



Dorset Council Local Plan



Lytchett Matravers and Lytchett Minster 2021 Consultation Summary of Responses

January 2023



Dorset
Council

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1. Lytchett Matravers and Lytchett Minster

1.1. Introduction

Separate identity of Lytchett Matravers and Lytchett Minster

Public response

- Lytchett Matravers and Lytchett Minster should not be linked in Section 19, as the two communities are quite separate.

Paragraphs 19.1.1-3

Wyatt Homes

- Lytchett described as a small village however is a large village - population of over 3,000 and largest Tier 3 settlement in Dorset.

Chapman Lily Planning on behalf of Catesby Estates

- Dispute the statement that Lytchett Matravers is a small village - it has a population of over 3,000 residents and a range of local facilities and services, including a parade of shops, hairdresser, two pubs, a primary school, doctors' surgery, village hall, recreation ground and allocated employment land.
- These factors combine to suggest that the village is not small at all and it is in fact one of the largest villages in the plan area. It also benefits from a nearby secondary school at Lytchett Minster.

Public response

- Descriptions of Lytchett Matravers are inconsistent. Paragraph 19.1.1 describes it as a small village; paragraph 2.5.3 describes it as a larger village, paragraph 19.4.2 refers to Lytchett Matravers as a town. It is mistakenly classified as a 'one of the larger towns within Dorset' in Section 2.16 of the Land Use Consultants 'BCP and Dorset Council Strategic Green Belt Assessment'.
- Correctly classified as a 'small village' in Plan.
- The current population of Lytchett Matravers is estimated at 3,600 not 'just over' 3,000 as stated in paragraph 19.1.2.
- Paragraph 19.1 and 19.4.2 refers to 'town centre boundary' which is wrong, it is a village.
- Paragraph 19.1.2 - level of self-containment is medium - village has a sports club, youth club, scout hut, farmers market and recreation ground.

Village descriptions/function

Public response

- Lytchett is not purely a commuter village for Poole.
- Village supports a farming community.
- Employment is not the main reason for coming to the village - residents chose the natural environment and rural community.
- Lots of properties in Lytchett are holiday homes.

- Lytchett Matravers cannot really be called a ‘key service’ village.

1.2. Vision

Natural England

- There should be consideration of the natural environment in the vision.

Public response

- Paragraph 19.2.1 - The Neighbourhood Plan was not permitted to promote any new development.
- Development proposals don't comply with vision to retain village life and deliver high quality infrastructure and amenities.

1.3. Development Strategy

Development strategy

Michael Tomlinson MP

- The high numbers of additional housing proposed for Lytchett Matravers will add significant pressure on to local infrastructure and change the village feeling of Lytchett Matravers. Especially concerning are the plans for development right next to the school. Given the pressure that will be added by a large number of new homes, the land would be much better protected for use by the school. This view was also raised with me by the Parish Council. The strong representations that have been made to me include that the village has already expanded significantly in recent years, and there are no exceptional circumstances that would warrant eroding the Green Belt further in and around the village.

Dorset Wildlife Trust

- LYMT1-7 The proposed area of development in Lytchett Matravers appears to be considerably larger than in the emerging Purbeck Plan.

Wyatt Homes

- Support for the development strategy.

Chapman Lily Planning on behalf of Catesby Estates

- Support observations that Lytchett Matravers has its own identity but functions as a commuter village to the south eastern Dorset conurbation, being located within its sphere of influence and that future residential development, primarily to the north east and south of the village, presents opportunities to maintain local services and increase economic prosperity.

Public response

- Number of homes planned for Dorset requires a new settlement.
- Population will decline with Brexit and Covid recession - future decisions should be deferred until census data available.
- Small, piecemeal developments or infill are always welcome to allow the village to grow organically and the infrastructure to grow with it in a similar vein.
- Justification required for why Lytchett Matravers is proposed for enlargement when Lytchett Minster, Morden, Bere Regis are not.

- No justification for additional housing and evidence data on this not available.

Paragraph 19.3.3 - Proposed allocations

Dorset Wildlife Trust

- Before the proposed developments are progressed further a full ecological survey and evaluation should be undertaken for the proposed sites LYMT5-7 and potential SANGs. These should be done at various times of the year to reflect seasonal changes in wildlife interest. Without sufficient ecological information on the presence of priority habitats and protected species, the scope for avoidance/mitigation to protect biodiversity on site and within the wider environment, opportunities for net biodiversity gain on site, and the possible position/design/size of development and open space/SANG cannot be assessed, or the viability of the development determined. Without this, we believe there will remain a degree of uncertainty over the deliverability of these allocations.

Nexus Planning on behalf of Hallam Land Management

- Hallam Land Management object to proposed allocations LYMT5, LYMT6 and LYMT7 on the edge of Lytchett Matravers.
- There is no specific evidence to justify the need for further growth at Lytchett Matravers, and without this the Council is unable to demonstrate that exceptional circumstances exist to make amendments to Green Belt boundaries around the settlement.
- Policy DEV2 recognises that the housing requirements of the South Eastern Functional Area can be met within other locations, such as Crossways / Moreton Station.
- There is an opportunity to provide further housing at Crossways / Moreton Station through maximising the development potential of Woodsford Fields (site ref. CRS5), which can deliver during the first few years of the Plan period, and through the delivery of housing at Upper Woodsford towards the end of the Plan period. This would alleviate the need to allocate sites LYMT5, LYMT6 and LYMT7 if they are simply included to meet the housing needs of the South Eastern Functional Area.
- The sites at Lytchett Matravers all score negatively in the Sustainability Appraisal (SA) against the landscape objective, even with the potential mitigation measures in place.
- LYMT6 scores a double negative against the biodiversity objective with the inherent mitigation included within Policy LYMT6 implemented.
- Parts of site refs. LYMT6 and LYMT7 are concluded by the Council's Green Belt Assessment (January 2021) to perform 'strongly' against the Green Belt purpose of protecting the countryside from encroachment.
- The allocations at Lytchett Matravers are clearly not justified against the Plan's own evidence base.

Paragraph 19.3.4 - Suitable Alternative Natural Greenspace

Natural England

- Natural England supports the need for a coordinated master planning approach advocated to deliver the SANG requirement. This needs to happen at early stage so that there is sufficient certainty within the Plan itself as to the suitability and delivery of this necessary mitigation.
- The SANGs agreed should be shown on the proposals map and referred to in the allocation policies.

RSPB

- Policy includes no mention of any SANGS requirement, nor is there any accompanying text to explain why. Given that all these proposed allocations lie within the 5 km Dorset heathland buffer, we object to the current wording and recommend inclusion of suitable paragraphs in the policies using WMC4 para III as a good example of suitable SANG text.

Public response

- Indications to integrate SANGs and natural open spaces across village welcomed.
- SANG insufficient to support 150 new Purbeck Local Plan homes according to Natural England calculations at the Purbeck Local Plan examination.
- SANG provision at Lytchett Matravers appears to be a tick box exercise.
- SANG at Flowers Drove is too small to meet SANG requirements. It already has public access with a right of way, linking up with other paths and despite its small size, it has a car park to attract people from neighbouring areas to walk their dogs, which will not happen.
- New SANG in Lytchett was previously a public open field.
- SANG not large enough and too far away.

Level of proposed development

Michael Tomlinson MP

- The high numbers of additional housing proposed for Lytchett Matravers will add significant pressure on to local infrastructure and change the village feeling of Lytchett Matravers.

