

CS Options

Events: Core Strategy Options for Consideration – Chapter 3 Vision and Strategic Objectives

Contact Person ID	Contact Full Name	ID	Number	Support/Object	Additional Response Type	Reasons for Objections	Suggested Amendments	Officer Response	Order
359571	Mr Renny Henderson	CSO18594	3		General Comment	<p>The RSPB welcome the prominence given to the natural environment and sustainable growth in paragraph 3.26. However, it is important to recognize that it is the high quality environment which underpins and sustains economic activity rather than vice versa as implied in paragraph 3.27.</p> <p>We would recommend text is added in the Vision which recognizes the need to protect and enhance wildlife habitats in general, and for its own sake, and not just those identified in paragraph 3.27. The inclusion of such text would link well with Strategic Objective 1 and national planning guidance contained in PPS 9.</p> <p>We welcome the emphasis on reducing the need to travel (paragraph 3.34) and making travel by modes other than the private car more attractive, easier and safer. However, the promotion of additional road capacity within the Vision is likely to encourage additional car use.</p>			141
360302	Mrs Hilary Chittenden	CSO18063	3		General Comment	<p>ETAG recommends that the Vision (and indeed the Strategy as a whole) should place far greater emphasis on consideration of the land which is our key non-renewable resource. The Strategy is after all a land use planning document. We should seek to establish an environment which increasingly reflects the unique natural and cultural heritage of East Dorset for the long term benefit of our community. The Strategy should make commitments to achieving the following:</p> <ul style="list-style-type: none"> • The distinctive and varied landscape character of East Dorset will be conserved and enhanced. 			141

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						<p>(Section 13)</p> <ul style="list-style-type: none"> • The environment will be valued for its own sake and for the contribution it makes to people's health and wellbeing. (Section 12) • All land use proposals will recognise that a healthy natural environment is essential to sustain human life and economic activity by providing (often hidden) 'ecosystem services' including clean air and water, food, climate regulation, flood risk management and crop pollination. Cumulative impacts of proposals will be identified and environmental limits respected. (Section 13) • New development and associated green infrastructure will be required to enhance the character of natural and cultural landscapes and biodiversity, to reduce both consumption of natural resources and waste, and to mitigate impacts of climate change. (Section 14) • The distinctive and varied natural habitats of East Dorset will be conserved and enhanced through extension, linkage and positive management. Key opportunities for landscape scale habitat restoration will be identified and safeguarded for that purpose. (Section 12) • The natural and historic environment's contribution to the agricultural, tourist and leisure industries will be recognised and supported as a major driver of the economy of East Dorset. (Section 15) • A solution will be found to the District's problem of above average car ownership and below average availability of public transport and its economic, social and environmental consequences. (Section 16) <p>As indicated above, detailed recommendations are made under the relevant Sections within the Core Strategy Options.</p>			
360597	Mr	CSO2340	3.1	Support		Partially support as two of the objectives are not	That the vision and objectives		142

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	Gordon Wheeler					necessary Suggest thus	should be driven by the outcomes of evidence gathering and public engagement That the vision should reflect wider council and community aspirations set out in Corporate and Community strategies That the vision should be focused on the main issues, rather than trying to cover every issue.. Finally, that the vision and objectives should be "fit for purpose" to provide a clear direction for the key strategy and policies.		
360653	Mr M A Hodges	CSO2316	3.1	Object		Public engagement requires a Bypass for Christchurch and Highcliffe.			142
533788	Ms Kathy MacEwan	CSO19181	3.3		General Comment	CABE have not commented on Core Strategy policies. They have given general comments on how best to prepare a Core Strategy. These are attached - please see their letter dated 5.10.10.			144
360597	Mr Gordon Wheeler	CSO2346	3.4	Object		Higher density living is not conducive to the south coast as most people who retire here have come from " high density living" and do require a bit of greenery in retirement. Is the purpose of this mass building exercise to turn Christchurch into an industrial area and a "Holiday Home" resort. There is no need to address the use of the car as the petrol price will resolve that but is there sufficient public transport to take up the strain.	* Provide a positive framework for economic growth; * Promote tourism; * Promote urban and rural regeneration; * Promote communities which are inclusive and safe; * Bring forward sufficient land for housing, industrial and commercial development, and for leisure; * Provide improved access to jobs and services; * Focus major development in existing centres;		145

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							<ul style="list-style-type: none"> * Reduce the need to travel, and encourage more sustainable patterns of transport development; * Promote the efficient use of land through higher density development, mixed use development, and better use of previously developed land without "garden grabbing" * Enhance and protect biodiversity; * Address the causes of climate change. 		
360653	Mr M A Hodges	CSO2317	3.4	Object	General Comment	Does not mention quality of life (for an elderly population)			145
360597	Mr Gordon Wheeler	CSO2356	3.5		General Comment	but only with the approval of the public	Local Spatial Planning: notes that Local Authorities have a role as place shapers, based on assuming a leading role in their communities, with permission from those communities, to bringing different partners together:		146
479211	Ms Cathy Jones	CSO47	3.13	Object		<p>I object and would ask for greater thought on two parts of this paragraph.</p> <p>The first is the lack of affordable housing. The council need to be far more proactive and think outside the box and take examples of successful and workable best practice from other parts of Britain. The amount of shared purchase schemes through housing associations, for instance is pitiable. In addition, landlords are in an over-powerful position, making rents outrageously high for often inferior accommodation which is poorly maintained. In order to retain young and middle</p>	Prepare a more diversified approach to economic regeneration and growth than one reliant too much on one single industry - i.e. Bournemouth Airport. As part of this, a much larger proportion of resources should be directed to local and already established businesses and markets, whether they be small or middle sized, across the variety of industry, production,		154

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						<p>aged people in the area to make a successful infrastructure is impossible whilst house prices and rent prices remain restrictively high and reduce low incomes leaving little for those people to re-inject into the local community, by shopping, using sport and leisure facilities and so on.</p> <p>2nd - placing Bournemouth Airport at the heart of economic strategy is short-sighted and amounts to putting all ones eggs in one basket. The future of cheap flights is in no way assured.</p> <p>Christchurch and East Dorset deserves and is capable of providing a much more vibrant, sustainable and growing economy than one based on low paid jobs with little future such as most of those that would be offered by the Airport. In addition, growth of the airport is not environmentally friendly.</p>	<p>hospitality, service industries, entertainment, tourism, eco-tourism, agriculture and market gardening and so on.</p>		
359945	Mr Geoff Bantock	CSO657	3.13	Object		<p>We have not addressed the housing to go with "Key employment sites, such as Bournemouth Airport will be at the heart of this strategy."</p>	<ul style="list-style-type: none"> * There is a significant housing waiting list, with annual housing need far exceeding even total housing supply. * House price to income ratios are among the highest in the Country. * The popularity of the area to live in means that housing demand is almost limitless. * The area is highly constrained by Green Belt, landscape, flood risk and nature conservation designations. This in turn limits the potential for new development land. * The Dorset Heathlands are extremely sensitive habitats, under considerable recreational pressure from surrounding residential development. * The transport network in the area is increasingly congested, 		154

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							<p>and there is a need to provide better and more sustainable travel choice for residents and visitors.</p> <p>* The area will need to adapt to the challenges of climate change, particularly the increased risk of flooding. Measures to reduce the impact of new development on the climate will also need to be addressed.</p> <p>* The economy will need to grow, and will need to encourage growth in new sectors to improve skills and knowledge. Key employment sites, such as Bournemouth Airport will be at the heart of this strategy as well as providing affordable housing within walking distance of Bournemouth Airport.</p> <p>* Communities need to be supported, including addressing specific issues affecting young and old. Facilities must be provided to support community development.</p>		
360597	Mr Gordon Wheeler	CSO2358	3.13	Object		<p>The percentage of houses allocated to "Affordable housing" on the new Roeshot Hill estate is to low and should be increased significantly. How about shared ownership. If the new business estate is built, it should be the duty of the authority to try and let the premises to tenants who pay higher than average pay, thus reducing the gap between pay and house prices.</p>			154
360653	Mr M A Hodges	CSO2318	3.13		General Comment	<p>Many items cannot be changed but some can e.g. transport network, new economic sectors, community facilities.</p>			154

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360379	Mr Andrew Murray	CSO18543	3.13	Support		Welcome recognition of the centrality of development at Bournemouth Airport to the delivery of the strategy.			154
523531	Mr Tim Hoskinson	CSO18400	3.13	Object		The third bullet point of paragraph 3.13 states that housing demand in the area is almost limitless. Whilst housing demand may be relatively high in comparison with other parts of the region, it is not limitless and is limited by a range of factors such as house prices, economic performance, availability of jobs, and family circumstances.	Amend the third bullet point of paragraph 3.13 to read: The popularity of the area to live in means that housing demand is high		154
361044	Mr John Nichols	CSO10	3.14	Support		Improving transport Creating sustainable economic growth Supporting our community			155
359945	Mr Geoff Bantock	CSO57	3.14	Support		Have included my thee choices	What major themes should the Core Strategy vision have? * Managing and safeguarding the natural environment. * Managing and safeguarding the built environment and heritage. * Addressing climate change as it might affect Christchurch & East Dorset. * Creating sustainable economic growth. * Improving transport. * Providing appropriate homes for all. * Supporting our communities. * Providing for the needs of children and young people. * Making our communities safer. * Tackling deprivation and social exclusion. * Improving the health of our communities.		155

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							<p>* Other, please specify. If you could only select 3 of the above options (or including any additional issues you have identified) to be included in the vision, which would they be? * Creating sustainable economic growth. * Improving transport. * Providing appropriate homes for all.</p>		
485695	Mr John Cornish	CSO626	3.14	Support			<p>My Three critical /strategic areas are: * Managing and safeguarding the natural environment. * Creating sustainable economic growth. * Providing appropriate homes for all.</p>		155
360597	Mr Gordon Wheeler	CSO2359	3.14	Object		<p># Addressing climate change as it might affect Christchurch & East Dorset How is this to be done? We are a tourist area and most visitors use their cars, are we going to deter them? # Improving transport. Does that mean that shift workers on the new business park at Hurn Airport will be able to travel by public transport # Providing appropriate homes for all. This should be amended to "Providing appropriate homes to firstly all residence in the borough that do not have a home of their own. # Making our communities safer Surely this should read "Continuing to make our communities safe "</p>			155
360597	Mr	CSO2093	3.14	Support		Three options:			155

