

CS Options

Events: Core Strategy Options for Consideration – Chapter 18 Omissions

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type)	Reasons for Objections	Suggested Amendments	Officer Response	Order
359629	Mr Ron FLAY		CSO22959	18		General Comment	<p>I represent 42 residences on the Grange Estate, with collectively 120 acres of land for development to be used for the purpose of first time homeowners and varied types of dwellings. We have also set aside 16 acres which could be designated for a school, surgery and shops as required, which will accommodate room for a greener area for children and residents. We do have infrastructure in place comprising of water, gas, electricity and including an upgraded sewage system to cope with the increase of dwellings. We are also blessed with extremely good drainage, thus eliminating the threat of flooding etc. There is no SSSI on the estate as the area has been used in bygone years for smallholdings and now predominately used for equestrian purposes. I would like to stress that we are not in the green belt as our properties were purchased as white land, the Grange is a brown field site semi developed and prime for improvement.</p> <p>Consideration of the heathland in the vicinity which is foremost in so many minds has been taken into account and protection will be provided; the saga of the future of St Leonards Hospital has still not been reconciled after about 18 years, it has just fallen into decay. Has anyone made any decision on this absurd situation as it is such a waste when there is such a shortage of affordable homes for the younger generation? We are blessed with the backing of West Parley and Colehill Residents Association as they would like the grange to develop and not in their Parish. We hope that you will seriously consider the points of this letter and if you are seeking suitable sites for affordable housing we feel the Grange Estate a prime area for the</p>			1495

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							criteria needed for such development and would also create many jobs for a lot of people and help the economy.			
540696	Mr Mark Harper	Crime Prevention and Design Advisor Dorset Police	CSO23010	18			<p>I refer to the above and would like to make the following presentation to these consultations on behalf of Dorset Police. However, in respect of crime reduction and design issues, it is likely that further representations will be made on behalf of the Police Authority with regard to Community Infrastructure Levy matters.</p> <p>Carbon Cost of Crime Reported crime and the loss and damage associated with crime in England & Wales equates to 5.5 million tonnes of CO2 per year - with un-recorded crime taking this to over 6.5m tonnes. With 5.6m tonnes attributable to the consequence of crime (e.g. car journeys taken for fear of travelling on public transport, house moves because of crime suffered or perceived) the overall total carbon cost of crime equals more than 12.5m tonnes of CO2 which roughly equates to 2% of the UK's total CO2 output. The CO2 produced by UK crime is greater than the entire output of many emerging world economies, including Ecuador, Zambia and Armenia. To put things into context- 1 tree growing for 100 years absorbs only one tonne of CO2 over its lifetime. Home Office Figures for the Carbon Cost of Crime: Burglary Dwelling 2.5 tonnes Theft of Motor Vehicle 2.75 tonnes Theft from Motor Vehicle 0.47 tonnes Community Cost of Crime The Home Office states that the average cost to the community of crime (2009/2010) to be: Burglary Dwelling £3,887 Theft of Motor Vehicle £4,923 Theft from Motor Vehicle £1,021</p>			1495

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							<p>Home Office Police Activity Based Cost of Crime (2009/2010) Burglary Dwelling £685 Theft of Motor Vehicle £96 Theft from Motor Vehicle £37 Although Northampton Police's Activity Based Cost of Crime indicates it may be significantly more: Burglary Dwelling £1,198 Theft of Motor Vehicle £748 Theft from Motor Vehicle £748 A study of the cost of commercial burglary in Oxford in 2001 estimated the cost of commercial burglary to be £2,700 per offence; however it is probably fair to say that those costs have significantly increased in 2010. Apart from the cost of servicing these offences to the public, I am personally aware of businesses that have either closed or relocated as a result of criminality. Secured by Design (SBD) Secured by Design is the UK police flagship initiative supporting the principles of designing out crime and crime prevention. Secured by Design Developers Awards are given to those building developments that incorporate the principles and physical security and features identified in the SBD design guides. Full certification includes both physical security and the design and layout of a development, part certification (or part 2 certification) relates solely to the physical resistance of such items as doors and windows, to criminal attack. Previous research conducted by SBD has proven that SBD developments are half as likely to be burgled, have 2 times less vehicle crime and show a reduction of 25% in criminal damage. The Association of British Insurers (ABI) has evaluated the evidence of reduction in crime and the fear of crime through the adoption of the Secured by Design initiative. The</p>			

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							<p>conclusions were very positive and called for the scheme to be adopted more widely.</p> <p>An independent assessment conducted in 2010 shows that the additional cost of SBD in the average home is only £170 showing that security does not come at too high a price. In fact, at this low additional cost, it should be expected that all new homes meet the SBD security standard.</p> <p>Secured by Design – aligning sustainability and security.</p> <p>Achieving SBD status and using Secured by Design accredited products, which have been certified to security standards identified by ACPO, also help increase the lifespan of a building. It allows residents feel safer and improves the security of premises while reducing unnecessary maintenance work, which is often required to repair the damage caused by criminal attacks.</p> <p>With the eco-agenda becoming ever more firmly cemented as one of the key issues driving the building and construction industry and the public purse being squeezed ever tighter in the current economic climate, building to SBD standards and utilising SBD accredited products has never been more important.</p> <p>Further information can be found at www.securedbydesign.com.</p> <p>Draft National Planning Policy Framework (Dept. Communities and Local Government 2011 ISBN: 978-1-4098-3048-1)</p> <p>I draw your attention to the following in the above document:</p> <p>Page 7 paragraph 23 states ‘Local planning authorities should set out Strategic Priorities for the area in the Local Plan. These should include strategic policies to deliver..... the Provision of health, security, community infrastructure and other local facilities.’</p> <p>Page 8 Paragraph 25 states ‘Local Plans are key to delivering development that reflects the vision and aspiration of local communities. To do this early and meaningful engagement and</p>			

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							<p>collaboration with neighbourhoods, local organisations and businesses is essential.' I suggest that this is an indication of intent that the Police Crime Prevention Design Advisors should be involved in discussions, at the earliest stage possible, in the design features developments. Page 10 Paragraph 31 Under 'Infrastructure Requirements' it states 'Local planning authorities should work with other authorities and providers to... take account of the need for nationally significant infrastructure within their areas.'</p> <p>Paragraph 33 'Defence & National Security' states 'Local planning authorities should work with the Ministry of Defence's Strategic Planning team to ensure that they have and take into account the most up-to-date information about defence and the security needs in their area.'</p> <p>Paragraph 34 'Environmental assessment' states, 'A sustainability appraisal should be an integrated part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors.'</p> <p>Page 12 Paragraph 45 states: 'Local planning authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans.'</p> <p>Page 15 Paragraph 56 Under 'Pre-application engagement and front loading' states 'Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.'</p> <p>Paragraph 57 'Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage.... They could also, where they</p>			

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							<p>think this would be beneficial, encourage any applicants who are not required to do so by law to engage with the local community before submitting their applications.'</p> <p>Page 22 Paragraph 93 Under 'Support reductions in greenhouse gas emissions and congestion' it states 'For larger residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.'</p> <p>Page 33 Paragraph 116 Under 'Deliver high quality design' it states 'Planning policies and decisions should aim to ensure that developments: Create safe and access accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.'</p> <p>Page 34 Paragraph 122 states 'Developers will be expected to work closely with those directly affected by their proposals to evolve design proposals that take account of the views of the community. Proposals that can demonstrate good engagement with the community in developing the design of the new development should be looked on more favourably.'</p> <p>Page 35 Paragraph 125 Under 'Facilitate social interaction and inclusive communities' states 'The planning system can play an important role in facilitating social interaction and creating inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the</p>			

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							<p>development of local and neighbourhood plans and in planning decisions. Planning policies and decisions, in turn, should aim to design places that promote:</p> <ul style="list-style-type: none"> • Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and • Accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.' <p>Broadly speaking, I would suggest that the above recognises the need for early consultation with the community and relevant organisations with some of the key objectives being to ensure sustainable, safe, secure, low crime and low carbon use communities in order to promote well being and economic growth in the area concerned. I advocate that the above submissions show that early consultation with the police Crime Prevention Design Advisors and, where appropriate, Counter Terrorism Security Advisors can significantly contribute to these goals. It may be considered that, with the projected increase of residents of retirement age, security and safety may be more of a pertinent issue for the area.</p> <p>There can be, however, a significant gap between consultation and implementation so it is with this in mind that I request that consideration be given to including in the local policy the following:</p> <p>Housing</p> <p>1. All 'major' developments, as currently defined by the planning authority, should achieve full Secured by Design Certification unless good cause can be given as to why this is not achievable. Good cause may be due to conflicts with SBD lighting requirements and light pollution issues, unusual design features of the properties such as the need for bespoke doors, windows etc. where it would be impractical and</p> 			

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							<p>uneconomic to have them tested to the required security standards and are not available from the SBD approved list; 'good cause' would be decided by the planning committee.</p> <p>2. Where it is not possible, or is significantly burdensome, for developments to achieve full certification, part 2 certification, physical security, should be achieved subject to 'good cause' above.</p> <p>3. All new build dwellings should achieve part 2 SBD compliance subject to good cause.</p> <p>4. All conversions to or new builds of Homes of Multiple Occupancy should achieve at least part 2 SBD compliance.</p> <p>5. Consultation with appropriate organisations and communities, including the police Crime Prevention Design Advisor, should take place at the earliest possible stage and in any instance prior to planning application.</p> <p>6. Residential premises specifically for residents with special needs, should achieve full compliance, subject to good cause, or at least part 2 SBD compliance, subject to good cause.</p> <p>Commercial Developments.</p> <p>7. Any 'major' commercial development should achieve full SBD certification subject to 'good cause'.</p> <p>8. All purpose built commercial premises, or those significantly altered for commercial use, should achieve part 2 SBD subject to 'good cause'.</p> <p>9. All purpose built commercial premises, or those altered to commercial use, should have an ACPO approved monitored alarm system installed, subject to 'good cause'. (Alarms must be fitted to standard BS EN 50131-1, using British Standards scheme document PD 6662).</p> <p>Public Buildings (schools, doctor's surgeries etc.)</p> <p>10. All public buildings, or significant extensions of, should achieve at least part 2 SBD</p>			

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							<p>compliance subject to 'good cause'.</p> <p>11. If appropriate full SBD compliance should be achieved, subject to 'good cause'.</p> <p>12. Where possible new, or significantly, extended public buildings should have an ACPO approved monitored alarm system installed, subject to 'good cause'.</p> <p>13. Alternatives to high value metals, such as lead and copper, should be used in the constructions unless there are other planning, heritage etc. requirements that prevent their use.</p> <p>Construction Phase.</p> <p>14. In order to reduce delays and costs of the development, the site should be secured to prevent theft of or damage to materials and tools in a realistic and cost effective manner appropriate to the risk of crime. (Should this be considered for inclusion in the planning policy, guidance notes for developers can be supplied).</p> <p>The overall crime rate in Dorset is decreasing and the area enjoys one of the lowest crime and disorder rates in the country.</p> <p>Implementation of these submissions, or similar, will significantly contribute to the continuing reduction of crime and disorder and play a valuable part in making the people of Dorset safer, feel safer and encourage business, employment and workforce into the area.</p> <p>Although I accept that further consultation may be needed to explore the finer details, I trust that serious consideration of these submissions is possible.</p>			
477183	Mrs Sarah Sumner		CSO191	18.1	Object		<p>Morrisons and associated shops, you mean Martins and yet another hairdressers! This area needs knocking down and rebuilding, including swans, leisure centre, knock down the lot and do a proper plan shops and houses, and build up Morrisons to 2 floors if they want to extend and let tescos have the hub. Build the leisure centre in Howe or Potterne.</p>	The Morrisons shopping centre should be knocked down and rebuilt with 2 storeys. Shops and flats should be built where		1496

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								Martins, Joanne's and empty shop are, The leisure centre can go and social housing can be built here. The leisure centre can be moved to Howe Lane or Potterne Park, The swans should go and be a medical centre and a new pub built on the leisure centre land.		
502635	Mrs JS Brough		CSO7513	18.1		General Comment	I do feel its about time we had some street lighting, its like living in the dark ages around St Leonards, St Ives and Ashley Heath. Some local shops wouldn't come amiss, all these dwelling places and no nearby shops within walking distance. Otherwise it's a very nice, pleasant place to live.			1496
503194	Mrs Irene Sanderson		CSO8130	18.1		General Comment	I have no interest in the aforesaid, I just want to know why there are no comments regarding West Moors, we are a thriving community and have a lot going on and we do in fact pay our rates to EDDC, why are we always the forgotten village, we do exist you know and our parish councillors do a fine job. I want a reply.			1496
503624	Mr RT Jackson		CSO8874	18.1		General Comment	The area of ground across from the front of the police stn. at Ferndown, out to the A31 has been left undeveloped since before I moved to the area 12 years ago. I understand there were several proposals but nothing materialises. It has since been neglected and now is overgrown. You may find this worth consideration!!!			1496

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505802	Mr RGH Chapman		CSO10269	18.1		General Comment	It would certainly help ease housing need pressure in Wimborne if the Hanhams Estate refurbished unused housing stock such as at 4-6 Poole Road, Wimborne; a fine historical building if restored and not left derelict. The former, now empty, Wimborne Conservative Club building in West Borough would make an ideal "Abbeyfield" providing multi-occupation homes idea for single elderly people. There are already several successful "Abbeyfields" in Wimborne and Ferndown. The head office is 53 Victoria Street, St Albans, Herts AL1 3UW. Thanks			1496
507980	Mrs Sylvia Allen		CSO11605	18.1		General Comment	No more retirement properties needed in Ferndown the town is saturated with retired people. Only houses for couples and young families eg starter homes.			1496
510308	Mrs J Stokes		CSO13063	18.1		General Comment	Waitrose must be very pleased to know that non customers can use their car park. I shall soon avoid Wimborne except for the GP as my main shop is away from town-parking priority also cheaper food. The hassle of getting past Beaucroft School is getting worse daily there appears to be a car per pupil in the road.			1496
359881	Mrs Carol FOOKS		CSO17377	18.1		General Comment	I read with interest, in the local press, that East Dorset District Council wish to build 600 properties. I am part owner of the land on Wimborne Road, Ferndown, known as "Hilltop Nurseries". Over a number of years I have requested for this land to be released for building purposes, but without success. Can I ask that "Hilltop Nurseries" be taken into account when earmarking areas for building new properties?			1496
511668	Mr Philip Chissell		CSO14373	18.1	Support	General Comment	WMC5, by contrast, is largely featureless but constrained by the bypass and the policy of keeping a green wedge between Wimborne and Colehill at the southern boundary. I fully concur			1496

