

## CS Options

### Events: Core Strategy Options for Consideration – Chapter 2 Critical Issues, Problems and Challenges

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections	Suggested Amendments - Suggested Amendment to the Option, Paragraph or Table	Officer Response	Order
361044	Mr John Nichols		<a href="#">CSO4</a>	2.1	Support		I support this at this stage but ultimately it will have to include the authorities of both Bournemouth and Poole, if there is to be a coherent future for the whole area.			30
359546	Mrs K. Bradbury	Clerk Vale of Allen Parish Council	<a href="#">CSO4608</a>	2.3		General Comment	East Dorset District lies to the north-west of Christchurch and not the north-east.			33
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19387</a>	2.3		General Comment	Towns should be listed alphabetically.			33
474971	Mr Peter Durant		<a href="#">CSO159</a>	2.4	Object		I do not think that sufficient emphasis is given to addressing the traffic problems. Residents who live along the main transport routes suffer the inconvenience without much benefit. There should be more effort to encourage the use of public transport.	The New Forest National Park lies on the border of both Districts and there are close road connections with Christchurch via the A35 and East Dorset via the A31 (T). There is a particularly close relationship between Christchurch and neighbouring Bournemouth Borough with major roads and frequent public transport connecting the two Boroughs. Both Christchurch and East Dorset have links with the wider conurbation and their residents have access to a range of employment, leisure and cultural facilities provided by the		34

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								larger towns of Bournemouth and Poole. Christchurch and East Dorset fall within the Bournemouth and Poole Travel to Work Areas (defined by ONS following an analysis of commuting patterns) and have an economic role in contributing to the provision of employment premises and land to meet the wider needs of the conurbation. Both districts are also part of a wider Bournemouth/Poole housing market area. However this inter-connectivity can add to the traffic and housing pressures in the Plan area. Efforts need to be made to increase the use of public transport, by using taxes on parking on a steadily increasing scale in those areas with good public transport connections.		
484502	Mr John Turner		<a href="#">CSO562</a>	2.4	Object		This section is not the place to identify what is only a single potential action to address traffic pressures, especially if that action is not justified.	Add to original paragraph: Measures to contain traffic pressures within the plan area that are exacerbated by any adopted developments, will be examined, devised and implemented in parallel with those developments. These will be considered in the context of an overall strategy to seek across-the-board improvements to public transport facilities with the aim of making public (i.e. mass) transport the first choice for an increasing percentage of all residents and those who travel		34

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								into the plan area.		
360653	Mr M A Hodges		<a href="#">CSO2307</a>	2.4	Object		Christchurch is part of the Bournemouth and Poole conurbation. Christchurch is the smallest of the surviving old urban authorities, yet it has 12 Conservation Areas, 287 Listed Buildings and 12 Scheduled Ancient Monuments (there should be more). It has a Roman Fort, a Saxon Burgh, a Norman Castle, a Civil War Siege, a Georgian Barracks, and a World War II Anti-Tank Island. The Borough has the highest proportion of elderly people in its population in all of Europe. The number of people of working age is continuing to drop.			34
361028	Ms Helen Patton	Head of Policy and Plans New Forest National Park Authority	<a href="#">CSO18879</a>	2.4		General Comment	Section 62(2) of the Environment Act 1995 sets out a statutory duty for relevant bodies to have regard to the National Park purposes when considering proposals for development which might affect them, including where this is outside the boundary of the National Park. As the New Forest National Park is in close proximity to the boundary of the Plan area, the Authority is pleased to note that the National Park and the New Forest Natura 2000 sites are shown on the map and reference is made to this fact in the text. The Authority however, is of the opinion that paragraph 2.4 and 2.11 should be expanded to include reference to the statutory			34

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							duty.			
359350	Mr Jim Biggin	Chairman West Christchurch Residents Assoc & J.R.A.	<a href="#">CSO18</a>	2.6		General Comment		Note the increase risk of flooding posed by the erosion at the back of Hengistbury Head and the problems caused by Bournemouth being responsible for The Head whilst it is Christchurch and environs that is danger	More of a comment than a suggested amendment	37
485695	Mr John Cornish		<a href="#">CSO618</a>	2.6	Object		There appears to be scant description of the rural areas north of Sturminster Newton, Wimborne and Verwood and the challenges to carrying out business in this locality. More research needs to be carried out to discover and define the area in terms of businesses (across all sectors) and their need for high speed broadband, more low cost office spaces, and much needed centres for local companies to "de-isolate" by connecting together to learn best business practice and grow their businesses. All in order to bring jobs and disposable income into this area of North Dorset.			37
360245	Mr Richard Burden	Landscape and Planning Advisor Cranborne Chase & West Wiltshire Downs AONB	<a href="#">CSO18744</a>	2.6		General Comment	The AONB is particularly concerned that in the section on critical issues, problems, and challenges the AONB is significantly understated, its national importance is not mentioned and it is merely mentioned in passing in paragraph 2.6.			37
360749	Cllr. Mrs T. B.	Verwood Dewlands	<a href="#">CSO19388</a>	2.6		General Comment	Should Verwood be included as a main centre?			37

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	Coombs	Ward East Dorset District Council								
485695	Mr John Cornish		<a href="#">CSO619</a>	2.9	Object		It is insufficient to describe Cranborne Chase and West Wiltshire Downs area as "extensively agricultural". This dismisses the existence of the many, many small companies that exist in this locality and their contribution to the rural economy. We need to consider all the small (even micro) companies that include the suppliers that comprise the "Food and Drinks" and "Leisure and Tourism" sectors as well as the numerous services that supply to the Marketing, Digital, Legal, PR and Accountancy professional service providers.			41
474971	Mr Peter Durant		<a href="#">CSO160</a>	2.10	Object		The use of the word 'car' is misleading because it does not include other vehicles which also cause significant pollution. The mention of car use ignores the impact of commercial traffic.	The main source of air pollution within Christchurch and East Dorset is primarily from car and commercial traffic, although there are no Air Quality Management Areas within the area.		42
484502	Mr John Turner		<a href="#">CSO563</a>	2.10	Object		'Commercial traffic' could be interpreted as other than road traffic.	The main source of air pollution within Christchurch and East Dorset is primarily from car and commercial road traffic, although there are no Air Quality Management Areas within the area.		42
360597	Mr Gordon Wheeler		<a href="#">CSO2068</a>	2.10	Object		Commercial traffic has been omitted.			42

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361028	Ms Helen Patton	Head of Policy and Plans New Forest National Park Authority	<a href="#">CSO18909</a>	2.11		General Comment	Section 62(2) of the Environment Act 1995 sets out a statutory duty for relevant bodies to have regard to the National Park purposes when considering proposals for development which might affect them, including where this is outside the boundary of the National Park. As the New Forest National Park is in close proximity to the boundary of the Plan area, the Authority is pleased to note that the National Park and the New Forest Natura 2000 sites are shown on the map and reference is made to this fact in the text. The Authority however, is of the opinion that paragraph 2.4 and 2.11 should be expanded to include reference to the statutory duty.			43
359529	Mrs Gill Martin	Clerk to the Council Sixpenny Handley with Pentridge Parish Council	<a href="#">CSO17965</a>	2.12	Object	General Comment	Flood Risk rightly focuses on the dangers of inundation over the flood plains of the major rivers but mention should be included concerning the effect of the Cranborne Chase chalk downland on Ground Water and winter spring levels of the minor tributary rivers; flash flooding and the potential adverse affects these can have on the essential infrastructure of foul/surface water drains and sewerage disposal.			44
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	<a href="#">CSO18061</a>	2.12		General Comment	P13 Climate change and flood risk Clearly an introductory summary such as this has to omit many of the key considerations and we have			44

