

Planning Purbeck's Future



Huntick Road, Lytchett Matravers Development Brief: A Constraints and Scoping Report

Adopted 13th March 2012



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Important note: this report has been screened for a sustainability appraisal (SA). An SA will not be required.

Context

Purpose of this document

1. Purbeck District Council produced this document to support the Core Strategy, which allocates a settlement extension of approximately 50 new dwellings at Huntick Road, Lytchett Matravers.
2. The objectives of this report are:
 - To clarify the planning and design context relating to the site
 - To identify the known constraints and opportunities within the site
 - To identify the known requirements to be delivered through development of the site
 - To identify the high quality urban design and planning aspirations for the site
 - To identify the scope of work to be taken forward by the developers / agents for the site.

The Council's expectation is that developers will produce a final masterplan and / or planning application in consultation with the local community, Parish and District Councils. This will create a high quality place that reflects the aspirations of the local community.

Vision for the site

To create a high quality development of around 50 new homes that is well-linked and well-related to the existing settlement, whilst maintaining the setting, landscape, and rural character of the settlement edge of Lytchett Matravers.

Site description

3. The site is in the village of Lytchett Matravers, to the north of the A35 approximately seven miles north west of Poole. Lytchett Matravers is the largest village in Purbeck (parish population of 3,510) and includes a number of shops, two public houses, a primary school, a library, doctors' surgery and village hall.
4. The proposed settlement extension is located on the eastern edge of the village and is accessed from Huntick Road to the south. It is approximately 3.52 hectares in size and comprises a mix of agricultural land / paddocks, a haulage depot and two residential bungalows. To the north and east, the site is bound by open countryside. To the south, it is bound by residential properties and to the west by a mix of residential and employment uses.
5. The existing site access is off Huntick Road and serves the existing haulage depot and two houses. The site includes a pond surrounded by trees and hedgerows. This provides a positive feature and has wildlife and conservation value. A Tree Preservation Order covers the majority of trees and hedgerows within the site and on the site boundary. To the very north, the site slopes downwards towards a stream and boggy habitat which is likely to be unsuitable for development.
6. Views from the site to the north are to residential development across intervening fields. To the west, the site looks onto an existing employment development at Freeland Park and a small residential development of Abbots Meadow. To the south is Huntick Road and residential development. The eastern part of the site includes the haulage depot and is currently scattered with small buildings and containers. It is urban / industrial in character and detracts from the rural character on the edge of the village. Whilst a large conifer hedge screens the depot, it is out of character with the surrounding landscape and native trees. The north-east of the site has views across the open countryside.

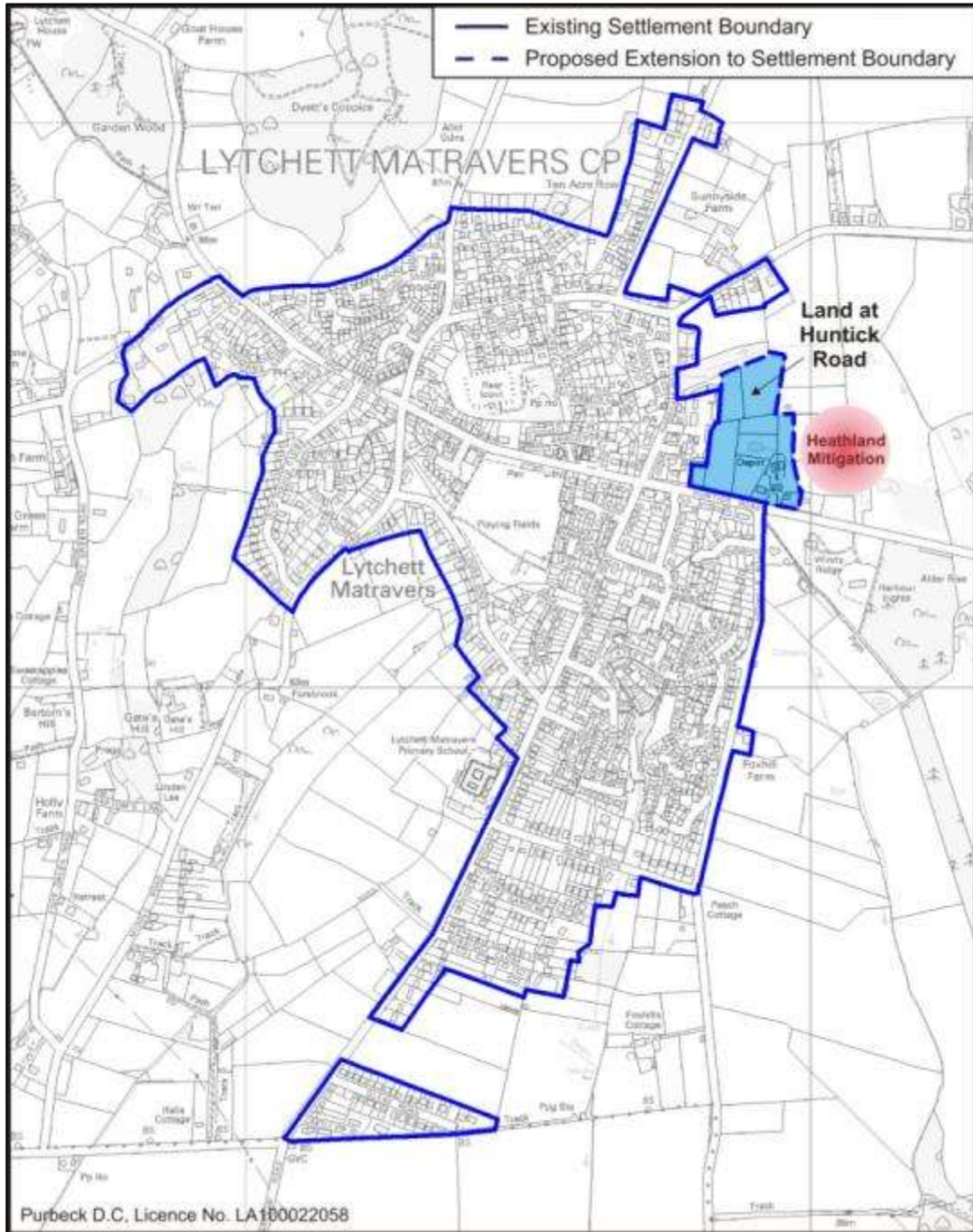


Figure 1: Map showing location of the development site at Huntick Road, Lytchett Matravers

7. The site is within walking distance of facilities in the village and is also well served by scheduled bus services.



Figure 2: View of the pond at centre of site

Planning policy context

National policy and guidance

8. The following list of current national planning policy guidance is considered to be relevant (although not exhaustive) to the development of this site and should be taken into account during the preparation of the master plan and / or planning application:
- Planning Policy Statement: Delivering Sustainable Development (2005)
 - Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (2007)
 - Planning Policy Guidance 2: Green Belts (1995)
 - Planning Policy Statement 3: Housing (2010)
 - Planning Policy Statement 4: Planning for Sustainable Economic Growth (2010)
 - Planning Policy Statement 7: Sustainable Development in Rural Areas (2004)
 - Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)
 - Planning Policy Statement 12: Local Spatial Planning (2008)
 - Planning Policy Guidance 13: Transport (2011)
 - Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (2002)
 - Planning Policy Guidance 22: Renewable Energy (2004)
 - Planning Policy Statement 25: Development and Flood Risk (2010)
9. The Localism Bill was enacted in November 2011 and will change the way that planning policy is prepared. Local communities now have the power to prepare their own neighbourhood plan and directly influence new development in their community. The local community and Parish Council should be involved throughout preparation of a master plan and / or planning application and continued community involvement will be required.
10. In July 2011 Communities and Local Government (CLG) published a consultation draft National Planning Policy Framework. The Framework (when finalised) will replace current national planning policy guidance, statements and some circulars. It sets out the Government's key economic, environmental and social objectives together with the policies to deliver them. The Framework provides a strong presumption in favour of 'Sustainable Development' and addresses key issues such as neighbourhood planning, housing provision, the environment, open space and viability of development. It is uncertain when the final version of the National Planning Policy Framework will be in place. However, it is essential that preparation of any master plan and / or planning application for the development of the site has regard to the content of the framework.