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							<p>with the concept of maintaining open spaces within and around Wimborne. Hence I have offered a Countryside park immediately to the South of WMC5 running down to the river Stour; indeed, within this I have planted a belt around a 22 acre meadow opposite Canford school creating a beautiful parkland setting which you are welcome to view.</p> <p>I believe you had a meeting with prospective developers back in November and the prospect of a "sports village" was raised on WMC5. I support this and have offered land further to the Countryside park on the periphery of prospective housing and on the green wedge that separates the development from Colehill. If development elsewhere requires the football and rugby clubs to move, this site offers a level area in which to construct purpose built facilities. Gleasons have produced a brochure with suggestions and I believe you have been provided with a copy.</p>			
359416	Mrs Tracy Paine	Clerk Colehill Parish Council	CSO17705	18.1	Support		<p>1st Letter dated 12.1.11 regarding Cobbs Road/Wimborne Road From conversations that we have had, you will recall that the Council would wish to see an additional proposal included which is Colehill specific but which has the possibility of providing real advantage to the Parish as a whole. The area is land bounded by Wimborne road and Cobbs Lane and is in private ownership. It was formerly owned by the National Trust and since acquisition has been used only as pasture. It does not have attached to it any specific environmental or ecological limitations as far as has been ascertained. The owner, through his agent, has put forward a merely outline proposal which would see about 12 properties constructed of which 40% could be low cost (probably shared equity). This would only utilise a small part of the land and the rest of which would be offered to the Parish for use as allotments. In addition, under one of the proposals, there would be the prospect of dedicated parking area fronting onto Wimborne</p>			1496

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							<p>Road, specifically for the use of occupants of the properties in Wimborne Road that do not have garages for drives.</p> <p>Whilst obviously any such proposal would need to undergo the usual planning examination we would ask that East Dorset District Council include this land area within the Core Strategy considerations.</p> <p>2nd Letter dated 28.1.11 regarding Cobbs Road/Wimborne Road site</p> <p>Following our earlier letter to you regarding our request that land on Wimborne Road between Wimborne Road itself and Cobbs Road should be taken into consideration within the Core Strategy, we now provide the following information regarding the site.</p> <p>The land amounts to something in excess of 2.5 acres of which some 1.75 acres (or a little more) would be made available to Colehill Parish council for allotments. The proposed housing would consist of 10 to 12 housing units focussed along Wimborne Road and in part along the adjacent Cobbs Lane extension to Wimborne Road. Of those housing units some 30-40% would be affordable and the object would be for all housing units to be first offered to local residents.</p> <p>This would allow sufficient room to develop about 80 allotments with fencing, water and prepared land provided. It is proposed that the package should be provided through a Section 106 agreement as part of a properly controlled and restricted planning permission. Allotments could be managed preferably by a Community Allotment Group overseen by Colehill Parish Council.</p> <p>Whilst the land lies within a Green belt designated area it could be argued that a limited development of the kind envisaged, designed in keeping with the area and with the remaining land brought into public use, would enhance the area and not adversely affect it. It can effectively secure the long term future of the land as open public land. It is believed that a small</p>			

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							<p>development of this kind would be more acceptable to residents than a larger development and there is the added advantage in that a section of land along Wimborne Road opposite to existing houses that at present do not have the advantage of off road parking, could be specifically designated for such parking and properly laid out for the purpose.</p> <p>The Local Development Core Strategy offers the opportunity for such small scale initiatives and would, we suggest, be very much in line with the Localism agenda. We would encourage the District Council to include this area within the Core Strategy proposals and the Parish Council would seek to be involved on the questions of scale, design and access when the occasion arises.</p> <p>It is understood the owner of the land will make an individual approach to EDDC regarding this proposal.</p> <p>3rd Letter dated 22 November 2011 re Land at Wimborne Road and Cobbs Lane</p> <p>Earlier this year during the first Core Strategy consultations we wrote to you regarding proposals for a small development on Wimborne Road at the junction with Cobbs Lane in Colehill. The land development is a proposal in outline at this stage, for perhaps 10 - 12 properties at that junction and the idea is that some will be starter homes. The remaining land which is owned by the developer David Smith would be offered in perpetuity to the residents of Colehill to develop either as allotments or as a community orchard. Mr Smith and his agent Richard Shaw of Savills have made a presentation on the proposals to the Parish Council and whilst at this stage no detailed propositions have been seen the overall plan has significant attraction. Not least of these is the provision of a sustainable green corridor to link in with the buffer zone through to Leigh Road whilst at the same time giving residents of Colehill the added benefit of either allotments or an orchard on that land.</p> <p>As the core strategy is now about to enter a</p>			

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							crucial stage leading to decisions in 2012 we would ask you to ensure that the possibility of this development is added to the mix. The viability of the proposals do rely on a suitable balance of housing, social and ecological needs and it appears to the Parish Council that such a balance is very evident in this plan.			
359478	Mr Rohan TORKILDSEN	West Territory Planner English Heritage	CSO18552	18.1	Support		<p>Our response is based primarily on government policy guidance in PPS5 Planning for the Historic Environment (2010), its associated practice guide, and the experience of English Heritage to date around the country in the plan making process. We are a particularly supportive of a plan that sets out a positive and proactive strategy for the conservation and enjoyments of the historic environment in the area (policy HE3.1 PPS5)</p> <p>We acknowledge the work undertaken to understand the importance of the heritage assets within Christchurch and East Dorset and in turn the proposed constructive measures to conserve their significance. The proposed historic environment policies and commitment to local lists, article 4 directions, conservation appraisals and management plans, character assessments and urban design guidance etc are certainly positive features of note.</p> <p>However as you will note from the following comments on individual allocations we are anxious to ensure you also appreciate the significance of the wider historic landscape rather than just the local impact on individual designated heritage assets. For example, what is the cumulative impact of the various developments and associated infrastructure on the historic landscape, its character and setting?</p> <p>In addition you will need to consider how the Core Strategy, and/or subsequent heritage SPD, responds to the challenge faced by the 52 scheduled monuments, a registered park and</p>			1496

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							<p>garden, and 3 listed buildings on the national 'at risk' register? Heritage strategy We would suggest that the numerous welcome proactive measures for the historic environment, including, for example, area schemes and public realm/streetscape initiatives (policy HE3.4 PPS5) across the Core Strategy are also succinctly referred to within a specific 29 QUEENS SQUARE BRISTOL BS1 4ND Telephone 0117 975 0700 www.english-heritage.org.uk 2</p> <p>heritage section of the document to demonstrate a coherent heritage strategy and delivery framework. This can, in turn, demonstrate a joined up approach; provide the justification for distinctive core policies; and show how it helps support delivery of the plans Vision. The Core Strategy may also help facilitate the delivery of the local ambitions and national expectations for the historic environment via any proposed community infrastructure levy or section 106/planning obligation policy. The draft SE Dorset Green Infrastructure strategy is clear of its relationship and relevance to the management of the historic environment. The Core Strategy should therefore ensure the same connections are also made explicit.</p>			
359891	Mrs Susanne Parkin		CSO18396	18.1	Support		<p>The main aim of the district is to be able to build affordable homes. What is proposed in Corfe Mullen will deliver so few - and do we have to have those homes at the cost of our amenities. As the school is not a viable option I propose the land south of Blandford Road bordered by Pardy Hill and Sleight Lane be an alternative to the school site. This area is surrounded by housing was listed as long ago as the Poole Town Map in the 60's as a future possible site, was also judged to be vulnerable in 1982. Why has it suddenly fallen away. Whilst it is steep - it is no means as steep as some of the developments in</p>			1496

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							Corfe Mullen - it is as near to amenities as anywhere eg school, post office, bus routes and is in far nearer to the historical centre of the village which was Sleight Lane.			
475541	Mr Phil Spencer		CSO17913	18.1		General Comment	<p>2A. New proposal: Relocated sports facilities west of "The Row"</p> <p>The ideas outlined in this section are shown diagrammatically on the sketches in Appendix A at the end of this submission, but it is acknowledged that a full topographical survey and design would be required to verify the feasibility of this proposal. The sketch has been interpreted from 1:25,000 scale Ordnance Survey mapping and in particular the level information shown on the sketch should be treated with caution.</p> <p>Relocating the sports pitches to this location might require a relaxation of the green belt policy attached to this site, although it is noted that the Council had previously proposed relocating these facilities to By-the-Way on Leigh Common and currently to land south of Parmiter Drive, both of which would also affect green belt land. It is therefore assumed this designation is not considered to be an insuperable obstacle to any relocation of these facilities.</p> <p>It is acknowledged that the land has a significant slope, but it would appear to be possible to terrace the land such that level playing fields can be provided. Nevertheless I accept that the need to carry out such earthworks is a significant disadvantage of this proposal, and the costs of developing this site may well be significantly greater than the site near Parmiter Way. However the earthworks could be carried out in such a way that very little, if any, soil would need to be removed off the site thus limiting the number of construction vehicles using the public highway. Road access to these sports facilities would be via the current track leading to the pumping station but improved and extended as necessary. It is suggested that a small</p>			1496

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							<p>pedestrian access could be made within the tree belt forming The Row to link into the proposed new school, and an agreement made such that the sports pitches and adjacent areas of land around the edges of the site would be available for the school to use for open-air activities. This shared use of open land would allow the footprint of the school to be minimised, and thus release additional land for housing which might otherwise be needed for school playing fields/open space. It is this potential synergy between this land and the school that provides the justification for the location of the school.</p> <p>Assuming that the existing trees and hedgerows west of the pumping station are retained, these sports pitches would be largely, though not completely, hidden from both existing and proposed new housing. I suggest it is unlikely that these sports facilities would have a significant impact on existing residential areas. The exception to this is that I believe there is at least one residential property within the pumping station curtilage, presumably for water board staff. Those coming into the new developments proposed to the west of the Cranborne Road who might be affected will be aware of the sports facilities prior to moving. In contrast there are many established residents on the east side of Wimborne who could be significantly disadvantaged by any relocation of the sports pitches to a site near Parmiter Way and adjacent roads.</p> <p>The required area for the new pitches would extend to the west of the existing alignment of the public footpath leading to High Hall; it would seem to be sensible to divert the path so that it runs alongside the western edge of these sports facilities, possibly also down towards the river and the "all weather" path proposed earlier in "2 - Industrial Estate adjacent to land to the north of Wimborne" above. A pavilion and changing rooms together with car parking could be provided in the south-eastern part of the site, adjacent to the pumping station. The pavilion</p>			

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							<p>could be a two-storey building with the ground floor housing reception facilities, bar and function room, and changing facilities for the football club whilst the first floor would be used by the rugby club: this arrangement reflects the proposed usage of the lower level pitch for football and the higher level pitches for rugby.</p> <p>Public transport The proposed bus stops for Route 3C at Shakespeare Road would be around 600metres from the sports facilities. Details of this proposed service are given in Appendix B. SEE ATTACHMENT</p>			
475541	Mr Phil Spencer		CSO17918	18.1	Support		<p>I strongly support the proposal to create a country park opposite Canford School between the A31 Wimborne By-pass and the river Stour. As suggested in the Options document, the car park provided for allotment holders could also be used for visitors to this country park. Additionally a further car park could be provided at the east end of the country park utilising the underpass beneath the A31 linking the two portions of Ham Lane, with that part east of the by-pass stopped up or gated as necessary to prevent through traffic movement. This second car park might be particularly beneficial for Colehill and Hayes residents. It would also help to distribute usage throughout the proposed park rather than concentrating users at the western end. SEE ATTACHMENT</p>			1496
475541	Mr Phil Spencer		CSO17921	18.1	Support		<p>There are relatively few residential buildings overlooking the Allenview West car park. Both Allendale House and the Middle School buildings have a greater massing than the majority of residential buildings in Wimborne. It is therefore suggested that a multi-storey car park could be built on the Allenview West car park site, and the Westfield Close car park closed except for a limited number of spaces needed for residents' permits. It is recognised at the outset that any multi-storey car park at this location would require a very high level of design</p>			1496

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							<p>quality to acknowledge the sensitive setting adjacent to Allendale House and the river. The "Dorset for you" website indicates that Allenview West has 140 spaces and Westfield Close has 160 spaces, making a total of 300 spaces. After an allowance has been made for ramps etc it is reasonable to assume that each level of a multi-storey car park on the Allenview West site could accommodate 100 vehicles, thus requiring a ground floor and two further levels. However it is suggested that the structural design should allow for either one or two additional levels to be added in the future should this be necessary.</p> <p>The multi-storey car park would allow a development of high density "starter" homes or alternatively sheltered accommodation for the elderly to be built at Westfield Close. Because of the proximity of this site to The Square and town centre facilities these homes could all be built with limited parking provision.</p> <p>I would advocate exploring the option to incorporate Wimborne Market beneath the multi-storey car park, although it is acknowledged that this would substantially increase the height of the structure which may not be acceptable. The current market site could then be redeveloped for housing.</p> <p>It is important to retain coach parking at Allenview North or other suitable site near the town centre.</p> <p>SEE ATTACHMENT</p>			
475541	Mr Phil Spencer		CSO17922	18.1	Support		<p>I understand the reasoning behind the philosophy of extending existing significant settlements, but where such proposals give rise to undue difficulties then it is, in my submission, appropriate to consider the creation of a substantial new urban area elsewhere. In this section I am referring to the "East Dorset Local Plan – Proposals and Inset Maps (Deposit) June 1997" Whilst I accept that the "Proposals" may no longer be appropriate, I assume that the features forming the Landscape and Conservation elements of the plans are</p>			1496