Public response

- Some homes needed but not this many.
- Sites allocated in Purbeck Plan and Neighbourhood Plan are sufficient.
- The plans for Lytchett Matravers are disproportionate to the village.
- Lytchett is classed as a Tier 3 settlement – appropriate for small scale infilling. The proposals are not small scale.
- Smaller development and infrastructure development might be acceptable.
- Development scale is above what is required to meet housing needs- standard method needs to be updated.
- Scale of development out of proportion with village - excessive and will destroy countryside.
- Support for some new housing but what is proposed is excessive.
- Discrepancy between table and map showing 396 and 350 homes respectively.
- Concern that the proposed growth is 350 more homes than in the Purbeck Local Plan.
- Concern with the high level of population increase.
- The total proposed 396 dwellings omits the Wessex Water site in the centre of the village. The 25 houses with consent on this site should be added to the total, making 421 additional houses.
- The Plan also omits sites at Blaney's Corner and Flowers Drove.
- Plan does not show area already being developed for 46 houses, and this is not shown on Dorset Explorer.
- There is no definition of 'sustainable patterns of development'.
- Does not consider Neighbourhood Plan or Purbeck Local Plan.
- Incorrect to say the Neighbourhood Plan wanted to have new development, including housing, to support its enhanced role as a larger village.
- Proposals are outside Defined Development Boundary and don't satisfy exceptions policy.

- Windfall potential and existing consents would offset the need for one small site [e.g. Blaney's Corner LYMT3.
- Huntick Road would satisfy any identified need for affordable housing.

Economy

Public response

- It is not clear how growth will result in an increase in economic prosperity.

Green Belt

Public response

- Objection to Green Belt development.
- Many empty properties in Bournemouth and Poole and brownfield land that should be developed before release of Green Belt.
- Little attempt to explore all other options.
- People misled and lied to that Green Belt can be built on.
- The approach ignores permanence of Green Belt.
- Government plans to protect Green Belt will be undermined.
- Contrary to NPPF - no very special/exceptional circumstances exist for developing on Green Belt.
- Contravenes Green Belt purpose 2.
- Should regard the construction of new buildings as inappropriate in the Green Belt - other than limited infilling at villages.
- 400 houses in Lytchett Matravers is not limited infilling.
- Land near Green Belt parcels LY7 to LY18 been incorrectly rated and contravene Green Belt purposes.
- The Stage Two Green Belt Review gives a clear rating for Purpose 3, but no proper assessments of Purposes 1 and 2. Upton is only 2 miles away and is creeping closer to Lytchett Matravers with the huge development at Policeman's Lane. Corfe Mullen is also only 2 miles away and the proposals at Pardy's Hill will bring Corfe Mullen closer too.
- Smaller proposals in Green Belt have been rejected yet large proposals can be considered.
- There must be a distinct boundary between the BCP conurbation and the County.
- Concern that parcels between Upton and Corfe Mullen are incorrectly rated - will erode the land between Lytchett and the conurbation.

Alternative options

Public response

- Development is better suited to the conurbation.
- Town centre revitalisation and use of empty homes.
- Many brownfield sites are available.
- There are brown field sites at Holton Heath not included in the proposed plan.
- Villages which have less housing and can cope with influx.
- Lytchett Minster could share some of the housing numbers.
- The Plan should consider smaller developments over many localities.
- Developments near to rail stations and towns to minimise car travel - logical for Wool, Wareham, Holton Heath, Hamworthy areas (where there are railway stations) to be developed more than villages.

- Housing situated in locations providing substantial local employment.
- Promotion of land at Castle Farm Road which is considered a suitable site, however Green Belt review skews assessment as it is associated with the land to the north.
- Jennys Lane and Eddy Green Road were assessed as unsuitable in Purbeck Local Plan SHLAA on SANG grounds, but now strategic SANG is agreed they may be suitable and have lower Green Belt harm.

1.4. Village centre strategy

Paragraphs 19.4.1-2

Public response

- Lytchett Matravers does not have several shops. There is a small parade comprising one shop (Tesco Express), a hairdresser salon and an estate agent. It also has a pharmacy serving the doctors' surgery.
- Shops have reduced over the years.
- Lytchett Matravers has doubled in size but number of shops has halved.
- Little opportunity to enhance shops given constraints of housing, library and recreation ground.
- Village centre strategy very vague.
- Concern that local services, including schools, doctors, shop, and buses are currently overstretched.
- There is no evidence that extra housing will help to maintain local services, as services have disappeared over the years.
- Proposals result in increased footfall.

1.5. Main Development opportunities

The following sections include summaries of representations received in respect of the following policies:

- Settlement wide issues
- Policy LYMT1: Huntick Road
- Policy LYMT2: Land to the east of Wareham Road
- Policy LYMT3: Land at Blaney's Corner
- Policy LYMT4: Land to the east of Flowers Drove
- Policy LYMT5: Eastern extension to land at Blaney's Corner
- Policy LYMT6: Land between Wareham Road and Foxhills Road
- Policy LYMT7: Land to the west of Wareham Road

1.6. Settlement wide issues

Housing

Public response

- Housing will not be affordable for young families or local people - recent housing costs around £500k.
- Proposals will not meet local needs for accessible and affordable housing.

- Housing proposals should be mixed use.
- Minimum 50% of homes should be affordable in Lytchett.
- All new developments should incorporate 40% of affordable housing and the plan should not relax this requirement by permitting a lower figure.
- Density is unsafe - new houses cramped and too small, too close together.
- No detail on housing types.
- Amenity issues for neighbours, trees will need to be planted.
- More housing stock needed to drive down prices.

Biodiversity

Natural England

- The section should also note that Lytchett Matravers and Lytchett Minster lie within the Poole Harbour Recreation Zone and therefore new development will need to contribute to the mitigation measures set out in the Poole Harbour Recreation 2019-2024 SPD.
- Natural England welcomes the reference to the Poole Harbour and Nitrogen Reduction SPD.

RSPB

- We welcome and support recognition of the importance of the Dorset heathlands and the need to avoid adverse impacts arising from additional recreational pressure. We also welcome and support recognition of the need for SANGS to help offset these pressures.
- We welcome and support recognition that much of the land around the village lies within the Poole Harbour catchment, with a requirement for any development to be nitrate neutral.
- All the proposed allocations at Lytchett Matravers/Lytchett Minster lie within the Poole Harbour Recreation Zone. There should be a reference in each allocation policy to this, setting out the implications in terms of requiring is no reference in any of the above policies or accompanying text to the need to secure contributions.

Dorset Wildlife Trust

- We welcome the recognition of the presence of internationally protected heathland and the need to provide SANGs through a co-ordinated master planning approach between developers, Dorset Council and Natural England (19.3.4).
- We welcome recognition that this area lies within the Poole Harbour catchment and the requirement for development to be nitrogen neutral (19.3.5). However, we consider these requirements should be set out in each of policies LYMT1-7 to be consistent with policies elsewhere in the Local Plan. Although no green space or SANGS provision is shown on the plans, there were concerns regarding the size, position and inaccessibility of the previously suggested SANGs. Although not within the 400m heathland buffer zone, access to Wareham Forest and related heathland is relatively easy from this location.
- There are 9 SNCIs in the immediate area including 4 significant blocks of woodland and coppice close to the north-west area of development and the potential impact on these areas and the wider environment needs to be assessed further.
- All the proposed allocations at Lytchett Matravers/Lytchett Minster lie within the Poole Harbour Recreation Zone. There should be a reference to this in the text and each allocation policy, setting out the need to secure contributions. If the Council is minded to bring these sites forward we recommend inclusion of the requirement for SANGs, nitrogen neutrality and contributions to the Poole Harbour Recreation Zone, and the retention and protection of priority habitats and watercourses along with trees and hedgerows in policy.