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							<p>commented on this in more detail under Key Issue Paper 2. However, to enable residents to understand the implications of the options on which they are commenting more information should be included or made available on the possible impact of climate change and how this needs to be taken into account in land use planning including</p> <ul style="list-style-type: none"> <li>• increased occurrence of extreme weather events;</li> <li>• increased rainfall leading to increased occurrence and extent of flash flooding;</li> <li>• higher summer temperatures increasing demand for water supply;</li> <li>• increased pressure on native wildlife to cope with changing conditions;</li> <li>• prolonged hot summers will present significant health risks to our elderly and very young, and to our livestock and pets;</li> <li>• additional insulation will be required to keep homes cool</li> <li>• the water in ponds, streams, and rivers will heat up: the impact on aquatic organisms will be exacerbated by lower water levels;</li> <li>• gardeners will use more water;</li> <li>• trees and shrubs will become stressed: many combat this by shedding their leaves in high summer so the shade and cooling effect (from evapotranspiration) they would normally provide for people and wildlife will be reduced;</li> <li>• the impact on other terrestrial</li> </ul>			

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							<p>organisms will be more marked as food plants for insects suffer from drought and upwards through the food chain through insectivorous species and top predators such as fox, badger, birds of prey.</p> <p>In combination, this means that our ecosystems need to be managed to enable them to maintain, and wherever possible increase, their robustness through enhancement, extension and linkage. This is nowhere more important than in the river corridors which provide the critical ecosystem service of flood absorption.</p> <p>Opportunities should be sought to identify where land management practices can hold water back in the soil through, for example, appropriate planting, realignment of open ditches, and retaining permanent pasture as unimproved grassland or, if it includes a high proportion of cultivated grasses, with added tree planting.</p>			
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19389</a>	2.12		General Comment	Should there be a reference to using the Environment Agency mapping?			44
485695	Mr John Cornish		<a href="#">CSO620</a>	2.13	Object		The report is silent on the needs of the higher elevations in North Dorset and the need to keep the B Roads open in times of snow and ice. These may be the smaller country lanes compared to the main arterial road networks. But in North			46



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							Dorset the B Roads are the only means for children getting to schools and for supplies to be delivered for domestic as well as commercial need and for the residential professional person to go about his daily travel to the more urban centres of Salisbury, Ringwood, Wimborne, Blandford and Shaftsbury. With the B Roads close there is very real isolation and a huge dis-incentive for businesses to "start up" or migrate to this part of the area under discussion.			
359945	Mr Geoff Bantock		<a href="#">CSO50</a>	2.14	Object			Areas at significant risk in Christchurch include Bournemouth Airport, primarily the North West Business Park, parts of the town centre, Christchurch Quay, Bridge Street and parts of Stanpit and Mudeford. If many more houses are built in Roeshot, this may increase the risk in Roeshot, Stanpit and Mudeford as the ground round Roeshot will be able to soak up less rainwater		47
484502	Mr John Turner		<a href="#">CSO564</a>	2.14	Support		This is not the place to identify the impact of further development on existing flood risk areas.			47
484502	Mr John Turner		<a href="#">CSO565</a>	2.17	Object		Add:	Change 4th bullet: "Flood risk is a significant issue for Christchurch as it affects areas with development potential. It is less of an issue within East Dorset. There is a need to make the best use of the limited		51

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								development land whilst directing development away from flood risk areas as any urban development, especially on flood plains, increases the risk of localised flooding. However, while resisting development in flood risk areas reduces the risks from climate change it results in greater pressure for development in areas unaffected by flood risk and any sustainable strategy must recognise the need to balance developmental impact across all areas covered by the plan.		
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	<a href="#">CSO18062</a>	2.17		General Comment	P14 Challenges and opportunities Bullet point 1 should be amended to There are a significant number of sites and habitats designated for ..... Assessment and protection of landscape quality and character should not be restricted to rural areas. Townscapes and the setting of historic settlements and features are also important. The 2nd bullet point should be amended accordingly. Bullet point 3 should also include a commitment to ensuring that we do not add to the causes of climate change. Bullet point 4 While East Dorset does not have coastline, flood risk is a significant issue within the District. The way in which we use land within the catchment or drainage basins of our rivers - the			51

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							Stour (with its tributaries the Crane and Moors River) and the Avon - has a direct impact on how much, and how quickly, water runs towards and into these rivers and hence effects the likelihood of flooding.			
483462	Mr Neil Rackley		<a href="#">CSO356</a>	2.18		General Comment	A good statement of fact, but what is your strategy for dealing with this? What initiatives have you got to redress the balance of old and young people? Are you going to create facilities and jobs that encourage younger people to move into the area for example?			52
359277	Mr Jamie Sullivan	Tetlow King	<a href="#">CSO17994</a>	2.18	Support		Population We are pleased to note that both councils recognise the challenges associated with accommodating an increasingly older population within their districts.			52
485695	Mr John Cornish		<a href="#">CSO621</a>	2.19	Object		It is a well known fact that more people die in Dorset than are born in the county. The challenge is how to retain the children born in the county to stay - offering affordable homes. And, how to retain the Post Graduates who have been educated at our "Top Class" Bournemouth University and keep them within the county through again affordable housing and more "incubator" (sheltered) office spaces for their entrepreneurial businesses to flourish. (BTW: There needs to be a spell			53

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							checker in this blog site.)			
360597	Mr Gordon Wheeler		<a href="#">CSO2071</a>	2.20	Object		How about comparing this statistic with the rest of the south coast towns and not nationally as this skews the result.			54
359350	Mr Jim Biggin	Chairman West Christchurch Residents Assoc & J.R.A.	<a href="#">CSO19</a>	2.23		General Comment		These projections don't appear to take account of available housing - not clear where these additional people would live	More of a comment than a suggested amendment to paragraph.	62
483462	Mr Neil Rackley		<a href="#">CSO355</a>	2.23		General Comment	You need to update your figures to reflect the higher retirement age.			62
359945	Mr Geoff Bantock		<a href="#">CSO51</a>	2.27	Object		Government changes on welfare announced in the Spending Review 2010 are likely to change these projections - in future there are likely to be less single mothers with children as marriage will be encouraged and perhaps more young people will be lodgers rather than be able to afford their own home, I suspect that less widows on fixed income will be able to remain in their large homes due to cutbacks in care funding for the elderly. I suggest this paragraph needs to be reconsidered when we can work out all the ramifications of the Spending Review 2010.	* Smaller households (currently average size is 2.15 in Christchurch and 2.32 in East Dorset – 2001 census) * Fewer children per family * Separation * Older parents * More people living alone * Living longer though the ramifications of the recently announced Spending Review 2010 may adjust this.		67
361050	Dr Alan Marshall		<a href="#">CSO63</a>	2.27	Support		Not a question of support/object ... just wish to flag up that there is a danger of seeing such a small percentage as an "insignificant" number and therefore overlooking			67

