Explaining deliverability and viability

**Feedback of key messages from the last consultation and how we have responded to these (Lynda King, Policy Planning Officer, East Dorset District Council)**

#### 2. Overview of Affordable Housing Provision (Tim Davis, Housing Development and Enabling Manager, Christchurch and East Dorset Partnership)

- An overview of local housing need in East Dorset with reference to Ferndown and West Parley
- Explanation of the affordable housing policies in the Core Strategy
- Case Studies to support the evidence

*Short opportunity for discussion within Groups*

#### 3. Transport Issues in Ferndown and West Parley (Wayne Sayers, Transport Engineer, Dorset County Council)

- Proposed changes to Parley Crossroads and how this would work
- Opportunity for the enhancement of New Road shops and parking area
- Ferndown Town Centre – traffic conflict with pedestrians in Ringwood Road and Victoria Road

*Short opportunity for discussion within Groups*

#### 4. Nature Conservation and the provision of SANGS and Green Infrastructure (GI) (James Smith, Policy Planning Officer, East Dorset District Council)

- Brief outline of nature conservation issues in relation to West Parley
- Location of proposed SANGS in West Parley in the Core Strategy
- Brief outline of the Green Infrastructure strategy in SE Dorset and benefits
- Proposed GI linkages in West Parley

*Short opportunity for discussion within groups*

**5. New facilities and services required in Ferndown and West Parley (Sally Knott, Policy Planning Officer, East Dorset District Council)**

- Explaining the Infrastructure Delivery Plan
- School requirements
- Health and Pharmacies services
- Town enhancements and retailing

*Short opportunity for discussion within groups*

6. Opportunity for general Question and Answers (Richard Henshaw to lead)

7. Close and Thanks

**Discussion groups:**

The aim of the discussion groups is for you to identify the questions that you still think we need to answer.

We will collate these and provide answers in a digest, to circulate shortly after the meeting to help you make your consultation comments prior to the end of the Consultation on 25<sup>th</sup> June 2012.

**Core Strategy Pre-Submission  
 Ferndown and West Parley New Neighbourhood Meeting  
 Monday 11 June 2012 (2pm – 4pm)  
 Attendance List**

Name and Organisation	Attendance	Email Address
Graham Thorne (Thornes)	✓	
Paul McCann (Banner Homes)	✓	
Peter Atfield (Goadsby)	✓	
Cllr John Little (EDDC)	✓	
Christopher Undery (Town Planning Consultant)	✓	
Mrs E Winkley (Dudsbury Guides)	✓	
David Cracklen (Connells)	NO	
Wayne Sayers (Dorset CC Transport)	✓	
Hilary Chittenden (ETAG)	✓	
Phil Rosewarne (Barratt/David Wilson Homes)	✓	
Tim Hoskinson (Savills)	✓	
Richard Shaw (Savills)	NO	
Doug <del>Crammond</del> (DCP) <i>Cramond.</i>	✓	
David Wyatt (Wyatt Homes)	✓	
Anton Howse (Wyatt Homes)	✓	
Richard Dodson (Dorset CC)	✓	
Shaun Flynn (Ferndown Chamber of Trade)	✓	
Neville Howard (Ferndown Chamber of Trade)	NO NO	
Malcolm Brown (Sibbett Gregory)	NO	
Cllr Mrs Barbara Manuel (EDDC)	✓	
Cllr Toni Coombs (EDDC)	✓	
Bob Hooper (Chair Gvs Ferndown First School)	✓	
Lindsay Cass (Head of Environmental Services)	NO	
Ken Pearce (West Parley Parish Council)	✓	
Paul Timberlake (Ferndown Town Council)	✓	
Ian Jones (Ferndown Town Council)	✓	
Jackie Groves (DCC Education)	✓	
Ed Denham (DCC Education)	NO	
Basil <del>Burton</del> (Ferndown Town Council)	✓	
Richard Heaslip (West Parley Parish Council)	NO	
<i>Mr Rance (Landowner)</i>	✓	
<i>Terry Cray (Ferndown Town Council)</i>	✓	
<i>Kevin Boulton (EDDC)</i>	✓	

**Apologies**

Cllr Sally Elliott

Cllr John Wilson

Alex Wills (Headteacher Ferndown Upper)

Linda Bonnin (Synergy Housing)

Cllr Birr

Cllr Simon Tong

Jayne Spencer (Spectrum Housing)



**Christchurch and East Dorset Councils**  
*delivering services together*

# The Core Strategy Pre-Submission Focus Group

EDDC Council Chamber

11<sup>th</sup> June 2012





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# Welcome

- **Helpers**
- **Attendees**
- **Agenda**

# Perspective

**The Core Strategy is an overarching document**

- It sets out the key principles
- It cannot deal with all details
- Planning applications will need to answer all questions

**The local community and key stakeholders have different perspectives**



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# Purpose of the meeting

- 1. Provide information to help you make your representations**
- 2. Provide us with the questions that you believe we still need to answer**

**We will collate your questions and provide answers in a digest, to circulate in time to inform your consultation response.**



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# Tests of Soundness

## 2. Positively Prepared

- The Plan meets objectively assessed development and infrastructure requirements

## 3. Justified

- Is the strategy the most appropriate?
- Are there better reasonable alternatives?
  - Is there evidence to support this?