- All sites have trees and hedgerows and watercourse cross some sites.

Public response

- Adverse impact on farmland birds and biodiversity.
- Centre improvements do not compensate for environmental damage and sensitive habitats.

Village identity

Public response

- Concerns village will turn into a town/housing estate and be part of the conurbation – and therefore lose its character and village feel.
- Will result in more homogenised areas without infrastructure improvements.
- Appearance of open country and village feel will be lost.
- Development would keep Lytchett as traditional rural village, retaining character.
- Support for expansion whilst maintaining identity.

Flooding

Public response

- Settlement is clay.
- Reservoir site has problem with surface water.
- Gardens get boggy and cannot be used in the winter - problem has worsened as many trees felled on reservoir site.
- The current pumping stations in Glebe Road and Halls Road (Bulbury pumping station) have a chronic history of overflowing and allowing sewage to run out onto the fields below the village. No new houses can be built while this chronic lack of infrastructure exists.
- Flowers Drove site becomes very waterlogged.
- Plan doesn't refer to drainage and run-off considerations.
- Fields regularly flood in winter - with rain and raw sewage.
- Development will increase run-off.

Countryside, green spaces, and landscape

Public response

- Objection to greenfield development.
- Green spaces have been saviour during pandemic.
- Not enough detail in terms of protecting green space and trees and hedges.
- Development should enhance villages' views.
- Local volunteers help to maintain our public spaces which are inadequately funded (eg helping with litter collection, planting, play area maintenance, hedgerow maintenance on very well used paths etc).

Transport and infrastructure

Public response

- Access problems from the village onto A35 from Wareham Road; Foxhills Road; A351. A roundabout or traffic lights is needed at these major junctions and a controlled junction will be needed.

- There are major existing problems with traffic congestion, including on Wareham Road and at peak times, with no capacity for new homes.
- Increase in traffic and noise pollution.
- Congestion in village centre will worsen.
- There are existing problems with on-road parking in Lytchett Matravers and the new village car park is underused.
- Concern with lack of sufficient parking for new homes being built in the area.
- Boat and caravan parking will be required.
- Too much focus on pedestrian access - no detail on road size or parking.
- No plans for infrastructure improvements which will be needed as few opportunities to work in village.
- Support for new pathways between Lytchett Matravers and the Lytchett Minster school.
- Garages will not be used for parking - used for storage as houses are too small with not enough storage. Parking will happen on kerbs and verges will be damaged.
- Impact on narrow roads with HGVs and large vehicles - not suitable and makes houses shake and crack. More development would cause further damage to properties.
- HGVs on Wareham Road and danger to road users.
- Concerns over traffic speed.
- Roads suffer from lack of maintenance and refurbishment.
- Lanes add to rural location of village.
- Proposals go against Neighbourhood Plan where proposals should be in walking radius of the village centre.
- Sites closer to village centre should be infilled first to encourage more walking.
- Proposed sites are wrong side of school resulting in traffic issues and danger to pedestrians.
- Increase in commuting.
- The proposals do not seem to mention transportation.
- Cycle ways should be in the strategy.
- There are some great cycleways ironically on disused railways.
- The cycle link from Lytchett Matravers to Lytchett Minster school is highly inadequate - improvements desperately needed.
- Concern with the scale and parking provision at the Hannams site, opposite school with no crossing.

Public transport

Go South Coast Buses

- Potential for service 10 to serve these sites.
- Absence of useful am peak service - would require a peak vehicle and cost approximately £35,000 pa. We consider this would serve the new developments quite well.
- Would again propose a kick start funding of 7 years with a total cost of £245,000.
- Additionally, a Sunday service on the 10 (0930-1800) would cost approximately £20,000.
- The village is served by X8 at present on Sundays with 4 journeys in each direction – this meets a need but is not very attractive to ensuring growth.
- Suggest a seven-year funding period of £140,000. Some merit in pooling developer contributions.
- Propose Policies LYTMT1, LYMT2, LYMT6 and LYMMT7 are all amended to state
"CONTRIBUTIONS WILL BE SOUGHT TO SECURE ADDITIONAL PUBLIC TRANSPORT LINKS TO THE

SITES AND FUNDED BY THE DEVELOPER FOR A PERIOD OF AT LEAST SEVEN YEARS FROM A TIME TO BE AGREED BETWEEN THE LOCAL PLANING AUTHORITY AND APPLICANT THROUGH A POOLED CONTRIBUTION POLICY”.

Public responses

- Houses in Lytchett Matravers do not meet sustainability criteria in terms of access to jobs and public transport, and will therefore inevitably lead to an increase in commuter traffic.
- Lytchett Matravers does not have a viable public transport system, so is not a Tier 3 settlement with sustainable travel options.
- Public transport is very poor – times don't fit in with working day so everyone needs a car.

Services/Infrastructure provision

Lytchett Matravers Parish Council

- The current pumping stations in Glebe Road and Halls Road (Bulbury pumping station) have a chronic history of overflowing and allowing sewage to run out onto the fields below the village.
- No new houses can be built while this chronic lack of infrastructure exists.

Public response

- Plan does not mention services required - adequate water, sewerage, electricity, telephones etc.
- Proposal would create a town with minimal infrastructure to support it.
- Support for commercial infrastructure to benefit surrounding residents, but not to excess.
- No provision for amenity improvements such as school, GP or sports provision.
- More play parks/sites required for increased families.
- Village cannot support development without infrastructure.
- Need for improved broadband network and 4G which is failing regularly.
- No employment provision.
- Development should only be considered where there is scope to correspondingly improve facilities - like shops, schools, village halls, surgeries, libraries.
- Amenities and people could benefit, becoming a more close knit community.

Education

Public response

- Education is not mentioned.
- Unclear how many preschool, primary and secondary school places will be needed as a result of increased development. An assessment should be done prior to any decision to build large numbers of new homes in the area.
- Capacity of Lytchett Minster secondary school and Primary School.
- School has parking problems.
- Secondary school children going to Lytchett Minster school can't walk to school as there is no safe walkway or cycleway to the village.

Community and health

Public response

- No modelling to assess healthcare requirements.
- Impact of A&E Department moving to Bournemouth.
- No Health Impact Assessment to assess wider impacts of Plan.

- GP surgery is inadequate in size.
- A new health facility was due to be provided on Huntick Road.
- There has been no discussion with the GP surgery and pharmacy to see whether they could support a 30% increase in population.
- Anti-social behaviour and health concerns.

Climate Change

Public response

- The proposals do not comply with climate strategy regarding housing lowering emissions and increasing risk to climate impacts, or expanding the Low Carbon Dorset Programme.
- There should be an obligation for developers to provide carbon friendly heating and cooling.
- queries how new housing can be justified given Government's concerns on greenhouse gas emissions.
- All new development should be carbon neutral - not linked to outdated regulations.
- All new homes should have solar panels and no gas.
- Proposal will reduce green lungs -function for biodiversity, human enjoyment and climate change mitigation.

1.7. Policy LYMT₁: Huntick Road

General comments

Wyatt Homes

- Broadly support the inclusion of Lytchett Matravers within Tier 3. Support the approach the DCLP has taken to identifying settlement extensions to Lytchett Matravers.