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							the specific needs of those members of the local community.			
359945	Mr Geoff Bantock		<a href="#">CSO52</a>	2.30	Support		Government changes on welfare announced in the Spending Review 2010 are likely to change these projections - in future there are likely to be less single mothers with children as marriage will be encouraged and perhaps more young people will be lodgers rather than be able to afford their own home, I suspect that less widows on fixed income will be able to remain in their large homes due to cutbacks in care funding for the elderly. I suggest this paragraph needs to be reconsidered when we can work out all the ramifications of the Spending Review 2010.	Challenges and opportunities for the future * The issue of population living longer and living in smaller households needs to be addressed. * The imbalance of the age groups of the population towards the older age groups will have implications for the types of housing required and provision of services. * The impact of a declining working age population on the economy of the area needs tackling, though the ramifications of the recently announced Spending Review 2010 may adjust this.		71
359277	Mr Jamie Sullivan	Tetlow King	<a href="#">CSO17995</a>	2.31	Support		We note the statement in paragraph 2.31 that demand for housing is high across both districts and the problems of affordability related to the large ratio between income and house prices. This is reinforced by the evidence in the Housing Needs Survey which states that the annual newly arising need in Christchurch is 243 homes and 440 in East Dorset.			72
523531	Mr Tim Hoskinson	Savills	<a href="#">CSO18397</a>	2.31	Object		The first sentence of paragraph 2.31 suggests that there is a significant problem of affordability due to the high price: income ratios in the area. Whilst we recognise	Amend the first three paragraphs of paragraph 2.31 as follows: There is a significant problem of affordability in the area, as indicated by the high price:		72

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							that there is a problem of affordability in the area, high price: income ratios are a measure of affordability, but are not the cause of the problem, which is an imbalance between demand and supply. It is important that the Core Strategy is based on a clear understanding of the housing market and the link between housing supply and affordability needs to be explicitly recognised at this part of the Core Strategy. The provision of new sites for housing development in the area is one of the key ways in which the Core Strategy can help to address affordability issues.	income ratios in the area. This is due to high demand for housing and limited supply. There are high levels of need and demand for affordable and open market housing. Whilst housing land supply is affected by environmental constraints and infrastructure provision, there are potentially suitable sites for new housing available within the District which can make an important contribute to addressing affordability problems. Many of these sites require a review of Green Belt boundaries to allow their delivery.		
484735	Mr John Nicholls		<a href="#">CSO586</a>	2.34	Support		It is vital that existing areas of detached properties are maintained and not over whelmed by in fill and affordable housing. It is right that such areas give inspirational targets for people wanting to move up the property ladder.			76
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19390</a>	2.40		General Comment	Need to match numbers with percentages - no clarity at the moment.			83
359350	Mr Jim Biggin	Chairman West Christchurch Residents Assoc & J.R.A.	<a href="#">CSO20</a>	2.41		General Comment		Yes, but it was a superficial analysis. As noted previously ED is full of well heeled commuters and C is full of well heeled retired. If one looks at both of them as part of a single	More of a comment bordering on objection than suggested amendment.	84

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								conurbation embracing Bournemouth and Poole then their character is unlikely to change and B and P will provide the affordable housing for both ED and C		
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19391</a>	2.42		General Comment	Add a reference to the seasonal impact of the Steam Fair.			85
359945	Mr Geoff Bantock		<a href="#">CSO53</a>	2.43	Object		Government changes on welfare announced in the Spending Review 2010 are likely to change these projections	The housing surveys show that there is a greater demand for housing across all tenures (private as well as affordable) and sizes than the current stock of housing can meet though Government changes on welfare announced in the Spending Review 2010 may change these projections		86
360597	Mr Gordon Wheeler		<a href="#">CSO2081</a>	2.43	Support		There is a need for affordable homes and the future planning should reflect that. I think that the projected number is at this moment low.			86
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19392</a>	2.46		General Comment	No description of term 'new neighbourhoods' - could be assumed that they contain shops and other facilities or are they just housing development?			89
523319	Mr Ryan Johnson	Turley Associates	<a href="#">CSO18309</a>	2.46	Object		Whilst Taylor Wimpey supports the need to review green field options around Corfe Mullen, they question the Council's decision to proceed			89

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							<p>with a consultation on options for growth, without first establishing a strategic housing requirement for the East Dorset plan area. This is at odds with the approach being consulted upon for the Christchurch plan area in the same document and is contrary to guidance within PPS12 (paragraph 4.1(2) in particular) and PPS3 (paragraph 32/33). This guidance encourages LPA's to determine such key strategic objectives before setting out how they will be delivered (PPS12, Para 4.1). The quantum of housing to be provided within the plan period is a key objective for the Core Strategy to monitor and should be 'determined taking a strategic, evidence based approach that takes into account relevant local, sub-regional, regional and national policies and strategies achieved through widespread collaboration with stakeholders' (paragraph 32, PPS3).</p> <p>The absence of a strategic housing requirement makes it difficult for the reader to determine how the Council arrived at the conclusion that green belt land is required, why certain sites have been included, others discounted and more importantly whether these options are even sufficient to meet the plan areas requirements. Taylor Wimpey considers the provision of this evidence base is essential given the Council's own housing needs survey concluded in 2007 that the</p>			



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							<p>need for affordable homes alone in East Dorset was 440 dwellings per year (paragraph 2.40, Core Strategy Options Consultation – Oct 2010). This level far exceeds the affordable housing provisions that would be secured by adopting even the draft South West Plan requirement for East Dorset of 6,400 dwellings (2006-2026) or 320 per year. The Council are proposing to increase the percentage of affordable housing sought from suitable market housing sites to 40%. Even at 40% provision, the Council would need to provide around 1,100 dwellings per year to meet the affordable housing needs evident three years ago. This need was assessed before the current economic downturn, therefore there is every possibility that this need has increased and may continue to increase until a DPD is adopted to deliver suitable land for housing. This highlights the need to secure agreement and buy in to this critical issue right at the outset.</p> <p>Taylor Wimpey will submit more detailed representations on these matters at subsequent consultation stages of this DPD. This will include a review of the strategic housing requirement for the East Dorset area once options and consequences are tabled by the Council. Taylor Wimpey will also be providing evidence confirming the suitability of land under their control for development and SANG</p>			

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							<p>provision as part of the options being considered north/north west of Corfe Mullen.</p> <p>The following paragraph/policy specific comments are made on the current consultation document, having regard to the above context: Paragraph/ Policy Comment</p> <p>2.46 This paragraph concludes there is limited capacity within urban areas to accommodate future residential development, with a consequent need for green field housing options. However, none of the proceeding paragraphs explain why this conclusion has been reached, nor how much greenfield land is required. If the Council are to secure a high level of buy in to the Core Strategy DPD, particularly in the need and justification for green field releases, a sound evidence base has to be provided at the outset.</p> <p>The drafting of a strategic housing requirement appropriate to address the housing and economic growth needs of the plan area is a fundamental first step in the consultation process. Once the quantum of required housing provision is known, transparent assessments can be made on the amount that can sensibly be accommodated within urban areas without causing demonstrable harm to their quality. The residual requirement for green field sources of supply is therefore clearly justified at the outset. Strategic</p>			