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							likely to be current. The Proposals Map for the whole of the East Dorset District shows nearly all the land is designated as either an Area of Outstanding Natural Beauty, an Area of Great Landscape Value, or Green Belt. This only goes to demonstrate how difficult a task is faced in seeking to accommodate further housing. The only significant area that does not include one of these three designations is land adjacent to Alderholt. I would therefore like to suggest that, in conjunction with the neighbouring local authorities in Hampshire, consideration is given to the creation of a major new settlement here, together with improved road links both eastwards to join the A338 south of Fordingbridge and southwards (possibly utilising in part the dis-used railway line) to Verwood. This area of new housing and associated infrastructure could eliminate many of the contentious issues elsewhere, although no doubt it would, in itself, be controversial to the residents of Alderholt. SEE ATTACHMENT			
475541	Mr Phil Spencer		CSO17924	18.1	Support		My experience of the local recycling facility at Brook Road, Wimborne, is that it is unable to cope with the current demand. For health & safety reasons when containers are exchanged the site is temporarily closed for typically 10-15minutes. Even without these temporary closures it is not unusual for traffic wishing to use the site to queue back along Brook Road waiting to gain entry. This situation can only get worse if there is additional housing in Wimborne. I am not aware of the locations of any other local recycling facilities, and I assume that the Brook Road centre also serves Ferndown. I would therefore suggest that a further facility is constructed within the site identified in PC4. This additional recycling facility could serve Ferndown and Parley residents and therefore reduce the demand on Brook Road, releasing capacity for the additional residents in Wimborne.			1496

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							SEE ATTACHMENT			
476402	Ms Angela Clayton	Estates Surveyor (Planning) Defence Estates Operations South	CSO18527	18.1		General Comment	<p>In brief the Defence Fuels Group site at West Moors occupies 188 hectares with approximately seventy five percent of the site designated as a Site of Special Scientific Interest. The DFG delivers one billion litres of fuel and lubricants a year and numbers about 200 personnel.</p> <p>DFG West Moors is categorised as a Core site within the Defence Estate Development Plan 2009 and is expected to support Defence outputs for the next 15 years. The MOD encourages future planning policy which provides flexibility for the continued development and use of long established military bases in supplying world leading defence capabilities. Through such policies the MOD can maintain and support the local economy. Containing development behind the wire not only supports national security but facilitates sustainable development. Management of this site is carried out in close consultation with Natural England and a variety of local conservation and environmental groups.</p> <p>The future economic and environmental role that this site has to play over the Plan period is one we would welcome to discuss with you in more detail.</p>			1496
514225	Mr Simon Dixon	Secretary West Moors Traders Association	CSO16038	18.1	Object		<p>West Moors appears to have been overlooked. No development of any kind is being considered. Why? Good road connections, plenty of space in schools, 2 doctor's surgeries and dentists etc. New Parish Council office. Good recreational areas.</p>			1496
518079	Mr Harold Foster		CSO17306	18.1		General Comment	<p>On a wider thought, Verwood Town has the River Crane which runs from Romford around to Potterne Park forming a natural boundary for the town. This could be a great asset for all the residents; other towns make much of this type of habitat for wild life and recreation. Why is it not possible to construct a river walk so that all can</p>			1496

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							enjoy the peace and tranquillity this would bring? Secondly, it is definitely not safe to ride a bicycle on the main roads through Verwood, that being the case has anyone thought about the possibility of having a cycle path from Verwood town centre to Potterne Park. The path through Bugdens Copse does go a long way towards making this possible except that bicycles are banned from this footpath.			
359585	Mr Robert FINN		CSO19144	18.1		General Comment	We refer to our telephone conversation last week and we would be grateful if this letter with enclosures could be treated as comment on the Core Strategy Planning Policy document for which the closing date is today. At your suggestion we made contact with the clerk to Alderholt Parish Council who was most helpful and presented our draft proposals to the members. The vote was for the village to remain as it is, a satellite on the boundary of the district, unsupported by their neighbouring district, afraid of becoming "another Verwood" if they were to allow a small extension to the village boundary unable to support a decent bus route or even raise enough money to renovate and extend the village hall. There is need for affordable housing so that families can remain in the village and the ever pressing problem of the older generation escalating in numbers, here and elsewhere in the district. From an outsiders and unprofessional point of view you ask yourself who would want to move to Alderholt from, say Castlemews or Davids Lane and this was my view until I stepped inside the site. The ground rises quickly from the entrance up to a plateau on the south side from which stunning views back over the village and the bordering farmland and forest to the south and west are a joy to behold. I doubt if the proposed development would be seen by all but a few neighbouring properties. The mature hedge on the southern boundary could be layered to clearly define the development extent. an influx of "baby boomers" could re-vitalise the village, make a sustainable			1496

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							<p>bus route probable and sustain other local businesses that might otherwise have been struggling in the downturn. We had a buoyant meeting with Raglan Housing Association. The local needs for affordable housing are not known to the Parish Council and government policy is still evolving on it's finance but Raglan have come up with propositions for their purchase of the completed properties in a straight forward package deal for houses. The two be bungalows would present more problems for them especially when for "Active over 55's" for which they are unable to provide shared ownership. In layout C we are proposing 9 bungalows for affordable renting but 10 more which we would offer for sale at say 20% below market price with the addition of a shared ownership deal similar to those currently being offered by the big developers. Any mix of the above could be accommodated once the needs are known. To sum up we believe this must be one of the most doable sites in the district with it being away from heathland, catering for the older members in a way that sustains retirement, gives plenty of parking (as highlighted by Mr Pickles) with the new home bonus and an S106 agreement in prospect the future must be bright for Alderholt.</p>			
359875	Dr Lesley Haskins		CSO19314	18.1	Object		<p>Woodlands Ancient woodland is of course of recognised biodiversity importance, but developing secondary woodland is also valuable for biodiversity, carbon retention and landscape. Impacts can be both direct, when the habitat itself is replaced, but also indirect through access by humans and domestic pets. While problems caused by these factors on heathlands is now generally recognised, (predation by pets, disturbance by both humans and pets, dumping, trampling, and light pollution) they are also of relevance to other habitats, including and perhaps especially, woodland. Preferred Options in the Core Strategy which impact directly or indirectly upon woodland include KS4</p>			1496

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							(Woodland Walk), VW2 and VWM4.			
359875	Dr Lesley Haskins		CSO19158	18.1		General Comment	<p>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 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>			1496
359979	Mr Les Flay		CSO19365	18.1	Support		<p>The Grange Estate have long been overlooked in future planning, in fact ignored, and have now become a poorer area because of present policies.</p> <p>Seven hundred and Twenty acres of sub standard soil composition have been neglected over the past forty years. Land only fit for development have been, through political mis management left, and gradually some form of indiscriminate development and intrigue has been allowed, instead of an overall policy aimed with the future in mind.</p>			1496

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							<p>The Grange Estate begin at the Boundary Lane roundabout and should end at the St Leonards Hotel complex. If these boundaries are not eroded, the view from the A31 will not be visible and a new village can be created, complete with a catchments lake as we built at Moors Valley in order to control surface water before releasing it into the Moors River, and from there a small village green with new affordable, starter homes, warden assisted home for our elderly together with main stream housing, and recreational areas. Schools and our own village hall where a visiting doctor etc can visit and a focal point for every resident, even our own parish council, with people of responsibility and the welfare of the Grange.</p> <p>All services are "in situ" and detail planning drawings have already been submitted some while ago, together with the Grange distributor road through Hurn forest and onto the airport with its massive expansion plans, and connecting to the A3338 Bournemouth spur road.</p> <p>The possibilities for a far sighted committee and our future can be very exciting, instead of the planning by stealth which is active today.</p> <p>With my earlier suggestions of diverting traffic at picket Post from Southampton turning right, bypassing west Moors but connecting it to Wimborne, and with various villages and ultimately connecting to the new wonderful dual carriageway for Bere Regis and Dorchester.</p> <p>With increased traffic fore-seen over the next twenty years the old A31 through its present none qualified route with roundabouts etc, the picture as a whole with development at the Grange and the continued mis mash of planning on the north of the present A31 at St Leonards and St Ives the picture become much clearer, and a great opportunity to produce an environment both satisfactory to all parties.</p> <p>Revenue will be generated and extra power to our councillors to control an area, which is sadly dying because of lack of future thinking.</p>			

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							<p>St Leonard's hospital development is all wrong. A cottage hospital I can easily be adopted to the already highly successful wards already in place with excellent histories and would serve not only the new development at the Grange, but would service Ringwood and Ferndown with its adequate acreage, and would relieve pressure on the already stretched Bournemouth and Poole hospitals</p> <p>The options for the SSP to discuss can be exciting and practical for the future of SE Dorset, please do not let this opportunity slip again through lack of forward practical planning, and common sense.</p> <p>A great future can be ahead from many aspects to manifest itself if only strongly minded members consider all the options.</p>			
360112	Mr Kenneth Brooks	St Leonards & St Ives Parish Plan Group	CSO19337	18.1		General Comment	<p>Preferred Option LN16 suggests "land adjoining rural and urban settlements which would be inappropriate for market housing may be developed to provide 100% affordable housing." The site at St Leonards Hospital may be suitable for such a development. However, the lack of an site community services and the dangerous entry onto the busy A31 trunk road may detract potential developers.</p>			1496
360236	Ms Sarah Doherty	Head of Strategy and Standards Civil Aviation Authority	CSO19241	18.1		General Comment	<p>The CAA do not comment on the Core Strategy but recommend that where officially safeguarded aerodromes lie within the Council's area of jurisdiction, the Council consults with the aerodrome operator(s)/licensee(s) directly. The attached letter provides background information on:-</p> <ul style="list-style-type: none"> Other Civil Aerodromes Telecom Installations Wind turbines High Structures Venting and Flaring 			1496
533620	Ms Carolyn Wilson	Senior Planner Mono Consultants Limited	CSO19153	18.1		General Comment	<p>We have no comments to make in respect of the issues and options for the Core Strategy as we understand that this is a strategic document. We</p>			1496

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							<p>would take this opportunity however to comment that we consider it important that there remains in place a telecommunications policy within the emerging Local Development Framework. It is recognised that telecommunications plays a vital role in both the economic and social fabric of communities. National guidance recognises this through PPG8, which provides clear guidance as to the main issues surrounding telecommunications development. These include the legislative framework, siting and design issues, levels of consultation and issues surrounding electromagnetic fields (EMFs). Clear guidance is also given regarding what should be included within local plan (now LDD) policy.</p> <p>This guidance states that local plans (LDDs) should set out criteria based policies to guide telecommunications development and that whilst regard should be had to siting and design considerations, operational efficiency should not be inhibited. PPG8 also makes clear that "Criteria should be flexible enough to allow for the efficient development of the network and the demands imposed by the technology".</p> <p>Since the revision of PPG8 in 2001, the Office of the Deputy Prime Minister (ODPM) has produced, in conjunction with the industry, a Code of Best Practice. This builds on the Ten Commitments to ensure that the industry is alive to the concerns of local communities and consultation is built into the development process.</p> <p>As indicated above the formulation of policy does not exist in isolation and there are numerous documents which will affect the formulation of any telecommunications policy, the most important of these being PPG8. On this basis we would suggest that within the Local Development Framework there should be a concise and flexible telecommunications policy contained within one of the Council's statutory Local Development Document. We recognise that this is likely to be contained in a</p>			

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							<p>Development Control/Management DPD rather than the Core Strategy which is of a strategic nature. Such a policy should give all stakeholders a clear indication of the issues which development will be assessed against. We would suggest a policy which reads;</p> <p>Proposals for telecommunications development will be permitted provided that the following criteria are met: -</p> <p>(i) the siting and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity, character or appearance of the surrounding area;</p> <p>(ii) if on a building, apparatus and associated structures should be sited and designed in order to seek to minimise impact to the external appearance of the host building;</p> <p>(iii) if proposing a new mast, it should be demonstrated that the applicant has explored the possibility of erecting apparatus on existing buildings, masts or other structures. Such evidence should accompany any application made to the (local) planning authority.</p> <p>(iv) If proposing development in a sensitive area, the development should not have an unacceptable effect on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest.</p> <p>When considering applications for telecommunications development, the (local) planning authority will have regard to the operational requirements of telecommunications networks and the technical limitations of the technology.</p> <p>It will of course depend on your Local Development Scheme as to which documents are produced, which documents have a statutory role in development control and which would be considered as material considerations. We would suggest that this policy be a stand alone policy within one of the main LDDs, with any back ground information, such as</p>			

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							<p>electromagnetic fields (EMFs) and public health, being contained within a separate LDD or what is currently termed Supplementary Planning Guidance (SPG). This could then be read with PPG8, the Code of Best Practice to give a comprehensive background to any proposed development. We would consider it appropriate to introduce the policy and we would suggest the following;</p> <p>Modern telecommunications systems have grown rapidly in recent years with more than two thirds of the population now owning a mobile phone. Mobile communications are now considered an integral part of the success of most business operations and individual lifestyles. With new services such as the advanced third generation (3G) services, demand for new telecommunications infrastructure is continuing to grow. The Council are keen to facilitate this expansion whilst at the same time minimising any environmental impacts. It is our policy to reduce the proliferation of new masts by encouraging mast sharing and location on existing tall structures and buildings. Further information on telecommunications can be found in Local Development Document.....</p> <p>In summary, we recognise the early stage of LDFs and the early stage of the consultation process at which we are being asked for comment. We are suggesting that a clear and flexible telecommunications policy be introduced in one of the main LDDs. This should be introduced by a short paragraph outlining the development pressures and the Councils policy aims. We have suggested text for both above. In keeping with the aims and objectives of the new legislation any background information should be contained within a separate LDD which would not need to go through the same consultation process.</p>			
360692	Mrs Wendy		CSO19260	18.1	Support	General Comment	Letter 1 I write with regard to the Core Strategy			1496

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	Britton						<p>Consultation document that is open for consultation until 24 December 2010 (now extended to 14 January 2011). I have never read one of these documents before and am impressed by the level of research and development that has been undertaken to produce it.</p> <p>I have an interest in 17 acres (approx) of land at Sturminster Marshall that stands between existing housing and the adjacent business park. The land is a present used for arable/grazing and is categorised within the Green Belt and thus not available for development. It has been the subject of Planning Applications in the past. Whilst I accept and support the principles that gave rise to the Green Belt concept, my experience with this land has been that it can be a straitjacket that binds planners in a way that is unhelpful in their attempts to promote growth, and allow housing where it may help. My own feeling is that where there may be a broad encircling of a community it is too prescriptive a tool to aid planning and development. In that case I believe there should be a facility for there to be releases where justified locally. Thus I support the policy of exceptions, where appropriate, as opposed in the draft Core Strategy.</p> <p>Obviously I support such a policy of Green Belt exceptions to well planned sites in Sturminster Marshall. I would like to be part of a consultation in that area. I assume that, unlike the major conurbations that would have taken place (regarding the Airport and the larger conurbations at the Issues and Options Consultations in 2008) there have not yet been discussions regarding any possible exceptions sites in Sturminster Marshall.</p> <p>My own vision for the land is to retain the provision of open space, and perhaps to offer land as sports pitches but to also develop the land on a modest scale in a way that is sustainable and affordable. For me, that translates as a mixed development that not only</p>			