Regional policy and guidance

11. The Localism Bill sought to abolish Regional Strategies. However, they cannot be revoked until a Strategic Environmental Assessment has been produced to assess their loss. Therefore, although Regional Planning Guidance 10 (RPG10) and the Regional Spatial Strategy (RSS) for the South West remain material considerations at the current time, in future development will need to conform to national and local planning policy and guidance.

Local policy and guidance

12. In June / July 2010 as part of the preparation of the Core Strategy, Purbeck District Council working jointly with Lytchett Matravers Parish Council consulted local communities on 'Where shall we build in Upton and Lytchett Matravers 2012 – 2026?'. Five potential sites were identified around Lytchett Matravers and the consultation feedback showed overwhelming support (69% of responses) for land at Huntick Road to be developed. The site was also the District Council's preferred option for development.

13. In October 2010, Purbeck District Council decided to allocate the land at Huntick Road in the emerging Core Strategy 2006 – 2026. The allocation was consulted on as part of the pre-submission consultation in November 2010. The policy was amended, including an extension of the site boundary. It was then subject to further consultation as part of the proposed changes to pre-submission document in September 2011. An extract of the relevant policy (Core Strategy Proposed Changes to Pre-Submission document Policy NE: North East Purbeck) is set out below:

Policy NE: North East Purbeck

The role of Lytchett Matravers will be supported through:

Realignment of the settlement boundary to enable the allocation of a settlement extension of approximately 50 dwellings at Huntick Road as shown on Map 14 to include:

- A minimum of 50% dwellings which are affordable for local people;
- The possible provision of B1 employment opportunities or 'Live Work' development within the site as part of a mixed use development;
- New public open space to mitigate potential impact upon nearby heathland, including provision of a new public right of way along the east boundary of the site to form part of a longer term plan to create a circular network around the village;
- Improvements to walking, cycling and public transport access to the site;
- A contribution to improving community facilities within the parish;
- Contributions for transport, education and open space/recreation provision;
- The possible relocation of the health centre;
- Protection of existing trees and hedges.

14. The site is currently in the South-East Dorset Green Belt. Following formal adoption of the Core Strategy, the site will be re-allocated for the mix of uses outlined in Policy NE: North East Purbeck, and the settlement boundary will be realigned.
15. Policy AH notes that in all cases of affordable housing provision the Council will take account of the economic viability of provision. Where viability is questioned, the developer can challenge the level of contribution required through an open book approach. An independent assessment of the open book approach may be required and will be funded in full by the developer.
16. Developers should also be aware of Core Strategy policy DEV (Development Contributions) and the forthcoming Community Infrastructure Levy (CIL), which is scheduled for adoption in April 2014.
17. Other policies in the Core Strategy should also be taken into account when preparing a master plan and / or planning application.
18. The Core Strategy was submitted to the Planning Inspectorate for examination in January 2012. Adoption should follow later in the year. A full copy of the Core Strategy and evidence base can be viewed at: <http://www.dorsetforyou.com/ldf/purbeck>

Planning history

19. The eastern part of the site is used as a haulage depot. This is an established use on the site with recent planning application history relating to telecoms equipment located on the mast to the north of the site.
20. To the west of the site is Freeland Park, A B1 Light Industrial business park which comprises 19 units for which planning permission was granted in 2009 (6/2009/0169). There is also a small residential development of 10 houses known as Abbots Meadow for which planning permission was granted in 2000 (6/1999/0681).
21. A planning application for a polo club on land to the north-east of the site was granted permission in August 2011.

Design context

National design guidance

22. In addition to the national guidance already listed above, the following guidance should be taken into account in the preparation of the master plan and / or planning application:
 - ACPO, various dates: Secured by Design.
 - CABE, 2008: Building for Life Standards.
 - DfT, 2007: Manual for Streets.
 - DETR, 2000: By Design, Urban Design in the Planning System: Towards Better Practice.
 - DCLG, 2008: Code for Sustainable Homes.
 - DTLR, 2001: By Design, Better Places to Live.
 - ODPM/Home Office, 2003: Safer Places – the Planning System and Crime Prevention.
 - ODPM, 2003: Planning and Access for Disabled People: A Good Practice Guide.

Local design policy and guidance

23. The Core Strategy includes Policy D: Design which relates to design requirements. Any development proposals must take this policy into account.
24. Additional design guidance and evidence (for example, Townscape Character Appraisals) are available in the Core Strategy evidence base which can be viewed at:
<http://www.dorsetforyou.com/ldf/purbeck>

Consultation events

25. On 6th and 8th October events were held at Lytchett Matravers Library to invite comments and views on the proposed development. A consultation statement is included in Appendix 1 and includes a full breakdown of the feedback received. Boards were displayed by the District Council, Parish Council and agent for the site, and comments invited. A summary of the responses is provided in relevant sections below. The consultation feedback should be taken into account when putting together the masterplan for the site.

Site constraints and opportunities

Housing and employment

26. The site needs to deliver 50 dwellings of which 25 (50%) need to be affordable. Of these affordable homes, the likely tenure mix is 90% social rented and / or affordable rented and 10% intermediate (e.g. shared equity). Affordable housing needs to be predominantly family housing of 2 or 3 bedrooms, although a small number of single bedroom dwellings will also be required (as identified in Parish Housing Need Survey 2011). The final mix of housing provision will be negotiated with the developer nearer to the time of submission of a planning application depending on the level of identified need. The provision of floor space for B1 employment or 'Live Work' development within the site should also be explored.

Consultation feedback about housing and employment

27. Attendees were asked if they would like to see a particular use, for example housing or employment, located within a particular area of the site. The responses were mixed with no clear preference for a particular use to be located within a particular part of the site identified.
28. A medium-sized home (a three-bed semi-detached home with two storeys) was the favoured choice of respondents. There was also a high level of support for two-bed and four-bed properties, terrace and detached properties, and two and a half storey homes. The lowest level of support was for five-bed properties, flats and single-storey homes.
29. The response to the Parish Council question 'Should the Parish Council continue to support the building of 50 dwellings or accept a lower figure (which could be as low as 25 dwellings) to retain some or all of the existing tree cover', was split with half of the respondents in favour and half in disagreement.

Design

Layout

30. The development should face onto Huntick Road using the current hedgerow as a front garden boundary. Private footways to new houses across the existing grass verge would link the new development with the road and village.
31. Development should back onto Freeland Park, and the existing boundary should be made secure. Gardens should not back on to the countryside or Huntick Road. Development should be outward looking to maintain security. Footpath connections through the site will benefit adjacent development and contribute towards the aspiration of providing a circular walk around the village. The footpaths should also be treated as green corridors that maintain connections between the open countryside and open spaces within the development.

Height and massing

32. A development which is single and two storeys in height will reflect existing development near the site and wider development within the village. Any development which exceeds two storeys should be positioned away from the Huntick Road frontage. Development exceeding two and a half storeys in height would not be appropriate in this sensitive edge of village location.
33. Detached and semi-detached units reflect the existing form of development surrounding the site. Any terraced units should be positioned away from the Huntick Road frontage.

Details and materials

34. The development should reflect local style and design which can be achieved through the use of render with thatch, heathstone, and brick with tile. The use of modern natural finishes or the innovative use of traditional materials within a contemporary styling could also provide a distinctive scheme. Flint and Purbeck stone which are not traditional materials in Lytchett Matravers should not be used in the development as this would conflict with the need to promote local distinctiveness.

Consultation feedback about design

35. In terms of design, the preferred choice was for an estate style layout of development similar to Abbots Meadow, although there was also a significant amount of support for the use of local design and materials.