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							<p>options to deliver these requirements can then flow from this, with informed decisions then made on the ability of the plan area to accommodate this requirement, and on the consequences of not achieving this.</p> <p>Taylor Wimpey recommend this is section is redrafted to include a suggested strategic housing requirement for both plan areas. In addition, this section should clearly set out what is left to allocate on greenfield sites after taking into account the results of the Council's assessments of suitable and deliverable urban sources of supply. This will ensure this critical issue and challenge is set out right at the outset of the plan, setting the scene for the chapters that follow.</p>			
360792	Miss Carol Evans	Planning Consultant Evans Traves	<a href="#">CSO18563</a>	2.47	Object		<p>This paragraph states categorically 'all new housing schemes can comprise 40% affordable housing.' This is factually incorrect. As the vast majority of development that will be bought forward, particularly within the Christchurch area, will be the redevelopment and increase in density of the existing housing stock, the existing land value is already considerable. In order to see a site delivered for development its current land value needs to be at least met. As such, the GDV of a site where the land starts at a higher price cannot possibly deliver 40% affordable housing.</p>	<p>Affordable housing could be delivered sensibly by requiring on-site provision on major developments, but also requiring a sensible rate per square metre form smaller developments to help the Council's recapitalise their affordable housing funds as most developments, particularly in Christchurch, are small scale. This is supported by the statement in Para 2.31, 'Reliance on smaller sites and need to maximise opportunities for housing need.'</p>		90

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							The Council's need to take the advice of Bournemouth Borough Council who attempted to bring in the same affordable housing policy with a reliance on the Three Dragons viability toolkit. Development almost came to a standstill. This policy is now in a state of reverse following a 6 month period of only 5 planning permissions being granted planning permission and delivery of housing to an almost halt.			
361044	Mr John Nichols		<a href="#">CSO5</a>	2.48	Support		The provision of new housing of any type needs to have a road infrastructure to support it which needs to fit into the existing or the enhanced infrastructure provisioned.			91
359945	Mr Geoff Bantock		<a href="#">CSO54</a>	2.48	Object		Reasons why you support or object Government changes on welfare announced in the Spending Review 2010 are likely to change these projections - in future there are likely to be less single mothers with children as marriage will be encouraged and perhaps more young people will be lodgers rather than be able to afford their own home, I suspect that less widows on fixed income will be able to remain in their large homes due to cutbacks in care funding for the elderly. I suggest this paragraph needs to be reconsidered when we can work out all the ramifications of the Spending Review 2010.	<ul style="list-style-type: none"> <li>* Providing sufficient housing to meet the needs and demands of a growing population and the trend for smaller households, taking into account the shortage of housing land in sustainable locations.</li> <li>* The need to address the significant shortfall in affordable homes.</li> <li>* The shortage of private rented accommodation exacerbates the affordability issue.</li> <li>* The Three Dragons study on impacts of revised affordable housing policy on the viability of housing schemes is an important source of evidence when considering affordable housing</li> </ul>		91

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								<p>policy options, as the delivery of affordable housing is dependent on an increase in the delivery of market housing.</p> <p>* Providing an appropriate mix of housing. The needs of families should be considered as well as the need for smaller households.</p> <p>* Taking opportunities to maximise housing delivery within new neighbourhoods in order to relieve pressure on redevelopment of the urban area.</p> <p>* There is a need to address the accommodation needs of the gypsy and traveller community – providing for different types of site and travelling groups, though the ramifications of the recently announced Spending Review 2010 may adjust this.</p>		
484502	Mr John Turner		<a href="#">CSO566</a>	2.48	Object		<p>As described in the introduction, Christchurch &amp; East Dorset has close links to the conurbations of Poole and Bournemouth; they could even be considered outer dormitories for these, as well as London and its outlying western areas. The plan must recognise the mix of dwelling type required within its area to meet these larger influences, rather than simply attempt to migrate towards the national or even county average.</p>	<p>Add an initial bullet point to the start of the current list: The links with and juxtaposition of Christchurch and East Dorset with the larger conurbations of Poole and Bournemouth create specific local requirements within the plan area and make it important to first define as far as is possible the particular mix of housing types needed to meet the demands of the plan area (as opposed to the development needed to simply move local figures toward national or County averages).</p>		91
360653	Mr		<a href="#">CSO2308</a>	2.48	Object		The housing shortage will continue			91

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	MA Hodges						and hence cause high prices for homes, in part because of shortage of land in the Borough (next to the coast), also because it is a desirable place to live and popular as a retirement area. Hence there will always be a shortage of social rented housing in the Borough.			
514993	Dr Peter J Hardwick		<a href="#">CSO18571</a>	2.48	Object		Earlier (2.18) the document states the main reason for the growing population is in-migration of people from other parts of the country. We should not be passively planning for continuing large numbers of people moving into the area as though this is inevitable and we have no influence over it. Building more homes will simply maintain demand at least until the area is so overdeveloped it is unattractive to live in any more. It is already very built up and it is time to set a limit. Please see my general letter.	Providing sufficient housing to meet the needs and demands of the EXISTING population		91
523319	Mr Ryan Johnson	Turley Associates	<a href="#">CSO18338</a>	2.48	Object		Whilst Taylor Wimpey supports the need to review green field options around Corfe Mullen, they question the Council's decision to proceed with a consultation on options for growth, without first establishing a strategic housing requirement for the East Dorset plan area. This is at odds with the approach being consulted upon for the Christchurch plan area in the same document and is contrary to guidance within PPS12 (paragraph 4.1(2) in particular) and PPS3 (paragraph 32/33). This guidance encourages			91

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							<p>LPA's to determine such key strategic objectives before setting out how they will be delivered (PPS12, Para 4.1). The quantum of housing to be provided within the plan period is a key objective for the Core Strategy to monitor and should be 'determined taking a strategic, evidence based approach that takes into account relevant local, sub-regional, regional and national policies and strategies achieved through widespread collaboration with stakeholders' (paragraph 32, PPS3).</p> <p>The absence of a strategic housing requirement makes it difficult for the reader to determine how the Council arrived at the conclusion that green belt land is required, why certain sites have been included, others discounted and more importantly whether these options are even sufficient to meet the plan areas requirements. Taylor Wimpey considers the provision of this evidence base is essential given the Council's own housing needs survey concluded in 2007 that the need for affordable homes alone in East Dorset was 440 dwellings per year (paragraph 2.40, Core Strategy Options Consultation – Oct 2010). This level far exceeds the affordable housing provisions that would be secured by adopting even the draft South West Plan requirement for East Dorset of 6,400 dwellings (2006-2026) or 320 per year. The Council are proposing</p>			

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							<p>to increase the percentage of affordable housing sought from suitable market housing sites to 40%. Even at 40% provision, the Council would need to provide around 1,100 dwellings per year to meet the affordable housing needs evident three years ago. This need was assessed before the current economic downturn, therefore there is every possibility that this need has increased and may continue to increase until a DPD is adopted to deliver suitable land for housing. This highlights the need to secure agreement and buy in to this critical issue right at the outset.</p> <p>Taylor Wimpey will submit more detailed representations on these matters at subsequent consultation stages of this DPD. This will include a review of the strategic housing requirement for the East Dorset area once options and consequences are tabled by the Council. Taylor Wimpey will also be providing evidence confirming the suitability of land under their control for development and SANG provision as part of the options being considered north/north west of Corfe Mullen.</p> <p>The following paragraph/policy specific comments are made on the current consultation document, having regard to the above context: Paragraph/ Policy Comment In light of the changes recommended to paragraph 2.46, Taylor Wimpey recommend these</p>			