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							<p>catered for the aspiring classes, ie. Some detached housing, but allowed local youngsters affordable first time homes. Other ideas I have would be a drop in centre for he elderly or a doctor's surgery, or allotments.</p> <p>The land is flat and not on the flood plain. In my view it is not classic 'green belt' in that it is infill between housing on Station Road and Baillie Gate Industrial Estate. Rather than detracting from the village, I believe a small scale development that provided a mix of housing and open space for sports facilities would enhance village amenities. If the community can also be enhanced by the anticipated increase in business development within Baillie Gate Industrial Estate, immediately adjacent playing field facilities would be available for all. One can see that this would be an incentive for those contemplating an expansion of business facilities at Baillie Gate.</p> <p>Letter 2</p> <p>I write following my preliminary letter to you, and on behalf of myself and my fellow trustee. We are the Trustees of the land described above and in respect of which I attach your plan with the area edged in red.</p> <p>Submission</p> <p>We seek that, within the Core Strategy document applicable to Sturminster Marshall, this land be, alternatively</p> <p>a) Released from its present Green Belt designation, that is to say that the Green belt boundary be redrawn so as to exclude this land, or,</p> <p>b) Identified as a site that is suitable, as rural exception, for limited development within the existing green belt boundary, and further;</p> <p>c) That the existing designation of 'Open Space' referred to as Policy AM3 be deleted, save to the extent that it forms part of a development as a consequence of the acceptance of either (a) or (b) above.</p> <p>Rationale</p> <p>As background, this land has been owned by, or</p>			

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							<p>for the benefit of, my family since the mid-1960's. We have lived in the village and have an understanding of its history and nature.</p> <p>The land concerned has been the subject of a number of planning applications for development and which have been unsuccessful, primarily because of the Green Belt designation, most recently by reason of the rejection by the Local Plan Inspector in October 2000 of a submission put forward by Wain Homes.</p> <p>Since that time a number of changes have occurred at both a national and local level that now suggest it would be appropriate for approval of such a change as is sought.</p> <p>(a) The land itself lies adjacent to the Bailie Gate Industrial Site. That site is proposed to be extended. It will lead to a modest increase in demand on services within the village.</p> <p>(b) There remains the pressing need for further housing in East Dorset, not least in low cost housing.</p> <p>(c) This land provides a sensible envelope into which this village can expand, indeed the only significant envelope, since the equivalent field to the north-east, and the area to the north of the village are subject both by the constraint of known flooding and by being adjacent to areas of special scenic beauty.</p> <p>(d) There is a pressure for housing that this site can fulfil at a modest level. It could achieve this either by infill (a strip of development facing Station Road, to the same depth of the existing houses that face Station Road) or more realistically, by development within the existing SM3 area, then backed by an equivalent area for Playing Fields, land for allotments.</p> <p>The Inspector, in October 2000, although then rejecting any extension of the Green Belt boundaries, did so whilst acknowledging that the existing boundaries may be short term. He also took the view that, subject to the strategic review underway, there may be some significant changes to the area. He went on to say that he believed that any attempt to second guess the</p>			

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							<p>outcomes of the process should not pre-empt the new strategic process that would determine that strategy to be adopted. Thus the Council now has the opportunity to grasp the significant changes that he foresaw.</p> <p>Analysis of reasons for a change of planning direction at Sturminster Marshall</p> <p>Policy SM2 (setting out the policy to govern the industrial development at Bailie Gate) was prepared within the current Local Plan and with reference to the Policy INDEV1. The then Local Plan highlighted that care would have to be taken with any increase in employment so it does not lead to additional housing which would conflict the Green Belt.</p> <p>But, is that approach still appropriate, is that care misconceived? One of the concerns of the Inspector in 2002 arose from his view that the expansion of the village would not strengthen nor encourage the self-containment of the village but increase its dormitory character (my emphasis). These concerns are circular. Lack of industry, and employment, means that residents must travel to find work. That will make the village dormitory in nature. There is a benefit, particularly in the context of increase fuel and travel costs, of expanding the working facilities in population centres, and increasing the housing to match this.</p> <p>Another concern that I believe the Council must address is the lack of affordable housing throughout the County. If there is expansion of Bailie Gate facilities, those who work there might well provide a further pool of persons with a need for affordable housing. Where is this to be found with Sturminster Marshall? That is not to say that the only residential use that should be made of this land is for low cost housing (one of the present Green Belt exemptions). That carries the risk of a 'ghetto' and, makes the development so uneconomic that it cannot proceed.</p> <p>At present the designation of Green belt carries a restriction that prevents the Council from any</p>			

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							<p>consideration of development other than those rural exceptions stipulated within PPG 2. Is that restriction wise, from a strategic point of view? Should that strategy change, not so as to permit a gross overload of housing, but to permit a proportionate development and one which, because of the amount of land available, could come with an expansion of facilities for the village, of playing fields, allotments? Visual impact of change of designation of the 'Arch Ground'</p> <p>PPG2 provides, The use of land in Green Belts 1.6 Once Green Belts have been defined, the use of land in them has a positive role to play in fulfilling the following objectives:</p> <ul style="list-style-type: none"> • To provide opportunities for access to the open countryside for the urban population; • To provide opportunities for outdoor sport and outdoor recreation near urban areas; • To retain attractive landscapes, and enhance landscapes, near to where people live; • To improve damaged and derelict land around towns; • To secure nature conservation interest; and • To retain land in agricultural, forestry and related uses. <p>And later, Defining Boundaries 2.9 Wherever practicable a Green belt should be several miles wide, so as to ensure an appreciable open zone all round the built-up area concerned. Boundaries should be clearly defined, using readily recognisable features such as roads, streams, belts of trees or woodland edges where possible. Well-defined long-term Green Belt boundaries help to ensure the future agricultural, recreational and amenity value of Green Belt land, whereas less secure boundaries would make it more difficult for farmers and other land owners to maintain and improve their land. 2.10 When drawing Green belt boundaries in development plans local planning authorities</p>			

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							<p>should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development (for example in terms of the effects of car travel) of channelling development towards urban areas inside the inner Green Belt, or towards locations beyond the outer Green Belt.</p> <p>A development of the Arch Ground site would be possible, subject to approval, so as to continue to preserve clearly defined and readily recognised features, as a revised boundary. With the space of the site available, some of the uses identified as beneficial arising from Green Belt designation, could be stipulated for the development, such as ‘...access to the open countryside and ...opportunities for outdoor sport and recreation...’</p> <p>In this regard, the present designation under Policy SM3, of an area of the Arch Ground, for playing fields is wrong. To make such a designation as part of an overall Planning Permission would be reasonable but, as it stands, is unfair. This land is now given a designation that may benefit others who might seek to make development proposals for the village but who have insufficient land to provide the additional facilities (such as playing fields) that the village might then require. It is unrealistic because, given that the surrounding land may be developed, it imposes a straightjacket on the shape and location of such facilities that is not desirable, either visually or economically. By example, land for use as playing fields could run down the side of the industrial site, thereby providing a permanent buffer between the residential and industrial areas.</p> <p>The present SM3 designation should thus be removed.</p> <p>Our vision Our own vision for the land is to retain the provision of open space, and perhaps to offer land as sports pitches, but also to develop the</p>			

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							<p>land on a modest scale in a way that is sustainable and affordable. For us, that translates as a mixed development that not only catered for the aspiring classes, i.e. some detached housing, but allowed local youngsters affordable first-time homes. Other ideas would be to include a drop in centre for the elderly, allotments or other community facility.</p> <p>The land is flat and not on the flood plain. It is easily accessible from Station Road. In my view it is not classic 'green belt', in that it is infill between housing on Station Road and Bailie Gate Industrial Estate. Rather than detracting from the village, we believe a small-scale development that provided a mix of housing and open space for sports facilities would enhance village amenities. If the community can also be enhanced by the anticipated increase in business development within Bailie Gate Industrial Estate, immediately adjacent playing field facilities would be available for all. One can see that this would be an incentive for those contemplating an expansion of business facilities at Bailie Gate.</p>			
360744	Cllr. Mr P. G. Bennett	Stour Ward East Dorset District Council	CSO19381	18.1	Support		<p>As District Councillor for Stour Ward I am writing in an attempt to summarise the sentiments expressed at a public meeting held in Sturminster Marshall in respect of the Core Strategy Consultation Document. There was support for:-</p> <p>a) Provision of additional playing fields on level ground and within easy reach of the village centre. Those in Churchill Close are fully used and alternatives outside the village would be unattractive in the long term to meet the substantial local demand which is exceptionally well supported by players and parents alike.</p> <p>b) There has also been a growing voice in favour of the local provision of allotments, again within the village. Allotment holders need to be close at hand to cultivate and watch over their plots.</p> <p>c) in addition to approaches Which I have had</p>			1496

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							for the provision of a skateboard area one speaker mentioned the possibility of some form of Adventure playground. The age/family profile produced by the mix of private and public sector housing in the village means that there is demand for such facilities.			
360744	Cllr. Mr P. G. Bennett	Stour Ward East Dorset District Council	CSO19382	18.1	Support		I take this opportunity to comment upon the draft strategy insofar as it affects the villages of Shapwick and Pamphill which are also within Stour Ward. Although there are no specific policies affecting them I do know from my attendances at the Parish Council Meetings for Shapwick that there is support for some limited residential development. You are probably aware that the village was once much more populous but was the subject many years ago of a disastrous fire which destroyed many buildings in the High Street and that many lovely traditional buildings were pulled down when the private owners of the Kingston Lacy Estate (before its acquisition by the National Trust) could not afford repairs. Consequently there are quite a number of 'empty plots' and I understand that there would be support from some residents at least for well judged schemes to integrate some new housing into the village to replace that which was once lost and upon condition that it made provision for housing of persons with local connections. The National Trust as landowner would of course be one of many vital stakeholders to be consulted before any draft policy could possibly be considered for inclusion in a more formal draft.			1496
360958	Mr Tony Burt		CSO19137	18.1	Support		As you will be aware the intention to extend the Village envelope to the old railway line was shelved with the demise of the South East Dorset Development Plan. At that time, somewhat dispirited, I sought advice from the then Cllr Jim Bascombe. He promptly offered to buy the land if I had any doubts that it would be built on, but to visit the Planning Department first. This I did and was advised not to sell. Over			1496

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							<p>the years we have received offers from property developers and estate agents, which were subject to planning. My Son-in Law Paul Allen, applied for outlying planning permission as per the enclosed site plan following the advice from the new owner of "Heather Lea". Unfortunately, this application was submitted too late to be included in the 2nd March 1993 public examination.</p> <p>In 2008, on the advice of Cllr Spencer Flower, I contacted you and subsequently submitted an application to have our details added to your database for consultation on the Local Development Framework. Having then completed a SHLAA 3 Form, I received a letter from you dated 28th May 2009, confirming that our site had been included in the final assessment.</p> <p>On 7th September 2010, I met Cllr Flower at a mutual friend's funeral and during a conversation I learnt that following the General Election, some significant planning changes were happening. Two weeks later I received several documents from the Policy Planning Department. At this time I also learnt that our previous application was not sufficient and that we had to apply again.</p> <p>Since our original application there has been some significant development in the area, in addition to the housing development and care home buildings along the West Moors Road, a Church has been built on the site of Hulls Pond, plus the "Heather Lea" site now contains four bungalows.</p> <p>Our original intention was to apply for permission to build bungalows in keeping with "Heather Lea", as time has passed we appreciate that if any building was to be allowed on this land you may require a density comparable with the latest development.</p> <p>I hope the above gives you an insight into the history of this site, and I look forward to meeting with you to obtain guidance on how to proceed.</p>			

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477183	Mrs Sarah Sumner		CSO19411	18.1		General Comment	<p>Bradfords Site (within Town Boundaries)(Verwood) Bradfords to move to the new sites planned at Woolsbridge to allow their HGVs better access to the A31, and this would stop traffic congestion at the traffic lights. The Social Club site to be moved to the Hub to develop the Hub into what it's function was for originally. On this site 100% Social and starter homes to be built in line with the demand from the waiting list. Developer to pay for Bradfords to move and social club relocation. I would hope a good mix of Starter Homes and Social Housing here would be welcomed by the residents as an option not to build on the Green Belt. Verwood would possibly get a good income from these homes if Homes Bonus Scheme happens, possibly reducing council tax and spending the money on a Skate Park at Potterne for the Youths. Possibly funding a Bus to and from Bournemouth in the evenings for residents to access college courses and restaurants.</p>			1496
503463	Mrs Rita Lockyer		CSO19346	18.1		General Comment	<p>I am writing to you with regard to my son's telephone conversation with Mrs King concerning my land and my wish for its inclusion within any future development plans, as outlined in the recent Core Strategy for VWM 4 in Verwood. My land in Verwood is situated at the corner intersection of St Michaels Road and Howe Lane and is presently flanked on 3 sides by established residential homes built at different times, 1 being a redevelopment of a bungalow into a house. My husband and myself have had several planning applications refused between the early 1960's through to the late 1970's but in 1979 with the support of Verwood Town Council, local residents and the District Council we had our application passed only for Dorset County Council to fail it, (please see the attached press cuttings). I have supplied a marked plan with photographs showing the present condition of my land for your records.</p>			1496