Transport

Development contributions towards improving transport in Purbeck

36. Financial contributions from the development of the site will be required towards the implementation of the Purbeck Transportation Strategy (PTS). The transport schemes to be implemented within this strategy will mitigate the cumulative negative impact of the additional traffic generated by the development on the transport network. Payment of the contribution is not a replacement for the provision of infrastructure which would normally be paid for by the developer as part of the development. Payments should be made in accordance with the current Interim Guidance 'Development Contributions Towards Transport Improvements in Purbeck' document which can be found on www.dorsetforyou.com/396971
37. Relevant PTS transport schemes (2010) in North East Purbeck are:
- Signing strategy to divert traffic from Poole/Bournemouth travelling to the Wool/Lulworth area away from the A351 and on to the A35 (between Poole/Bere Regis) / C6.
 - Traffic management and safety improvements along the A35 (between Poole and Bere Regis).
 - Improve Purbeck Breezer bus service number 40 Poole – Upton Lytchett Minster – Wareham – Corfe Castle – Swanage.
 - Improved sustainable access to Lytchett Matravers.
 - Cycleway Wareham – Lytchett Minster – Upton – Upton Country Park.
 - Cycleway Lytchett Matravers – Lytchett Minster.
 - Junction and online road improvements at the Bakers Arms roundabout and along the A351.
38. Contributions will be collected by Purbeck District Council and passed to the Highway Authority for implementation of the PTS.

Site specific transport requirements

39. In addition to the contributions to transport in Purbeck set out above, the developer will be required to provide a number of transport improvements which are considered essential to make the proposed development at Huntick Road acceptable in terms of the provision of sustainable transport opportunities and highway safety. These are set out below and illustrated on the map shown in Figure 3.

Access, layout and parking

40. The site access and internal roads should be provided in full accordance with the 'Manual for Streets' (DfT, 2007).

41. All residential development should be designed to allow direct, attractive, and safe routes through the site for pedestrians and cyclists. Street design and layout should naturally enforce low vehicle speeds, whilst the provision of car and cycle parking should be in accordance with the 'Dorset Residential Parking Guidance'.
42. The proposed development layout for any employment provision should provide for adequate manoeuvring and turning of heavy goods vehicles together with sufficient car and cycle parking for employees and visitors. Pedestrian and cycle links should be provided between any employment provision and residential development.

Vehicular access to site

43. The development must provide vehicular access to the site via Huntick Road. A second access may be required for any employment area provided. However, it should be noted that this is not illustrated on the plan below, which was based on an earlier site boundary. Depending on the location of the proposed access(es), the new footway identified in bullet 1 below may need to be extended across the entire site frontage with Huntick Road to provide suitable pedestrian access to both residential and employment uses.

Improved walking links

44. The development must provide:
 - A new footway along the northern side of Huntick Road from the development site access(es) westwards towards the centre of Lytchett Matravers.
 - An extension of the footway along the northern side of Huntick Road around the corner adjoining Wareham Road to allow safe crossing at this point.
 - The missing piece of footway opposite the site outside the Rose and Crown pub.
 - A contribution towards sustainable access to Lytchett Matravers Primary School, for example, provision of a school crossing and relocation of the existing bus stop and/ or provision of a new bus pull-in / layby away from the school entrance.
 - A contribution towards the High Street enhancement scheme may be required.

Public transport infrastructure improvements

45. The development must provide two raised kerbs at the existing bus stops near the site: one at the bus stop on the eastern side and one at the stop on the western side of Wareham Road, near the Rose & Crown pub.

Street lighting

46. Street lighting will need to be provided to meet safety requirements in consultation with the Highway Authority. However, sensitive design around the perimeter of the development will be required so that the lighting is as unobtrusive as possible when viewed from the surrounding open countryside.

Travel plan and transport assessment

47. Whilst the new development is within an accessible walking distance of the village centre and is well served by public transport provision, the provision of a wider range of facilities, services and employment opportunities outside the village means that additional traffic is likely to be created. Development proposals should incorporate a detailed Transport Assessment which sets out how the developer will deal with residual car trips that are generated from the development. A residential travel plan should also be included to ensure the maximum use of sustainable travel modes to and from the site. This would discourage single occupancy car trips. Contact should be made with the Highway Authority's Travel Plan Co-ordinator at the earliest opportunity.

Consultation feedback about transport improvements

48. The Parish Council invited responses to six options (see Appendix) relating to transport improvements in the village. High levels of support were expressed for implementation of a village entrance just past the junction of Foxhills Road and rearrangement of car parking in front of the shops and recreation ground to improve access to amenities. There was mixed support for traffic calming within the village centre (from the library to village hall) and less support for the other traffic calming schemes suggested.

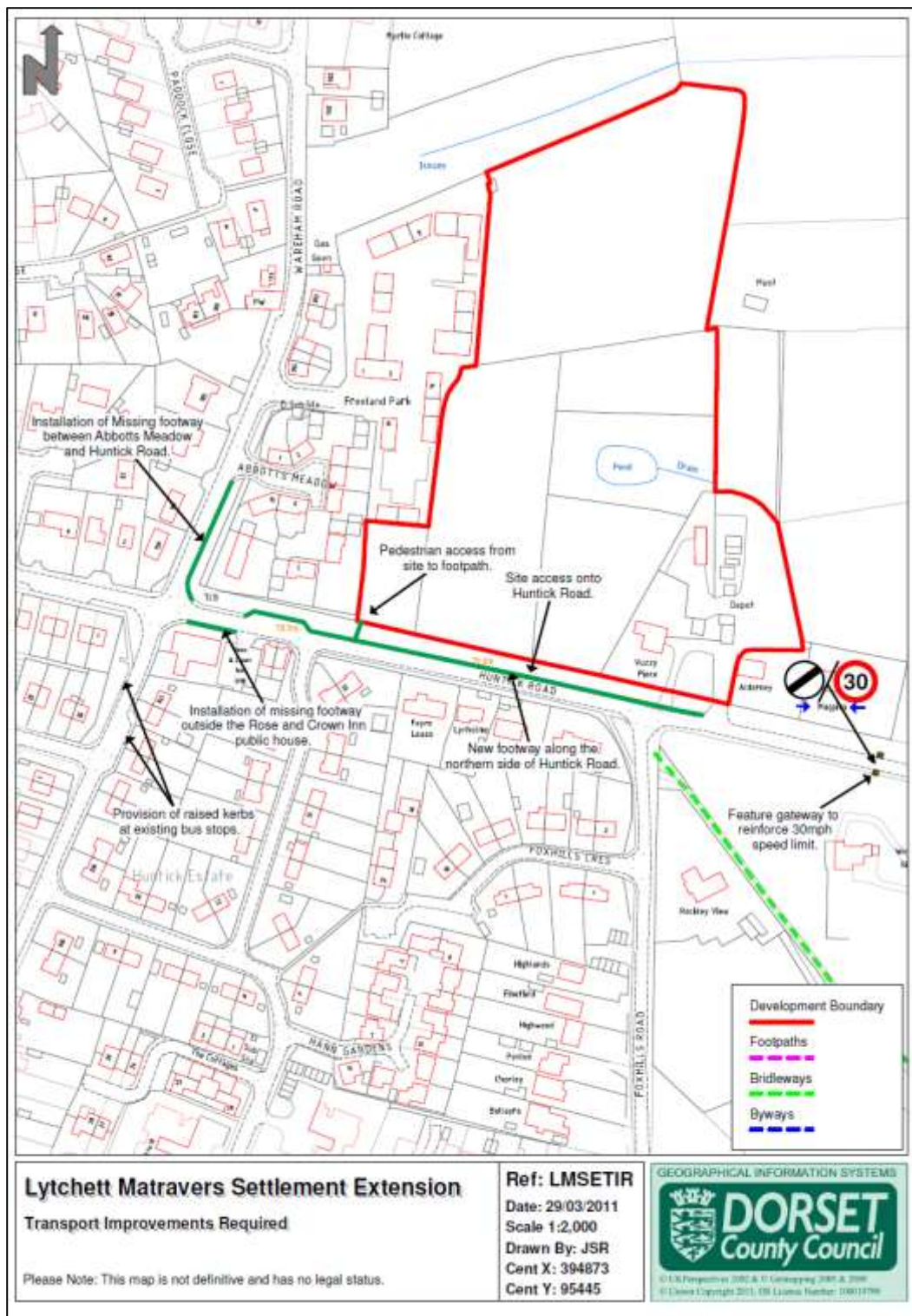


Figure 3: Site specific transport improvements

Please note: figure 3 has been produced based on a previous site boundary

Flood management

49. Purbeck District Council's Strategic Flood Risk Assessment (SFRA) notes that the soils in Lytchett Matravers are clay based and may be unsuitable for standard soakaways. Any discharge to a watercourse in Lytchett Matravers may need to be attenuated due to downstream flooding problems, for example, at the Bakers Arms roundabout.
50. Flood attenuation measures should be implemented as part of the development. This may be an open pond with discharge to a nearby watercourse. In some recent developments, surface water attenuation tanks have been used.
51. A Flood Risk Assessment (FRA) must be undertaken as part of the pre-application process. The requirements of each flood risk assessment should be discussed with the District Engineer and be in accordance with the SFRA. It is recommended that the FRA is carried out as part of the masterplan process to identify any issues relating to flood risk and sustainable drainage sooner rather than later. Requirements of PPS25 and accompanying practice guidance, in particular design, should also be taken into account. The developer should set out details relating to the responsibility for long-term maintenance.