Dudsbury Homes

- Continuing the growth of Lytchett Matravers is supported.
- It is odd, and unexplained, why only one of the two remaining sites identified within the Neighbourhood Plan is being proposed in the Dorset Local Plan.

Public response

- LYMT₁ not included on the map (Figure 19.1) - gives a visually distorted picture of the sum of current and possible future development.
- Unclear why site is included - already granted full planning permission and is under construction.
- Huntick Road site approval did not provide a SANG (Para 19.5.2).

Housing/density

Public response

- 45 houses too many.

Biodiversity

Natural England

- No objection.

RSPB

- We welcome and support recognition of the need for SANGS to avoid adverse impacts arising from additional recreational pressure from new housing. This text should be included in policy LYMT1 in order to provide greater weight and to be consistent with similar policies in the plan. We therefore must OBJECT to the current working of policy LYMT1.

Public response

- Flooded clay pit a short distance to the east of the site is presently home to reptiles including great crested newts - must be protected.

Rights of way/pedestrian access

Wyatt Homes

- Requirement to provide pedestrian access to link the existing network of footpaths noted. Consider that an appropriate and convenient link could be achieved between the north of the Huntick Road site and the south of the adjacent Blaneys Corner Extension site. This will be fully investigated as part of any future planning application for development at Blaneys Corner Extension.

Public response

- No provision in the approved application for a new public right of way on this site (19.5.3).
- Circular footpath already exists but needs to be widened by clearing up to the western ditch and improvement of its surface especially in the seasonally wet section in the valley.

1.8. Policy LYMT2: Land to the east of Wareham Road

Housing

Wyatt Homes

- Wyatt Homes fully supports the allocation of site LYMT2.
- The site provides market and affordable housing and will help with the under provision of housing in the Purbeck area.

Public response

- Number of homes out of proportion with density of the village.
- Number of houses should not exceed 65 to ensure space for vehicles.
- High house prices in Lytchett Matravers would not enable houses in these proposed developments to be classed as 'affordable'.

Biodiversity

Natural England

- Allocation considered at the emerging Purbeck Local Plan and will need to be reviewed subject to the findings of the inquiry.
- Policy should include details of the size and location of SANG to be provided, which should also be shown on the Proposals Map.

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

RSPB

- Policy includes no mention of any SANGS requirement, nor is there any accompanying text to explain why. Given that all these proposed allocations lie within the 5 km Dorset heathland buffer, we object to the current wording and recommend inclusion of suitable paragraphs in the policies using WMC4 para III as a good example of suitable SANG text.

Public response

- Impacts on biodiversity due to woodland.
- SANG is 2km away and of no value to this site.

Green Belt

Public response

- LYMT2 shows a south-easterly reach towards the built-up area of Upton.
- Avoids area of low harm to Green Belt and goes for area of high harm.

Transport

Wyatt Homes

- Proposals do not fetter the potential for future connections to the land immediately to the north and east that is included as part of LYMT6.
- Delivery of land to the east of Wareham Road (LYMT2) and the Deans Drove / Foxhills Lane part of the LYMT6 site could facilitate the provision of a circular foot / cycle route around Lytchett Matravers.

Public response

- Access only practical from Wareham Road.
- A lot of parking space needed.
- Retired and less able residents will need cars for shopping in village centre.

Amenity

Public response

- The gradient of the land proposed would mean ground floor rooms of houses in Glebe Road could be significantly overlooked.

Services/Facilities

Public response

- Insufficient nearby leisure opportunities.

Flooding

Environment Agency

- Modelling of the ordinary watercourses may be required in the SFRA in order to better understand current and future flood risk.

Public response

- Susceptible to surface water flooding. Development on this site could cause problems in this respect for houses in Glebe Road.
- LYMT2 and LYMT5 are often underwater in the winter.

1.9. Policy LYMT₃: Land at Blaney's Corner

Housing

Wyatt Homes

- The site could provide market and affordable housing in response to housing need.

Public response

- Number of homes should not exceed density in and around Paddock Close.
- Density too high.

Biodiversity

Natural England

- Allocation considered at the emerging Purbeck Local Plan and will need to be reviewed subject to the findings of the inquiry.
- Policy should include details of the size and location of SANG to be provided, which should also be shown on the Proposals Map.

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

RSPB

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Heritage

Public response

- NW corner of LYMT3 would cause significant harm to setting of historic thatched cottage.

Transport/Access

Wyatt Homes

- Criterion II of LYMT3 states that the site should be accessed via its north-eastern corner, close to the junction between Wimborne Road and Wareham Road. We assume this is an error and should read north-western corner.
- In the longer term, potential to remove or downgrade the vehicular access at the north-western corner of the site and rely on a primary vehicular access point at the north of the extension site. This would reduce the number of access points emerging onto Wimborne Road and would improve the quality of the environment at the open space to the far west of the site, whilst retaining full permeability for pedestrians and cyclists.
- Opportunity to enhance connectivity links for both sites and the wider village.

Public response

- Dangerous junction for access; limited visibility on the bend.
- Exact location of access needs to be addressed from the outset.
- This site will access a tight section of Wimborne Road, towards the junction with the busy Wareham Road.
- Vehicles from 95 new households (LYMT3, 4 & 5), will cause parking issues on the road, especially if on-site provision is inadequate.

Green Belt

Public response

- The proposal for LYMT3 shows a south-easterly reach towards Corfe Mullen.

Flooding

Environment Agency

- Modelling of the ordinary watercourses may be required in the SFRA in order to better understand current and future flood risk.

1.10. Policy LYMT₄: Land to the east of Flowers Drive

Overall approach

Wyatt Homes

- Wyatt Homes fully supports the allocation of site LYMT₄ (Land at to the east of Flowers Drive), which provides market and affordable housing in response to housing needs.
- Reference to proposed illustrative masterplan for the site enclosed with representations along with a visualisation of the scheme which will provide 30 new homes.

Biodiversity

Natural England

- Allocation considered at the emerging Purbeck Local Plan and will need to be reviewed subject to the findings of the inquiry.
- Policy should include details of the size and location of SANG to be provided, which should also be shown on the Proposals Map.

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

RSPB

- Policy includes no mention of any SANGS requirement, nor is there any accompanying text to explain why. Given that all these proposed allocations lie within the 5 km Dorset heathland buffer, we object to the current wording and recommend inclusion of suitable paragraphs in the policies using WMC4 para III as a good example of suitable SANG text.

Public response

- Impact on buzzards, barn owls and deer.

Housing

Public response

- Should not exceed 20 homes in the area.
- Adverse impact on house prices.
- Foundations need to be deep to avoid subsidence and trees with large roots will help.

Amenity

Public response

- Adverse impact on aesthetics.
- Only bungalows / chalet bungalows have been permitted in the past and if houses are built on the higher eastern side they will dominate the space and light and will have a dramatic impact on the privacy of existing properties. Our property is at lowest point of the properties impacted and the proposed new development would mean our property would be significantly overlooked. The existing hedgerows provide no shield in this respect and also would provide no soft transition from one side of the road to the other.
- Loss of visual amenity.

Landscape/Character

Public response

- Rural part of village.
- Proposal would take green space on only non-built up part of village and spoil village feel.
- Development LYMT4 will significantly impact in a number of ways. Flowers Drove is extremely popular with walkers due to the rural nature of the location. The development takes no consideration of the natural identity and balance of the road and will drastically impact the landscape.
- Encroachment on countryside.