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503787	Mrs P A Dent		CSO19259	18.1	Support	General Comment	<p>I am part owner of a piece of land situated at the end of Heath Close, as shown red on the enclosed map. I was very disappointed that this land was not included in the Core Strategy consultation. It is designated as Green Belt land and as such, in this particular location, is of no benefit to the local community but, as a small development of houses, would be an attractive addition to the housing stock and very advantageous to families living in Colehill who need to move home. Perhaps because of growing and expanding families but do not want to leave this area.</p> <p>The site has good vehicular access and is within walking distance of schools, shops, library, post office, village hall and Cannon Hill Plantation. It is also on a regular bus route.</p> <p>We are aware of the need for environmental and ecology surveys to be done and the protection of the trees on this site are paramount. Especially the row of beautiful oaks.</p> <p>When the results of the consultation are known, you may have to consider other sites and in such an instance I would ask that you consider Heath Close. It is overall a very attractive site for housing development for families in an area that offers excellent facilities.</p>			1496
521118	Mr Alan Spencer		CSO17804	18.1	Support		<p>Land south of Leigh Road, east of WMC5</p> <p>Introduction</p> <p>Initially may I congratulate the East Dorset District Council (EDDC) on providing such an enormous amount of detail to the public in their proposed Core Strategy Options1, and for this very public consultation process.</p> <p>As a resident that will be adversely affected by the current proposal for area WMC4 I am grateful for the opportunity to state my case for alternative use of this land. I believe EDDC can avoid using this land for housing development, and in so doing safeguard our unique Environment and Wildlife. I consider that it is imperative that we preserve our countryside and halt the continual march of Urbanisation upon</p>			1496

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							<p>Rural pasture.</p> <p>I consider that the EDDC, or its Consultants, in choosing WMC4 for housing have not really explored all of the options for the use of this land, in so much as protecting our diminishing Green Belt. Further I would suggest that they are clutching at straws as to where to build the majority of homes proposed for the Wimborne and Colehill district. Perhaps this is because it has become an easy commercial option, since the land owner has already sold an option to a housing developer for the WMC4 site. One wonders if we are being manipulated by land owners in determining the location of future housing estates, by selling land to housing developers adjacent to settlements. But surely this would not be the criteria for choosing a site for the development of housing, would it?</p> <p>In the 9 years that I have been acquainted with the area, the land to the East of the Cranborne Road at WMC4 has been used as pasture; this is because it will not sustain crops due to its sub-soil which is fundamentally clay. Clay does not absorb water, and so parts of the gardens of Burts Hill and Walford Close have become culverts for excesses of water from the elevated position of the hill, behind our properties, during periods of continuous rain, storms and now of course thawing snow. This causes our area to have a high water table.</p> <p>I am led to believe that the field to the West of the Cranborne Road is liable to flooding, although I have not seen this myself. I would imagine that at some point in its agricultural past this field was a water meadow. I have however seen quite tall geysers of water rising out of the drains in Burts Hill, and at the corner of Walford Close during periods of heavy rain, and flooding at the junction of the Cranborne Road with Burts Hill.</p> <p>I consider therefore that building homes at WMC4, providing roads, paving, tarmac drives, patios, and of course roofs, will exacerbate the problem, and that our existing homes will be far</p>			

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							<p>more at risk of flooding, than they are currently, because the topography of a housing estate will act as a greater run off for water than the current pasture.</p> <p>However rather than be totally negative about the proposals for WMC4 I thought I should be more proactive and offer EDDC alternative uses for the land, other than housing development, while taking into account some fundamental issues which EDDC, or its Consultants, may have overlooked in preparing the Core Strategy Options.</p> <p>Fundamental Issues for Further Consideration Whilst I consider the Core Strategy to be supportable in many aspects there are some quite fundamental issues that appear not to have been addressed and some that have been addressed which appear flawed. Primarily I refer to the omission of any opportunities to offset the effects of climate change and to provide space for such facilities. I believe if we are going to leave a legacy for the generations that follow us we need to address this very fundamental issue right now.</p> <p>The proposals also intimate they have addressed the effects of urbanisation on heath land but the proposed development at WMC4 is within 5km of a protected heath and has no close suitable alternative natural green space which allows residents access.</p> <p>Secondly the Core Strategy majors on the need for more homes, particularly affordable homes. It reveals that these can be satisfied from the building of between 404 to 505 affordable homes out of a potential 1005 to be developed. We must question therefore why it is considered necessary to destroy more of our rural area than is absolutely necessary by building more than the required number of affordable homes?</p> <p>The Core Strategy identifies that we place too high a reliance on personal motorised transportation and that we need to reduce our dependency on this. It suggests that this can be achieved by relying on public transport, cycling</p>			

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							<p>and walking. I believe this to be totally unrealistic in our highly pressurised, motivated, mobile, materialistic and ageing society.</p> <p>The Core Strategy believes that parking has been resolved in the Town Centre by the addition of 213 parking spaces at Waitrose, if this is the case, why is virtually one side of the length of Allenvie Road (and adjacent cul-de-sacs) chock-a-block with cars and vans, during working hours, while the car parks remain underutilised?</p> <p>Offsetting the effects of Climate Change It is clear that people are looking for governments, businesses and councils to lead the way in controlling green house gas emissions and to create opportunities for reducing energy consumption. Consequently they need schemes to be introduced that will mitigate harmful effects to our climate by offsetting our polluting habits.</p> <p>Most people recognise that burning fossil fuels leads to the release of Carbon Dioxide and other pollutants into the atmosphere and increases global warming. They can however be offset by using green solutions to create energy and by increasing forestation to soak up pollutants.</p> <p>If we take example from Europe most countries have constructed wind and solar energy farms close to their settlements, and increased the expanse of their deciduous forests. Wind Farms seem to be a very contentious issue on land in the UK, but not at sea, and so I am very pleased to note that parts of the Dorset coast line will be developed as a Wind Farm 13. However this does not detract from the fact that each community should play its part in offsetting the effects of climate change, which in fact it causes.</p> <p>I would therefore have expected EDDC to recognise that it has but one opportunity, not to be missed, to include within its core strategy, areas for both a solar energy farm and a deciduous forest to offset the effects of climate change. We cannot afford to waste another 15</p>			

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							<p>years in debating where these should be situated.</p> <p>We need to provide suitable space to locate a Solar Energy Farm capable of generating in excess of 5 Megawatts of Electricity.11</p> <p>We need to provide suitable space to locate a deciduous Forest capable of extracting 7000 tonnes of Carbon Dioxide from the Atmosphere.17,18</p> <p>I therefore make the following alternative recommendations for the Core Strategy; Suitable sites for these two requirements would be WMC4 and "undeveloped" land South of Leigh Road and East of WMC5. It is worth mentioning that these two areas have the same surface area.</p> <p>My favoured option is to use WMC4 for the following reasons;</p> <p>The land to the East of the Cranborne Road is elevated; it is not obscured from the South, and at 35 acres would be able to house a Solar Energy Farm capable of generating in excess of 7 Megawatts of Electricity. (refer to Map Option A)</p> <p>The distance between Holt Heath and Walford Close is exactly 3 miles (4.8Km) by road. As the crow flies this is 4.5 Km to the Cranborne Road and therefore the area to the East of the Cranborne Road is within 5Km of protected Heath land. Consequently EDDC will be obliged to provide Suitable Alternative Natural Green Space, as required by EU legislation, but this does not seem to have been addressed within the Core Strategy.</p> <p>Complementing the recommendation for the land East of the Cranborne Road, to aid Heath Land protection, and provide recreational facilities in the nature of a Country Park, I would plant a new deciduous Forest to the West of the Cranborne Road of 28 acres which will be capable of extracting in excess of 7000 tonnes of Carbon Dioxide from the Atmosphere.</p> <p>In time the forest will blend with the tree belt known as "The Row" and could be extended all</p>			

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							<p>the way up to, and to include Catley Copse. I would recommend that it is established on the lines of the successful Moors Valley Country Park. If further "infill" is created between the new deciduous Forest and the Cranborne Road it could be landscaped to include a Golf Course in the locality. (refer to Map Option A)</p> <p>Thinking more laterally about other potential uses for WMC4, I can conceive that it would be possible to level the fields to the East of the Cranborne Road in order to facilitate the relocation of the Rugby and Football Clubs and also allow expansion of the facilities into a Sports Complex. With regards to the field to the West of the Cranborne Road this could be set out as allotments, which would be significantly larger than the existing sites. The remainder of the space could be allocated as new deciduous Forest as identified in the paragraphs above. (refer to Map Option B)</p> <p>If this option was considered to be more practical the space at WMC5, allocated currently for Sports Facilities, could become a Solar Energy Farm, which would overcome the problem of what to site in this area because of odour emanating from the adjacent Sewage Works. (refer to Map Option C)</p> <p>I believe either of these proposals would be more palatable to local Burts Hill and Walford Close residents than Urbanising the Rural area at WMC4 and of course any of these schemes is capable of creating much needed additional revenue for EDDC.</p> <p>In addition Walford Close and Burts Hill residents would be able to continue to observe the family of deer that forage and feed in this area at dawn and dusk during Spring and Autumn before haymaking destroys their cover and food supply.</p> <p>Recognising that this would remove the housing options for WMC4, I propose that these should be re-established in the "undeveloped" land South of Leigh Road and to the East of WMC5. (refer to Map Option E, but see also my views</p>			

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							<p>on "The Housing Need?" which follows) If this last suggestion proves not to be feasible then perhaps deciduous forestation could be established in this "undeveloped" land South of Leigh Road. However it would not have the same potential for expansion as that to the East of the Cranborne Road, since any expansion would have to straddle the A31 which is likely to lead to a high percentage of road kill and / or an increasing number of accidents in this area. (refer to Map Option C) Regarding sites for a Solar Energy Farm, I can only propose one other alternative site which is in the Northern sub-area of Leigh Road, but I believe this would be a contentious issue between Wimborne and Colehill residents, regarding coalescence. It is fantastic to learn that Eco Sustainable Solutions^{6,7} have put forward a planning application to Christchurch Borough Council for a Solar Energy Farm at Parley along the lines I am suggesting above. I truly believe this to be a really worthwhile venture and I hope that EDDC will give this application its full backing. I have also discovered that Solar Energy Farms are being proposed and introduced by other County Councils in the South West of England see http://www.thisiscornwall.co.uk/news/Massive-solar-farms-planned/article-2166168-detail/article.html for details of this, and associated business and industrial opportunities for their local industries.¹¹ I would hope that the EDDC realises that we cannot wait another 15 years until the next Core Strategy to mitigate the effects of Climate Change. We have only ONE CHANCE, TIME IS RUNNING OUT. We must ACT NOW. The Housing Need? Do we really need to build 1005 homes in Wimborne and Colehill, of which only 50% will be affordable? EDDC objective in building affordable homes is</p>			

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							<p>stated as "There is a significant need to provide affordable housing in East Dorset. Because house prices are high compared to wages, the number of public sector homes are very low and there are consequently a large number of residents who cannot afford to live in the private sector and cannot access affordable housing." Additionally it adds, "It wants to support the provision of increased affordable housing opportunities for young people in order that they can have the same opportunities to live and work within their local communities."¹ EDDC have also recognised that "with a growing number of older people there will be an increased demand for accessible and supportable housing."¹ Interestingly the Core Strategy Area Profile identifies;</p> <p>a) Only 31 homes are needed in East Colehill and 87 in Wimborne making a total housing need of 118 at the present time. ²</p> <p>b) In East and West Colehill 76% of households are composed of adults, without children and 24% of these are of pensionable age. ²</p> <p>c) In Wimborne 84% of households are composed of adults, without children and over 40% of these are of pensionable age. ²</p> <p>Perhaps the reason for this is that young people do not necessarily want to live in Wimborne or Colehill, maybe the area is seen as lacking in job opportunities or perhaps it's too tranquil and boring to live among so many older folk!</p> <p>I believe that if EDDC build 1005 homes, 50% of these will be occupied by couples that want to move to, and retire, in Dorset. Not that I have objection to this, but this would tend to defeat the object of providing affordable housing solutions because this would again increase house prices rather than reduce them.</p> <p>My view therefore is that the additional homes provided should only be in the category of affordable housing and therefore the number of homes to be built should be restricted to a maximum of 500 over the next 15 years. Clearly</p>			

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							<p>the benefit of this policy would be to avoid building in rural areas, avoid coalescence, provide an opportunity for a Green infrastructure for the town, and reduce the impact on the local environment, particularly through transportation. I see no point in creating another local community in Wimborne Minster at WMC4 when we have an existing local community at Leigh Park which is recognised as one of the most deprived areas of the County.¹ Surely we should concentrate our effort in bringing this area out of deprivation and enhancing it with a first school, open space and shops. I doubt that we can afford to do this in two locations. But where should 500 affordable homes be built?</p> <p>If we consider that area WMC4 is now allocated to mitigating the effects of Climate Change then we still have WMC1 (170 homes), WMC2 (50 homes), WMC3 (35 homes) and WMC5 (200 homes) which provides 455 houses of mixed quality (affordable to non-affordable in the ratio of approx 50%.³) I am sure if the density of housing were increased where practical, from 20 per hectare, to 25 per hectare, in excess of 500 affordable homes could be built on these sites, and still provide much open and play spaces. In this deliberation we should not rule out the area of land South of The Acorns, and to the North side of the A31, which could provide at least another 70 homes of an affordable nature. (refer to Map Option D)</p> <p>The noise issues in this area could be abated by using Gabion Walls to edge the North side of the A31 between Canford Bottom and Merley House Roundabouts.</p> <p>Access into the proposed Sports Complex, Allotments, and the additional 70 homes proposed above, could also be provided from the A31. (notionally on an Eastbound Carriageway – see my views on Transportation Issues which follow)</p> <p>If we consider it to be absolutely paramount that 1005 homes still have to be built, and after</p>			

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							<p>having established a commitment to offset the effects of Climate Change, and agreeing that this can be achieved by sighting suitable Green Projects at WMC4, then I recommend that all of the “undeveloped” land South of Leigh Road and East of WMC5 is utilised to create the same number of houses proposed for WMC4. (refer to Map Option E)</p> <p>I am totally convinced that within this context there are greater benefits in developing all of the land South of Leigh Road to provide greater mobility for Employment, Education, Shopping and Leisure than there are in leaving it as Green Belt. (see my views on Transportation Issues which follow)</p> <p>It is also important to remember that Leigh Park is recognised as one of the most deprived areas in the County and one of the 40% most deprived areas in the Country.¹ Here then would be an opportunity to redress the balance in this location.</p> <p>If this “undeveloped” land is not taken up in this review, I am sure this area will be the target for future housing development. I also see no practical reason why the “Scheduled Ancient Monument” cannot be fully preserved in this area, segregated from both housing and an adjacent Sports Complex. In fact if development were to take place in this area it would ensure the Section of Roman Road was preserved in perpetuity.¹²</p> <p>Travel Issues</p> <p>Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas.</p> <p>EDDC states that we have the highest level of car ownership in the country³ and we can see the reasons for this in the above analysis of people’s needs. It suggests that these problems can be overcome by changing attitudes toward the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated,</p>			