Trees, hedgerows and landscape

52. The trees and hedgerow trees on the site have been protected by a Tree Preservation Order, in the general interests of amenity. The trees on the site are one of the most important considerations in developing this site. Existing trees of good quality and value can greatly enhance new development. However, trees can also be a constraint. Poorly-sited layouts or the retention of trees of an inappropriate size or species may be resented by future occupiers, and no amount of legal protection will ensure their retention and survival. To avoid such problems and to ensure a harmonious relationship between trees and structures, careful planning and expert advice will be needed.
53. Known arboricultural constraints have been mapped in accordance with BS 5837 – 2005, and are identified on the Tree Constraints Plan below.
54. An Arboricultural Implications Assessment shall be provided by the developer in accordance with BS5837 – 2005, providing a reasoned justification for the removal of any trees, and mitigation of any loss. It is accepted that there is scope for the removal of a limited number of individual trees to accommodate development where it can be shown to be essential. Development must retain as many trees as possible whilst delivering the housing. Encroachment into root protection areas of the trees to be retained will not be acceptable. The construction of light fencing may be acceptable subject to the hand digging of foundations.
55. The planting of new or replacement trees should be an important part of any master plan and / or planning application. Consideration should be given to the trees' location and species to ensure that they fulfil their role within the scheme, now and into the future. Any scheme submitted shall detail their location above and below ground.
56. The eastern boundary of the site will become the new boundary between the Green Belt and the built edge of Lytchett Matravers, and would benefit from being the main location of any consequential replanting and new planting proposals.
57. The site represents an important vegetated edge at the entrance to the village from the east. As much of the native vegetation as possible should be retained to prevent erosion of the rural character and feel. Important trees and hedges within and surrounding the site help to define the character of the site. Additional planting should be provided around the edges of the site to enhance this character. Outside the site, on the far eastern boundary of the current landownership, there is an opportunity to provide structured landscaping within the wider village setting.

58. The long-term management requirements of trees, hedgerows, open spaces and the pond should be addressed. If ownership of trees and hedgerows were to be split between the curtilages of adjacent properties on the new development, management is unlikely to be consistent. Therefore, a legal agreement may be required to ensure satisfactory maintenance by a management company. Alternatively, the developer is encouraged to contact the Parish Council who would be interested in taking on maintenance if a commuted sum is available.
59. The pond in the centre of the site is surrounded by trees and provides a positive feature which has significant wildlife and conservation value. Enhancement of the pond and surrounding habitat, with potential connection to the boggy habitat to the north (possible nature trail) will provide a positive natural feature within the site. The safety hazard of pond should be managed through survey and risk assessment (particularly assessment of depth), careful design of access points and the possible provision of safety information.
60. The views from the site to the rural land to the east should be retained where possible.

Consultation feedback about trees

61. The response to the Parish Council question 'Should the Parish Council continue to support the building of 50 dwellings or accept a lower figure (which could be as low as 25 dwellings) to retain some or all of the existing tree cover', was split with half of the respondents in favour and half in disagreement.

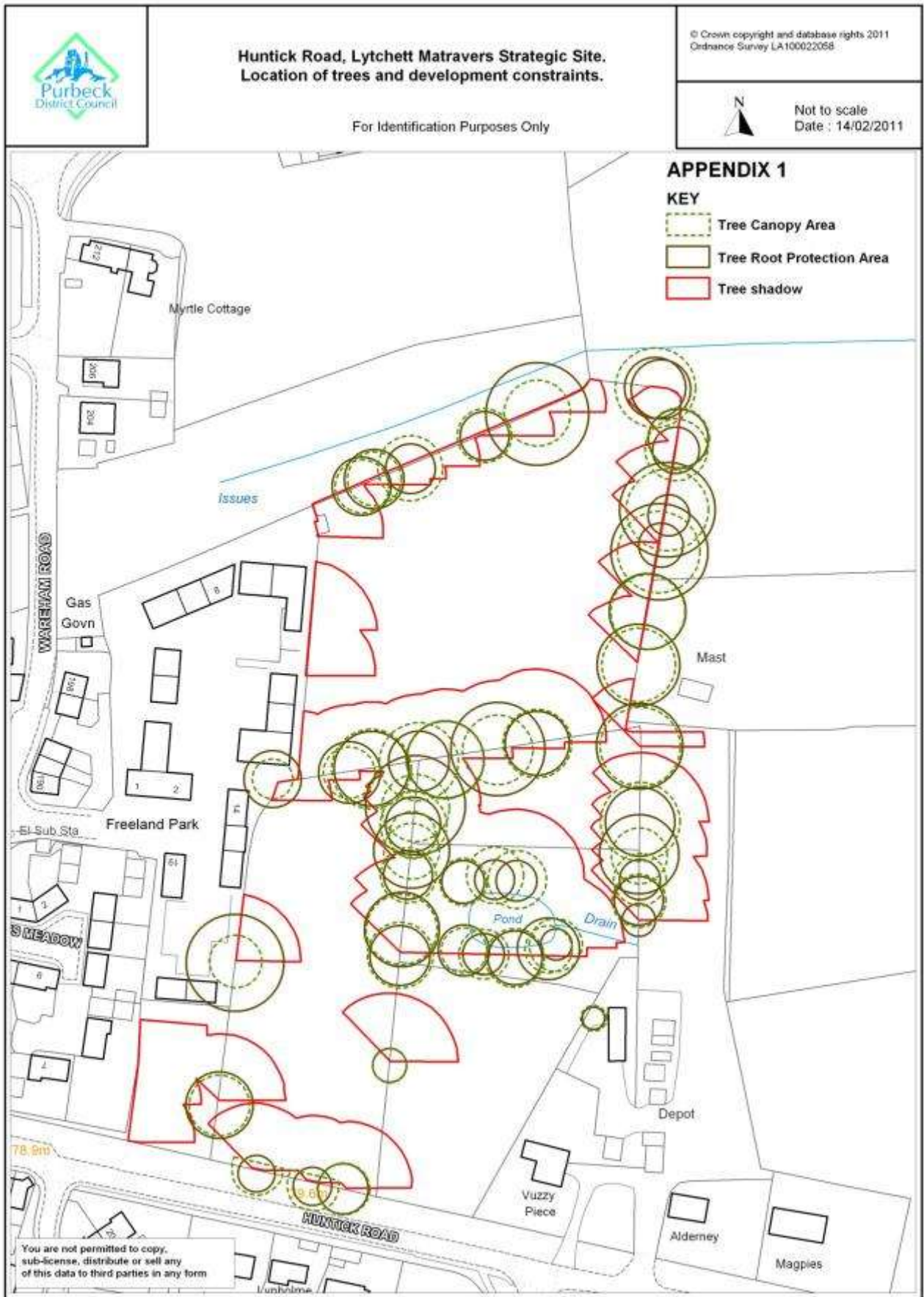


Figure 4: Tree Constraints Plan – Combining Root Protection Areas, Canopy Spread and Shadow

Ecology

62. The pond on the site and stream which runs next to the northern boundary may present ecological issues. As part of the preparation of the masterplan, an ecological survey should be carried out to ascertain whether there are any protected species on or adjacent to the site.