Flooding

Environment Agency

- There is potential surface water flooding within the site. The Lead Local Flood Authority (Dorset Council) is the lead for this type of flooding and should be contacted.

Transport

Public response

- Access should be via Flowers Drove in order that houses address the street and integrate into the townscape of the road. Contrary to the Neighbourhood Plan to have back garden fences opposite established housing.
- Congestion.
- Access from Wimborne Road would be dangerous. Access must be from Flowers Drove.
- Flowers Drove in its current state cannot cope with additional traffic.
- This site will access a tight section of Wimborne Road, towards the junction with the busy Wareham Road. The vehicles from 95 new households (LYMT3, 4 & 5), will cause parking issues on the road, especially if on-site provision is inadequate.

1.11. Policy LYMT5: Eastern extension to land at Blaney's Corner

Housing

Turley on behalf of Wyatt Homes

- Fully support the proposed allocation of this site for residential development.
- The Site forms a logical extension to the Blaneys Corner allocation that was taken forward by the Purbeck Local Plan.
- Wyatt Homes have full control of the Site are committed to the proposals and approach outlined within the Vision Framework for Sunnyside Farm and Blaneys Corner which has previously been shared with Officers.
- The site would provide for about 35 new dwellings, including family housing and affordable homes that will make a meaningful contribution to the future growth of the village, consistent with the Vision for Lytchett Matravers to 2038 set out within Section 19 of the DCLP document. This additional growth will in turn provide support for and enhance the viability of local shops and services within the village, thus contributing to the sustainability of Lytchett Matravers as a settlement.
- Agree that the site could accommodate up to 40 dwellings, as the indicative framework layout plan provided shows, achieving an optimal layout may deliver a slightly smaller number of approximately 35 dwellings.

Public response

- Density of 40 might not be possible.
- Village is simply not capable of accommodating this many new homes.
- Village is too small to absorb this many new homes.
- Lytchett Matravers works well as a village. The number of houses should reflect the fact that it is a village with limited capacity.

Biodiversity

Lytchett Matravers Parish Council

- Query where is the mandatory SANG and provision for green space within a development?

Natural England

- An ecological assessment of the site should be completed before determining acceptability or establishing development criteria.
- Natural England also recommends the requirement for development to comply with the Dorset heathland SPD, Poole Harbour Nitrogen and Poole Harbour Recreational SPDs are included in the allocation policies.
- Minimum 10% biodiversity net gain. Suggest amendment to clause IV as follows: “Priority habitats including species rich grasslands, woodland, trees and hedgerows should be retained and enhanced. Opportunities for biodiversity enhancement on the site should also be considered at the earliest stage in order to deliver the minimum 10% net gain required.”

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors.

Turley on behalf of Wyatt Homes

- We agree that better quality trees and hedgerows should be retained and protected and that lower quality specimens can be replaced.

Public response

- Ecological impact/loss of wildlife.
- Blaneys Corner full of wildlife.
- Mitigation including SANG and SuDS relies on unproven theories and not actual assessment of the site.

Transport and access

Lytchett Matravers Parish Council

- Proposal is on a dangerous bend outside the 30 mph limit.
- Where are the parking provisions to ensure there is no parking permitted on a country road on a dangerous bend in a 40 mph zone?

Turley on behalf of Wyatt Homes

- We agree that the principal site access should be onto the Wimborne Road at the north of the Site.
- Wyatt Homes consider that, upon its release from the Green Belt, the land proposed for development will not be subject to any over-riding constraints that would impede its delivery.
- The extension site will greatly improve pedestrian and cycle connections to and from the village by opening up a safe and convenient route from Wimborne Road to Huntick Road and the centre and south of the village.
- In our view the policy should be revised to encourage the delivery of a new vehicular and pedestrian access between the south of the Site and the north of the Huntick Road development.
- We also agree that the development of this Site will provide good opportunities to improve local connectivity for pedestrians and cyclists, including a new access to the public right of way (PRoW SE 17/23) which follows the eastern site boundary and leads to the Lytchett Matravers SANG, which was recently granted planning permission.

- The Site offers the ability to create an enhanced Blaneys Corner scheme in design terms through provision of additional areas of high quality public open space to complement and enhance that within the western area.

Public response

- Increase in traffic around north of village.
- Adequate parking provided to prevent parking on verges or roads.
- Highway safety and parking concerns.
- This site will access a tight section of Wimborne Road, towards the junction with the busy Wareham Road. The vehicles from 95 new households (LYMT3, 4 & 5), will cause parking issues on the road, especially if on-site provision is inadequate.
- Wareham Road is a busy road already and often has only one lane available due to residents parking on the road. Increased traffic would exacerbate this.
- Outside 30mph speed limit on a dangerous bend, access will be required to the Jubilee Walk and a safe pedestrian crossing required to connect this to the SANG.
- Congestion, access and highway safety concerns. Dangerous to add more traffic coming out of Lytchett.
- Wareham road is a busy road already and often has only one lane available due to residents parking on the road, with increased traffic this will only exasperate the problem.
- The Lytchett Matravers Neighbourhood Plan allowed for sustainable new housing in these areas. This new proposal fails to take account of the increased traffic that this scale of development would generate.
- Proposal should provide for off-road parking provision and cycle paths.
- Transport to schools should be considered.

Green Belt

Turley on behalf of Wyatt Homes

- The eastern boundary of the site provides a clear and defined edge to the village and Green Belt boundary and this will be reinforced where required.
- The existing eastern boundary of the larger site, which comprises a strong tree belt and hedgerow boundary with an established public right of way beyond, would form a robust Green Belt boundary to this part of the village. This eastern boundary would be significantly more robust and permanent than would the arbitrary line, unmarked by any permanent features, that marks the easternmost extent of the smaller Land at Blaneys Corner site.

Public response

- Loss of Green Belt will result in visual and environmental downgrading of the village.
- Proposal doesn't demonstrate exceptional circumstances - loss of rural land presented as a fait accompli in the plan.
- Significant impact on Green Belt - other sites outside Green Belt should be considered.
- Alternative sites outside Green Belt remain unused.
- Extends Lytchett east towards built up Corfe Mullen and Upton - contrary to purpose of Green Belt.
- Loss of Green Belt in this area will be extremely detrimental to the people living in the village, and to the wildlife that exists in this area.
- All existing greenbelt land should be preserved.
- Significant impact on Greenbelt.

- The site (Site LY12 in the Stage Two Green Belt Report, which forms LYMT5) is rated as ‘relatively strong’ in terms of harm to the Green Belt, if released. There is no cogent argument in the Draft Plan to allow this site to be released from the Green Belt as an exception, especially in the absence of an assessment of the actual number of homes needed in this community.
- Loss of green belt in this area will be extremely detrimental to the people living in the village, and to the wildlife that exists in this area.
- The use of Green Belt is not essential and is unlawful. Alternative sites remain unused.

Facilities, services, infrastructure

Turley on behalf of Wyatt Homes

- The Site offers the ability to create an enhanced Blaneys Corner scheme in design terms through provision of additional areas of high quality public open space to complement and enhance that within the western area.

Public response

- Impact on existing infrastructure.
- Lack of infrastructure. Only one shop. The school in the village has parking problems. Doctors surgery is stretched.
- Lack of facilities, lack of shops.
- The words used in the report indicate that the village is going to become a town, so an area for more shops, and preferably further recharging sites for electric vehicles would be important.
- Impact on school places. School is already oversubscribed. People in the new housing allocations therefore may not get a school place for their children.