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	Gordon Wheeler					Managing and safeguarding the natural environment Supporting our communities Providing for the needs of children and young people			
360653	Mr M A Hodges	CSO2319	3.14	Object		This is a naive wish list. If all the homes desired are built in the Borough then many would have to be flats and also built on green belt land so changing the very nature of the area. This would be a breach of trust with existing residents and would have political consequences. The recession limits funds available and makes mortgages more difficult to obtain due to the increase in deposits required.			155
359350	Mr Jim Biggin	CSO134	3.17		General Comment		Difficult to see how our communities can be made safer - it's already one of the safest places in the world to live. This suggests that the fear of crime far exceeds actual crime and thus suggests scope for public education as much as anything else	More of a comment than a suggested amendment	159
474971	Mr Peter Durant	CSO422	3.17	Object		There does not appear to be any rationale regarding the order of the list. I would certainly not put 'improving transport' as the prime objective.	Either use a listing according to the preferences of the consultees, or an alphabetical one.		159
360653	Mr M A Hodges	CSO2320	3.17	Support					159
360653	Mr M A Hodges	CSO2321	3.23	Object		The proposed new Druitt Hall is far too small (see 3.17), the Regent Centre is too costly for regular use by local clubs and the new hall will be too small - e.g. Christchurch Local History Society has some 360 members and often has well over			165

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						100 at meetings (held at Clarendon Road Junior School).			
508135	E P Wright	CSO11606	3.24	Support		It is a pity that the A35 at fountains roundabout effectively cuts the Bargate shopping off from the main high street. Can better pedestrian access be provided? Unless the main road can be rerouted, if so, I would support option CH2. Ideally the A35 should be rerouted alongside the railway.			166
508198	Mr Lorraine	CSO11615	3.24	Support					166
508218	Mr P Heaton	CSO11623	3.24	Support					166
508241	Mr L Hibbard	CSO11639	3.24	Support					166
508254	Mr R B Holloway	CSO11647	3.24	Support					166
508353	Mr J Codling	CSO11668	3.24	Support					166
508360	Ms Jocelyn Britton	CSO11676	3.24	Support		As a retailer, the number of empty units in Christchurch and Highcliffe are a concern for me. Cheaper car parking and much improved signage are two issues which need to be addressed, especially to maintain a growing, thriving community. A town is nothing without a vibrant successful hub.			166
508369	Mr A Hill	CSO11684	3.24	Support					166

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508402	Mr J Priest	CSO11733	3.24	Object		Christchurch is not a 'stand alone' entity – it could arguably be seen as a suburb of Bournemouth and its impacts on planning for housing and the local economy i.e. there may well be adequate jobs in Bournemouth adequate affordable housing for people living in Christchurch. With a growing elderly population (who are often trading down and look to owner occupy) I am not convinced of the longer term need to emphasise affordable housing to the level of %. Also an elderly population is not looking for growth in industry or indeed tourism which only benefits a small % of the local population.			166
508440	Mr Angus Macmillan	CSO11785	3.24	Support					166
508456	Rev. Dudley Powell	CSO11799	3.24	Object		Allotments should remain where they are and be extended to reduce or eliminate the waiting list, this is urgent. Do not move allotments.			166
508467	Mr Trevor Crutcher	CSO11813	3.24	Support					166
360575	Mr Roy Avery	CSO11866	3.24	Support					166
507414	Mr L Wijesinghe	CSO10946	3.24	Support					166
507458	Mr and Mrs Antill	CSO10998	3.24	Support		We are concerned about Christchurch being over developed.			166
507477	Mrs Sally Owen	CSO11018	3.24	Support					166

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507575	Mr M Adams	CSO11133	3.24	Support					166
507591	Mr Mark	CSO11166	3.24	Support					166
507599	Mr M Avnir	CSO11192	3.24	Support					166
508518	Mr Warren Brown	CSO11845	3.24	Support		Affordable homes are important because of the number of people waiting on the housing list is still very high.			166
508542	Mr H Cramer	CSO11880	3.24	Support					166
508661	Mr Burton	CSO12046	3.24	Support					166
508679	Mr A O'Connor	CSO12073	3.24	Support		Efforts to reduce the amount of car use, especially by drivers with no passengers, are very welcome – and should be intensified. Is there scope for more dedicated cycle-ways? Or cycle-lanes?			166
508847	Mr V Cromer	CSO12202	3.24	Support					166
508885	Mr J Heath	CSO12282	3.24	Support					166
508936	Mr M Brawner	CSO12361	3.24	Support					166
508994	Mr & Mrs	CSO12419	3.24	Support					166

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	L Ruckley								
509082	Mr Richard	CSO12483	3.24	Support					166
509220	Mrs U Richard	CSO12580	3.24	Support					166
509235	Mr M Kenny	CSO12586	3.24	Support					166
359327	Cllr. Mr Peter Hall	CSO19357	3.24	Object					166
521508	Ms Lisa Jackson	CSO17869	3.24	Object		<p>The Core Strategy Vision must embrace the forthcoming changes to the planning system and take account of the Localism Bill which will be enacted prior to approval of the plan. The authorities should take the opportunity offered in the Bill to rethink the approach to planning, and reflect the new way of working envisaged. The community led engagement process needs to be reflected in policy. The results of this first stage consultation may give a strong steer to the next stage of the plan.</p> <p>The Vision for the Core Strategy lacks ambition and does not present a strategic way forward with a strong spatial plan. The spatial vision needs to be expressed in policy which indicates the scale and location of development. The objectives in Chapter 3 need to form the basis of the spatial strategy policies which should be confirmed following this current consultation. The Core Strategy Options also lacks a strong spatial approach to strategic infrastructure, green infrastructure and renewable energy. This does</p>			166

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						<p>not reflect best practice and Government targets. For example, the inclusion of the By-pass for Christchurch is out of step with sustainable travel thinking, environmentally responsible alternatives are required to be found and funded in a more innovative way. These are key elements that support development to 2027 and require better spatial expression in the plan, and overall more ambition for the Borough.</p> <p>The expectation of the change to the planning process is that the new form of development plan will be less prescriptive and therefore must be more visionary.</p>			
361003	Mr M A Hodges	CSO19345	3.24		General Comment	The conurbation of South East Dorset stretches from Upton in Purbeck to include Poole, Bournemouth and Christchurch and to New Milton in Hampshire. The economic, transport, social, health, housing and educational needs of this area need to be seen as a whole, it is all urban and coastal.			166
507546	Mr Nigel Pugsley	CSO17974	3.24	Support		<p>The Document sets out a statement outlining the both Council's vision for the East Dorset District and Borough of Christchurch during the plan period. While my client is generally supportive of the vision and objectives currently drafted, it is considered that some reference should be made of the important role that community facilities and related infrastructure have for achieving sustainable communities.</p> <p>It is therefore respectfully suggested that additional wording is added acknowledging the importance of community facilities and the infrastructure for support growing populations, businesses and visitors.</p>	It is therefore respectfully suggested that additional wording is added acknowledging the importance of community facilities and the infrastructure for support growing populations, businesses and visitors		166
521395	D2 Planning	CSO17815	3.24	Support		Whilst the majority of the Core Strategy Vision is supported, objections are lodged to that part of the Vision which relates to the economy of the			166

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						area (paragraph 3.33). It is apparent from the evidence base that the two largest growth areas in the local economy will be the education and health care sectors. The Core Strategy Vision is however silent on these growth areas. It is considered that the Vision should be amended to specifically make reference to these sectors within the local economy and how the growth of these sectors will be accommodated.			
533728	Mr Mike Garrity	CSO19149	3.24	Support		The Vision contains a number of statements which are supportive of green infrastructure, including recognition of the importance of the natural environment (Para. 3.26), specific recognition of heathlands, AONB and Christchurch Harbour (Para. 3.27), adapting to climate change (Para. 3.28), addressing housing needs, with a recognition of the need for commensurate open space (para.3.29), confirmation of the need for development to make appropriate contributions for infrastructure (Para. 3.30), and protection of the character of the area, including the role of the Green Belt achieving this (Para. 3.31). These commitments are welcomed as they will all be important in helping to deliver green infrastructure.			166
359461	Mrs Nicola Brunt	CSO17452	3.26	Object		3.26 We consider this paragraph needs re-phrasing to clarify that the environment will be protected but that growth will be enabled where it can be achieved sustainably (as in 4.2)			168
359529	Mrs Gill Martin	CSO17963	3.26		General Comment	It is acknowledged that the vast majority of the population live in the 7.5% urban areas and this fact will inevitably take up the bulk of the services that need to be provided and their associated budget. However, for the overall thrust of the paper to be so blatantly urban centric with an almost total regard of the rural community is not			168

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						really acceptable. Only token references acknowledge the significance of the 92.5% countryside - including a large swathe of an Area of Outstanding Natural Beauty (AONB) - that provides the core attraction of East Dorset. Generally, rural England has been neglected for too long and needs support and investment if it is to survive other than as a mere retreat for the wealthy and a recreational amenity for the urban conurbations.			
360302	Mrs Hilary Chittenden	CSO18067	3.26		General Comment		As it stands, the Para. implies that all growth is sustainable. We recommend the wording is amended to ...growth where it can be achieved sustainably.		168
523531	Mr Tim Hoskinson	CSO18401	3.26	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.			168
524088	Mr Ken Parke	CSO18453	3.26	Support		The vision is supported provided that the more detailed points set out below are incorporated. For example, the release of some Green Belt land is supported provided the land released is the best available option to meet the particular requirement in a manner which does not conflict with other policy guidance or objectives. The extension of the urban area for example in a			168