Nature conservation mitigation

63. Mitigation measures are essential to ensure that the new development does not have an adverse impact upon protected sites. In North East Purbeck these are:
- Dorset Heathlands SAC/SPA – specific issues: visitor pressure, water abstraction, water quality and air quality
 - Poole Harbour SPA/Ramsar Site – specific issue: water quality
64. Mitigation measures are set out in the Habitats Regulation Assessment and implementation will require working with statutory bodies, landowners and neighbouring authorities.
65. To mitigate the impact of the settlement extension at Huntick Road, focus should be given to the creation of an attractive circular walk around the village of approximately 2.5km and provision of open space for dogs to run safely off the lead. This would involve linking up to the existing footpath network and provision of a small area for car parking, which may be provided off site. The option of footpath provision within adjoining landownership should be considered to provide linkage between Huntick Road and Wimborne Road. Such provision would be supported by development contributions from the Huntick Road site and support the provision of a circular village walk.
66. Provided these measures are put in place alongside the development, a financial contribution towards heathlands mitigation will not be required.
67. Further investigation should be undertaken at an early stage in order to ensure that any proposals can satisfy Natural England and the local community. The developer will need to prepare a management plan for the mitigation proposals to include car parking, accessibility, signs and landscaping. The plan should be prepared through discussions with Natural England, Purbeck District Council and Lytchett Matravers Parish Council.
68. It is important that the delivery of mitigation measures coincides with delivery of housing, and that the mitigation is in place before the occupation of new housing development.
69. Natural England, Wessex Water and the Environment Agency are exploring ways of mitigating the impact of new development upon water quality in Poole Harbour in liaison with local authorities within the catchment of Poole Harbour, including Purbeck District Council. A mechanism has yet to be agreed that will ensure that nitrogen produced by development is mitigated without an adverse effect upon Poole Harbour.

Recreation and open space

70. The Sport and Recreation Audit and Assessment (2006) revealed that there is a current shortfall of equipped play areas in Lytchett Matravers for all ages. The development will generate an additional need for open space, recreation and sports provision which, where possible, should be provided on site. Active design could be incorporated into the layout of the site, and this could include on-site recreational equipment.
71. Where on-site provision is not possible, contributions will be sought for all or part of the requirement. The level of contribution will depend upon the sizes and types of dwellings proposed and can be advised at the planning application stage through negotiation to ensure development of the site remains viable. For on-site or off-site provision, a maintenance contribution will be required.

Consultation feedback about recreation and open space

72. Of the three comments received in relation to the provision of informal open space and a circular village walk, all were in support (District Council display).
73. There was considerable support in response to the Parish Council option to 'Enhance the Lytchett Matravers Village Walking Circuit' to link Huntick Road to Wimborne Road'.

Public services and community facilities

Education

74. Dorset County Council has indicated that any increase in the number of children resulting from the housing development at Huntick Road should be supported by a development contribution towards primary and secondary education levels. The extent of any contribution is not yet known and it will be determined through negotiation to ensure development of the site remains viable.

Health

75. The health centre in Lytchett Matravers is currently exploring options for expansion of the existing practice. This could involve an extension to premises on the existing site or relocation to new premises on the settlement extension site. Core Strategy Policy NE: North East Purbeck provides the opportunity to include a health centre as part of the mixed use development proposed on the site, should the need arise. Details relating to funding would need to be agreed between the practice and the site landowner, and would depend upon the reuse / redevelopment value of the current health centre site.

Consultation feedback about the health centre

76. There was a mixed response to the Parish Council question 'Should the development priorities include a new health centre (doctor's surgery and dentist)?' with 13 responses in support, 9 in disagreement and 7 neutral. Many respondents felt that the existing surgery should be expanded rather than a new health centre provided on the development site.

Recycling

77. Consultations with the Parish Council and local community have identified the opportunity for the provision of a recycling centre to be supported by the development. Provision will be subject to the progression of the new waste collection service approved by all Dorset councils within the Dorset Waste Partnership. Discussions should take place with the Dorset Waste Partnership regarding implementation of the new service in Lytchett Matravers and any additional requirement for recycling provision. Any additional recycling facilities supported by the new development should be sensitively designed and integrate well into their surroundings.

Consultation feedback about recycling facilities

78. There was considerable support (23 respondents) in response to the Parish Council option to 'Include a purpose built recycling area for the village within the Huntick Road development'. Comments made in disagreement with the option (8 respondents) were concerned about additional traffic and the impact on new residents.

Consultation feedback about community facilities

79. A list of potential community facilities was drawn up using suggestions from the 2010 'Where Shall We Build' consultation, Lytchett Matravers Parish Plan and Lytchett Matravers Parish Council.
80. The most popular suggestion was the provision of new footpath links. The second was the provision of recycling facilities. The third was traffic calming in the village centre. There was

also a high level of support for a youth centre and informal area of open space around the pond within the site boundary.

81. Many comments were made relating to community facility provision and existing facilities. Nine comments related to school access and car parking and the need for improvements. Seven comments related to concern over capacity at the existing schools. Nine comments related to existing and potential new community facilities. There were seven other general comments relating to a variety of issues.
82. In response to the Parish Council question 'Are there any other improvements you would like to see?' there was support for improvements to school access and parking, and the creation of a cycleway to Lytchett Minster School.

Archaeology

83. There are no records of any archaeological remains on the site or in the immediate vicinity. Whilst the site is likely to be an area of former heathland, which generally lessens its archaeological potential, the possibility of there being archaeological remains at a site of this size cannot be ruled out. Therefore, a pre-determination archaeological evaluation may be required and developers are encouraged to liaise with Dorset County Council's Archaeology Department to determine its content.

Ground contamination

84. There are no specific concerns regarding potential ground contamination of the site. However, parts of the site were subject to historical quarrying of sand, gravel or clay and it is likely that a desk study would be required as part of the preparation of the masterplan and any future planning application. Should this study show potential for ground contamination, it is likely that a full ground contamination survey would be required.
85. The site is located in an area rated by the Health Protection Agency as Radon Class 1. This means the site is not in a radon-affected area. Consequently no radon protective measures would be necessary to new build properties.

Renewable energy

86. In line with Policy D: Design of the Core Strategy, at least 10% of the total energy use requirements of the development must come from decentralised and renewable or low carbon sources. The developers should investigate proposals for the provision of combined heat and power and other renewable energy provisions as part of the overall plan for development of the site. Any new employment or "live work" development on the site should achieve a minimum "Very Good" BREEAM rating.
87. Linkages of such provision with nearby uses and other uses within the site (e.g. employment and health centre) should be considered.

Consultation feedback about renewable energy

88. General support for renewable energy provision was expressed in response to the Parish Council question 'Should the new dwellings include solar panels and/or other types of renewable energy sources?'