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							bullet points are updated to make clear the strategic housing requirement is higher than what can be accommodated from urban sources alone; and as a consequence land around some urban areas will be required to meet the needs of the plan area. The challenge and the opportunities presented by delivering larger urban extensions rather than lots of smaller sites are not mentioned. Again, for transparency these matters should be included within this section to appropriately set the scene for subsequent chapters.			
360653	Mr M A Hodges		<a href="#">CSO2309</a>	2.49	Support		Tourism is a key part of the local economy, but it lacks effective support in management and finance.			92
359529	Mrs Gill Martin	Clerk to the Council Sixpenny Handley with Pentridge Parish Council	<a href="#">CSO17966</a>	2.49		General Comment	Agriculture may only comprise 2% of the business sector (Para 2.49) but it embraces the major share of the area and almost certainly the largest single activity in financial terms. As farms struggle to function within the existing legislative framework there has been a tendency for diversification and in so doing they can provide very suitable locations for new businesses in redundant buildings. This trend should be acknowledged and encouraged in order to assist in meeting some of the various objectives of the Core Strategy.			92
484502	Mr		<a href="#">CSO568</a>	2.51	Support		Further diversification is essential to	Add to end of paragraph: In		96

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	John Turner						continued growth in local employment opportunities	particular, development of housing stock and local amenities must reinforce the attractiveness of the local area to new enterprises that can provide these opportunities.		
360653	Mr M A Hodges		<a href="#">CSO2310</a>	2.51	Support		There is a need for more diversification of business away from finance.			96
485695	Mr John Cornish		<a href="#">CSO622</a>	2.52	Support		Agreed. See my previous comments on the need for "affordable incubator office/factory spaces" for firms that might evolve from post graduates from universities in Bournemouth and Weymouth. North Dorset would be an ideal site for such incubator sites. (An example is the Chilworth Science Park that has its feed from Southampton University). North Dorset with more affordable housing would be of huge benefit and would bring jobs and disposable income into this Northern area of Dorset. Clearly a fully landscaped park is needed that is sympathetic and unobtrusive to the rural scene - i.e. achieved by being well set-back from the main A and B roads and screened by existing trees or the planting of new trees.			97
557299	Mr Peter Weatherhead	DTZ Planning	<a href="#">CSO22921</a>	2.52	Support		Employment at Bournemouth Airport is discussed in this section - 'Critical Issues, Problems and Challenges'. We note that the Bournemouth, Dorset and Poole	Land on Plan DTZ 1 should be removed from the Green Belt and allocated for employment and airport related uses as well as being a potential location for the		97

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							<p>Workspace Strategy (2008) identifies a shortfall in employment land supply for the Bournemouth Travel to Work Area in the short to medium term. Bournemouth Airport is described as the major employer in the area. We support its identification as a future employment opportunity of strategic importance to South East Dorset. The Core Strategy (CS) states that the airport business park forms a fundamental part of the employment land supply for South East Dorset and is critical for meeting projected employment land requirements to 2027. There are said to be 60ha of available land in the northern business parks but development has been constrained by the sensitive nature conservation designations which lie within and adjoin the site. The link road to the A338 has been proposed for many years but has never been delivered because of its costs and the environmental issues that would need to be addressed.</p> <p>The Malmesbury Estate considers that its land should be designated for development that could include employment uses because it has more certain delivery and provides choice and flexibility of supply immediately adjacent to the airport in a sustainable location.</p>	proposed park and ride facility.		
484735	Mr John Nicholls		<a href="#">CSO587</a>	2.53	Object		Woolsbridge is only viable if a new access road from the A31 is provided. Already Horton Road is			98

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							over used and dangerous with the use of large lorries emanating from the industrial site.			
557299	Mr Peter Weatherhead	DTZ Planning	<a href="#">CSO22922</a>	2.53	Support		<p>Employment at Bournemouth Airport is discussed in this section - 'Critical Issues, Problems and Challenges'. We note that the Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies a shortfall in employment land supply for the Bournemouth Travel to Work Area in the short to medium term. Bournemouth Airport is described as the major employer in the area. We support its identification as a future employment opportunity of strategic importance to South East Dorset. The Core Strategy (CS) states that the airport business park forms a fundamental part of the employment land supply for South East Dorset and is critical for meeting projected employment land requirements to 2027. There are said to be 60ha of available land in the northern business parks but development has been constrained by the sensitive nature conservation designations which lie within and adjoin the site. The link road to the A338 has been proposed for many years but has never been delivered because of its costs and the environmental issues that would need to be addressed. The Malmesbury Estate considers that its land should be designated for development that could include</p>	Land on Plan DTZ 1 should be removed from the Green Belt and allocated for employment and airport related uses as well as being a potential location for the proposed park and ride facility.		98

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							employment uses because it has more certain delivery and provides choice and flexibility of supply immediately adjacent to the airport in a sustainable location.			
557299	Mr Peter Weatherhead	DTZ Planning	<a href="#">CSO22923</a>	2.54	Support		<p>Employment at Bournemouth Airport is discussed in this section - 'Critical Issues, Problems and Challenges'. We note that the Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies a shortfall in employment land supply for the Bournemouth Travel to Work Area in the short to medium term. Bournemouth Airport is described as the major employer in the area. We support its identification as a future employment opportunity of strategic importance to South East Dorset. The Core Strategy (CS) states that the airport business park forms a fundamental part of the employment land supply for South East Dorset and is critical for meeting projected employment land requirements to 2027. There are said to be 60ha of available land in the northern business parks but development has been constrained by the sensitive nature conservation designations which lie within and adjoin the site. The link road to the A338 has been proposed for many years but has never been delivered because of its costs and the environmental issues that would need to be addressed. The Malmesbury Estate considers</p>	Land on Plan DTZ 1 should be removed from the Green Belt and allocated for employment and airport related uses as well as being a potential location for the proposed park and ride facility.		99

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							that its land should be designated for development that could include employment uses because it has more certain delivery and provides choice and flexibility of supply immediately adjacent to the airport in a sustainable location.			
557299	Mr Peter Weatherhead	DTZ Planning	<a href="#">CSO22924</a>	2.55	Support		<p>Employment at Bournemouth Airport is discussed in this section - 'Critical Issues, Problems and Challenges'. We note that the Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies a shortfall in employment land supply for the Bournemouth Travel to Work Area in the short to medium term. Bournemouth Airport is described as the major employer in the area. We support its identification as a future employment opportunity of strategic importance to South East Dorset. The Core Strategy (CS) states that the airport business park forms a fundamental part of the employment land supply for South East Dorset and is critical for meeting projected employment land requirements to 2027. There are said to be 60ha of available land in the northern business parks but development has been constrained by the sensitive nature conservation designations which lie within and adjoin the site. The link road to the A338 has been proposed for many years but has never been delivered because of its costs and the environmental issues that would</p>	Land on Plan DTZ 1 should be removed from the Green Belt and allocated for employment and airport related uses as well as being a potential location for the proposed park and ride facility.		100

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							need to be addressed. The Malmesbury Estate considers that its land should be designated for development that could include employment uses because it has more certain delivery and provides choice and flexibility of supply immediately adjacent to the airport in a sustainable location.			
474971	Mr Peter Durant		<a href="#">CSO246</a>	2.56	Object		There is an implication that changing the junction at Parley Cross will make everything work. The last 'improvement' to the junction exceeded its planned capacity within 6 months. It is now becoming more generally accepted that such a strategy results in more pressure on the road system and more pollution.	I would like to suggest an amendment to the last sentence. For further development to come forward steps should be taken to make public transport and cycling a more viable and attractive option, which may reduce the need for improvements to the B3073, A338 and associated junctions.		101
484502	Mr John Turner		<a href="#">CSO569</a>	2.56	Support		Offers large development area	Change last sentence to: Significant improvement to the airport local transport infrastructure will be necessary to meet the needs of increasing activity. These would include a major review of the road links between the airport and A338 and of the options for alternative mass-transport links into the Bournemouth/Poole conurbations.		101
360379	Mr Andrew Murray	Planning Advisor Manchester Airport	<a href="#">CSO18548</a>	2.56	Object		The transport improvements outlined are not pre-requisites to development. Their delivery would aid not just the delivery of development at the airport/business park, but would enable the corridor	Replace last sentence with ..."improvements to the B3073, A338 and associated junctions will facilitate further development".		101