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						manner which results in an outward expansion and hence sprawl of settlements and encroachment into the open countryside should be a last resort and more consideration needs to be given to development within the existing settlement or land which is perceived to be within the confines of the existing settlement.			
361342	Mr Graham Clarke	CSO22808	3.26	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			168
474971	Mr Peter Durant	CSO465	3.27	Object		I agree that the areas that you specify should be protected. However, I am at a loss to comprehend how commercial activity is supposed to contribute.	The Dorset Heathlands, the Cranborne Chase and West Wiltshire Downs Area Of Outstanding Natural Beauty, Christchurch Harbour and its beaches will be protected and enhanced.		169
359461	Mrs Nicola Brunt	CSO17453	3.27	Object		3.27 This needs to be widened to include the environment generally as well as key designated area.			169
359482	Ms Helen Powell	CSO18618	3.27	Object		This should also recognise the natural, commercial and amenity values of some other natural environmental assets, notably the rivers and coast.	Reword to "Christchurch Harbour and the rivers that flow to it, the coast and its beaches will be protected..."		169
359529	Mrs Gill Martin	CSO17964	3.27		General Comment	It is acknowledged that the vast majority of the population live in the 7.5% urban areas and this fact will inevitably take up the bulk of the services that need to be provided and their associated budget. However, for the overall thrust of the paper to be so blatantly urban centric with an almost total regard of the rural community is not really acceptable. Only token references acknowledge the significance of the 92.5% countryside - including a large swathe of an Area of Outstanding Natural Beauty (AONB) - that			169

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						provides the core attraction of East Dorset. Generally, rural England has been neglected for too long and needs support and investment if it is to survive other than as a mere retreat for the wealthy and a recreational amenity for the urban conurbations.			
519991	Ms Claire Aldridge	CSO17534	3.27	Object		Paragraph 3.27, page 32. We consider the importance of rivers, wetlands and riverine environments needs to be included in the Core Strategy Vision.			169
523531	Mr Tim Hoskinson	CSO18402	3.27	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.			169
361342	Mr Graham Clarke	CSO22809	3.27	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			169
360302	Mrs Hilary Chittenden	CSO18068	3.28		General Comment		Adaptation to climate change must take ecosystem services into account. We recommend the wording is amended to...clear strategies that identify and protect essential ecosystem services and reduce the risk of flooding, and through ...		170

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523531	Mr Tim Hoskinson	CSO18404	3.28	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.			170
361342	Mr Graham Clarke	CSO22810	3.28	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			170
359350	Mr Jim Biggin	CSO135	3.29	Object			Worthy but impractical. Why continue to look at Christchurch and East Dorset separate from the Bournemouth-Poole conurbation that dominates the local area?	Looks like a comment relating to an objection.	171
360653	Mr M A Hodges	CSO2322	3.29	Object		Not enough space for new sites so need to redevelop existing sites (costly), risks to nature of the area and quality of life of residents.			171
360302	Mrs Hilary Chittenden	CSO18069	3.29		General Comment		Amend first sentence to read ... aspirations of those local residents wishing to buy or rent. Amend final sentence to ...improve sustainable transport links...		171
360112	Mr Kenneth Brooks	CSO19104	3.29		General Comment	This section includes the following statements: - "The Core Strategy sets out an overall vision on how the area and places within it should develop.			171

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						The vision and objectives should be driven by the outcomes of evidence gathering and public consultation." Para 3.29 states:- "housing will be delivered of a type and tenure which meets the aspirations of those wishing to buy or rent, and an element of this housing will be in the form of new, well planned, sustainable residential areas." The above statements sound good in general terms, but clearly we will need to read the small print very carefully when firm proposals are initiated.			
359277	Mr Jamie Sullivan	CSO17998	3.29	Support		One of the main aims of the Spatial Vision is that: 'The housing needs of the area will be addressed'. We are concerned that if a housing target smaller than the Secretary of State's Proposed Changes to the RSS is chosen as the preferred option, then insufficient affordable housing will be delivered to achieve this part of the Spatial Vision.			171
359277	Mr Jamie Sullivan	CSO19115	3.29	Support		The Vision states that 'The housing needs of the area will be addressed'. We are concerned that a new smaller housing target than that in the Secretary of State's Proposed Changes to the RSS and insufficient affordable housing being delivered will make it difficult for the Council to achieve this. In short, this aim may not be achievable with the preferred policy options shown here.			171
523531	Mr Tim Hoskinson	CSO18405	3.29	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to			171

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						allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.			
361342	Mr Graham Clarke	CSO22811	3.29	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			171
359945	Mr Geoff Bantock	CSO658	3.30	Object		I think the word significant in "significant reduction in waiting lists." is unlikely in view of the numbers on the waiting list and should be deleted.	Housing will also continue to be met from redevelopment within the existing towns, but developments will now better reflect the character and type of housing found in each local area, and will make appropriate contributions to infrastructure. Almost all new housing developments will contribute to the provision of affordable housing, creating a step change in delivery of affordable dwellings and with some reduction in waiting lists.		172
497947	Mr Guy Brooker	CSO2983	3.30	Object		<p>Your wording "...developments will now better reflect the character and type of housing found in each local area," infers a greater degree of control over development plans that have been permitted 'on appeal' than has been the case recently. Do you have the confidence to make this vision statement?</p> <p>Your statement that this vision will be "...creating a step change in delivery of affordable dwellings," infers that the implementation of affordable housing construction will be rapid. This core strategy covers the period 2012-2027: with the numbers currently on the housing register and taking a view on the rate of construction, is this</p>	Review the wording of the paragraph to reflect a greater degree of realism.		172

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						'step' more likely to become a 'slope'?			
507462	Mr Chris Cox	CSO11015	3.30	Support		We agree that housing should be located at existing towns and sustainable locations.			172
360302	Mrs Hilary Chittenden	CSO18071	3.30		General Comment		Amend second sentence to read... provision of affordable housing for local people,...		172
360112	Mr Kenneth Brooks	CSO19113	3.30		General Comment	Para 3.30 states:- "Housing will also continue to be met from redevelopment in existing towns, but development will now better reflect the character and type of housing found in each local area." Again, this sounds promising in general terms, but we will have to await specific details. Developers should have to make appropriate contributions to the infrastructure, but the provisions of affordable homes should be a viable proposition in its own right without having to distort the housing market.			172
359277	Mr Jamie Sullivan	CSO17999	3.30		General Comment	There is also some disparity between the aims of the Core Strategy and the Spatial Vision. The Council state that they want to 'significantly reduce' waiting lists and, as stated above, meet the housing needs of all. If the Council were to meet the housing needs of all, this would mean effectively reducing the housing waiting lists to only those who had a preference to move. This will not be possible given the scale of need in the districts and potential house targets. We recommend that the Spatial Vision is amended which removes the aim to meet all housing needs of the area and significantly reduce housing waiting lists and state instead that: 'New housing provided in the district will reflect housing demand and need' and: 'Christchurch and East Dorset will seek to			172

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Contact Person ID	Contact Full Name	ID	Number	Support/Object	Additional Response Type	Reasons for Objections	Suggested Amendments	Officer Response	Order
						maximise the delivery of affordable housing to address housing need as far as possible'. This is more realistic and pragmatic aim as required by PPS12			
359277	Mr Jamie Sullivan	CSO19116	3.30		General Comment	The Vision states that 'The housing needs of the area will be addressed'. We are concerned that a new smaller housing target than that in the Secretary of State's Proposed Changes to the RSS and insufficient affordable housing being delivered will make it difficult for the Council to achieve this. In short, this aim may not be achievable with the preferred policy options shown here. This is borne out by the following paragraph where the Council state they will only seek to 'significantly reduce' waiting lists. If the Council were to meet the housing needs of all, this would mean effectively reducing the housing waiting lists to only those who had a preference to move. In any case, we expect the proposed policies will only lead to a modest increase in the delivery of affordable housing and will not even 'significantly reduce the waiting lists'.			172
523531	Mr Tim Hoskinson	CSO18406	3.30	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.			172

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361342	Mr Graham Clarke	CSO22812	3.30	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			172
359350	Mr Jim Biggin	CSO136	3.31	Object			Don't really think you should be building on Green Belt	Looks like a comment relating to an objection.	173
474462	Mrs Sheila Bourton	CSO261	3.31	Object		There should be no exception to Greenbelt protection because once an exception is made to develop even a small part of the Greenbelt, then the precedent has been set and in future years the same exception will be suggested again and again until the Greenbelt is eroded bit by bit.	The character of the area will be protected through the retention of the Greenbelt in all areas.		173
474426	Mr Phillip Barnes	CSO758	3.31	Object		In my opinion there is no such thing as sustainable growth. Full sustainability is only reached when you stop growing and admit you have reached the limit of what available resources can sustain. Resources in this case being roads, medical, education, employment etc.. Unless you call a halt to building new homes and limit the supply there will never be an end to demand. If you continue to build then you will eventually build on all the green field sites in the area. This strategy proposes 1000 new homes in and around Wimborne, in 20 years time you will be asking for the same again, ad infinitum.			173
360302	Mrs Hilary Chittenden	CSO18072	3.31		General Comment	We suggest that there should be some reference here to a vision of the character of the areas where new development is planned.			173
514993	Dr Peter J Hardwick	CSO18582	3.31	Object		The Green Belt should be viewed as sacrosanct and none of it released for development. Pressure on it would be less if we do not passively give in to demand for housing caused by in-migration from other parts of the country and instead focus on the needs of the local existing population.	Please see earlier comments and my general letter.		173

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523531	Mr Tim Hoskinson	CSO18407	3.31	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.			173
361342	Mr Graham Clarke	CSO22813	3.31	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			173
359350	Mr Jim Biggin	CSO137	3.32	Object			New ways of delivering services and facilities in rural areas will be developed - such as? By whom? Where will the funding come from?	Looks like a comment relating to an objection.	174
360653	Mr M A Hodges	CSO2323	3.32	Object		Main shopping choice will continue to be in Bournemouth as with main entertainment choices. There are many empty shops in Highcliffe and Christchurch due to the recession.			174
497947	Mr Guy Brooker	CSO2984	3.32	Object		My understanding is that the Council has no power to dictate the nature of any business that chooses to occupy any new provision of 'high street' premises, only to stipulate the general category of business use for those premises. I therefore object to the chosen wording that infers the Council will be 'profiling' the character of each commercial centre: it's not a realistic 'vision.' 'New ways of delivering services and facilities...' I don't see the Council going into business;	Remove last sentence. Change wording to say that there will be an increasing number of opportunities for high street businesses.		174