Indicative Position of Constraints and Requirements

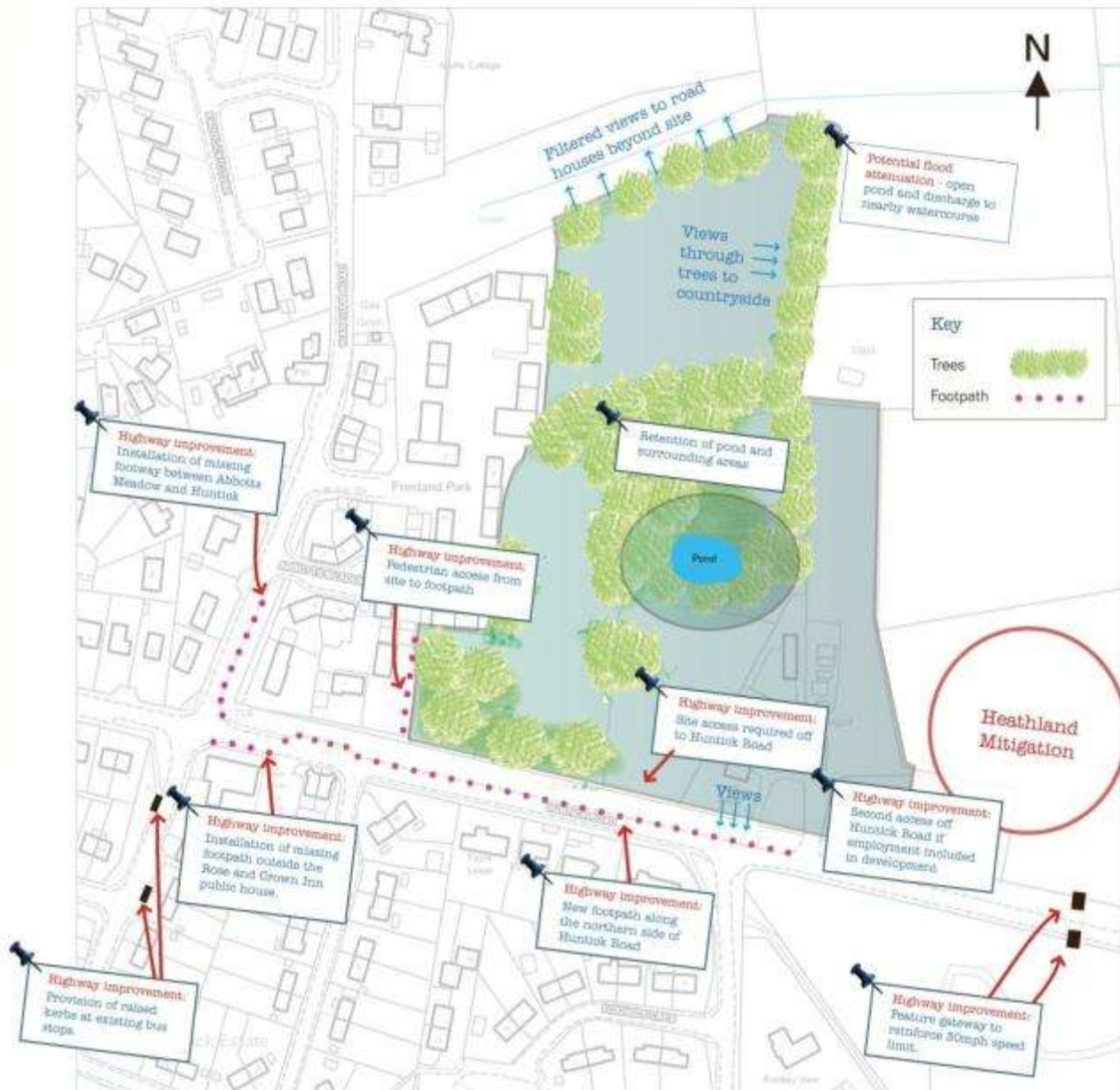


Figure 5: Summary Diagram Showing the Indicative Position of the Main Constraints and Requirements

Scope of further work

Requirements

89. Core Strategy Policy NE identifies a number of uses to be delivered within the site. Additional community benefits are also identified within this brief which could also be delivered within the site. The Council recognises that the site has constraints that may reduce the overall developable area within the site boundary. It is also recognised that the site may not be able to deliver all of the identified uses. Through preparation of the masterplan / planning application process, the developer will be expected to demonstrate and provide reasoned justification for the level of deliverability of the uses identified within this brief.

The developer should address delivery of the following uses in accordance with the level of priority proposed below:

Residential (50 dwellings)

Employment

Health centre (subject to current position on proposed relocation)

Other uses identified in the brief or proposed by the developer

90. In summary, as part of the masterplan / planning application process, developers must submit:
- A community engagement strategy
 - A full and detailed context appraisal
 - A policy review applying relevant policies to the site design
 - A vision statement setting out a vision for the site and key objectives
 - Planning and design principles
 - Implementation details
 - Costs, viability, phasing and timing of development
 - Draft planning obligations
 - A management plan detailing the on-going management proposals for the existing hedgerows, trees and pond, and for the proposed tree planting, open space(s), green corridors, sport and recreation facilities and sustainable drainage system. This management plan must indicate who will be responsible for the on-going management of these elements of the development and give details of draft terms and conditions.
91. In liaison with Officers at Purbeck District Council, and taking on board the consultation feedback, plans / illustrations are to be produced to demonstrate:
- Site Layout including the relationship between buildings, routes and open spaces within the site and with adjoining areas and village centre;
 - Built Layout: relationship of plots, frontages, grain of development, relationship with adjoining development, roads, trees, key buildings, street surveillance, character, legibility, exploitation of existing features, safety;
 - Densities – variations within the site and relationships with surrounding uses and character;
 - Height – visual impact, relationships within the site, relationship with surrounding uses and character, maximum heights, impact on existing views, creation of new views, building height to street ratios, massing;
 - Design details – techniques, local distinctiveness, facades, lighting, street furniture, hard landscaping, public art, safety, boundaries, key features, on-site play / recreation equipment;
 - Materials – type, texture, colour, pattern, maintenance, palette;
 - Landscaping – structure planting, secondary planting, species, safety;
 - Trees – arboricultural implications assessment to BS5837-2005, retention, tradable, replacements, types, sizes;
 - Open Spaces – public spaces, type, treatment, enclosures, character of spaces, lighting, legibility, safety (particularly pond depth, access and safety information);
 - Movement – vehicle and pedestrian access, public transport access, networks of access within site and beyond, walking and cycle links, parking, traffic management, home zones, mobility limitations, safety;
 - Inclusion of renewable energy and energy efficiency measures;
 - Mitigation of European protected sites.

92. Details must be provided of:
- all development contributions and where possible draft Section 106 Agreements to include details of terms, adoptable standards, level of contributions and legal mechanisms;
 - all surveys and assessments undertaken, to include a travel plan, transport assessment, flood risk assessment, arboricultural implications assessment, ecological survey, pre-determination archaeological evaluation, ground contamination survey (depot site) and health and safety assessment of the pond;
 - the intended development process following completion and adoption of the masterplan, including timescales and phasing of development and community benefits.
93. The developer / agent should discuss their proposal with Highway Authority prior to formal submission of a planning application. Discussions will also speed up the decision-making process following submission of a planning application and ultimately increase the chance of a successful decision.

Important note: Following any formal adoption of the masterplan by the District Council, any further modifications requiring discussion with Planning Officers prior to the submission of a planning application will be charged in accordance with the Development Management charging schedule.

Project stages

Description of Stages	Purbeck District Council	Developer	Dorset County Council	Lytchett Matravers Parish Council	Community
In liaison with District Council officers, prepare community engagement strategy concept plan and broad principles. Arrange and undertake a workshop on the draft plans and concepts with members of the District and Parish Councils.	✓	✓	✓	✓	
Finalise draft plans and concepts and report to Highway Authority, District and Parish Councils prior to a period of 6 weeks' formal consultation with the local community.	✓	✓	✓	✓	
6 weeks' formal consultation to be agreed with officers at Purbeck District Council.	✓	✓	✓	✓	✓
Consider results of formal consultation and provide feedback, together with reasoning behind how community's comments have or have not been taken into account.		✓			
Finalise plans and concepts in liaison with Highway Authority and District Council officers.	✓	✓			
Report final masterplan to Highway Authority, District and Parish Councils for adoption.	✓	✓	✓	✓	✓

Contact details

94. Purbeck District Council Switchboard – 01929 556561
Planning and Community Services
Purbeck District Council
Westport House
Worgret Road
Wareham
Dorset
BH20 4PP

Planning Policy Team - 01929 557264
Email: ldf@purbeck-dc.gov.uk

Development Management Team – 01929 557206
Email: planning@purbeck-dc.gov.uk

Dorset County Council Switchboard - 01305 221000

Appendix 1: Consultation feedback

Core Strategy Settlement Extension – Huntick Road, Lytchett Matravers

Who was consulted?

To inform the future preparation of a masterplan for the site, Purbeck District Council together with Lytchett Matravers Parish Council, undertook an informal issues and options consultation on the proposed development site. The consultation was aimed at the local community with the aim of informally obtaining their views and opinions on the future development.

How were they consulted?

Two drop-in exhibitions were held in Lytchett Matravers to provide the opportunity for the local community to meet with Purbeck District Council Planning Officers, Highway Authority Officers, Parish Councillors, District Councillors and the agent / developer of the relevant site. Attendees were encouraged to choose from various options and provide more general comments on the proposed developments.

Two events were held in Lytchett Matravers library as follows:

- Thursday 6th October, 6-9pm
- Saturday 8th October, 9.30am–12.30pm

Exhibition boards setting out the key issues for the site and development options were displayed, and suggestions invited.



How was the event advertised?

The event was advertised to the local community using the following methods:

- An advertisement in Lytchett Link which is delivered to approximately 80% of households in the Parish.
- A press release to all local media.
- Leaflets to all properties adjacent to the site, including all of Abbots Meadows and Freeland Park (business units).
- Posters and leaflets displayed around the village.
- An interview with Councillor Johns (Built Environment Spokesperson) on Radio Solent 96.1 / 103.8 on Saturday 24th September 2011.
- On Dorset for You website.
- In Local Development Framework newsletter.