Flood risk

Environment Agency

- Flood risk modelling of the ordinary watercourses may be required in the SFRA in order to better understand current and future flood risk.
- Wetland features in the site should be considered if appropriate.

Wessex Water

- No objections to this allocation.
- Local connections to the public water supply and foul networks will be subject to application. Wessex Water is undertaking improvements in the sewerage catchment due to issues at the downstream pumping station. We have advised available water supply and sewerage capacity for current allocations. Improvements on sewerage and water supply networks will need to be considered for the cumulative impact of further development.
- We will require close consultation with the local authority to develop an improvement scheme which matches development phasing and quantum.
- Surface water and flood risk strategies must be in accordance with local and national policies. There must be no surface water connections to foul sewers.

Public response

- Steep slope at the southern end of the area, seasonal watercourse should remain a site feature.
- Fields on Flowers Drove had a ditch that went to 4m deep due to surface water. This has become blocked and cleared in the past but is again blocked causing water to run on field. Proposal will worsen this issue.

- Concerns about flooding and drainage.

Village character

Public response

- Visual impact on character of village.
- Site outside natural boundary of the village and will lead to creep.
- Lytchett Matravers a village in its own right not just a commuter village for south-eastern Dorset.
- The village would become more like a town.
- Affect feel of the village.

Amenity

Town and Parish Councils

- Where is the mandatory SANG?
- Where is the provision for green space within a development?

Public response

- Impact on privacy for surrounding houses.
- No consideration has been made for existing home owners in the village.

Rights of way

Public response

- Site runs along/abuts Jubilee Path – footpath through open countryside and part of the circular network around Lytchett which was created recently and is well used. Footpath users would be looking at houses instead of countryside. Risk this could lead people to go to heathlands instead.

Employment

Public response

- Lack of employment resulting in more commuting and increased car usage.
- Site could be used for market gardening for local employment.

1.12. Policy LYMT6: Land between Wareham Road and Foxhills Road

Housing

Lytchett Matravers Parish Council

- No development is what is best for the community.

Turley on behalf of Wyatt Homes

- Fully support the proposed allocation of this site for residential development.
- Wyatt Homes' land interests in relation to this site cover a portion of the overall site. We consider that the capacity of this area is approximately 60 dwellings.
- The proposals for the site do not fetter the potential for future connections to the land immediately to the north and east that is included as part of the proposed LYMT6 allocation (land between Wareham Road and Foxhills Road). Indeed, as set out within separate

representations submitted on behalf of Wyatt Homes in relation to policy LYMT6 the delivery of land to the east of Wareham Road (LYMT2) and the Deans Drove / Foxhills Lane part of the LYMT6 site could facilitate the provision of a circular foot / cycle route around Lytchett Matravers, a key objective of the local community.

Public response

- More smaller homes required - better met by increasing density within built up areas.
- Requires affordable housing for local families only.
- The site is outside the housing policy boundary in the local plan and housing development is only acceptable if it satisfies the criteria in the exceptions site policy.
- Proposal includes 4 market houses which is against the requirements/policies for a Rural Exception Site.
- There is no identified need in Lytchett Matravers for a further 19 affordable homes.
- Brownfield sites should be made use of first.
- The Purbeck Local Plan identified a number of sites and options for development in Lytchett Matravers.
- The Huntick Road Site which allows for 50% of the site being given over to affordable housing would satisfy any identified need for affordable housing, and would be closer to the local amenities in Lytchett Matravers.

Green Belt

Morden Parish Council

- This is Green Belt and important to the open aspect of the countryside from many view points from the south. The topography will make it awkward to landscape properly with streams and hollows to bridge. This will seem very out of character for the village.

Lytchett Matravers Parish Council

- This site is in direct contravention of the Green Belt policy and will close the gap on the conurbation.
- Site will blight the village view of the Purbecks and the harbour; the very definition of Green Belt openness.

Turley on behalf of Wyatt Homes

- We have provided evidence, prepared by HDA that explains the overall contribution of the site to the purposes of the Green Belt is 'low', due to the location of the site within the existing extents of the village and the potential to mitigate for potential impacts on the wider landscape. The site could be developed without harm to the aims and purposes of the Green Belt and a new long-term defensible boundary can be established.

Public response

- Green Belt should be preserved.
- Green Belt encroachment and will alter rural character.
- Sites outside the Green Belt should be prioritised.
- Green Belt is an important asset for wildlife and health.
- Site constitutes urban sprawl – contrary to purpose of Green Belt.
- Site assists in safeguarding countryside from encroachment (as per NPPF purpose of Green Belt).
- Site will close the gap on the conurbation and blight village view of Purbecks and the harbour - the definition of green belt openness.

- Site erodes Green Belt at its narrowest point.
- The proposal is a south-easterly reach towards the built-up area of Upton.
- Sites LY15 and LY17 in the Stage Two Green Belt Report are considered ‘strong’ or ‘moderate’ in terms of harm to the Green Belt, if released.
- There is no cogent argument in the Draft Plan to allow this site to be released from the Green Belt as an exception, especially in the absence of an assessment of the actual number of homes needed in this community.
- The NPPF is very clear in that boundaries should be defined clearly using features that are readily recognizable and likely to be permanent, LYMT6 and Deans Drove is the most suitable boundary line for the Green Belt.

Transport and access

Lytchett Matravers Parish Council

- Additional traffic to what is already a crowded traffic area. Dorset Council commissioned a Sustrans study and report because of those traffic problems today without further adding to them.

Morden Parish Council

- This proposal extends the village southwards making distances within the village quite long < 500metres so the temptation will be to drive not walk. Therefore nullifying good intentions in the plan about reducing car use.

Turley on behalf of Wyatt Homes

- The site should be accessed through Deans Drove. Evidence provided by AWP in the supporting Highways, Flood Risk and Drainage Technical Note demonstrates that a vehicular access from Deans Drove would be preferable as it already provides access to existing residential development and has sufficient carriageway width for two-way vehicle movements and is subject to a 30mph speed limit.
- We also recommend that paragraph 19.5.15 is amended as follows: ‘Deans Drove provides the most suitable location for a vehicular access, but the site can also be accessed off ~~both~~ Foxhills Road and Wareham Road. There is ~~with~~ the potential for pedestrian access to ~~also~~ be gained from ~~Deans Drove to the north~~ these locations. Through the development of this site, pedestrian access to the existing network of footpaths and to provide a link to the village will be required.
- The proposed access at Deans Drove could be achieved by a simple priority junction to the north of the site. This location would also provide pedestrian access at the point of the site which is closest to the village facilities. This would connect with a potential new footway along Deans Drove to Wareham Road which links to the primary school and village centre beyond to the north.

Public response

- A35 junction is busy and dangerous.
- Wareham Road junction with A35 has had many accidents recently.
- Access onto Wareham Road unsuitable – suffers from congestion with residents and school parked cars; speeding traffic from main road.
- Roads are rural and not suitable for HGVs and additional traffic.
- Village struggling with increased traffic.