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							<p>mobile, materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached19) We must solve the problem and not skirt round it.</p> <p>Take the issue of employment. All of the proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want.</p> <p>Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p> <p>I consider all of this could be avoided if the "undeveloped" land to the South of Leigh Road and East of WMC5 was allocated to satisfy only the required number of affordable and</p>			

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							<p>supportable homes.</p> <p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxied to their destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it's becomes an absolute last resort.</p> <p>So what can be done to alleviate this issue?</p> <p>Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion;</p> <p>Let's think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road improvements.</p> <p>The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the Merley House Lane Roundabout, the Julian's Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area. Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps</p>			

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							<p>beyond to the dual carriageway at Bere Regis. Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY.</p> <p>How else could the necessary road improvements be funded?</p> <p>Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU. But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets.</p> <p>For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC Core Strategy be capable of being successfully implemented.</p> <p>Conclusion</p> <p>In this paper I have tried to prick the conscience of the EDDC to consider the wider aspects of their Core Strategy, particularly in relation to Climate Change. I have also indicated the</p>			

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							<p>benefits that embracing solutions to combat Climate Change can bring to the community as a whole.</p> <p>I have put forward two further options for consideration which major on the need for mitigating the effects of global warming. These are;</p> <p>a) A Solar Energy Farm and deciduous Forest at WMC4 with housing development limited to affordable and supportable housing in locations identified in EDDC's Options for Housing in the Wimborne and Colehill area, other than at WMC4.</p> <p>b) A Sports Complex, allotments and a deciduous Forest at WMC4, which will allow a Solar Energy Farm to be sited at WMC5 and additional housing to be developed in the "undeveloped" land to the South of Leigh Road and adjacent to WMC5.</p> <p>I have questioned the amount of homes to be built in our locality based on current needs and the detrimental effect that over population would have on our Rural and Natural environment. I have recommended the number be reduced by 50%.</p> <p>I have analysed the anticipated travel requirements of Wimborne and Colehill residents and concluded that the A31 is a major contributor to mobility in our catchment area. Thus for any Core Strategy for Wimborne and Colehill to be successfully implemented MAJOR SURGERY is necessary to improve traffic flow along or over the A31. I have outlined proposals for achieving this.</p> <p>I have looked at the issue of car parking, and proposed a solution to overcome this which it is hoped would encourage more pedestrians into the town, whilst controlling parking spaces for residential use.</p> <p>The question now arises does the EDDC have the courage and commitment to pursue these greater choices and accept that it must make truly sustainable decisions for the benefit of future generations.</p>			

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							<p>As a final thought; "How embarrassing would it be for our County if the most prestigious and affluent area of Dorset became submerged under the sea at Sandbanks?" It is a very real possibility unless we take action now.</p> <p>As a final, final thought wouldn't it be just fantastic to see the EDDC putting Dorset at the forefront of a movement, and an industry, that is capable of leading the rest of the country to carbon neutrality. Think of the kudos this could bring to our County and the increased revenue and prosperity for our Market Town.</p> <p>SEE ATTACHMENT</p>			
521118	Mr Alan Spencer		CSO17807	18.1	Support		<p>Alternative site for East Dorset DC Parking</p> <p>One of my biggest criticisms of Wimborne is the amount of underutilised parking bays in car parks, compared to the incredible amount of free and permitted curb side parking tolerated in streets leading to the town centre. Clearly something is wrong here regarding car parking charges and the control of curb side parking, and incidentally nothing has changed since the addition of 213 parking spaces at Waitrose. I continue to be surprised that the residents in Allenview Road have not grouped together and demanded council tax rebates, or at the least that some controls are placed on parking outside of their homes.</p> <p>I would like to address this subject with the options outlined for the Allenview Area (WMC9 & 10), where I am sure an alternative car parking solution will be necessary.</p> <p>Firstly I am in favour of EDDC Council Offices moving into Wimborne3, but not to Allendale House. I think these should be sited in Westborough, at the old Conservative Club premises. Perhaps there will be an opportunity to repurchase this from Wetherspoons, who seem to be having difficulty putting forward a satisfactory planning application for a public house, and which also seems to be attracting a great deal of protest from local people.9,10,16</p>			1496

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							<p>As a consequence I am opposed to option WMC9.</p> <p>I like the idea of an undercover Wimborne Food Market selling local Dorset produce close to the Town Centre, can I suggest this might be set up along the lines of a traditional indoor market. I also recognise the attraction of creating a market for bric-a-brac in which local people can bring and buy. Thinking in terms of a thriving community centre much can be learnt from the way Sturminster Newton has created "The Exchange" on its old Cattle Market site¹⁴. I therefore believe there is great potential for moving the Market into the Allenvie Area. As a result I am in favour of option WMC10 over that of WMC9. Clearly though parking space would be affected at Allenvie and consequently be at a premium in the town.</p> <p>Obviously we need to consider out of town parking on a park-and-ride basis. This would probably be best situated towards the A31, I suggest near Julians Road Roundabout, which I am sure will attract tourists and visitors alike, to the town. It could be serviced by a more regular and extended Wimborne Circular bus route, or separate mini-buses could ferry passengers between the car park and town along the lines of those provided at Airports. Fees would need to be kept low (say 50%) compared with in town parking costs, which in turn could be increased substantially at peak times for durations greater than 2 hours.</p> <p>I am however convinced that this would drive those people that are averse to paying parking charges further into the suburbs to park outside someone's home. My suggestion for overcoming this problem is to make all streets "Priority" Parking for residents outside of their homes in Wimborne and Colehill. Residents could be issued with Free Parking Permits for their address along with their Council Tax Bills. The scheme could be opened up to a fixed quantity of non-residents, who may work in the locality, for a fee discounted to daily long term parking.</p>			

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							As a suggestion I would propose £20 per month. All other parking would then have to be off road in either public or private car parks. This would provide EDDC a further revenue stream. SEE ATTACHMENT			
521457	Mr and Mrs M Daymond		CSO17862	18.1		General Comment	<p>Verwood needs starter homes. Verwood should be expanded by developing the land between Verwood and Three Legged Cross, thus bringing 3LX into Verwood and not treating it like a poor relation which happens to be part of the parish.</p> <p>The land in the Verwood / Woolsbridge / 3LX triangle is only used for grazing. Properties would have access onto Potterne Park and Moors Valley, thus giving the required open spaces. Additional housing for 3LX would stimulate that community.</p> <p>A retirement village would be worth consideration as many people won't leave their large bungalows for a flat because they want their own outside space. This is preventing the housing chain from moving which could possibly make a few starter homes available.</p> <p>A market researcher once told us that she had never known a place like Verwood where people move within the community. If you like it here, you want to stay!</p> <p>It would be easier for carers to visit the elderly in their own homes on one location – currently carers spend more time driving around than caring. A retirement village should also include a nursing home.</p>			1496
521499	Mr Colin York		CSO17868	18.1	Support		<p>I would like to register my interest in the forthcoming Core Strategy Consultation as noted above, with particular reference to the area of land adjoining Greenacre, Firs Glen Road, Verwood, BH31 6JB.</p> <p>I have visited the exhibition at The Hub, Verwood and also the relative web-site and have noted the various options on which you are seeking comment.</p> <p>I note that the red outline of an area for potential</p>			1496

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							<p>development for this particular sub area of Verwood South (VWM4) follows the South West line of Manor Road.</p> <p>I would like to request that consideration be given to extending this area to include an area of land adjoining Greenacre to the North East of Manor Road, as noted above.</p> <p>This particular area of land does not provide an appreciably useful area of rear amenity space for the existing property.</p> <p>Whilst this area of land has not been managed for some years and has now become overgrown, it does however contain a number of Tree Preservation Orders(TPO 1-7). If the length of the Greenacre site "fronting" or abutting the n/e side of Manor Road were reduced to approximately 32.00m, this would provide a further potential development site with a frontage onto Manor Road of approximately 45.00m. The new plot would be formed by linking this 32.0m point with the right angles change of boundary line adjacent to the existing bungalow Greenacre.</p> <p>It is the intention that this property will be sold within the next few months and that a new boundary fence will be erected on a line as detailed above, prior to the sale.</p> <p>With careful planning this site could support two new residential units.</p> <p>The protected trees would be located on the respective boundaries and would thus provide a degree of instant landscaping and would not substantially detract from their current amenity value.</p> <p>However, the amenity value of the site as a whole and its effect upon the street scene would be improved.</p> <p>It is for the above reasons that I would request that the area of land adjoining Greenacre, as detailed above be included in the VWM 4 Area of Verwood South for potential development.</p>			
521738	Mr Richard	Turley Associates	CSO18070	18.1	Object		Please find below representations made on behalf of Bellway Homes in relation to the			1496

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	Goodall						<p>current Core Strategy consultation. Bellway Homes are actively promoting the allocation of the Bytheway site to the north of Leigh Road, Colehill, which would provide in the region of 150 dwellings. This site is considered to have substantial merit. Details to support this conclusion have already been provided to the Council and will be elaborated upon at the next Core Strategy consultation stage as necessary. Given the non-statutory status of the current consultation exercise and the nature of the representations we wish to make, we have opted to submit some general comments about the process and the evidence base rather than seek to make specific comments on the detailed wording of the published text. I understand you are happy for us to adopt this approach and I will ensure that an electronic copy of these representations is made available to you for your convenience. I am a grateful for the comments contained within your e-mail to me of the 24 December 2010 which provided some useful additional clarification.</p> <p>Specifically, my client is promoting a site which represents a modest urban extension and will require the limited redrawing of an existing Green Belt boundary. Without a strategic housing requirement no meaningful assessment of the need for any urban extensions can be made. It is therefore unclear how this site could be excluded or indeed any other sites either included or excluded from consideration at this stage.</p> <p>A further element of the Housing evidence base has been the Housing Options Masterplan incorporating the Urban Character Study undertaken by a consultant team headed by Broadway Malayan. This work was not published until November 2010 and post dated the publication of the current version of the Core Strategy. Given this sequence this work clearly did not inform the Core Strategy.</p> <p>The objectivity of this work is questioned. Specifically, my client's site has only been</p>			

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							<p>considered as part of a larger tract of land to the north of Leigh Road. If all of this land was developed urban coalescence would be an inevitable consequence. However, only a small proportion of the site is being promoted, and should be assessed as such.</p> <p>Detailed work has been undertaken and provided to the Council which shows that my client's site is well located to provide sustainable development. It would not result in urban coalescence, particularly as the central part of the wider site, immediately to the west of the promotion site, is likely to be safeguarded as a future open space or SANGS, and the land to the west of that has a nature conservation designation. The urban character study therefore considers an option which is not being promoted and has virtually no prospect of being developed.</p> <p>Bellway Homes maintain that with a more objective assessment of their site and under the terms in which it is being promoted, it would merit future allocation for housing and certainly warrants further assessment as part of the Urban Character Study.</p> <p>It is also noted that the Council appears happy to selectively rely on the RSS evidence base. The above commentary suggest that the RSS evidence base relating to the Strategic Housing Requirement have been largely disregarded, whilst the evidence base in relation to location of future urban extensions has remained central to both the Council's consideration of sites and the Urban Character Study.</p> <p>More analysis of the identified option sites will be provided at the next consultation stage including identified sites WMC1 - Football Club site, WMC2 - Rugby Club site, WMC4 – land to the north of Wimborne Town Centre and WMC5 - land to the south of Leigh Road. These comments will include analysis of environmental impacts and constraints, and the capacity of the identified sites.</p> <p>The publication of the Localism Bill is</p>			

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							<p>acknowledged. When enacted this will have a significant bearing on future planning policy making and the future provision of high level strategic planning advice is currently unclear. Schedule 8 of the Bill alludes to a new role for the County Councils although detail of this is limited.</p> <p>An expected consequence is that strategic housing requirements will be devised at the local level, having regard to local assessments of housing need. The Core Strategy Option Consultation (October 2010) acknowledges that local needs for affordable housing alone exceed the Draft South West housing requirement of 320 dwellings per annum. Any delays in bringing forward the Core Strategy can only compound this as backlogs of unmet need mount.</p> <p>The coalition Government has maintained their commitment to facilitate house building and the provision of affordable homes. The New Homes Bonus is anticipated to come into force from April 2011 for this very purpose. Bellway Homes therefore maintain that the housing needs of the district are such that they warrant inclusion within the Core Strategy at this stage. This facilitates the proactive planning for these needs and puts the Council in a better position to effectively react to the Localism Bill once enacted. A reactive, wait and see approach can only delay the establishment of a sound evidence base upon which to plan and release land for much needed housing, particularly affordable housing.</p>			
359264	Mr Peter Atfield	Director Goadsby Ltd	CSO18144	18.1	Support		<p>Land to the south east of Noon Hill Road, Verwood, is owned by our clients, Seward Properties. The site can also be accessed from a track that extends eastward from Southernhay Road. It is shown edged red on the attached plan, included as Appendix 1 to these representations.</p> <p>Although the site falls within 400 metres of protected dry heathland, it is submitted that it has potential to provide a range of community</p>	<p>Omit land at Noon Hill Road from the green belt. Designate the site as being suitable for a range of community uses, including</p>		1496

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							<p>facilities to support the growth of the settlement of Verwood, as proposed by the Core Strategy Policy Options. In particular, some feedback from the Verwood Focus Group meeting that took place on the 12th November identified the need for additional community and medical facilities in the town. There was also a concern that with the ageing population profile, more care home facilities may be needed.</p> <p>In this respect the site is well placed to accommodate a range of uses such as a doctor's practice, dental surgery, pharmacy and care home. These facilities are generally lacking in the eastern part of the settlement of Verwood. However, as the site extends to in excess of 2 hectares it is comfortably big enough to accommodate all of these uses, which are acceptable in terms of the relationship to the heath land. A new centre for the community can be established in a location that has a good catchment and excellent access via Ringwood Road.</p> <p>The size of the site means that it is also capable of accommodating allotments, for which we believe there is a need in the settlement.</p>	<p>doctor's surgery, dental practice, pharmacy, care home and allotments.</p>		
359264	Mr Peter Atfield	Director Goadsby Ltd	CSO18165	18.1	Support		<p>J. Havelock and A. Lloyd are the owners of approximately 1 hectare of land to the south west of Blandford Road at Corfe Mullen. This is identified on the plan (Appendix 1) attached to this form of representation. The site is just to the north of a petrol filling station (Windgreen Garage) with an ancillary shop. Beyond this are sports facilities, including a hall, and a library. Some of these areas are already the subject of Policy CM3 of the adopted East Dorset Local Plan. This policy states that:</p> <p>"Developments falling within Use Classes A1, A2, A3, B1 and community uses will be permitted in accordance with Policy SHDEV1 para 6.236 along Wareham Road at Hill View Post Office, around the junction with Albert Road, the library and Windgreen garage in areas shown on the Proposals Map. Any such</p>	<p>Add new Option CM4: "Development could take place on land west of Blandford Road to create an enhanced village centre to this part of Corfe Mullen. Appropriate future uses for the site could include:</p> <ul style="list-style-type: none"> • Retail • Medical surgery / health care 		1496