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						historically the trend is in the opposite direction. Private enterprise and the Internet will make these provisions, if any; not the Council.			
523531	Mr Tim Hoskinson	CSO18408	3.32	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.			174
361342	Mr Graham Clarke	CSO22814	3.32	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			174
521395	D2 Planning	CSO17816	3.33	Object		Whilst the majority of the Core Strategy Vision is supported, objections are lodged to that part of the Vision which relates to the economy of the area (paragraph 3.33). It is apparent from the evidence base that the two largest growth areas in the local economy will be the education and health care sectors. The Core Strategy Vision is however silent on these growth areas. It is considered that the Vision should be amended to specifically make reference to these sectors within the local economy and how the growth of these sectors will be accommodated.			175
523531	Mr Tim Hoskinson	CSO18409	3.33	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will			175

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						be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.			
361342	Mr Graham Clarke	CSO22815	3.33	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			175
359350	Mr Jim Biggin	CSO139	3.34	Object			What proof do you have that the much discussed bypass would actually solve "Christchurch's traffic problems"?	Looks like comments relating to an objection.	176
360653	Mr M A Hodges	CSO2324	3.34	Object		Access to Christchurch railway station on the north side is difficult and egress from there is dangerous, at Hinton Admiral railway station both sides are very dangerous due to poor sightlines.			176
507462	Mr Chris Cox	CSO11032	3.34	Support		We agree that public transport should be improved and that future development should be focussed at these locations. However, we recommend amended wording.	Suggest insert the words in capital letters into the paragraph as follows:- The area will be easier to get around, not just for those who have a car, but for those who wish to use public transport, to walk or to cycle. In Christchurch, development will be focused AT LOCATIONS WELL SERVED BY PUBLIC TRANSPORT including on the existing public transport corridors on the A35 and A337 and better links will be made to Christchurch and Hinton Admiral		176

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							stations, with the urban extension also linked to the transport network.		
361026	Mr Steve Hellier	CSO17624	3.34	Support		The Agency reiterates its support for the promotion of sustainable transport and improvements to the A31 in the CS vision (Para. 3.34, 3.36 and 3.54) and objectives (Para. 3.46). The CS suggests a number of major themes (both transport and non transport based) to be incorporated in the overall vision. The Agency would promote 'improving transport' as the leading theme. We support the list of options given in respect of strategic objectives and specifically the inclusion of SRN improvements. There is an opportunity to include further transport improvements guided by SEDMMTS.			176
523531	Mr Tim Hoskinson	CSO18410	3.34	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.			176
361342	Mr Graham Clarke	CSO22816	3.34	Support		• The vision and strategic objectives are supported.			176
507462	Mr Chris	CSO11046	3.35	Support		We agree that the airport is and should continue to be an increasingly strategic role in the area.			177

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	Cox								
359482	Ms Helen Powell	CSO18627	3.35	Object		This should better reflect a need for economic growth of the airport site in a sustainable way and particularly in the context of an environmentally high value locality	Reword in part to "Both the airport and its business parks will be....public transport services and integrated with a safeguarded and enhanced high quality natural environment".		177
360302	Mrs Hilary Chittenden	CSO18073	3.35		General Comment	Sustainable growth of an airport is a contradiction in terms. There should be sufficient flexibility in the Core Strategy to cope with falling demand for air travel. The adverse impacts of any expansion of the airport fall on East Dorset. ETAG welcomes the commitment to ensuring sustainable transport links to the airport. Reduction in B8 use on the business park will also contribute to sustainability.			177
514993	Dr Peter J Hardwick	CSO18586	3.35	Object		The wisdom of expanding the airport needs to be reconsidered in the light of climate change	Please see earlier comments and my general letter.		177
523531	Mr Tim Hoskinson	CSO18411	3.35	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.			177
527733	Mr Richard Barnes	CSO18880	3.35	Support		The ATF fully supports the objective in terms of the linkage of the airport to the conurbation by public transport. There is now a bus service to the			177

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						airport but commuting to the linked business park by bus is still very challenging as the service only stops at the airport. The bus service needs to be considerably more comprehensive to be an attractive proposition for travel to work and to encourage air travellers to leave their cars at home.			
557299	Mr Peter Weatherhead	CSO22928	3.35	Support		As part of the CS vision, Bournemouth Airport will grow into a significant regional transport hub and the airport and its business parks will be linked to the surrounding conurbation by public transport services. The Malmesbury Estate supports this vision and suggests that the land shown on plan DTZ 1 will help achieve the vision by providing land immediately adjacent to the terminals which could help provide a transport interchange and an associated park & ride facility as well as a range of airport related uses.	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.		177
361342	Mr Graham Clarke	CSO22817	3.35	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			177
474462	Mrs Sheila Bourton	CSO262	3.36		General Comment	I neither support or object but in reality this "wish list" of transport improvements are unlikely to come to fruition any time soon particularly in respect of the dualling of the A31T. Funding from central Government is not yet forthcoming and until it is, large scale development should not commence around Wimborne because the A31T is already at capacity and further housing and industrial development would only add to the already heavily congested road network.			178
474426	Mr Phillip Barnes	CSO759	3.36	Object		Dualling the A31 around Wimborne will not remove the congestion it will just move the congestion to the next roundabout/single carriageway road.			178

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360302	Mrs Hilary Chittenden	CSO18074	3.36		General Comment	Transport corridors will not reduce the need to travel. The ways in which that is to be achieved should be identified, possibly as an additional policy, and should include proposals that have been identified elsewhere in the document on live/work units, home working, and proximity of homes to employment opportunities. Coupled with other proposals from the SE Dorset Transport Strategy the dualling of the A31 could result in congestion being shifted to Merley at huge financial and environmental cost.	This Para. should also be amended to reflect LPA acknowledgement that the ecological damage that the West Moors bypass would cause could not be mitigated and that it is not economically viable. The current uncertainty about the scheme should be removed: proposals for the bypass should be dropped.		178
361026	Mr Steve Hellier	CSO17625	3.36	Support		The Agency reiterates its support for the promotion of sustainable transport and improvements to the A31 in the CS vision (Para. 3.34, 3.36 and 3.54) and objectives (Para. 3.46). The CS suggests a number of major themes (both transport and non transport based) to be incorporated in the overall vision. The Agency would promote 'improving transport' as the leading theme. We support the list of options given in respect of strategic objectives and specifically the inclusion of SRN improvements. There is an opportunity to include further transport improvements guided by SEDMMTS.			178
523531	Mr Tim Hoskinson	CSO18413	3.36	Support		The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall			178

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						strategy.			
361342	Mr Graham Clarke	CSO22818	3.36	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			178
359350	Mr Jim Biggin	CSO140	3.37		General Comment		And the funds will come from.....?	Looks like comments relating to an objection.	179
523531	Mr Tim Hoskinson	CSO18415	3.37	Support		<p>The Core Strategy Vision is supported, in particular paragraphs 3.29 – 3.31. Paragraph 3.29 states that the housing needs of the area will be addressed with a range of types and tenures delivered, and recognises the need for new sustainable residential areas in both Christchurch and East Dorset. Para 3.31 recognises the need to review the Green Belt in selected areas to allow for sustainable housing and employment growth. These are critical issues for the Core Strategy and their inclusion in the vision is important in order to guide and inform the overall strategy.</p>			179
361342	Mr Graham Clarke	CSO22819	3.37	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			179
533867	Ms Emma Woodhouse	CSO19218	3.38		General Comment	<p>Food Security and Supporting Core Agriculture With a rapidly growing population the pressures on land-use are greater than ever before and in a time of food security and potential rising costs for consumers, farmers need to become more productive, producing more whilst impacting less on the environment. Planning policy needs to allow for the much needed investment in agricultural buildings to meet the demand for increased agricultural productivity. An objective</p>			180

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						within the core strategy should see investment in core agriculture.			
359461	Mrs Nicola Brunt	CSO17454	3.39	Object		3.39-3.41 DWT consider that this objective should be strengthened. Reference to Strategic Nature Areas and Areas of outstanding Natural Beauty should be made here and the opportunity this strategy has to lead the way in developing new green infrastructure that not only diverts pressure from the heaths but takes opportunity to reconnect habitats, enhance the areas' biodiversity, allow wildlife to adapt more easily to climate change, serve ecosystem functions and provide access for people to the natural environment for health and well being. A review of the Area of Great Landscape Value needs justification. We would not wish to see this contracted, as indicated under some of the options.			181
359482	Ms Helen Powell	CSO18637	3.39	Support		We support this objective, however, it should also address conservation of the landscape characters of the AONB, e.g., ".....and the distinctive landscape character of the Cranborne Chase and west Wiltshire Downs (AONB) will be protected and enhanced".	".....and the distinctive landscape character of the Cranborne Chase and west Wiltshire Downs (AONB) will be protected and enhanced".		181
359571	Mr Renny Henderson	CSO18596	3.39	Support		We support the commitment to avoid impacts on designated sites; the recognition that new housing development must contribute to mitigation and that natural features will be protected and enhanced.			181
359875	Dr Lesley Haskins	CSO19152	3.39		General Comment	Riverine Habitats. The River Stour is the major river of East Dorset and it receives two tributaries in the area covered by the Core Strategy – The Allen and The Moors River. Together these rivers and their corridors perform vital ecosystem services, including attenuation and flood absorption - the need for			181

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						<p>which seems most likely to increase in the future. They are also vital to the support of important and specialised wildlife. There is insufficient weight given in the Strategy to the desirability of maintaining, protecting, and wherever possible restoring, both these rivers and their corridors with these critical functions in mind.</p> <p>It should not be forgotten that any type of built development close to or within the river corridors will increase existing flood risk, preclude the ability to absorb future increased flood risk, increase low level pollution and smothering by siltation, and introduce or increase disturbance by humans and domestic pets. Employment or industrial development additionally introduces the ever present threat of high level pollution. Further, until such time as a long sea outfall is in place, any type of development anywhere in the catchment also has worrying implications for foul water treatment and disposal thereof - into our rivers.</p>			
361342	Mr Graham Clarke	CSO22820	3.39	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			181
359945	Mr Geoff Bantock	CSO659	3.40	Object		<p>We need our new housing to be very close to the new employment development at Bournemouth airport</p>	<p>The Green Belt will be retained and protected, except for strategic release of land to provide new housing - particularly very close to Bournemouth airport, and for employment development in East Dorset and at Bournemouth Airport. Impact on designated sites will be avoided, and residential development will contribute to mitigation of development on Heathland habitats. New greenspace will be provided as part of major housing</p>		182