- Plan underestimates amount of movements development would generate.
- Roads at capacity.
- Wareham Road extremely busy on school days/at school times - danger to children crossing.
- Wheelchair users have to use the road instead of pavement on Wareham Road.
- Construction traffic passes school at speed.
- Car parking areas needed.
- Adequate parking required for every house.
- Impossible to increase cycling commuting as hedges would need to be removed. Cycling would be along A35.
- No sustainable transport provision or access to Lytchett Minster secondary school.
- Foxhills Lane is a single lane and not designed for increases in traffic.
- Highway safety issues for pedestrians – including school children.
- Foxhills Road is wholly unsuitable for a new access as it is a narrow, one track lane for most of its length, which erodes at the edges.
- Development of this site would increase the vehicular traffic in Deans Drove.
- Inadequate lighting and very poor visibility.

Biodiversity

Natural England

- An ecological assessment of the site should be completed before determining acceptability or establishing development criteria.
- Natural England also recommends the requirement for development to comply with the Dorset heathland SPD, Poole Harbour Nitrogen and Poole Harbour Recreational SPDs are included in the allocation policies.
- Distinct valley where hydrological investigation would be beneficial to establish whether a hydrological restoration would be possible. Potential to establish wetlands that would serve as mitigation against additional nitrogen generated.
- Minimum 10% biodiversity net gain. Suggest amendment to IV as follows: “Priority habitats including species rich grasslands, woodland, trees and hedgerows should be retained and enhanced. Opportunities for biodiversity enhancement on the site, including the protection and enhancement of the site’s watercourses, should also be considered at the earliest stage in order to deliver the minimum 10% net gain required. The development should also provide high quality multifunctional SuDS designed and appropriately maintained to achieve a high level of attenuation of urban silt and nitrogen.”

Dorset Wildlife Trust

- Information is available that parts of LYMT6 include acid grassland (a priority habitat).

Public response

- Loss of precious trees, hedges, habitats and wildlife.
- Trees and hedgerows should be required to be protected.
- Buffer required around protected woodland to mitigate impacts.
- Only piece of broadleaf for miles.
- Using woodland as drainage scheme will wreck woodland and habitats.
- Verges in poor condition.

- The report submitted with the application fails to adequately cover the wildlife at the site and makes no mention of owls and other protected birds on the site and does not propose any mitigation measures.

Flood risk

Environment Agency

- Flood Zone 1 - Watercourse running through site.
- Modelling of the ordinary watercourses may be required in the Strategic Flood Risk Assessment (SFRA).
- Green space should be incorporated into the site where possible.

Public response

- Sewage and drainage at capacity.
- Site liable to flooding and flood risk will increase.
- Development would require water management schemes to prevent increased flood risk as land is clay.
- Substantial drainage issues on Wareham Road - water running under floorboards through houses; 20 minutes of rain caused flooding in house and gardens.
- Incorrectly stated as dry valley. There is a stream that flows year round running north-south which provides an ecosystem not replicated for miles.
- Springs in various places cause the bottom of Foxhills to flood regularly. This cannot be overcome with SuDs without altering the way the aquifers work, which may have consequences for Poole Harbour and biodiversity.
- Surface water.

Landscape and village character

Public response

- Immense loss of character due to the need to provide upgraded vehicular and pedestrian access.
- Safeguarding existing trees and hedgerows will not be possible due to access creation.
- Green space that defines edge of village.
- Too much growth detracts from nature of village and village life.
- Walking routes around the village will no longer be safe.
- Upgrading Foxhills Road would significantly impact village feel and there would be irreversible harm to the character of the lane – it is used for dog walking and there would be increased air and light pollution.
- Site is stunning open countryside.
- Site is common walk for local villagers.
- More footpaths need to be provided for access to greenspace for new homes.
- Support for keeping village as separate identity.
- Land either side of Foxhills Road is open, rolling green land with access to footpaths and bridleways which is a favourite place to walk for many.
- The policy should say that existing wooded areas and trees and hedges 'will' be retained, rather than 'should' be retained, to avoid developers claiming that there are 'exceptions' to justify cutting them down.

Facilities and services

Public response

- No provision for community infrastructure.
- Only shops are 1.5km walk away from site - longer than 10 minute walk suggested in Neighbourhood Plan.
- Shifts centre of gravity of village to south. People less likely to shop locally.
- People will drive to the village centre which will further increase car use.
- Should be able to walk and cycle with occasional 15/30 minute drive for more specialist activities.
- Existing facilities including schools, GPs and shops not adequate.
- Requirement for a few more convenience stores and facilities.
- New shops require good and safe loading facilities/areas.
- Requirement for green space and play areas.

Schools

Public response

- No assessment for additional school places.
- Not enough places at primary school meaning children cannot go to school in their local community - a negative social factor. Children go to Upton and Sandford.
- Those living on edge of school catchment will be directed elsewhere.
- Need to travel to alternative schools thus increasing traffic.
- School will have to treble in size to cope with population increase of a third.

Sewage infrastructure

Wessex Water

- No objections.
- Local connections to the public water supply and foul networks will be subject to application. Wessex Water is undertaking improvements in the sewerage catchment due to issues at the downstream pumping station. We have advised available water supply and sewerage capacity for current allocations. Improvements on sewerage and water supply networks will need to be considered for the cumulative impact of further development.
- We will require close consultation with the local authority to develop an improvement scheme which matches development phasing and quantum.
- Surface water and flood risk strategies must be in accordance with local and national policies. There must be no surface water connections to foul sewers.
- Apparatus cross the site; easements and protection measures to be agreed. Any damage to our apparatus by third parties will result in compensation claim.

Morden Parish Council

- The sewage works at Middle Road are not big enough at present, this extension could overwhelm.

Criterion II.

Turley on behalf of Wyatt Homes

- We recommend that criterion II is amended as follows: The site should be accessed through either a new access onto Deans Drove or Foxhills Road or through the site allocation at land east of Wareham Road linking onto Wareham Road itself.

Criteria III. and IV.

Turley on behalf of Wyatt Homes

- We support criterion iii and iv but suggest more flexibility for the removal of some trees - IV. The existing wooded area on the site should be retained within the development along with those trees and hedges along the site's boundaries, where possible.

Alternative suggestions

Public response

- Smaller area on Wareham Road side of site surrounded by LYMT2.
- Area adjacent to Middle Road which was in the Neighbourhood Plan.
- Brownfield sites in Poole.
- Development as far as Glebe Road with SANG more sustainable.
- Neighbourhood Plan development is sufficient.
- Sites where there is access to railway station.

1.13. Policy LYMT7: Land to the west of Wareham Road

Housing

Public response

- It is not clear how the re-location / increase of sports facilities to the site behind the school, as proposed in the adopted Neighbourhood Plan, and 40 houses can be accommodated, especially if the expansion of the school is needed in the future.
- Produces irregularity in the proposed new village boundary.

Michael Tomlinson MP

- Given the pressure that will be added by a large number of new homes, the land would be much better protected for use by the school.

Green Belt

Morden Parish Council

- This site would compromise the idea of Green Belt as it would spoil the openness of the views. It would be quite intrusive to the views from the south.

Public response

- Sites LY19 and LY21 in the Stage Two Green Belt Report, which form LYMT 7 are rated (respectively) as 'relatively strong' and 'moderate' in terms of harm to the Green Belt, if released. There is no cogent argument in the Draft Plan to allow this site to be released from the

Green Belt as an exception, especially in the absence of an assessment of the actual number of homes needed in this community.