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# Tests of Soundness

Prescribed wording from the Planning Inspectorate

## 1. Legally Compliant

### – Have we followed the correct processes?

- Planning and Compulsory Purchase Act
- Town and Country Planning (Local Planning) (England) Regulations 2012

### – Do we comply with other legislations?

- E.g. Habitats Regulations
- Public Health Acts



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**The Core Strategy  
Pre-Submission  
Focus Group**

EDDC Council Chamber  
11<sup>th</sup> June 2012





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**New facilities and Services  
in Ferndown and West  
Parley**

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**Overview**

**Infrastructure Delivery Plan**

- The infrastructure plan is part of the **evidence base** that underpins the Core Strategy. The Core Strategy must be deliverable and this evidence is crucial.
- The infrastructure plan is:
  - a process to identify what is required and who delivers it;
  - a plan to identify where and a programme to ensure delivery.
- Includes needs and costs details, phasing of development, funding sources and responsibilities for delivery.
- Final Version will identify funding gaps, which will be used to inform the development of the **Community Infrastructure Levy (CIL)** with its charging schedule that meets this gap.



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# Tests of Soundness

## 4. Effective

- Is the Plan deliverable over its period?
- Are the proposals viable?

## 5. Is the Plan consistent with National Policy?

- National Planning Policy Framework



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## Education

- Dorset County Council - has a statutory duty to plan for and provide sufficient school places for children and young people. The Council has been closely involved in the planning process.
- Some capacity in Ferndown and West Parley schools to cater for new development.
- A one-form entry first school is required and this could be provided by expanding the existing Parley first school. This is the County's preferred solution but a new stand-alone first school could be possible.



## Health

### Health Centres and General Practitioner Surgeries

- All General Practitioner surgeries are full or close to being full. Further information on the requirements from the Dorset Primary Care Trust is awaited but requirements will be possible to accommodate.

### Pharmacies

- Pharmaceutical Needs Assessment published 2011
  - Took into account the growth of the districts over the next 5 years to predict if any additional facilities were required.
  - Good distribution of pharmacies in East Dorset.
  - Repeat prescription and home delivery services are widely available. There are no current gaps identified.



## Retail and Town Centres

### FWP1 Ferndown Town Centre

- Ferndown will continue to act as a key Town Centre in the District and will remain a key focus for retail development.
- The comparison and convenience retail offer will be enhanced and the shopping environment improved to provide a more pleasant and pedestrian friendly townscape.
- Public transport routes will be supported, and facilities and services will continue to be located in this central location for residents and visitors to the town.



## Retail and Town Centres

### FWP5 West Parley Village Centre Enhancement Scheme

- A major environmental enhancement of West Parley Village Centre is to be implemented to improve its vitality and viability.
- New public spaces, shops, services and facilities are to be provided in conjunction with wholesale changes to the Parley Crossroads and the associated service roads.
- This relies upon new link roads to be provided in conjunction with the New Neighbourhoods allocated in policies FWP6 and FWP7.



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## Retail and Town Centres

### FWP6 East of New Road New Neighbourhood, West Parley

- The New Neighbourhood is allocated to deliver additions to the village centre which could include a convenience foodstore of about 3,000 sq metres along with 320 homes.



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## Other facilities and infrastructure

### Electricity

- National Grid - Additional capacity not required at their level
- Scottish and Southern Electric - in general, growth can be accommodated by the existing network.

### Water and Sewage

- Water authorities have a duty to connect new development to the water supply.
- Wessex Water - previously carried out an assessment for sewage treatment works based on the housing figures. There are no upgrades required for Ferndown and West Parley.

### Libraries

- Dorset County Council intends to provide library services across the County with a number of core libraries, the use of mobile libraries in the rural area, longer opening hours of the existing buildings, increased book stock and an expansion of e-resources.
- Expansion of the population would be catered for in these ways along with any future need to refurbish the buildings.
- Opportunity would also be taken provide community or locality hubs with other services.

### Fire and Rescue

- No requirements to expand the existing stations or provide additional ones.