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							proposals. Important natural features such as Christchurch Harbour and the Cranborne Chase Area of Outstanding Natural Beauty will be protected and enhanced.		
474426	Mr Phillip Barnes	CSO760	3.40	Object		How can you say in one sentence that the green belt will be retained and released. The greenbelt is supposed to be the limit for development not something flexible in which you can make a few more holes as you get fatter. Either you have a green belt or you don't, make up your mind.			182
360245	Mr Richard Burden	CSO18751	3.40		General Comment	The AONB also notes that there appears to be a lack of understanding of the AONB and AONB matters in Objectives 1 and 2 of the Strategic Objectives. This may be because there has been a variety of staff changes at East Dorset District Council since the establishment of the initial AONB Management Plan (2004 – 2009), and the fact that those joint team members from Christchurch do not have regular dealings with AONB matters.			182
360302	Mrs Hilary Chittenden	CSO18075	3.40		General Comment	Should include reference to Strategic Nature Areas.			182
360112	Mr Kenneth Brooks	CSO19130	3.40	Object		Para. 3.40 states: - "The Green Belt will be retained and protected, except for strategic release of land to provide new housing and for employment in East Dorset and at Bournemouth Airport." It is difficult to imagine a more inappropriate use of Green Belt land than the continued development of Bournemouth Airport. When a planning application was submitted approx. 4 years ago to build residential dwellings at Matchams Stadium, Christchurch Borough			182

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						Council objected on the basis it was an inappropriate use of Green Belt land (incredible really!) and it was rejected by East Dorset District Council despite nearby residents supporting the planning application.			
359291	Mr Jeremy Woolf	CSO18332	3.40	Object		Objective 1 – The Natural Environment Paragraph 3.42 should be reworded to make it clear to the reader that the strategic release of land from the Green Belt to provide for housing growth is located within Christchurch Borough adjacent to the urban area of Christchurch. Reference should be made to the designation of the site on the key diagram as well as the relevant policy (currently options UE1 to UE4). Editor's Note - These comments relate to Para 3.40 rather than 3.42, so are assigned to this paragraph.			182
523531	Mr Tim Hoskinson	CSO18416	3.40	Support		The recognition at paragraphs 3.40 and 3.41 of the need for clearly defined and justified release of land from the Green Belt to provide for new housing and employment development in East Dorset is fully supported as the most appropriate option for the area taking into account evidence in relation to housing need and the availability of housing land			182
360653	Mr M A Hodges	CSO2325	3.41	Object		The threat to green spaces is open ended.			183
360302	Mrs Hilary Chittenden	CSO18080	3.41		General Comment	The rationale for reviewing AGLV boundaries has not been explained. Arguably these are of greater importance than some Green Belt boundaries. The proposals in the Core Strategy have recommended contraction rather than expansion and ETAG cannot support the "blank cheque" that the Strategy implies.			183

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523531	Mr Tim Hoskinson	CSO18418	3.41	Support		The recognition at paragraphs 3.40 and 3.41 of the need for clearly defined and justified release of land from the Green Belt to provide for new housing and employment development in East Dorset is fully supported as the most appropriate option for the area taking into account evidence in relation to housing need and the availability of housing land			183
474462	Mrs Sheila Bourton	CSO263	3.42	Support		It is important not to lose the local character of our historic towns particularly as (in the case of Wimborne) tourism is attracted to historic towns and villages which boosts the local economy. Local character also gives a sense of belonging to the local inhabitants and provides a good place to live, shop or work.			184
360302	Mrs Hilary Chittenden	CSO18081	3.42		General Comment	The rationale for reviewing AGLV boundaries has not been explained. Arguably these are of greater importance than some Green Belt boundaries. The proposals in the Core Strategy have recommended contraction rather than expansion and ETAG cannot support the "blank cheque" that the Strategy implies.			184
361342	Mr Graham Clarke	CSO22821	3.42	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			184
360653	Mr M A Hodges	CSO2326	3.43	Support		An update of local listed buildings is welcome. Organisations to be consulted include: Christchurch Local History Society, The Red House Museum and Friends, The Friends of Christchurch Priory, The Friends of New Forest Airfields, The Christchurch Antiquarians, The Electricity Museum, The Aviation Museum, The Avon Valley Archaeological Society, Parish Councils at Burton and Hurn, all Residents Associations and Community Associations.			185

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497947	Mr Guy Brooker	CSO2985	3.43	Object		Para 3.44 (below) includes the option '*Review Special Character Areas in East Dorset.' Should you therefore include reference to this in Para 3.43?	Consider amending the sentence 'Directions will be considered to control small scale works which might damage the character of Conservation Areas' to say, 'Directions will be considered to control small scale works which might damage the character of Conservation Areas and Special Character Areas.'		185
360302	Mrs Hilary Chittenden	CSO18082	3.43		General Comment	The rationale for reviewing AGLV boundaries has not been explained. Arguably these are of greater importance than some Green Belt boundaries. The proposals in the Core Strategy have recommended contraction rather than expansion and ETAG cannot support the "blank cheque" that the Strategy implies.			185
360245	Mr Richard Burden	CSO18754	3.44		General Comment	The AONB also notes that there appears to be a lack of understanding of the AONB and AONB matters in Objectives 1 and 2 of the Strategic Objectives. This may be because there has been a variety of staff changes at East Dorset District Council since the establishment of the initial AONB Management Plan (2004 – 2009), and the fact that those joint team members from Christchurch do not have regular dealings with AONB matters.			186
359482	Ms Helen Powell	CSO18642	3.45	Support		Natural England supports the general intent of this objective. Climate change is the most serious long-term threat to the existing natural environment and impacts of climate change should be fundamental to decision making within spatial planning. However, we find the content of this objective is rather limited in that it contains little of adaptive measures. For example, the use of vegetation in urban design, such as street trees, green roofs and walls to ameliorate high			187

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						temperature (the urban "heat island" effect) and, with it, poor air quality; as well as the use of Sustainable Urban Drainage techniques both in new development and, through contributions, in the existing urban fabric to reduce surface drainage flood risk.			
359571	Mr Renny Henderson	CSO18600	3.45	Support		We welcome the importance attached to climate change. It is probable that some degree of climate change is unpreventable given the amount of carbon that has been and continues to be emitted. However, to avoid catastrophic climate change, we need to reduce the amount of carbon we emit, as well as adapting to the effects of climate change. We welcome the measures outlined as key options. Wildlife will be massively affected and it is critical to look at how existing areas of habitat can be expanded and linked to give species the best possible chance to adapt to the changes in habitat induced by climate change. We would like to see a further option added to the list of key options identifying potential areas for expansion of natural habitat (both terrestrial and inter-tidal) and links between habitats.			187
361342	Mr Graham Clarke	CSO22822	3.45	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			187
359350	Mr Jim Biggin	CSO1576	3.46		General Comment		Plans to fell thousands of trees on St Catherine's Hill are hardly conducive to reducing the carbon footprint of the area, particularly if the growth you envisage for Bournemouth Airport increases the emissions from aircraft in the very same area.	Looks like general comments relating to Para 3.45 rather than suggested amendments.	188
360792	Miss	CSO18567	3.46	Object		This paragraph states, 'All new development	A financial contribution of a rate of		188

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	Carol Evans					resulting in a net increase in dwellings will contribute towards providing affordable housing.' This could be possible; however, it will be highly unsuccessful if the Three Dragons approach is used. Please learn from the experience of Bournemouth Borough Council. Housing delivery will grind to a halt if this line is followed.	per square metre of development would ensure that when a site is being developed for a £1 million house, it will make a larger contribution than a site that is proposing a modest two-bed house of £185,000. This approach would ensure that smaller developments of much needed family housing will not be penalised.		
361026	Mr Steve Hellier	CSO17627	3.46	Support		The Agency reiterates its support for the promotion of sustainable transport and improvements to the A31 in the CS vision (Para. 3.34, 3.36 and 3.54) and objectives (Para. 3.46). The CS suggests a number of major themes (both transport and non transport based) to be incorporated in the overall vision. The Agency would promote 'improving transport' as the leading theme. We support the list of options given in respect of strategic objectives and specifically the inclusion of SRN improvements. There is an opportunity to include further transport improvements guided by SEDMMTS.			188
359945	Mr Geoff Bantock	CSO660	3.47	Object		If we "Develop prime transport corridors on major routes such as the A35, A337, A347, A349 & B3073" we must not create major traffic bottlenecks elsewhere in the process	* Focus developments in accessible locations to reduce the need to travel. * Develop prime transport corridors on major routes such as the A35, A337, A347, A349 & B3073 without creating major traffic bottlenecks elsewhere. * Encourage developments to incorporate carbon reduction, energy and water efficiency measures. * Minimum percentage of energy		189

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							from developments of 10+ dwellings or +1,000 m2 non-residential floor space to come from decentralised, renewable or low carbon sources. * Smaller developments to make contributions to off site measures. * Detailed flood risk Supplementary Planning Document to be produced for Christchurch. * Requirement for flood management strategies in appropriate locations.		
483462	Mr Neil Rackley	CSO359	3.48		General Comment	in 3.46 you state "carbon emissions from transport will be reduced" then here you are talking about "Develop prime transport corridors on major routes such as the A35, A337, A347, A349 & B3073" which I take in simple words to mean build more/bigger/wider roads. What about being brave here and expanding the train service. We used to have a station in Verwood which has long since gone. If we are serious about building more houses and creating work opportunities etc this should be considered. It fits with you vision and strategic objectives below:	3.4 vision and strategic objectives "Provide improved access to jobs and services" "encourage more sustainable patterns of transport" "Address the causes of climate change" "Provide a positive framework for economic growth"		190
495527	Miss Caroline Green	CSO1475	3.48	Support		We support objective 4 and the need to provide a wide range of employment uses within the district.			190
359482	Ms Helen Powell	CSO18650	3.48	Support		It is good to see the recognition of the importance of a high quality natural environment in contributing to a diverse economy, including tourism.			190
359571	Mr Renny	CSO18604	3.48		General Comment	We are concerned that employment-related development in close proximity to the European			190