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							to provide a wider sub-regional function as outlined in the South East Dorset Transport Study.			
527733	Mr Richard Barnes	Chair Bournemouth Airport Transport Forum	<a href="#">CSO18876</a>	2.56		General Comment	With respect to the Airport / Business park the document states "For further development to come forward improvements are required for the B3073, A338 and associated junctions" The ATF would like to highlight the importance that junction improvements incorporate measures to enable public transport, cycling and walking and not just concentrate on car based provision.			101
557299	Mr Peter Weatherhead	DTZ Planning	<a href="#">CSO22925</a>	2.56	Support		Employment at Bournemouth Airport is discussed in this section - 'Critical Issues, Problems and Challenges'. We note that the Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies a shortfall in employment land supply for the Bournemouth Travel to Work Area in the short to medium term. Bournemouth Airport is described as the major employer in the area. We support its identification as a future employment opportunity of strategic importance to South East Dorset. The Core Strategy (CS) states that the airport business park forms a fundamental part of the employment land supply for South East Dorset and is critical for meeting projected employment land requirements to 2027. There are said to be 60ha of available land in	Land on Plan DTZ 1 should be removed from the Green Belt and allocated for employment and airport related uses as well as being a potential location for the proposed park and ride facility.		101



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							<p>the northern business parks but development has been constrained by the sensitive nature conservation designations which lie within and adjoin the site. The link road to the A338 has been proposed for many years but has never been delivered because of its costs and the environmental issues that would need to be addressed.</p> <p>The Malmesbury Estate considers that its land should be designated for development that could include employment uses because it has more certain delivery and provides choice and flexibility of supply immediately adjacent to the airport in a sustainable location.</p>			
361044	Mr John Nichols		<a href="#">CSO6</a>	2.57	Object		<p>The A338 and the B3073 cannot cope now at various times of the day with the current volume of traffic. This is a critical area which will impact greatly on any future plan, which we must get right for those now living/working in the area, and for the newcomers who are expected to live in the area.</p>			102
557299	Mr Peter Weatherhead	DTZ Planning	<a href="#">CSO22926</a>	2.57	Support		<p>Employment at Bournemouth Airport is discussed in this section - 'Critical Issues, Problems and Challenges'. We note that the Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies a shortfall in employment land supply for the Bournemouth Travel to Work Area in the short to medium term. Bournemouth Airport is described as the major employer</p>	<p>Land on Plan DTZ 1 should be removed from the Green Belt and allocated for employment and airport related uses as well as being a potential location for the proposed park and ride facility.</p>		102

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							<p>in the area. We support its identification as a future employment opportunity of strategic importance to South East Dorset. The Core Strategy (CS) states that the airport business park forms a fundamental part of the employment land supply for South East Dorset and is critical for meeting projected employment land requirements to 2027. There are said to be 60ha of available land in the northern business parks but development has been constrained by the sensitive nature conservation designations which lie within and adjoin the site. The link road to the A338 has been proposed for many years but has never been delivered because of its costs and the environmental issues that would need to be addressed.</p> <p>The Malmesbury Estate considers that its land should be designated for development that could include employment uses because it has more certain delivery and provides choice and flexibility of supply immediately adjacent to the airport in a sustainable location.</p>			
557299	Mr Peter Weatherhead	DTZ Planning	<a href="#">CSO22927</a>	2.58	Support		<p>Employment at Bournemouth Airport is discussed in this section - 'Critical Issues, Problems and Challenges'. We note that the Bournemouth, Dorset and Poole Workspace Strategy (2008) identifies a shortfall in employment land supply for the Bournemouth Travel to Work Area in the short to</p>	<p>Land on Plan DTZ 1 should be removed from the Green Belt and allocated for employment and airport related uses as well as being a potential location for the proposed park and ride facility.</p>		103

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							<p>medium term. Bournemouth Airport is described as the major employer in the area. We support its identification as a future employment opportunity of strategic importance to South East Dorset. The Core Strategy (CS) states that the airport business park forms a fundamental part of the employment land supply for South East Dorset and is critical for meeting projected employment land requirements to 2027. There are said to be 60ha of available land in the northern business parks but development has been constrained by the sensitive nature conservation designations which lie within and adjoin the site. The link road to the A338 has been proposed for many years but has never been delivered because of its costs and the environmental issues that would need to be addressed.</p> <p>The Malmesbury Estate considers that its land should be designated for development that could include employment uses because it has more certain delivery and provides choice and flexibility of supply immediately adjacent to the airport in a sustainable location.</p>			
485695	Mr John Cornish		<a href="#">CSO623</a>	2.59	Support		<p>The Council must take long term decisions on making land available for employment purposes in the area North of Cranborne, South of Salisbury and East of Shaftsbury. The shops, pubs, clubs and communities in the villages and</p>			104

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							hamlets cannot continue (will not be sustainable) as the population age increases. New job opportunities must be provided through affordable leasing or purchase of office/factory space that is discreetly sited so as not to distract from the areas beauty. Even the occasional visitor must appreciate that occasional he might espy a business/office park - used by locals for local benefit.			
484502	Mr John Turner		<a href="#">CSO570</a>	2.60	Object		Fails to note or comment on seasonal variation and home tourism impact.	Add: Though the recent falls recorded in 2010 may simply reflect increased temporary employment opportunities associated with tourism that itself may have reflected increased home demand during the global recession. In any event, an increasing population will drive the need to attract sustained employment opportunities to the area.		106
485695	Mr John Cornish		<a href="#">CSO624</a>	2.61	Object		Having the unemployment rate falling is no pat on the back. Surely this is related to the rising number of retirees that have somehow skewed the data. Numbers must always be seen in context.			107
361044	Mr John Nichols		<a href="#">CSO7</a>	2.66	Support		Tourists will think twice about coming to the area if there is inadequate infrastructure to enjoy and explore the area.			112
360653	Mr		<a href="#">CSO2311</a>	2.67	Support		There is a need to protect the built			113

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	M A Hodges						and natural environment for tourism, culture, heritage and local pride (of which there are mental health aspects)			
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19393</a>	2.68		General Comment	Extra bullet point - need to provide employment/training opportunities for young people (aide demographic profile)			114
359945	Mr Geoff Bantock		<a href="#">CSO55</a>	2.70	Object		<p>Where are the jobs for the 500 to 1250 new dwellings south of the railway line going to be if the supply of potential new employment land in Christchurch is mainly within the Bournemouth Airport business parks? No jobs close at hand increases the traffic flow from Roeshot to the airport and will encourage even more elderly people to come to Highcliffe/Christchurch exacerbating the already high number.</p>	<p>* Providing the additional retail floor space requirements identified in the Retail Assessment (NLP 2008). Reversing the outflow of shoppers away from Christchurch and East Dorset and into Bournemouth.</p> <p>* Meeting needs for a sufficient amount and range of employment land and premises particularly for the new housing development south of the railway line.</p> <p>* Securing the necessary infrastructure is put in place to ensure land can come forward for employment development.</p> <p>* Responding effectively to the economic downturn in the short term and planning for sustainable growth for the years ahead.</p> <p>* Employment sites such as the Bournemouth Airport business park are affected by increased flood risk. Appropriate measures need to be put in place to alleviate this risk.</p> <p>* Creating increased</p>		116