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							<p>development or redevelopment will be subject to the provision of off-street car parking and/or rear service areas and must not prejudice the amenities of residential properties. Residential development at first floor level will also be permitted in association with such development.” The intention of this policy was to consolidate and strengthen the two principal centres at Corfe Mullen, including the area around the Windgreen Garage site. Given that the Core Strategy may allocate more than additional 300 new dwellings to the northern part of the settlement, there is an even greater need to strengthen the commercial and community centre around the Windgreen Garage site. The land south west of Blandford Road is ideal to accommodate these additional uses.</p> <p>A Parish Plan for Corfe Mullen was prepared in 2006. Questionnaires were sent to residents. The responses were analysed and the views were summarised in the plan. Key points relevant to these representations are:</p> <ul style="list-style-type: none"> • There is a need for a new dental practice in the settlement. • There may be a further need for a doctor's surgery if more housing is constructed at Corfe Mullen – some respondents stated that they currently travel outside of the area to get to a doctor or dentist. • A cyber café is required. • A focal point will help bring the village together. <p>A Corfe Mullen Focus Group meeting, held in May 2008, confirmed some of the identified needs; in particular the lack of shops and doctors facilities.</p> <p>The Core Strategy Issues and Options develops some of these matters. It acknowledges that the village has limited facilities, but that there is capacity to accommodate another retail store in the settlement. Paragraph 9.44 summarises the facilities required to support further development at Corfe Mullen:</p> <ul style="list-style-type: none"> • More shops of all kinds, including banks and retain the existing Post Offices. 	<p>facility, with pharmacy</p> <ul style="list-style-type: none"> • Care Home • Residential (where in excess of 400 metres from Dorset heath land) <p>As a consequence, the green belt should be amended in accordance with the plan attached as Appendix 2 to this form of representation.</p>		

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							<ul style="list-style-type: none"> • More health facilities, especially dentists and doctors. • Employment opportunities. • Facilities and entertainment for young people. <p>The plan reproduced on Page 169 of the Core Strategy identifies various sites within the northern 'Area of Search'. The accompanying text, in Paragraphs 9.68 – 9.71, describes landscape, environment / conservation, land use and other constraints to the development of six sites. Land west of Blandford Road is not one of these. Together with the three sites that have been identified as potential allocations, it is free from any impediment to development. It is therefore submitted that the site is suitable to accommodate a range of uses to compliment the residential development of 300+ dwellings at Lockyer's School, east of Violet Farm Close and at the eastern end of the recreation ground. The range of uses could include:</p> <ul style="list-style-type: none"> • Retail • Medical surgery / health care facility, with pharmacy • Care Home • Residential (where in excess of 400 metres from Dorset heath land) <p>Options CM1 – CM3 will require an amendment to the boundary of the green belt around Corfe Mullen. It is submitted that a new boundary can also exclude land west of Blandford Road from the green belt so as to permit the development of the site with the range of uses set out above.</p>			
522444	Adrian Barker	Terence O'Rourke Ltd	CSO18152	18.1	Support		<p>This representation has been prepared by Terence O'Rourke Ltd, on behalf of the Perry Family Trust, in response to the current consultation on the Christchurch and East Dorset Core Strategy. Specifically we refer to the options presented for the delivery of housing at Corfe Mullen. The Perry Family Trust is the owner of 4.4 hectares of land between Pardy's Hill and the B3074, Blandford Road in Corfe Mullen.</p>			1496

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							<p>Having reviewed the consultation document and the suggested housing sites for Corfe Mullen, we do not consider that they represent the most acceptable strategy for the community.</p> <p>Background and need for housing The draft regional strategy for the south west was subject to public examination in 2007 and consequential additional studies were being carried out when, in July 2010 the Coalition Government revoked all Regional Strategies, effectively halting the production of the strategy. The draft strategy has however informed work on the current Core Strategy, including the level of housing, which stands at 6,500 new houses across East Dorset. Furthermore, following a high court judgement in November 2010 Regional Strategies have been reinstated, for the time being and it is therefore appropriate to treat the emergent policies as a material consideration.</p> <p>The need to deliver housing in Corfe Mullen is also recognised at a local level. At the recent meeting of Corfe Mullen Parish Council, on 6 December 2010, 10 out of 14 voting councillors agreed that 200 or more new dwellings would be required to adequately serve the community over the plan period, with only a single councillor arguing that no new housing should be delivered. Enclosed is a copy of the minutes of that meeting, for your information.</p> <p>The recently published Localism Bill will remove Regional Spatial Strategies from the development plan, whilst at the same time removing the need for local planning authorities to address regional housing targets. However there is likely to remain a local need for housing land even it at a lower level than previously identified. The need for local planning policies to be tested for soundness will also remain.</p> <p>With the publication of the Localism Bill it is clear that local views have growing significance in shaping planning policies. In this context the views of local groups and parish councils will have increased significance. In the context of</p>			

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							<p>the current consultation the parish council's position of recognising the need for new housing, but opposing the currently suggested strategy for delivery of that growth is significant. The need for soundness</p> <p>Planning Policy Statement 12: Creating strong safe and prosperous communities through Local Spatial Planning (PPS12) sets out the steps that Local Planning Authorities must take when preparing Local Development Frameworks. It also sets out the standards against which Development Plan Documents are judged, in order to be considered sound. Namely, the policies must be justified, effective and consistent with national policy.</p> <p>In order to fulfil these criteria, development plan documents and, by extension, strategic land allocations emerging through them must be:</p> <ul style="list-style-type: none"> • Justified <ul style="list-style-type: none"> – Founded on a robust and credible evidence base – Represent the most appropriate strategy when considered against the reasonable alternatives • Effective <ul style="list-style-type: none"> – Deliverable – Flexible – Able to be monitored • Consistent with national policy <p>Paragraph 4.44 of PPS12 establishes that the deliverability of a strategy is predicated on there being no regulatory or national policy barriers to the delivery of the strategy, such as the presence of protected wildlife sites and landscapes or sites of historic or cultural importance. Paragraph 4.45 goes on to highlight that deliverability also requires those partners essential to the delivery of the plan such as landowners and developers to be signed up to it.</p> <p>Planning Policy Statement 3: Housing (PPS3) stipulates that in order for housing sites to be considered deliverable, they must be Available, Suitable and Achievable</p> <p>The Draft Core Strategy The approach to the delivery of housing, which</p>			

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							<p>has emerged through the draft Core Strategy, is to provide housing through a series of modest extensions to existing settlements. In this context, three contiguous sites have been identified as options for housing growth within Corfe Mullen, at Lockyers School, land off Violet Farm Close and the eastern part of the recreation ground.</p> <p>Overall, we consider it important that all potential sites for housing delivery are considered so that the most appropriate strategy for the village can be developed. The individual sites should therefore be considered in the context of the PPS3 and PPS12 tests set out above. In the first instance, we would highlight that significantly no alternatives have been presented with regard to providing replacement sites for the facilities which would be lost as a result of the suggested strategic allocations. This casts doubt over the effectiveness of the strategy as a whole, in terms of its deliverability, its flexibility and it's suitability. We consider that in its current form, there is a risk of the strategy being found unsound, when the above tests are applied.</p> <p>Corfe Mullen Parish Council has objected to the identification of the sports pitches (CM3) and allotments (CM2). The Corfe Mullen Sports Association, which operates the recreation ground has echoed the objection to site CM3, both sets of comments are enclosed. While the principle of development of the Lockyers School site (CM1) is not considered unacceptable, the availability of the site is uncertain. The suitability of each of the suggested sites is discussed below. There cannot be certainty about them until all uses have been found an appropriate location. The current strategy relies on a chain of events which can not, at this time, be guaranteed.</p> <p>It is our understanding that land to the south of our client's site is also being promoted for housing development. That site is, however, of a scale far beyond what is required to meet the current housing needs in Corfe Mullen and is</p>			

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							<p>believed to suffer from access difficulties. Perry Trust Land</p> <p>We enclose a plan outlining the extent of our client's land, which is considered to be a suitable alternative to the sites proposed in the draft Core Strategy. It is anticipated that the site could provide at least 130 new family dwellings with a mix of tenures, including 50-55 units of affordable housing. This could include sheltered housing which can be provided along the northern edge of the site, where the land levels allow easiest access. The site could come forward for development immediately with consequent provision of the affordable units, which have not been bought to Corfe Mullen for at least 16 years. In seeking to promote this site, preliminary discussions have been held with East Dorset Housing Association, who would be able to provide this affordable housing for local people.</p> <p>The plan also shows a potential access route through the site, which has been explored with Dorset County Council. The site would be accessed from a new road to be created between Blandford Road and Pardy's Hill, as well as a secondary access road off Sleight Lane. The proposed road layout would also include the closure of two dangerous junctions to vehicular traffic. The junctions of Sleight Lane and Pardy's Hill with Blandford Road would be closed and replaced with public rights of way, providing significant road safety improvements along Blandford Road.</p> <p>The site is enclosed and is considered to be appropriate for new housing development, in advance of other sites which have so far been identified. Any development would be read against the backdrop of existing residential development and would not appear out of context. Further it is subject to minimal constraint from ecological, heritage or infrastructure issues. The site is also farther from the Dorset Heathlands SPA than all of the suggested sites and in particular the Lockyers</p>			

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							<p>School site, which extends into the 400m exclusion zone for new housing. In summary it is considered an appropriate site for development for the following reasons:</p> <ul style="list-style-type: none"> • The site complies with PPS3, being available, suitable and achievable and can be considered suitable, effective and consistent with national policy. • The site is immediately available and is not reliant on the relocation of existing facilities • The development of the site could provide between 50 and 55 units of much needed affordable housing • The site is not constrained by ecological, historic or landscape designations • The development of the site would have minimal visual impact • There is no infrastructure impediment • The land is at least as well located and related to Corfe Mullen as the other sites being considered • The site is well related to historic centre of village and related services • Development of the site would deliver access and road safety enhancements • The site is well related to the transport network • Development of the site would lead to minimal loss of green belt land, up to a defensible boundary (a plan showing the extent of the urban area were the site to be developed is attached) • Development in this location would minimise the pressure on nearby sites of ecological importance • Development of this site would not necessitate re-provision of existing school and sports facilities with the associated costs and uncertainty in securing alternative sites • The topography of the site can accommodate housing but is unsuitable for recreational uses <p>Our client's land would be able to accommodate the majority of the housing proposed for the eastern part of the recreation ground (CM3). Together with non-strategic sites or parts of</p>			

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							alternative sites, it would be possible to deliver the strategic housing land required in Corfe Mullen without threatening valuable local assets.			
522623	Mr Michael Cole	Gregory Gray Associates	CSO18162	18.1	Object		<p>It is proposed that the Wimborne Garden Centre (Wimborne Road West, Wimborne, Dorset BH21 2DN) should be identified as an additional major developed site in the green belt. (MDS)</p> <p>Alternatively, should the site not be included within the core strategy, flexibility should be provided within this option for additional major developed sites in the green belt to be identified at a later stage in the preparation of the LDF, as part of the site specific allocations DPD-see attachment.</p> <p>Response</p> <p>This response to the draft Core Strategy Options makes representations in relation to the following section of the consultation document: SECTION 4 - THE KEY STRATEGY, PREFERRED OPTION KS 3, PAGE 49</p> <p>At Preferred Option KS3, it is proposed that the Wimborne Garden Centre should be identified as an additional Major Developed Site in the Green Belt (MDS). Alternatively, should the site not be specifically be included within the Core Strategy at this stage, flexibility should be provided within the document to enable additional MDSs to be identified at a later stage in the preparation of the LDF, for example, as part of the Christchurch and East Dorset Site Specific Allocations DPD.</p> <p>The Wimborne Garden Centre site</p> <p>The Garden Centre Group occupies a 0.98 hectare site in the East Dorset area, known as the Wimborne Garden Centre, located to the north of Wimborne Road West, Stapehill, Wimborne, Dorset, BH21 2DN.</p> <p>The site is currently in use as a Garden Centre. The site is located outside the development boundary but has a substantial building footprint and a vast area of hard surfacing. It comprises approximately 3,700 square metres of floorspace together with 82 car parking spaces.</p>	<p>It is proposed that the Wimborne Garden Centre (Wimborne Road West, Wimborne, Dorset BH21 2DN) should be identified as an additional major developed site in the green belt. (MDS)</p> <p>Alternatively, should the site not be included within the core strategy, flexibility should be provided within this option for additional major developed sites in the green belt to be identified at a later stage in the preparation of the LDF, as part of the site specific allocations DPD</p>		1496

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							<p>The Wimborne Garden Centre site is situated in the Green Belt, adjacent to an Urban Area within the East Dorset Local Plan 2011 (adopted January 2002). A Site Location Plan is enclosed with this letter.</p> <p>Reasons for inclusion of the site as an additional MDS.</p> <p>It is understood that the Wimborne Garden Centre site could come forward for development within the next 5-10 years (2016-2021). With the above in mind (and although located in the Green Belt), this site could provide an opportunity for new development, for example for housing or employment uses which would assist in meeting the Core Strategy's objectives to provide new housing and/or new employment opportunities for the surrounding community. Currently, nearly the entire site is covered by development or hard surfacing. The redevelopment of the site for a sympathetically designed scheme could reduce the total floor area occupied by built development. It could also create less impact on the countryside than the existing use of the site. In turn this could enhance the appearance and openness of the area.</p> <p>This would accord with the fundamental aim of Green Belt policy, as set out within Planning Policy Guidance Note 2, to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness. (PPG2 paragraph 1.4).</p> <p>The site is considered to be suitable for development. Appropriate access to the site is available from Wimborne Road West and the site has good access to the wider area, via the A38. From 2015, there are not expected to be any particular market factors relating to land values or market demand that might prevent the site's future development for housing, employment or a mix of uses.</p> <p>For example, the number of houses that could be accommodated on the 0.98 hectare site would depend on the density of development. If</p>			