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	Henderson					sites may have adverse effects, as well as generating demand for additional transport infrastructure, which may have its own effects.			
557299	Mr Peter Weatherhead	CSO22929	3.48	Support		The Malmesbury Estate supports this objective and notes that significant new zones of employment development will be located at Bournemouth Airport. We support the vision's intention to deliver a range of employment sites to meet the needs of the local economy. We also support the key option to develop Bournemouth Airport and suitable sites in East Dorset to deliver employment land to serve the wider needs of South East Dorset. However, for the reasons set out above the Estate land shown on plan DTZ 1 should be allocated for employment development amongst a range of suitable airport related uses.	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.		190
361342	Mr Graham Clarke	CSO22823	3.48	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			190
479211	Ms Cathy Jones	CSO48	3.49	Object		Concentrating everything of just two main economic development areas is short-sighted, particularly Bournemouth Airport. There are plenty of other airports in the region. The future of cheap flights is uncertain. The increased traffic etc to the Airport, unless yet more roads are built, will cause it to become a blight on the whole area. The employment prospects will be reduced to those large companies able to gain a foothold in such a place, like international coffee shop and hotel chains, baggage handling companies and so on. These are not vibrant or interesting employment opportunities for local people. There needs to be far greater emphasis on small and mid scale businesses and helping each of them to grow sustainably in their number of employees. It would only take one or two airlines to move out of Bournemouth Airport, and bingo, the	Use the business knowledge of the area to devise a much more diversified strategy instead of taking the easy option of assuming that throwing money at just one project like the airport will solve everyone's problems.		191

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						unemployment rate goes up overnight!			
359945	Mr Geoff Bantock	CSO661	3.49	Object		<p>With the increasing cost of transport more employees are likely to be working from home via internet links as well as the numbers of the self-employed are likely to be increased as per the outcome of current Government policy decisions. This combined with the increasing numbers of part-time workers as the older workers have to work beyond retirement age will reduce the need for larger employment sites. Need for much more locally based work is likely to be the outcome.</p>	<p>Significant new zones of employment development will be located at Bournemouth Airport (15-20ha) if required and on key sites in East Dorset to serve the local and sub-regional economy. A range of employment sites will be provided meeting the needs of the local economy, and a hierarchy of sites will be developed so that certain sites can be reserved for higher order development in key employment sectors. Rural farm diversification will be supported in appropriate locations near key settlements such as Alderholt, Colehill, Corfe Mullen, Cranborne, Ferndown, St Leonards/St Ives, Sixpenny Handley Sturminster Marshall, Verwood, West Moors, Wimborne, Burton, Winkton and Hurn, and adjacent to the main Christchurch urban area. The key environmental features which attract tourism will be protected, including Christchurch harbour, rivers and beaches and the Dorset Heathlands.</p>		191
507462	Mr Chris Cox	CSO11050	3.49	Support		<p>Support Para 3.49 which seeks significant new zones of employment development will be located at Bournemouth Airport (15 - 20 ha) and on key sites in East Dorset to serve the local and sub-regional economy. It also states that "a range of employment sites will be provided meeting the needs of the local economy, and a hierarchy of sites will be</p>			191

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Contact Person ID	Contact Full Name	ID	Number	Support/Object	Additional Response Type	Reasons for Objections	Suggested Amendments	Officer Response	Order
						developed so that certain sites can be reserved for higher order development in key employment sectors." Different sites can play different roles but we consider that the reservation of sites into a hierarchy should be informed by considerations of market demand, viability and site delivery.			
359461	Mrs Nicola Brunt	CSO17455	3.49		General Comment	3.49 We consider it is not just the key features which contribute to attracting tourists; it is the overall landscape, habitats and character of the area which must be protected.			191
360302	Mrs Hilary Chittenden	CSO18083	3.49		General Comment		Add to final sentence...and new ones will be created. This will incorporate larger GI schemes such as those proposed for the Stour Valley.		191
521395	D2 Planning	CSO17817	3.49	Object		Whilst overall there is no objection to the first part of paragraph 3.49, it is considered that further clarification should be given to 'higher order development in key employment sectors.' At present it is unclear what is meant by this. Accordingly, until further clarification is provided, objections are raised.			191
557299	Mr Peter Weatherhead	CSO22930	3.49	Support		The Malmesbury Estate supports this objective and notes that significant new zones of employment development will be located at Bournemouth Airport. We support the vision's intention to deliver a range of employment sites to meet the needs of the local economy. We also support the key option to develop Bournemouth Airport and suitable sites in East Dorset to deliver employment land to serve the wider needs of South East Dorset. However, for the reasons set out above the Estate land shown on plan DTZ 1 should be allocated for employment development amongst a range of suitable airport related uses.	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.		191

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474462	Mrs Sheila Bourton	CSO264	3.50	Object		I object to the suggestion of live/work areas in ANY location. I do not think it would be conducive to the wellbeing of the workforce when they would be unable, or find it difficult to separate work and home life.	Delete "encouragement of live/work units in appropriate locations"		192
483462	Mr Neil Rackley	CSO360	3.50	Support		Detail please what "new zones of employment development" "A range of employment sites will be provided" what will be created and where exactly?			192
360653	Mr M A Hodges	CSO2327	3.50	Support		Key option is tourism, but how to protect this vital economic activity when the record of local government is poor.			192
557299	Mr Peter Weatherhead	CSO22931	3.50	Support		The Malmesbury Estate supports this objective and notes that significant new zones of employment development will be located at Bournemouth Airport. We support the vision's intention to deliver a range of employment sites to meet the needs of the local economy. We also support the key option to develop Bournemouth Airport and suitable sites in East Dorset to deliver employment land to serve the wider needs of South East Dorset. However, for the reasons set out above the Estate land shown on plan DTZ 1 should be allocated for employment development amongst a range of suitable airport related uses.	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.		192
359571	Mr Renny Henderson	CSO18612	3.51		General Comment	This objective requires an environmental context. We accept that housing is needed in the Councils' area, but would stress the need for that accommodation to be delivered without harm to wildlife sites, particularly the European sites. A bullet point highlighting the need to deliver housing without harming wildlife sites is necessary in paragraph 3.53.			193
360792	Miss Carol	CSO18589	3.51	Object		Objective 5 states that 'All residential development resulting in a net increase in	Set a cascade for the priorities of financial contributions should the		193

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	Evans					<p>dwelling will contribute towards the provision of affordable housing, at a rate of 40% of total units being developed.'</p> <p>As there is rarely over 20% profit in most residential developments in the area due to the existing land valued being so high, it is impossible for most, if any developments to make a 40% contribution. This statement is highly naïve. As the vast majority of development that will be bought forward, particularly within the Christchurch area, will be the redevelopment, and increase in intensity of the existing housing stock, the existing land value is already very high. 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 high level, cannot possible deliver 40% affordable housing.</p> <p>Paragraph 4.48 states that the changes to garden grabbing and housing density in PPS3 means that 'a large proportion of new housing is anticipated to be building on existing housing land, including gardens.' This statement supports the fact that the high existing land values will not support the delivery of 40% affordable housing. The Council's need to take advice from 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 applications being granted planning permission and delivery of all forms of housing bought to an almost standstill.</p> <p>The viability appraisal route is too uncertain for both landowners and potential developers when bidding for potential development sites. Certainly on amounts for affordable housing contributions would ensure that when competing on the</p>	<p>Councils pursue the viability route with affordable housing contributions as a first priority over and above open space, transportation etc. Setting a rate per square metre for smaller developments (under ten units) would see a substantial increase in the funds raised for affordable housing.</p>		

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						delivery of sites, there was a known cost that can be factored in at an early stage. The Objectives do not set out a cascade of priorities for the delivery of developer contributions. Both Councils identify in their Corporate Statements that affordable housing is a key priority. However, the Core Strategy does not set a cascade of priorities when it comes to contributions. In most cases, from experience, when challenging the requirements of financial contributions on grounds of viability, the affordable housing contribution is put to the bottom of the list, with Heathland mitigation, open space and transport contributions nearly always given a higher priority.			
361028	Ms Helen Patton	CSO18948	3.51		General Comment	As stated above, the approach for identifying strategic housing sites in East Dorset has not been as well developed at those for the Christchurch Urban Extension. The Authority notes that this is an 'options' document and that further work on refining the options for development in East Dorset is being carried out, but the lack of detail on the overall housing number for this part of the Plan area does make it more difficult for interested parties to comment.			193
359277	Mr Jamie Sullivan	CSO18000	3.51	Support		We support the principle behind objective 5 'to provide a suitable, affordable and sustainable range of housing to meet local needs', but this will require a higher housing target to achieve this aim.			193
359277	Mr Jamie Sullivan	CSO19117	3.51	Support		The Vision states that 'The housing needs of the area will be addressed'. We are concerned that a new smaller housing target than that in the Secretary of State's Proposed Changes to the RSS and insufficient affordable housing being delivered will make it difficult for the Council to achieve this. In short, this aim may not be			193

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						<p>achievable with the preferred policy options shown here.</p> <p>This is borne out by the following paragraph where the Council state they will only seek to 'significantly reduce' waiting lists. If the Council were to meet the housing needs of all, this would mean effectively reducing the housing waiting lists to only those who had a preference to move. In any case, we expect the proposed policies will only lead to a modest increase in the delivery of affordable housing and will not even 'significantly reduce the waiting lists'.</p> <p>In the same vein, we support the principle behind objective 5 'to provide a suitable, affordable and sustainable range of housing to meet local needs', but doubt that this will be achievable with the policies as proposed.</p>			
524542	Mr Peter Traves	CSO18608	3.51	Object		<p>It is incorrect to say that all housing development can provide for 40% affordable housing. To illustrate the point I have recently carried out a development study for a real site for a block of ten flats, which under the current regime, would not attract an affordable housing requirement and would be financially viable but which would be unviable with an affordable housing requirement. Furthermore, the process of demonstrating viability through the 'tool-kit' approach generates too much uncertainty for developers to promote such sites. It is not practical to incorporate the viability study within this response form but a summary of the results is as follows:</p> <p>The Project</p> <p>A client has the opportunity to buy a pair of semi-detached houses on a road very close to a prime transport route, immediately next door to a similar sized site on which we have previously secured planning permission and built ten flats. In terms of site size, scale, etc., I would be confident that the new site could support a further ten flats.</p>			193