What response was received?

Approximately 120 people attended both events. The feedback from the consultation is provided below.

Feedback to Purbeck District Council Display

Which community benefits would you like to see?

The below list of potential facilities was drawn up using suggestions from the 2010 'Where Shall We Build...' consultation, Lytchett Matravers Parish Plan and Lytchett Matravers Parish Council.

Type of facility	1 st choice	2 nd choice	3 rd choice	Total
New footpath links	16	2	3	21
Doctor's surgery / dentist	5	3		8
More parking in village centre	5	2	1	8
traffic calming in village centre	7	7	3	17
Community Centre	4	1	2	7
Recycling facilities	9	5	4	18
Youth Centre	6	2	3	11
Children's play area	5	2	2	9
Pond area - Informal open space possibly to include nature trail	6	2	2	10
Recreation improvements	2	2	2	6
Renewable Energy	2		3	5
Broadband improvements	1		3	4
Improved shopping	1		1	2
Improved street lighting				
More school places	1			1
Cycle facilities / lanes	3			3
Improved public transport	2	1	1	4
Improved road access	1			1
Total	76	29	30	135

Other facilities suggested

Type of facility	Number of respondents
Access to school(s)	
Cycleway / footpath to secondary school at Lytchett Minster	6
Speed bumps in school areas	1
No parking 300 yards each way of primary school	1
Improved parking for school	3
School capacity	
Schools already at capacity - more school places required	6
New school / buildings required	3
Lolly pop lady required	1

Type of facility	Number of respondents
Community Facilities	
Take away / fish and chip shop	2
Expanded GP Surgery	1
Better shopping facilities	1
Better public transport	1
Parish office next to library	1
Footpath to manor	1
Traffic control on Wareham Road	1
Speed limits on Huntick Road	1

Other comments on community facilities

- Community centre is not required as we already have a village hall (2)
- Retain health centre in village centre location (1)
- Move tesco to the site and put doctors in tesco (handy for the chemist)
- Pond space would need to be safely enclosed (2)

Comments on suitable alternative natural green space (heathland mitigation)

- Yes - would walk dog here and possibly use as a recreational area
- Yes - would use circular walk (2)

Preferred size of home

	1st	2nd	3rd	Total
1 bed	3	2	4	9
2 bed	7	11	0	18
3 bed	20	7	3	30
4 bed	7	3	3	13
5 bed	1	0	7	8
Total	38	23	17	78

Preferred type of home

	1st	2nd	3rd	Total
Flat/apartment	1	1	6	8
Bungalow	3	1	6	10
Terrace	6	8	4	18
Semi	11	4	2	17
Detached	9	3	2	14
Total	30	17	20	67

Preferred height of home

	1st	2nd	3rd	Total
1 storey	1	1	4	6
1.5 storey	1	5	3	9
2 storey	15	3	3	21
2.5 storey	9	5	4	18
3 storey			11	11
Total	26	14	25	65

Preferred design of home

	1st	2nd	3rd	Total
Executive	2	4	2	8
Estate	12	3	4	19
Modern/contemporary	3		8	11
Eco home	7	3	3	13
Local design/materials	10	7	2	19
Total	34	17	19	70

Location of uses within site

Use	Location
Employment	north of site (2) east of site on depot (1) south of site to west of depot (1)
Residential	north of site (3) centre of site (3) south west of site (2) east of site on depot (1)
Health	towards the south of the site (4) of which 3 suggested the most south westerly corner
Mixed	mixed use throughout site (2)

Other comments

- If 50% of the houses are to be 'rented' these are not going to be for the benefit of the villagers only.
- No gypsy site down Foxhills Lane.
- More houses in the village would push up prices because the local school is so popular – putting prices out of the reach of young people.

Feedback to Lytchett Matravers Parish Council Display

(32 responses)

	Favourable	Neutral	Disagree	Comments
<p>The chosen option from the July 2010 consultation was to build 50 dwellings, of which 25 will be affordable. A potential restriction on this plan is the extent of the tree cover currently on the site. Should the Parish Council continue to support the building of 50 dwellings or accept a lower figure (which could be as low as 25 dwellings) to retain some or all of the existing tree cover? The development needs to meet the green energy requirements of the future. Should the new dwellings include solar panels and/or other types of renewable energy sources?</p>	7		7	<p>There is a TPO on all the trees on this land and I feel there is only room for 25 houses/bungalows maximum. There is no question that we should protect all the tree cover. The TPO has been put back on for a reason (it was removed at Mrs. Hampshire's request a few years ago) In my opinion this green belt land should never have been accepted for building on. We don't need more housing. The village concept is being gradually eroded and there is no village 'feel' to Lytchett anymore, sadly.</p> <p>Any more houses would take away broadband width for those at the end of the line. In Old Pound Close we got 1.22 mb before the new houses were built by the school. Now we are lucky to get 0.5 mb. This is more like 3rd world speeds.</p> <p>Good architectural planning to maintain a village appearance and not just another estate. This has been lost with Foxhill development and new development on Wareham Road. Maintain as much green space as possible and existing trees. Be mindful of increased number of children and facilities for schooling and access to schooling as existing arrangements poor. Also with increased residents in village look to improving public transport connections with Poole, Bournemouth, etc. I think maintaining the trees is very important, even consider further planting. I think considering low energy cost is important maybe not solar panels, but the heating which comes from placing piping under the ground and having good insulation. I think the Parish Council should support a lower number than 50 houses as the impact on the schools, doctors, transport and congestion will be seriously impacted with a higher number.</p> <p>Try and retain trees where feasible especially around the pond.</p> <p>Reduce to 25 dwellings. Yes to green energy.</p> <p>A balance of dwellings and tree cover would be an ideal solution.</p> <p>I would not like to see any proposed development. It's a village, that's why we moved here.</p>

	Favourable	Neutral	Disagree	Comments
				<p>Go for 50 and take out every other tree.</p> <p>Yes, should include renewable energy sources. As close to the initial proposed 50 dwellings as possible.</p> <p>Continue to support 50 dwellings option, but insist that replacement planting is provided to mitigate removal of TPO'd trees, ensuring such planting/removal enables new dwellings to benefit from solar panels/water filtering/rain water re-cycling.</p> <p>Use of the site must be maximised even if this sacrifices trees.</p> <p>All trees should remain and protect the crested newt that is in the pond. Yes to renewable energy.</p> <p>The trees all have a TPO on so there should be no question of any of these being removed - so 25 houses is ample on this site. Yes, solar panels should be used.</p> <p>Go for 50 houses with new tree planting around the 50 houses. Worried about the pond and safety.</p> <p>We support 50 dwellings with 25 affordable. The tree cover is a secondary consideration. Solar panels make sense.</p>
Should the development priorities include a new health centre (doctor's surgery and dentist)?	13	7	9	<p>No (no additional comment) = 4 responses</p> <p>Yes (no additional comment) = 9 responses</p> <p>No opinion</p> <p>Possibly</p> <p>I don't feel there is room for this.</p> <p>Existing doctor's surgery could be adapted to add a dentist. No need for a new building.</p> <p>As our village is growing with more developments in mind, yes a new health centre & dentist is necessary.</p>

	Favourable	Neutral	Disagree	Comments
				<p>No, could use the existing surgery and land to develop</p> <p>Yes, but what happens to Heath Cottage</p> <p>Dentist</p> <p>Only if existing property remains and is not demolished.</p> <p>Yes, but to encompass which catchment - Upton, Sturminster Marshall, etc.</p> <p>Certainly not, it is a private residence.</p> <p>Dentist and doctors as long as existing premises are not demolished to build more houses.</p> <p>Would this be in place of the present health centre? An NHS dentist in the village would be good.</p> <p>The existing centre would be replaced by a larger modern building? Would dentist be NHS?</p> <p>I don't believe there is room</p> <p>If the doctors wish</p>
Create a pedestrian zone from The Rose & Crown junction to the Library. Cars would be permitted through, but pedestrians would have priority. There would be no kerbs and no signs or markings.	8	3	19	<p>Yes (no additional comment) = 6 responses</p> <p>No (no additional comment) = 9 responses</p> <p>No strong feelings</p> <p>I do not agree with the no kerbs, signs or markings</p> <p>Not practical</p> <p>No, would cause more traffic congestion</p> <p>No, traffic chaos but agree better parking needed outside of shops</p>