Biodiversity

Natural England

- An ecological assessment of the site should be completed before determining acceptability or establishing development criteria.
- Natural England also recommends the requirement for development to comply with the Dorset heathland SPD, Poole Harbour Nitrogen and Poole Harbour Recreational SPDs are included in the allocation policies.
- Minimum 10% biodiversity net gain. Suggest amendment to VIII as follows: “Priority habitats including species rich grasslands, woodland, trees and hedgerows should be retained and enhanced. Opportunities for biodiversity enhancement on the site should also be considered at the earliest stage in order to deliver the minimum 10% net gain required.”

Public response

- The flat field in LYMT is well treed and hedged, so development will result in the loss of yet more wildlife corridors.

Flood risk

- Concerns over water runoff from concrete into valley, potential flooding and pollution downstream.
- Whole area is clay so floods, it does not drain away.

Transport

Public response

- Further access road onto Wareham Road will create issues, drivers have to already drive on the pavement.
- Traffic management a big issue, to build 40 more homes will worsen this.
- Wareham Road and surrounding will become unsafe especially at peak times.
- Road too busy and dangerous for more traffic on Wareham Road, especially bikes.
- School has minimal parking, causes issues in Deans Drove.
- Highway safety concerns with access onto Wareham Road.
- Need for adequate parking.
- Need for safe crossing.
- LYMT7 will spill out by the school. Mitigation measures are unlikely to reduce the current serious problem of the school run.

Facilities and services

Lytchett Matravers Parish Council

- This is the site for the expanded village sports area. The local sports club has 300+ children as members and the village cannot support all the activities within the village. Teams and groups are having to rent facilities elsewhere, thereby travelling out of the area to participate in sport.

Morden Parish Council

- This is a natural area for expansion of sporting facilities and building here would prevent that.

Public response

- Only shop in this area closed, further out from facilities.
- Play areas needed as current facilities overcrowded at peak times.
- Reference to site previously being allocated for a new school but only some of it was used.
- The development zone around Lytchett Matravers school is shown close to the school - more space should be shown to allow the school to be enlarged without loss of playgrounds.
- Concern with proximity and relationship of site to the school.
- Short sighted to surround school with housing.
- Development to the south would not facilitate expansion of school, which is at capacity.
- Allocated as green space and sports facility which is needed for village - only piece of flat land that can be used.
- Land to west has been allocated within the Neighbourhood Plan for sports uses.

Sewage infrastructure

Wessex Water

- No objections.
- Local connections to the public water supply and foul networks will be subject to application. Wessex Water is undertaking improvements in the sewerage catchment due to issues at the downstream pumping station. We have advised available water supply and sewerage capacity for current allocations. Improvements on sewerage and water supply networks will need to be considered for the cumulative impact of further development.
- We will require close consultation with the local authority to develop an improvement scheme which matches development phasing and quantum.
- Surface water and flood risk strategies must be in accordance with local and national policies. There must be no surface water connections to foul sewers.

Alternative proposals (LA/LMAT/023)

M Hanham on behalf of P Irving

- LYMT7 should seek to round off development to west of Wareham Road - land allocation excludes obvious parcel to north of allocation.

1.14. Omission sites

Lytchett Minster & Bere Farm (LA/LMUP/001, LA/LMUP/004, LA/LMUP/008, LA/LMUP/009-017)

Terence O'Rourke Ltd on behalf of Bloor Homes

- The site comprises land stretching north from the A35 and south from Lytchett Matravers, to the west and north-west of Lytchett Minster. It is stated that it would comprise a high quality extension to the village of Lytchett Minster, developed on Local Living principles; a new Local Living village community – 'South Lytchett', that complements the existing villages, and connectivity improvements with Lytchett Matravers and Upton, including new walking and cycling links and centralised 'mobility hubs'. It also includes a strategic SANG for public recreation. The land lies within the Green Belt.
- This strategic development area is proposed for inclusion in the plan and it is stated that it is well placed and can accommodate Dorset's development requirements. It is stated that the area

around Lytchett Minster and Bere Farm has been overlooked in the consideration of strategic development options to date.

- The land at Bere Farm has not been assessed as part of the council's sustainability appraisal process.

Castle Farm Road (LA/LMAT/015)

Spruce Town Planning Ltd on behalf of Flowers Valley Developments Ltd

- The site lies immediately to the north of Lytchett Matravers, east of Castle Farm Road and west of Flowers Drive. It is stated that the site is well located close to the existing settlement edge of Lytchett Matravers and is within walking distance of shops and services. Development of the land could be undertaken whilst retaining the trees at its edges.
- Development of c. 30 houses could be accommodated. The site is within the Green Belt.
- The site is not liable to flood risk.
- An ecology assessment of the site has also already been undertaken and confirmed that there are no ecological.

Land adjacent to Middle Road (LA/LMAT/001)

Intelligent Land on behalf of Dudsbury Homes

- The site lies to the south-east of Middle Road and south-west of Eldons Drive. It is stated that the site is suitable and deliverable and provides the most centrally located and accessible site available for development in Lytchett Matravers. It is stated that the site is available for development for around 30 dwellings and that it is deliverable within 5 years. The site has already been assessed as suitable in principle and is identified in the Neighbourhood Plan as a potential site. It is stated that it is more centrally located and closer to services at High Street than any of the proposed sites in the consultation document; and that it falls partly within the 400, walking isochorone. The site has two access points and is within the Green Belt.
- It is stated that the Dorset Council SHLAA 2020 is inaccurate and reference to the site being steeply sloping, affected by flooding and that the site extends to sensitive higher slopes is misleading. Evidence was provided regarding mitigation of adverse effects on European sites.
- The Sustainability Appraisal does not explain why the site is not a proposed development site. The Green Belt Assessment scores the release of land adjacent to Middle Road as less harmful than the land that the Council is suggesting should be allocated.

Land east of Foxhills Road (LA/LMAT/009)

Chapman Lily Planning on behalf of Catesby Estates

- The site comprises an area of paddocks situated immediately adjacent to the east side of Foxhills Road on an area of land opposite Foxhills Drive. The site is c3.42ha and it is stated approximately 130 residential properties could be accommodated in the north-western part of the site. A 2.42ha area of multi-functional greenspace and a 7.59ha SANG in the southern portion of the site are also proposed. The site is within the Green Belt.
- It is stated that the site would not represent an uncharacteristic extension beyond the settlement boundary but would be in line with LYMT5 line westwards of the settlement boundary.
- The site slopes however it is stated that development on the sloping part would be the SANG which would provide attractive views to Poole harbour, and SANG would provide containment.

Bulbury Woods Golf Club (LA/LMUP/005)

Avison Young (UK) Limited on behalf of Burry and Knight Limited

- The site is 46ha and is located south-west of Lytchett and north of Slepe. It lies within the Green Belt.

Land south of 204 Wareham Road (LA/LMAT/019)

Gillings Planning on behalf of Testament Land Company and Merryfield Homes Limited

- It is stated that the site could adjoin existing allocations and that if 'left over' it would contribute to Green Belt purposes.
- There are protected trees on site and it is stated that the site could accommodate 4 dwellings outside of the root protection area.

Land to the north of the proposed LYMT7 allocation (LA/LMAT/023)

M Hanham on behalf of P Irving

- LYMT7 should seek to round off development to west of Wareham Road - land allocation excludes obvious parcel to north of allocation.
- Land has a vehicular right of access to Eldons Drove, over the land identified in Policy LYMT7 as "a pedestrian access to link to the existing network of footpaths.....".
- Land should be included within Policy LYMT7 and developed with access via Wareham Road - will enable the vehicular right of way to be extinguished thus making the proposed pedestrian link considerably safer.