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						<p>Development Appraisal – no affordable housing We believe the site could be bought for £400,000 (£200,000 for each house). The true market value of each house is likely to be around £175,000 as they stand and a £25,000 uplift (14%) would seem quite reasonable.</p> <p>However, the client operates in a dynamic market. He may not be the only developer bidding. If he wants to get control of the site, how far is he prepared to go? This is the first problem with the 'tool-kit' approach. We cannot tell the vendor his is only allowed a 15% or 20% or any specific uplift because that's what Three Dragons say is reasonable. He doesn't give a damn about that, he simply will have a price at which he is prepared to sell and that will be influenced by many things, not least, just how many developers are interested in the land and how far he thinks he can push them. As it happens, in this case, the uplift my client thins will be required is within the tool-kit range but very often it won't be.</p> <p>Assuming our client is right and he can secure the site for £400,000. He will have expenses in acquiring the site with lawyers and agents. In order to work up a design scheme and planning application he will incur fees and expenses.</p> <p>Assuming we are successful in securing planning permission, then there will be planning contributions which, even if they are deferred, are effectively a cost on the land. He will have finance costs which may be real or, if he is cash rich, then there will be the opportunity cost of that money.</p> <p>We will have the headline costs of the construction of the buildings themselves and often there will be extraordinary costs in preparing or servicing the site. There are professional fees in developing the technical design and obtaining statutory approvals, warranties, etc.</p> <p>We have finance costs on carrying the land and</p>			

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						<p>the construction itself.</p> <p>In my example the appraisal demonstrates that there is reasonable likelihood of the development returning 26% on costs, which would be perceived to be a viable project to pursue. However, these figures are all really quite crude. We don't really know what the true costs or value of the development will be on completion. We don't really know what the true costs or value of the development will be on completion. We don't know that the developer will actually make a 26% return. He is taking some very big risks. If the market falls 10%, or he has simply got that assumption wrong by 10%, then his profit will halve.</p> <p>Nevertheless, as things stand, without the proposed affordable housing policy this project would come forward.</p> <p>Development Appraisal – with 40% affordable housing</p> <p>Now let's look at the impact of the affordable housing policy:</p> <p>I reworked the appraisal assuming that 40% of the flats, i.e. 4, are to be made available to an RSL.</p> <p>The first problem is we don't actually know how much the RSL will pay for the flats. With the 'preferred partner' arrangements between RSL's and Council's there is an effective cartel operating. Some of the associations have their own funding problems and may simply not have funds available or otherwise be interested in the particular project.</p> <p>On the basis of the best information available to me, the gross development value of the development would reduce from approximately £1.75m in my first appraisal to £1.39, in the second.</p> <p>The land value with permission for ten flats still appears to be more than the existing use value</p>			

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						<p>but the cost of preparing and submitting a planning application together with the various financial contributions that would be required is greater than the increase in land value. So there is no incentive to even seek planning permission. If the project is deliver 40% affordable housing, then it simply won't proceed.</p> <p>There might be some hope that there is sufficient profit in building out the scheme that a more detailed analysis of the costs of construction might make it more attractive but my appraisal demonstrated this would not be the case.</p> <p>The problem</p> <p>Other councils have accepted that not every site will actually be able to deliver 40% affordable housing and promote the toolkit model from assessing viability to determine what level of affordable housing could be provided. However, consider the position in which the developer may find himself.</p> <p>He wants to bid for the site. In this case he happens to have a good idea as to what he will need to pay (although this is by no means certain). The policy requires 40% affordable. The simple analysis shows that is unviable. The toolkit approach typically allows a developer to make a 15% profit margin before having to make an affordable housing contribution. This margin does not adequately reflect the risk in carrying out the development and the client would not be able to finance the project. So he is likely to walk away. He might try to negotiate with the Borough to deliver a reduced level of affordable housing but at the time he is bidding for this site how can he reasonably predict what might be acceptable to the Council.</p> <p>He might try to negotiate with the Borough to deliver a reduced level of affordable housing but at the time he is bidding for the site how can he reasonably predict what might be acceptable to</p>			

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						<p>the Council. What happens if our client commits to buying the site at £400,000 because he thinks you will agree to reduce the affordable housing requirement but then, after spending in excess of £30,000 of fees and expenses to develop a design scheme, prepare a tool-kit and get it checked, the Council simply take the view that he developer paid too much for the site and the Council still wants its 40%? Arguably this could be negotiated at the pre-app stage but, what happens when the site is marketed by sealed bid tender with at 28 day deadline for tender submissions, or the client has simply come to the process late, or the vendor is just impatient. It takes time (and costs quite considerable sums of money) to prepare the documentation required to submit a meaningful pre-app, including the tool-kit if that is what we are to do. Your officers unfortunately cannot be relied upon to return to us within 21 days. Often the timescales are simply not realistic in a competitive environment. And even then, even if we do have the pre-app, there is still considerable nervousness about relying on pre-app advice once a formal application has been submitted. My point is that affordable housing policy is generally too onerous and the tool-kit approach is too expensive to operate, too complicated and happens too late in the process. The degree of uncertainty at the time when the client is bidding for the site is too high. So clients are just walking away and applications aren't coming forward.</p>			
361342	Mr Graham Clarke	CSO22824	3.51	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			193
474462	Mrs Sheila	CSO265	3.52	Object		I object to the plan to build on greenfield land in ANY location, however,			194

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	Bourton					as there is an urgent need for Affordable housing in East Dorset, I consider that the provision of Affordable housing should be at a rate of 50%.			
359945	Mr Geoff Bantock	CSO662	3.52	Object		I think it highly unlikely, due to costs and lack of space to build on, we will ever be able to deliver "sufficient housing will be provided in Christchurch and East Dorset to address local needs"	If it is possible sufficient housing will be provided in Christchurch and East Dorset to address local needs, whilst maintaining the character of local communities. This housing will include well planned sustainable new communities on greenfield land in appropriate locations. The size and type of dwellings (both open market and affordable) will reflect current and projected local need through the Strategic Housing Market Assessment. All residential development resulting in a net increase in dwellings will contribute towards provision of affordable housing, at a rate of 40% of total units being developed. Development of 100% affordable housing schemes may be considered exceptionally in land adjoining rural and urban settlements. Criteria for the provision of Gypsy and Traveller housing sites will be developed.		194
360653	Mr M A Hodges	CSO2328	3.52	Object		Not practical, need to look to other areas for sites for homes and accept need to travel further to work. Some people commute from Christchurch to London daily for work. Affordable housing for key local unsocial hours workers e.g. assistance with mortgages, limited years aided rental, hostels.			194
497947	Mr	CSO2986	3.52	Object		The proportion of affordable housing has reduced	Include wording to indicate that a		194

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	Guy Brooker					over recent years as developers have avoided going above the limit at which such a provision must be made. Whilst I see that a positive move is being made to force affordable housing provision, I still see that developers will 'cherry pick' and, as far as possible, will defer the affordable housing content within each development. There will need to be stipulations for the cumulative proportion of affordable housing as all these developments progress: it's no good waiting until 2026 (or developers going bust) for affordable housing!	cumulative proportion of affordable housing will be maintained during the plan period.		
359291	Mr Jeremy Woolf	CSO18337	3.52	Object		<p>Objective 5 – Meeting Housing Needs Paragraph 3.54 (NB Editor's Note - this refers to Para 3.52)states that this objective will provide sufficient housing to address local needs, reflecting existing and projected local need identified through the Strategic Housing Market Assessment (“SHMA”). We support the identification of a strategic land release at Roeshot Hill in helping to meet identified housing needs.</p> <p>Paragraph 2.38 (Editor's Note - this refers to Para 2.40 rather than 2.38) refers to the findings of the SHMA which identified a need for 243 affordable dwellings per annum within Christchurch Borough. This is equivalent to 4,860 dwellings during the twenty year plan period 2007 to 2027. Although the SHMA identifies a need for 243 affordable dwellings per annum, the Proposed Changes to the South West RSS planned for only 173 net additional dwellings per annum, equivalent to 3,460 dwellings during the plan period.</p> <p>Options for the level of growth to be met in Christchurch Borough are set out at KS9 to KS11 and we comment upon this matter below. However, what is clear is that the level of growth proposed in the options is significantly less than</p>			194

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						the level of annualised affordable housing need identified in the SHMA. Accordingly, it is regrettably incorrect to suggest in the strategic vision that local housing needs will be met by the Core Strategy. This is not borne out by the proposed policy options. Should be revised against the above comments. The approach to and wording of Objective 5 should be revised against the above comments.			
359277	Mr Jamie Sullivan	CSO19118	3.52	Support		We support the objective of allowing rural and urban exception sites to come forward in appropriate locations.			194
523319	Mr Ryan Johnson	CSO18313	3.52	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 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). 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			194

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						<p>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 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. 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:</p>			

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						Taylor Wimpey questions reference to making sufficient housing provision for only 'local needs'. Paragraphs 2.18-2.30 of the plan set out the population demographics for Christchurch and East Dorset. This acknowledges a significant imbalance in the areas age structure, with a significant and increasing proportion of older people in the population. A consequent decrease in working age population is therefore forecast, which has implications on the number able to contribute to sustaining the local economy. If the Council are to sustain economic growth and fund necessary infrastructure for the population, then they should look to address not only 'local needs' for housing, but that needed to sustain planned economic growth (i.e. additional housing to attract younger economically active households). Taylor Wimpey makes further comments on this issue below in relation to the employment policies and paragraphs of this consultation document.			
523531	Mr Tim Hoskinson	CSO18420	3.52	Object		<p>The objective of providing sufficient housing in Christchurch and East Dorset to meet local needs as set out in the first sentence of paragraph 3.52 is supported. However, a significant level of demand for housing in East Dorset comes from outside the district, and provision also needs to be made for this otherwise the situation in relation to local needs will worsen significantly.</p> <p>The fourth sentence of paragraph 3.54 refers to the provision of affordable housing at a rate of 40% of total units being developed. The Core Strategy needs to take a flexible approach to affordable housing provision to allow the circumstances for individual sites to be taken into account, along with other factors such as the strength of the housing market and the availability of grant funding. It is considered inappropriate to refer to a specific rate of delivery within the</p>	<p>Amend the first sentence of paragraph 3.52 as follows: Sufficient housing will be provided in Christchurch and East Dorset to address local housing needs, whilst maintaining the character of local communities.</p> <p>Delete the second part of the fourth sentence of paragraph 3.52 as follows: All residential development resulting in a net increase in dwellings will contribute towards provision of affordable housing, at a rate of 40% of total units being developed.</p>		194