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								opportunities for higher paid employment to be attracted to the area. * The current employment structure is predominantly within traditional industries. It is important that other growth industries are attracted to the area to complement these businesses. * Care needs to be given to the potential conflict of encouraging tourism and protecting the built and natural environment from harm.		
360653	Mr M A Hodges		<a href="#">CSO2312</a>	2.70	Support		Need to protect historic town centres.			116
524723	Mr John Worth	Chair Wimborne Civic Society	<a href="#">CSO18709</a>	2.70		General Comment	Consultation and discussion about the Christchurch and East Dorset Core Strategy will take two years. The new Plan will be designed to manage growth and development from 2012 to 2027. It therefore seems imperative that any conclusions drawn from the consultation process must take account of or attempt to counter the significant demographic and social trends forecast for the area involved over the next 20 years. 2 In this context we would like emphasis to be given to the following points, made under the heading 'Challenges and Opportunities for the Future' in Chapter 2 of the Core Strategy Options for Consideration:-			116

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							<p>(a) care should be taken to ensure that the intensification of residential development within the urban areas does not adversely impact on the established and valued local character and amenity of these areas;</p> <p>(b) the imbalance of the age groups of the population towards the older age groups will have implications for the types of housing required and provision of services;</p> <p>(c) the impact of a declining working age population on the economy of the area needs tackling;</p> <p>(d) the need to address the significant shortfall in affordable homes;</p> <p>(e) meeting needs for a sufficient amount and range of employment land and premises;</p> <p>(f) the current employment structure is predominantly within traditional industries. It is important that other growth industries are attracted to the area to complement these businesses;</p> <p>(g) ensuring the provision of a sufficient level of community facilities and services to support current and future population;</p> <p>(h) improvements will need to be made to the A31 (T) and roads in and around Ferndown to enable the delivery of a growing economy and appropriate housing.</p>			
474971	Mr Peter Durant		<a href="#">CSO163</a>	2.71	Object		It is inconsistent to provide Dorset rankings for the two East Dorset areas, but not the two Christchurch			117

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							ones.			
474971	Mr Peter Durant		<a href="#">CSO248</a>	2.74	Object		I represent one of the statistics counted in road injuries. I was struck from behind whilst riding my bicycle by a car being driven at 40m.p.h.	Road injuries and deaths are significantly worse than regional and national averages in East Dorset, but not significantly different to these averages in Christchurch. This imbalance will need addressing. A close examination of speed limits is needed with a view to significant reductions to many.		120
360167	Mrs Pippa WHEATLEY		<a href="#">CSO17446</a>	2.74		General Comment	Coming from a health care background please can I make a small comment on the wording in Para 2.74, second bullet point. 'Worse' gives the impression that having more people diagnosed with diabetes is a bad thing. In health care terms this could be good. It may be contributing to the success in the first bullet point. I agree the high proportion of older people is likely to influence this figure.	Please change 'worse' to 'greater'		120
359277	Mr Jamie Sullivan	Tetlow King	<a href="#">CSO17997</a>	2.74	Support		The document provides a useful overview of health profiles in the districts. This is considered to be good practice, which other authorities would do well to follow. We note that 18.6% of all households in East Dorset and 23.2% in Christchurch have one or more members within an identified special needs group. This appears to be made up by those 'with a medical condition' and 'frail elderly' as well as those with a 'physical disability'			120



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485695	Mr John Cornish		<a href="#">CSO625</a>	2.78	Object		The area of land purchased by East Dorset DC known as the Leigh Road park needs to be urgently changed into the playing fields and leisure areas as sought after by the sports clubs including Rugby, Youth football and cricket. These 43 acres of land that lie between the old Winston Churchill Pub and the White house and going North beyond the old railway line is long overdue its transformation into a sports complex - along the lines to the sporting centre at Verwood. It will take several years for the Leigh Park sports area to convert to playing areas to allow the drainage, settlement and top dressing etc. So the budget can also be spread of several years. This raises the real hope that sponsors will come in and "top up" the cost of this development when spread over a multi-year programme of ground improvement. Wimborne needs more sports playing areas. This has been well researched and supported in the recent past.			124
360137	Mr Michael Green		<a href="#">CSO19261</a>	2.78	Support		Page 24, Para 2.78. Sport & Recreation. I support the statement "Suitable alternative open space is required to reduce the number of people wishing to use the heaths for recreation".			124
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset	<a href="#">CSO19394</a>	2.78		General Comment	More up to date info available - speak to John England at DCC			124

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		District Council								
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19395</a>	2.79		General Comment	A reference to the change in NEETS over the last 2 years may be informative.			125
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19397</a>	2.84		General Comment	Last sentence repeats info made in earlier paragraph.			131
360137	Mr Michael Green		<a href="#">CSO19262</a>	2.85	Support		Page 25, Para 2.85. I support the statement "Address shortfalls in recreation and open space provision within the urban areas".			132
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19398</a>	2.85		General Comment	Quote projections.			132
361044	Mr John Nichols		<a href="#">CSO8</a>	2.86	Support		It has already been stated we have environmental and tourism considerations, but as an area we are disjointed. One is connected to the national rail network and has good bus services in the main; the other has no rail connection and a very poor bus service. A further expansion in the population will only exacerbate this vital issue. In my opinion serious consideration should be given to building a light railway or tramway (continental style), that can link all our various centres, airport, industrial estates to			133

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							Christchurch railway station. This would put Christchurch/East Dorset on the map so to speak, saving the environment, enhancing tourism, maintaining the current quality of life in this area, allow for population expansion, reduce road transport users. Of course Bournemouth and Poole should be a part of this plan as should the Isle of Purbeck and New Forest authorities as an ultimate goal.			
498571	Mr John Shave	Acting Chair East Dorset Community Partnership Traffic & Transport TAG	<a href="#">CSO3339</a>	2.86	Support		East Dorset's main roads are already overloaded, hence any future housing development should be dependent on improvements to transport links and other infrastructure elements being in place or in a funded plan			133
523531	Mr Tim Hoskinson	Savills	<a href="#">CSO18398</a>	2.86	Object		The third paragraph of paragraph 2.86 states that East Dorset is poorly served by bus services. Whilst we recognise that certain rural parts of the District are poorly served by bus services, there are many parts of the district that are well served by bus services, particularly the settlements in the southern part of the district which have bus services to Bournemouth and Poole.	East Dorset has no railways and bus services in rural parts of the district are limited.		133
359350	Mr Jim Biggin	Chairman West Christchurch Residents Assoc & J.R.A.	<a href="#">CSO21</a>	2.87		General Comment		The airport needs to be better integrated into the public transport system	More of a comment than a suggested amendment	134

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496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	<a href="#">CSO1908</a>	2.87	Object		The second sentence states "The past few years has seen significant growth in air passenger numbers, particularly with the growth of low cost airlines". This statement conflicts with page 128, Paragraph 7.27, where the last sentence states "Annual passenger numbers in 2009 were less than 800,000, which is lower than recent years where numbers have exceeded 1 million per annum".	The decline in passenger numbers is the true current situation, and should be reflected in paragraph 2.87, in line with paragraph 7.27.		134
361044	Mr John Nichols		<a href="#">CSO9</a>	2.88	Support		This is not a joined up plan for the area, but there must be if we are to retain our quality of life as we know it. When the A338 closes and it does on a regular basis, Ferndown is brought to its knees. I suspect Christchurch is in a similar position. From the Ferndown area the New Road bridge and Longham bridge routes cannot sustain the huge traffic increase, gridlock occurs. A new road is needed in addition to the existing routes into the Bournemouth conurbation. As stated in the paragraph above Bournemouth Airport has a growing importance in the area and is only due to grow in volume. The creation of a new road from the existing airport access road straight across the B3073, over the River Stour and into Boundary Lane must be an option worthy of consideration. A serious point here is the problem is not solely confined to Christchurch and East Dorset; it is the whole area who has			135