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## West Parley Traders Meeting

5.45 for 6pm start on 12<sup>th</sup> June 2012 – Memorial Hall, West Parley (hall booked from 5.30pm)

### *Coffee and Biscuits*

#### 1. Intro and Welcome by Cllr Birr

- Short explanation of why we have invited them to attend (as discussed yesterday)
- Introduce officers attending – Richard Henshaw, Kevin Poulton, Sally Knott, including Wayne Sayers and Kate Tunks, Transport Officers from Dorset CC.

#### 2. Core Strategy Proposals Presentation (RH)

- To tell them about the changes which may take place – new housing / road improvements / environmental enhancements to the shopping frontages in New Road
- Timescales
- How this will affect them
- Explain that specific questions relating to highway changes

#### 3. Trading Issues and Opportunities Presentation (KP)

- What issues/problems do they have as traders currently?
- What changes would help their businesses?
- Car Parking improvements or suggestions – need for 2hrs limited parking (alleged some park here all day who work in Bournemouth)
- Opportunity to create a Traders Group
- What are the assets of the area and can we help to develop them further?

#### 4. Questions and Discussion – open forum – led by Richard

#### 5. Thanks and close.

**Core Strategy Pre-Submission  
West Parley Traders Meeting  
Tuesday 12 June 2012  
Attendance List**

Name and Company	Attendance	Email Address
Kirstie Day (Parley Veterinary Centre)	✓	Info@Parleycrossvets.co.uk
Dave Magrath (The Dudsbury)	✓	DAVIDMAGRATH@SKY.COM
Kay Bundy (Multiple Sclerosis Society)	✓	Fundraising@osb05.plus.com
Beryl Bundy (Multiple Sclerosis Society)	✓	"
Richard Muir (The Owls Nest)	✓	
Jacqui James (The Owls Nest)	✓	Jacqui.James@yahoo.co.uk.
Dave Wells (Dave Wells Properties)	✓	
Gary Peskett (Parley Memorial Hall)	NO	
Mr Lane (Parley Memorial Hall)	No	
Rob Jones (Parley Optometrists)	✓	rob@parleyoptometrists.co.uk
David Rushall (The Horns Inn)	NO	
Mr and Mrs Ross (Church Farm)	✓	
Susan Burchell (Burchmore Joinery)	NO	
Mr and Mrs <sup>Ben</sup> <del>owne</del> (Parley Barbers)	✓	pipya@hotmail.co.uk
Kate Tunks (Dorset CC Transport)	✓	
Wayne Sayers (Dorset CC Transport)	✓	
Lawrence Westwood (Tiegla Tiles)	NO	
Scott Hill (Apple Conservatories)	✓	scott@applepanels.com.
Liesa Cuesta (Stocks Farm)	✓	
Lyndsay Henderson (Stocks Farm)	✓	thetackstop@hotmail.co.uk
Rowan Henderson (Stocks Farm)	✓	
22 Peter Oliver (Stocks Farm)	✓	<del>Crosby Lodge</del>
Mitesh Patel (Pharmacy + Post Office)	✓	parleycrosspharmacy@hotmail.com
Mr & Mrs Petty (Cats Boutique)	✓	catsboutique@aol.com
Mr VIC Piddington	✓	Plumbers

Plumasyndercentre@yahoo.co.uk.

DC Electrical.

Apologies

Crosby Lodge @ yahoo.com.



Address for correspondence:

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Furzehill  
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Twenty on The River  
218 Christchurch Road  
West Parley  
Ferndown  
BH22 8SS

Date 16 May 2012  
Enquiry to Liz Taylor  
Service Policy Planning  
Our Ref  
Your Ref  
Telephone 01202 886201 Ext 2422  
Email etaylor  
@christchurchandeastdorset.gov.uk

Dear Sir/Madam

**West Parley Business Meeting**

**Tuesday 12<sup>th</sup> June 5.45pm for 6pm start**

**Parley Memorial Hall, Christchurch Road, West Parley**

You are invited to a business meeting to discuss the future plans for West Parley Crossroads, potential new housing development in West Parley and plans for an environmental enhancement scheme for Parley Crossroads and New Road.

You may already have heard about the possible changes which could take place in the area, and we would like to provide you with more information, and discuss how this might impact on your business. A leaflet is enclosed for your information.

Please register your intention to attend by 28<sup>th</sup> May, by contacting Liz Taylor on 01202 886201 ext. 2422 or [policy.planning@eastdorset.gov.uk](mailto:policy.planning@eastdorset.gov.uk)

There is ample free car parking on site.

If you would like to find out more about this beforehand, please visit the Pre-Submission Core Strategy page at [www.dorsetforyou.com/348323](http://www.dorsetforyou.com/348323) or contact Sally Knott at East Dorset 01202 886201 ext. 2262.

Yours faithfully

Richard Henshaw  
Policy Planning Manager  
East Dorset District Council