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						Objectives section of the Core Strategy.			
474462	Mrs Sheila Bourton	CSO266	3.53	Object		I object to the release of Greenbelt land in any location for housing development.			195
359945	Mr Geoff Bantock	CSO663	3.53	Object		I believe it is essential to locate new housing development in the main urban areas primarily, in accessible locations close to shops, facilities as well as with employment linked with good transport links.	<ul style="list-style-type: none"> * Locate new housing development in the main urban areas primarily, in accessible locations close to shops, facilities and employment with good transport links. * Release Green Belt land in appropriate locations north of Christchurch and in East Dorset to secure delivery of sustainable, well planned new housing areas. * Set out robust and detailed policies to secure open space provision in line with new housing development, based on local needs, and on quality and accessibility as well as quantity. * Monitor housing delivery against assessments of need and market demand to ensure appropriate types and sizes of dwelling are built. * Set out a criteria based option to enable delivery of Gypsy and Traveller housing in appropriate locations. * All new residential development to contribute to provision of affordable housing. * Allow urban and rural exception sites to come forward in appropriate locations to enable delivery of affordable housing in smaller settlements. 		195

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359277	Mr Jamie Sullivan	CSO18002	3.53	Support		We support the objective of allowing rural and urban exception sites to come forward in appropriate locations.			195
523531	Mr Tim Hoskinson	CSO18421	3.53	Object		The recognition at paragraph 3.53 of the need for release of land from the Green Belt in appropriate locations to provide for new housing development in East Dorset is fully supported as the most appropriate option for the area taking into account the evidence base in relation to housing need and the availability of housing land.			195
359571	Mr Renny Henderson	CSO18614	3.54	Support		We welcome the headline objective but note the development of employment land at Bournemouth Airport and plans to expand the Airport's capacity runs counter to this objective.			196
360379	Mr Andrew Murray	CSO18541	3.54	Object		Needs to be updated to reflect the conclusions of the South East Dorset Transport Study.			196
361026	Mr Steve Hellier	CSO17626	3.54	Support		The Agency reiterates its support for the promotion of sustainable transport and improvements to the A31 in the CS vision (Para. 3.34, 3.36 and 3.54) and objectives (Para. 3.46). The CS suggests a number of major themes (both transport and non transport based) to be incorporated in the overall vision. The Agency would promote 'improving transport' as the leading theme. We support the list of options given in respect of strategic objectives and specifically the inclusion of SRN improvements. There is an opportunity to include further transport improvements guided by SEDMMTS.			196
533728	Mr Mike Garrity	CSO19150	3.54	Support		The strategic objectives articulate these elements further and generally these are supported. However, it is considered that Strategic Objective			196

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						6, to help our communities to travel less, and to travel more easily by a range of choices, could include some wording which recognises the importance of green infrastructure in helping to promote sustainable travel. For example, street trees on main routes can help to reduce noise pollution, create shelter from extreme weather and improve air quality (for instance by intercepting particulates from vehicle emissions). In turn they can encourage people to consider walking and cycling by softening the intrusive impact of traffic.			
361342	Mr Graham Clarke	CSO22825	3.54	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			196
479211	Ms Cathy Jones	CSO49	3.55	Object		Don't focus development on the most urban and easily accessible areas. This will only make them more clogged up than they already are! In this day and age of digital technology, we should be encouraging people to spread out not all try to get into the same small corner. This is also what drives up rents and property prices unnecessarily, but making certain real estate more desirable than others, when it doesn't need to be. In addition, building up already well used areas leads to the need for more car parking, greater wear and tear on roads and so on.	Diversify the development plan geographically. Support businesses that don't physically need to be in the middle of an urban area to locate elsewhere.		197
474971	Mr Peter Durant	CSO591	3.55	Object		The reference to public transport, cycling and walking appears at the very end. This is suggestive that it represents an after thought, which in turn suggests that it is thinly disguised lip service.	Give this aspect a position of importance by making it the first sentence of the passage.		197
359945	Mr Geoff Bantock	CSO664	3.55	Object		If you just deliver "Prime transport corridors will be developed in the short term on the A35 and A337 in Christchurch", you just create traffic bottlenecks elsewhere.	Development will be located in the most accessible locations, focused on prime transport corridors and town centres. New		197

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							residential development will be located either close to existing facilities, or where good transport links exist to such facilities. Prime transport corridors will be developed in the short term on the A35 and A337 in Christchurch, the A348 in East Dorset, and the B3073 between the two areas but only do not create traffic bottlenecks elsewhere. In the medium term, further prime transport corridors will be developed in East Dorset on parts of the A347, A349, B3074 and B3072, and corridors north of the A31 (T). Significant transport improvements are proposed at Canford Bottom Roundabout, A31 (T) Merley to Ameyford (dualling), and B3073/A338 airport transport improvements. The overall aim will be to reduce congestion in key locations, by reducing the need to travel and encouraging public transport use, walking and cycling as alternatives to the car.		
360302	Mrs Hilary Chittenden	CSO18084	3.55		General Comment	This will need to be revisited when the results of the Local Transport Plan consultation are known. We are concerned that a full appreciation of how sustainability issues need to be addressed and indeed what sustainability means is not apparent in the Vision or the Core Strategy Options. The Bruntland Commission defined sustainable development as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. An unsustainable situation occurs when			197

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Contact Person ID	Contact Full Name	ID	Number	Support/Object	Additional Response Type	Reasons for Objections	Suggested Amendments	Officer Response	Order
						<p>natural capital is used up faster than it can be replenished.</p> <p>We are consuming more than three times what we can sustain. We must address</p> <ul style="list-style-type: none"> • the consequences of already unavoidable climate change (due to past actions) • the increasing pressures on non-renewable resources and ecosystem services from the way we produce, consume and waste resources; and • our increasing biodiversity losses. <p>There are significant gaps in the proposed policies to mitigate the impacts of climate change as well as managing our greenhouse gas emissions to ensure we do not contribute to a worsening situation. We need to consider far more than changes in building design and how to respond to flood risk. It is essential that the Core Strategy does not promote an impression that in terms of the level of development across the District it is "business as usual". ETAG has offered to work with the Policy Planning team to revisit the Sustainability Scoping document.</p>			
474971	Mr Peter Durant	CSO592	3.56	Object		<p>Once again the reference to alternatives to motorised traffic is provided without any sense of conviction. The new bicycle path connecting the airport to Parley Cross is typical of the lack of conviction. Travelling in any direction from the path to the other three directions provides grossly unsuitable options, all unpleasantly subject to intimidating heavy traffic. This is unlikely to provide realistic encouragement to all but the most confident cyclists to travel by bicycle. If a reasonable proportion of the transport construction funding was diverted to effective cycle paths, there would be a significant increase in the use of alternatives to the car. Such an outcome would have an impact on the health of those that availed themselves of the option. There is safety in numbers, and there is evidence</p>	<p>Place the reference to walking and cycling much more prominently in the list of options, and include a passage addressing the need to make the option far more practical and coherent.</p>		198

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						to suggest that this is certainly true of cycling.			
359945	Mr Geoff Bantock	CSO665	3.56	Object		We need to consider funds would be available for transport improvements due to the debt problems in Government and whether traffic bottlenecks would be created elsewhere	<ul style="list-style-type: none"> * Locate development in the most sustainable locations, focused on the conurbation, prime transport corridors and town centres. * New residential development located in close proximity to employment facilities and services, or in locations allowing access to a range of transport modes. Providing funds are available and traffic bottlenecks would not be created elsewhere * Short term transport corridors A35, A337, A348 and B3073. * Medium term transport corridors south of A31 (T) on A347, A349 and B3074. * Long term transport corridors north of A31 (T) on B3072. * Improve interchange facilities at Christchurch and Hinton Admiral railway stations. * Improve bus services and expand real time information at bus stops. * Encourage travel plans in line with new developments. * Further expand and improve the footpath and cycleway network. * Short term improvements at Canford Bottom roundabout. * Medium term improvements along the A35 junctions through Christchurch. * Medium to long term dualling of the A31 (T) Merley – Ameysford, and B3073/A338 improvements. 		198

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							* Encourage innovative ways of improving accessibility, such as a rural travel exchange, to reduce need to travel in rural areas, particularly in East Dorset.		
360302	Mrs Hilary Chittenden	CSO18087	3.56		General Comment	<p>This will need to be revisited when the results of the Local Transport Plan consultation are known. We are concerned that a full appreciation of how sustainability issues need to be addressed and indeed what sustainability means is not apparent in the Vision or the Core Strategy Options. The Bruntland Commission defined sustainable development as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. An unsustainable situation occurs when natural capital is used up faster than it can be replenished.</p> <p>We are consuming more than three times what we can sustain. We must address</p> <ul style="list-style-type: none"> • the consequences of already unavoidable climate change (due to past actions) • the increasing pressures on non-renewable resources and ecosystem services from the way we produce, consume and waste resources; and • our increasing biodiversity losses. <p>There are significant gaps in the proposed policies to mitigate the impacts of climate change as well as managing our greenhouse gas emissions to ensure we do not contribute to a worsening situation. We need to consider far more than changes in building design and how to respond to flood risk. It is essential that the Core Strategy does not promote an impression that in terms of the level of development across the District it is "business as usual". ETAG has offered to work with the Policy Planning team to revisit the Sustainability Scoping document.</p>			198

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523366	Mr Raymond Silverthorne	CSO18357	3.56	Support		Carry out road improvements at Canford Bottom and "dual" the A31 from Ferndown to Merley.			198
361342	Mr Graham Clarke	CSO22826	3.57	Support		<ul style="list-style-type: none"> The vision and strategic objectives are supported. 			199
483462	Mr Neil Rackley	CSO361	3.59	Support		Please detail exactly what "New facilities and services will be developed" in Verwood. It's impossible to support or object when it is so vague. In principle this is very supportable but we need specifics.			201
360653	Mr M A Hodges	CSO2329	3.59	Object		The new hall in Christchurch needs to be large enough for at least 200 people.			201