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							responsibility for these issues.			
360653	Mr M A Hodges		<a href="#">CSO2313</a>	2.88	Support		Traffic problems can generate rat runs (as at Highcliffe). There is a long overdue need for a Bypass. People will continue to rely on motor cars for convenience and because public transport is unreliable and does not service many residential locations.			135
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	<a href="#">CSO17623</a>	2.88	Support		<p>The Agency welcomes the recognition that there are capacity issues on the A31, notably at Canford Bottom (Para. 2.88 - 2.92), which are exacerbated by seasonal traffic impacts. Any infrastructure improvements to the A31 required as a result development proposed in this location would need to be funded in totality by the developer and/or other non Agency sources, as the Agency is not in a position to fund any such works.</p> <p>More broadly, the Agency acknowledges the challenges that a rural authority such as East Dorset faces and would encourage the promotion of innovative solutions, for example to public transport, in order to minimise reliance on the private car.</p> <p>The plan at Para 2.88 indicates transport congestion hotspots, with A31 Ameysford-Merley shown as a route improvement and Canford Bottom as a junction improvement. We support these designations in principle provided that the delivery status (including funding) is also</p>			135

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							reflected in the CS. This is clarified in section eight below (Wimborne and Colehill Housing and Town Centre Options).			
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19399</a>	2.88		General Comment	Car ownership is direct response to lack of appropriate public transport.			135
359945	Mr Geoff Bantock		<a href="#">CSO56</a>	2.91	Object		We have not considered for the new housing south of the railway line where the people will find employment other than near the airport. The public transport provision between Roeshot and the airport is diabolical	<p>Demands for new development need to be addressed: -</p> <ul style="list-style-type: none"> <li>*A significant level of new housing must be close to where there are job opportunities to reduce traffic congestion</li> <li>* A significant level of new housing to meet local housing needs and demands and address the affordability issue;</li> <li>* Town centre vitality and the associated issues of need for more retail floor space;</li> <li>* The shortage in the availability of employment land and the need for a sufficient amount and range of employment sites. The importance of strategic employment sites, such as Bournemouth Airport and sites in East Dorset in providing opportunities for high quality employment which will make a significant contribution to raising productivity.</li> <li>* The operational needs of Bournemouth Airport to enable it to develop as a flagship regional airport and the need to support</li> </ul>		139

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								sustainable growth of the airport.		
360653	Mr M A Hodges		<a href="#">CSO2314</a>	2.91	Object		Cycling is not a good option due to: age of population, topography (hills at Roeshot, Shelly, and St Catherines); lack of space on roads, danger from cycling on pavements. Alternatives to the private motor car are very unlikely to be effective. Climate change issues are still a matter of dispute; climate has changed many times in the past. There are known variations in recorded history in Britain.			139
360379	Mr Andrew Murray	Planning Advisor Manchester Airport	<a href="#">CSO18544</a>	2.91	Object		As per comments on 2.56, although this paragraph does recognise the wider effect on the B3073, A338 and associated junctions. Development does not require the improvements necessarily, but their delivery will facilitate that development.	Bullet point 4: "Improvements to B3073, A338 and associated junctions will facilitate further development at Bournemouth Airport and serve wider economic and community needs".		139
360112	Mr Kenneth Brooks	St Leonards & St Ives Parish Plan Group	<a href="#">CSO19080</a>	2.91	Object		This Section includes the following statements: - "Christchurch and East Dorset have an existing high quality historic built environment which is important to the character of the area. These features need to be protected and enhances when considering future developments. Of particular significance are the Dorset Heaths. However, the protected environment heavily influences where future development can be located, which in turn puts more pressure on areas outside these designations."			139

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							The Dorset Heathlands Interim Planning Framework has been in operation since January 2007, and it is clear by now the 400 metre limit for increasing residential occupancy is absolutely insufficient to provide any protection to the heathlands in the way it was envisaged. Clearly developer contributions will not provide any protection. Prior to formulating a more permanent and full Dorset Heathland Planning Policy from 2012, the current 400m limit must be substantially increased to at least 1 kilometre from the arbitrarily drawn boundaries and not used in a precipice manner i.e. 390 m from the boundary - no increase in residential occupancy, 410m from the boundary - the Local Authorities are comfortable with a 6 fold increase in residential occupancy.			
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19400</a>	2.91		General Comment	Need policies that promote/spell out need for balanced demographics.			139
523531	Mr Tim Hoskinson	Savills	<a href="#">CSO18399</a>	2.91	Object		The recognition of the need to address demands for new development as one of the key issues is fully supported. The 8th bullet point of the Summary of Key Issues section refers to meeting local housing needs and demands, however the affordability issue is a reflection of wider pressures including in-migration which extend	Amend the 8th bullet point in the Summary of key issues as follows: A significant level of new housing is required to meet local housing needs and demands and address the affordability issue		139



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							beyond the local level, and it is important that this is recognised in the text.			
527733	Mr Richard Barnes	Chair Bournemouth Airport Transport Forum	<a href="#">CSO18877</a>	2.91	Support		The 4th bullet point here suggests that further development at the airport requires junction improvements. Another bullet point in the same section highlights the accessibility to employment generally can be difficult by public transport walking and cycling. This is a particular concern at the airport and its associated business park as commuting is very car focused. This supports our comment made under 2.56 - for junction improvements to support a range of transport modes.			139
360653	Mr M A Hodges		<a href="#">CSO2315</a>	2.92	Object		As set out above house costs in this area will remain high.			140
360112	Mr Kenneth Brooks	St Leonards & St Ives Parish Plan Group	<a href="#">CSO19092</a>	2.92	Support		Para 2.92 states:- "A significant proportion of new housing development is expected to take place within the existing built up areas, often through redevelopment of previously developed land and buildings. There has been growing concern over the impact of some of these developments on the established and valued local character of the area, and the amenities of local residents. A major challenge is ensuring the infrastructure is adequate to support the level of growth to meet local housing, employment and community needs."			140

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							We strongly support the above Key Issues statements and they must be paramount in determining future development proposals.			
360749	Cllr. Mrs T. B. Coombs	Verwood Dewlands Ward East Dorset District Council	<a href="#">CSO19402</a>	2.92		General Comment	Last bullet point 'There is a need to consider the cumulative impact of contributions....'			140
359277	Mr Jamie Sullivan	Tetlow King	<a href="#">CSO17996</a>	2.92	Support		We note in paragraph 2.92 that both districts are identified as being 'among the least affordable in the country'. We are also pleased to note that the Council recognises the importance of viability testing the affordable housing requirement of housing schemes.			140
359277	Mr Jamie Sullivan	Tetlow King	<a href="#">CSO19114</a>	2.92	Support		We note in paragraph 2.92 that both districts are identified as being 'among the least affordable in the country'. We are also pleased to note that the Council recognises the importance of viability testing the affordable housing requirement of housing schemes.			140