	Favourable	Neutral	Disagree	Comments
				<p>Only if this does not result in an alteration of the bus route.</p> <p>No, it would be chaos</p> <p>Not required</p> <p>No, I don't feel this would be policed effectively.</p> <p>Not essential</p> <p>No, too dangerous not to have kerbs. What a crazy idea, far too dangerous.</p> <p>Not much use if cars permitted. Pedestrian area would need to be separate.</p> <p>Sounds a bit fuzzy and complicated</p> <p>Not necessary, there is a footpath.</p>
Create a traffic calming zone from the Library to the Village Hall.	12	4	14	<p>Yes (no additional comment) = 7 responses</p> <p>No (no additional comment) = 8 responses</p> <p>Possibly (no additional comment) = 2 responses</p> <p>Not necessary (no additional comment) = 2 responses</p> <p>No strong feelings</p> <p>Calming is definitely needed in the village centre</p> <p>No, would cause more traffic congestion</p> <p>Yes, but not humps</p> <p>No, traffic chaos but agree better parking needed outside of shops</p> <p>Not required</p> <p>No, absolutely not</p>

	Favourable	Neutral	Disagree	Comments
				<p>Not essential</p> <p>Yes, and further</p> <p>Good idea</p>
Similarly create a traffic calming zone from the Rose and Crown junction to the village 'entrance' just past the junction of Foxhills Road.	9	2	16	<p>Yes (no additional comment) = 7 responses</p> <p>No (no additional comment) = 11 responses</p> <p>No strong feelings</p> <p>Not necessary</p> <p>Possibly</p> <p>Yes, but not humps</p> <p>No, but bumps would be sufficient</p> <p>Not required</p> <p>No, absolutely not</p> <p>Yes, but all Wareham Road, top to bottom</p> <p>Not necessary.</p>
Create a village entrance just past the junction of Foxhills Road to force traffic to slow down.	20	2	6	<p>Yes (no additional comment) = 3 responses</p> <p>No (no additional comment) = 15 responses</p> <p>Yes on all entrances to village</p> <p>I feel this is the best way is to slow traffic down</p> <p>Yes, but subject to there being no parking in the immediate areas</p>

	Favourable	Neutral	Disagree	Comments
				<p>No, absolutely not</p> <p>Not essential</p> <p>Waste of money</p> <p>Yes on all accesses</p> <p>Yes, should link to above</p> <p>Good idea</p>
Change the traffic priority at the Rose and Crown junction to give Wareham Road traffic priority.	9	2	15	<p>Yes (no additional comment) = 4 responses</p> <p>No (no additional comment) = 8 responses</p> <p>Certainly not-the parking outside the Methodist church is a danger now with the entrance to Freeland park opposite let alone if you make it the 'main' road.</p> <p>I feel this would also slow the traffic down</p> <p>Would create more speeding along Wareham Road</p> <p>No opinion</p> <p>Not required</p> <p>Possibly</p> <p>Seems to operate fine as is</p> <p>Good</p> <p>Why?</p> <p>No need</p> <p>Necessary with traffic calming intentions (back to how it used to be)</p>

	Favourable	Neutral	Disagree	Comments
				<p>No, This would increase the speed along the narrow road past the Methodist Church.</p> <p>Can we make it a 'Give Way' from all directions</p> <p>OK, seems sensible.</p>
Rearrange the car parking areas in front of the shops and in the Recreation ground to improve ease of parking and access to amenities.	29	1	1	<p>Yes (no additional comment) = 18 responses</p> <p>No (no additional comment) = 1 response</p> <p>No strong feelings</p> <p>Yes, would need careful arrangement</p> <p>I agree with this point</p> <p>Absolute priority</p> <p>Definitely</p> <p>Maybe extend parking area at scout hut</p> <p>Yes, as long as existing amount of parking doesn't disappear</p> <p>Definitely</p> <p>This does not seem to accord with 1 and 2</p> <p>Yes, but linked to 2nd item plans. All seems a bit muddled.</p> <p>The recreation ground needs improvement especially the play area.</p> <p>Yes, essential and necessary. But there is nothing wrong with parking on recreation ground</p>
Enhance the Lytchett Matravers Village Walking Circuit to link Huntick Road to Wimborne Road.	24	2	1	<p>Yes (no additional comment) = 19 responses</p> <p>No (no additional comment) = 1 response</p>

	Favourable	Neutral	Disagree	Comments
				<p>No strong feelings</p> <p>Good idea</p> <p>Yes, definitely</p> <p>Yes, good idea</p> <p>Desirable, not essential</p> <p>Yes, but only if funds to maintain what we have allows.</p>
<p>Include a purpose built recycling area for the village within the Huntick Road development</p>	23	1	8	<p>No, this will cause too much traffic.</p> <p>Would residents like this?</p> <p>We do need this as not many use the existing site. It's too far from the centre.</p> <p>Definitely = 3 responses</p> <p>Why not at the recreation ground as it was previously or increase the recycling collection with the bin collection</p> <p>No, should not be near new housing</p> <p>Would be useful again</p> <p>Yes, good idea</p> <p>No, should not be near housing - ever</p> <p>No, not enough room. This should be developed at the British Legion.</p> <p>Good idea</p>
<p>Any other improvements you would like to see?</p> <p>Improve school access and parking</p>	7			<p>More infrastructure like broadband before new houses please.</p> <p>Something done to supply a grit bin for Purbeck Road, Purbeck Close, etc. Also leaves to be cleared. Isn't this what we pay our council tax for?</p>

	Favourable	Neutral	Disagree	Comments
Create a cycle way to Lytchett Minster School	2			<p>Sort out the parking around the school, especially if there are to be even more pupils assuming there's anywhere to put them.</p> <p>Speed restriction bumps throughout the village central zone. Priority to restrict parking within 300 yards of the school. More tree planting throughout the village.</p> <p>Build parish office next to library.</p> <p>Urgently need cycle route to Lytchett Minster (Manor school). Would help ease amount of cars on road (Huntick) and ensure safety of children = essential.</p> <p>We moved here to a village environment not to have it altered so that it becomes a town</p> <p>New properties should be built in a style that replicates village houses. Character properties and not modern style of similar to Lockyers Way or The Spinney.</p> <p>Boy racers need to be deterred by traffic calming zone, but needs more than indicated. I would suggest that rather than plan too many additional facilities the local Parish Council need to maintain what is already in place. They seem incapable of keeping the village verges, children's play area tidy. So what propose when what we have looks do awful. Get Youth Officers to come and help if it is a question of funding - leaving it is not the answer, just a lazy attitude. Maintain what we have rather than more facilities - the village is a mess.</p> <p>School Parking. I understand that the DCC owns the field next to the school and MUGA. It would be a great step forward if this could be turned into a dropping off area as traffic down Wareham Road becomes almost impossible at school dropping off and collection time.</p> <p>Wareham Road - Sometimes almost blocked by parked cars (particularly school traffic). Otherwise many large and small vehicles going at excessive speeds. Especially down hill now the top of the road is so nice and smooth.</p> <p>Fix the school parking and the traffic all around</p> <p>A cycle path to Lytchett Minster School has been suggested since we moved into the village in 1979. Now 2011 still not been done. How much longer?</p>

	Favourable	Neutral	Disagree	Comments
				<p>A weekly/monthly visit into village by rubbish cart might be more useful</p> <p>With traffic calming in various roads it will mean that present quite roads will become 'rat runs' for vehicles.</p> <p>Wareham Road - Even not at the times mentioned above there are already problems with traffic on the Wareham Road. The speed limits are not observed by cars or lorries much of the time so traffic calming bumps are needed. There are far too many parked cars and many motorists charge through without observing the rules of road courtesy. Sometimes cars are parked on both sides of the road almost opposite one another. With the additional houses on Huntick Rd there would inevitably be extra traffic. The failure to address Wareham Road is leading to pressure on smaller roads such as Deans Drove and Foxhills Road.</p> <p>School Parking - Wareham Road is not the only road almost blocked by parked cars. Also Deans Drove, Eldons Drove, etc. Does the DCC own the land on the other side of the school and MUGA? This could provide a car park and help the situation.</p>