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							<p>developed at 40 dwellings per hectare, the site could accommodate approximately 39 additional dwellings. This amount of development is considered achievable within the LDF plan period.</p> <p>In summary, the Wimborne Garden Centre site is considered to be a suitable as being identified as a Major Developed Sites as follows:</p> <ul style="list-style-type: none"> (a) the site is substantial in size; (b) it contains a significant amount and scale of built development; (c) it could accommodate further development without prejudicing Green Belt objectives; and (d) its redevelopment would help to achieve the objectives of the Christchurch and East Dorset LDF to secure economic prosperity and achieve environmental improvements. <p>Alternative suggested alteration</p> <p>At present the Wimborne Garden Centre site is not included as an MDS within Preferred Option KS3, page 49. Given the significant regeneration benefits that could arise from the redevelopment of the site in the future, it is important to confirm that its omission as an MDS from the Core Strategy Options document does not restrict the site in coming forward for development in the future, for example following its promotion through the Site Allocations DPD.</p> <p>Should the proposal set out above to include the Wimborne Garden Centre site as an additional MDS not be taken forward, it is proposed that flexibility should be provided within the Core Strategy to enable additional MDSs to be identified at a later stage in the preparation of the LDF, as part of the Christchurch and East Dorset Site Specific Allocations DPD.</p> <p>In this regard, it is proposed that the Green Belt Policy set out within the Core Strategy should be altered to confirm that:</p> <p>“Proposals for designated Major Developed Sites will be determined in the context of national Green Belt policy”.</p> <p>The Core Strategy should go on to comment that:</p>			

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							<p>“Delivery of Green Belt Policy should be achieved by:</p> <ul style="list-style-type: none"> • identification of the boundaries of Major Developed Sites through the Site Allocations DPD.” <p>These changes to the Core Strategy are proposed in order to confirm that additional sites may be designated in the future where they become available and would accord with the policy guidance contained within PPG2. For example, it is appropriate for flexibility to be provided to enable the identification of additional Major Developed Sites through the Site Allocations DPD.</p> <p>Conclusion</p> <p>As explained above, the delivery of a sensitively designed redevelopment scheme for the Wimborne Garden Centre site in the future could enhance the site context and reduce the overall impact on the openness of the Green Belt, in accordance with Planning Policy Guidance Note 2 (PPG2).</p> <p>Section 4 of the Core Strategy should be amended to enable the Wimborne Garden Centre site to be identified as a Major Developed Site in the Green Belt (MDS). It is proposed that Preferred Option KS3, page 49, is altered to include the Wimborne Garden Centre as an additional Major Developed Site in the Green Belt (MDS).</p> <p>Alternatively, should the site not be specifically included within the Core Strategy as a MDS at this stage, it is recommended that the wording of the Core Strategy is amended to enable the identification of additional Major Developed Sites at a later stage. Flexibility should be provided within the Core Strategy document to enable additional MDSs to be identified where they become available and would accord with the policy guidance contained within PPG2. For example, additional MDS could be identified in the future as part of the Christchurch and East Dorset Site Specific Allocations DPD.</p>			

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522815	Mr Edward Dyke	Symonds and Sampson	CSO18186	18.1	Support	General Comment	<p>Our clients support chapter 11 relating to the housing development proposed at Verwood. The development brief shows how up to 350 dwellings may be provided on the Northern edge of Verwood.</p> <p>Chapter 11.51 to 11.71 supported and extended. The revised development brief plan shows the optimum area for development on the Northern fringe of Verwood. It is deemed essential to extend the proposed development boundary to the north of the Edmondsham Road in order to be able to provide all the required environmental, public open space and circular cycle rout for the benefit of the new development and the existing inhabitants of Verwood.</p> <p>Option VWM1 and VWM2 and an extension of the 2 to the north is supported as described above.</p> <p>General Comment – the proposed extension of VWM1 and VWM2 will enable the Edmondsham Road to be re-aligned with the removal of the disused railway bridge and re-profiling of the road to lower levels, removing the hump. In addition a proper roundabout or road junction would be able to be created to the north of Eastworth Farm in order to provide safe access to the proposed new development on both sides of the road.</p> <p>The existing proposal relating to access for VWM1 and VWM2 does not appear to be satisfactory.</p>			1496
523302	Mr Phil Janaway	Phil Janaway(Planning)Ltd	CSO18340	18.1	Support		<p>1.0 Introduction</p> <p>1.1 The 87 Christchurch Road site is approximately 1.04 hectare in size and occupied by a single detached dwelling house. This is considered to be an underuse of the site in the light of two close-by sites at `Holmwood House`, Ferdown (approximately 360 metres to the west of 87 Christchurch Road) and `Coppins Nursery` (approximately 100 metres to the east of 87 Christchurch Road).</p> <p>1.2 The location of the 87 Christchurch Road site is identified upon the accompanying 1:1250</p>			1496

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							<p>O.S. Map extract by means of a red site line.</p> <p>1.3 At present, the 87 Christchurch Road site is shown upon the inset 'Proposals Map' of the East Dorset District Council Local Plan (2002) as being within the designated Green Belt covering West Parley and Ferndown. The two previously mentioned sites at 'Holmwood House' and 'Coppins Nursery' are also contained within the same Green Belt.</p> <p>1.4 The 87 Christchurch Road site is bounded to the north by the Council owned 'Belle Vue Plantation', and the B3073 'Christchurch Road' to the south. 'Poor Common' is within a 400 metres distance of the 87 Christchurch Road site. Opposite the vehicular access of 87 Christchurch Road is the existing 'Dudsbury Golf Course'. The B3073 road runs through Longham and West Parley linking Wimborne with Christchurch by providing an east – west route. There is an established local shopping centre centred upon the Parley Cross road junction with the A347 (New Road).</p> <p>2.0 Planning Policy</p> <p>2.1 The East Dorset District Council Local Plan (adopted in 2002) currently provides planning policy for the whole district up to 2011.</p> <p>2.2 Chapter 9 of the Local Plan includes 'policies and proposals for Ferndown and West Parley' (up to 2011). The associated Local Plan 'Proposals Map' for West Parley and Ferndown identifies the South East Dorset Green Belt whose boundaries in this area were defined in the 'Ferndown, West Moors and West Parley Local Plan' in 1989.</p> <p>2.3 In respect of new residential 'windfall' sites in this area the Local Plan explains that there are local major employment areas at Bournemouth International (Hurn) Airport; in Bournemouth and Poole; and both Ferndown and West Parley have heavy outflows of commuters to these locations. Ferndown has its own large employment area on the north western side of the town at the Ferndown and Uddens industrial estates.</p>			

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							<p>2.4 When the Local Plan was adopted back in 2002 the Local Planning Authority deliberately avoided proposing any large new housing estates but supporting instead the dispersal of new housing development into a number of smaller sites of varying character which are, nevertheless, of significant size to support and provide the directly related improvements in infrastructure and services.</p> <p>2.5 Paragraph 9.18 of the Local Plan explains the reliance of the Local Planning Authority upon `windfall` sites within the built up area of Ferndown and West Parley, which is a process expected to continue during the Plan period up to 2011.</p> <p>2.6 Chapter 6 of the Local Plan contains relevant housing policy. Policy HODEV2 states that new housing will be permitted in urban areas (including `windfall` sites) where:</p> <ul style="list-style-type: none"> • A new development will make the best use of the available land with higher residential densities; • Provide an appropriate range of dwelling sizes and types; • Retain existing trees and shrubs and provide for landscaping as an integral part of the development. <p>2.7 Policy HODEV5 in respect of affordable housing establishes that the Local Planning Authority will seek to negotiate that a suitable proportion of housing on all larger sites (of 0.5 hectare or more, or where 15 or more dwellings are to be built), including `windfall` sites, should provide an amount of affordable housing.</p> <p>2.8 Although the East Dorset District Local Plan (2002) continues to provide planning policy for the District up until the end of 2011 a new Local Development Framework (combining with Christchurch Borough Council) is being introduced for when the current Local Plan period comes to an end. In time, a new `Christchurch and East Dorset Core Strategy` will set out the broad development strategy for the Council(s) over the next 15 years (to 2027)in</p>			

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							<p>order to manage future growth and development. One function of the `Core Strategy` DPD will be to set targets for the provision of new housing up to 2027.</p> <p>2.9 East Dorset District Council has embarked upon a housing options consultation exercise in respect of Ferndown and West Parley including the circulation of an area specific leaflet.</p> <p>2.10 One aim of the Local Planning Authority is to try to maintain a younger workforce living in West Parley and Ferndown. In order to achieve this aim it is considered necessary to provide a range of homes for them, some of which will be provided by Housing Associations and will be affordable. The consultation leaflet identifies possible new neighbourhood sites on the edge of Ferndown and West Parley. To achieve this aim the Council is proposing necessary changes to existing Green Belt boundaries.</p> <p>2.11 The consultation leaflet shows two possible housing allocation sites at `Holmwood House` (FWP1) and `Coppins Nursery` (FWP2) north of Christchurch Road, West Parley. The 87 Christchurch Road site lies between FWP1 and FWP2 and is quite close to the vacant `Coppins Nursery` site. The FWP1 and FWP2 sites are considered to have good access to the A348 and B3073 roads respectively; have sites enclosed with good natural boundaries; possess good visual containment; able to provide green infrastructure; and capable of diverting pressures for recreation needs of an expanding population away from protected heaths within the District.</p> <p>2.12 The consultation leaflet also sets out planned road improvements to the Parley Cross road junction; a 3,000 square metres floor space food store; new shops and community facilities around the New Road shopping area associated with the possible FWP4 housing development on land east of New Road and south of Christchurch Road.</p> <p>3.0 Justification for proposing a future housing land allocation at 87 Christchurch Road</p>			

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							<p>3.1 The site attributes identified in the consultation leaflet for sites FWP1 and FWP2 equally well apply to 87 Christchurch Road. The 1:1250 scale O.S. plan extract shows an existing vehicular access via Christchurch Road with a set back access and visibility splays. The owner of 87 Christchurch Road considers that the existing vehicular access can be modified in order to satisfy the Local Highway Authority should his land be redeveloped at a higher residential density.</p> <p>3.2 The rear half of the 87 Christchurch Road site has the `Belle Vue Plantation` tree screen on two sides and can afford good open space landscaping provision opportunities to divert pressure away from heaths such as `Poor Common`. The existing house is well set back from the B3073 behind natural screening. If redeveloped the 87 Christchurch Road site will possess visual containment.</p> <p>3.3 The 87 Christchurch Road site would lend itself to a private and affordable housing mix owing to the different character of the bottom and upper halves of the site itself.</p> <p>3.4 The O.S. Map extract shows that the 87 Christchurch Road site is not encircled by existing residential properties such that the prospective design and layout of new housing would not be significantly constrained in terms of avoiding mutual overlooking.</p> <p>3.5 Insofar as the Council is contemplating removing land from the existing Green Belt (Sites FWP1 and FWP2 refer) there is no good reason why the 87 Christchurch Road site should not be considered given that it is situated between the possible future housing land allocations FWP1 and FWP2.</p> <p>3.6 When consulted, the Council advised that the close-by `Poor Common` contains some heathland but is not internationally protected such that the normal Natural England embargo upon new residential development having to be a minimum of 400 metres distant, does not relate to 87 Christchurch Road.</p>			

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							3.7 Should the 87 Christchurch Road site be redeveloped in the future for new housing its residents would be able to potentially benefit from good employment opportunities in Ferndown and throughout South East Dorset (Paragraph 2.3 of this report refers); good transportation links along the B3073, A347 and A348 roads; possible major transport improvements at the Parley Cross road junction, new food store, shops and community facilities associated with the identified FWP4 housing land allocation site; and a pleasant residential living environment.			
523319	Mr Ryan Johnson	Turley Associates	CSO18441	18.1	Object		See attachments			1496
523366	Mr Raymond Silverthorne		CSO19375	18.1	Support		<p>This proposal is for the field at 300-324 Christchurch Road, West Parley. As we know this plot of land lies directly adjacent to the larger proposed development scheme for Parley.</p> <p>We are aware that because of its proximity to an SSSI it would be very unlikely to be used for Housing. However, it is understood from discussions with Planners that there may be an opening for Community buildings or non-dwellings, especially if the larger Parley development comes to fruition.</p> <p>The scheme which we are putting to you is now a tentative one and one which we would like you to take onboard as you progress the Core Strategy. We would also like to open a line of communication with your department regarding this scheme.</p> <p>We are keen to develop one third of the site with a small "Bungalow Style" Brethrens Gospel Hall and associated landscaping, screening, car park and entrance. The remaining two thirds of the site could be used for a Medical Surgery or Elderly persons care facility, something which would be of tangible benefit to the whole of Parley.</p>			1496

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523366	Mr Raymond Silverthorne		CSO18389	18.1	Support	General Comment	– Allocate a portion of land by the Ameysford Roundabout entrance to the Estate for a “Premier Inn” style hotel with an adjoining Conference facility to be used by local businesses. This Hotel would draw revenue from passing travellers along the A31 and provide useful accommodation for visiting Business personnel.			1496
359286	Mr Andrew PATRICK	Pro Vision Planning and Design	CSO19453	18.1	Support		<p>Proposed Eco Village at Little Canford Chapter 7 of Submission document</p> <p>7. DEVELOPMENT OPPORTUNITY – ECO VILLAGE</p> <p>7.1 This potentially exciting concept has not yet been worked up. Wessex Water would be prepared to put more resources into working up the concept if indications are that the community consider this to be an idea worth exploring further.</p> <p>7.2 In very broad terms, an Eco Village could either be of:</p> <ul style="list-style-type: none"> • Traditional Dorset style (a mini Poundbury) or • Modern style <p>7.3 In either case it would be a very high quality design and the idea would be to create something that is very attractive in itself and therefore enhances both its immediate surroundings, and to a lesser extent the District as a whole.</p> <p>7.4 Appendices B and C represent a selection of illustrations seeking to communicate the character and quality we have in mind.</p> <p>7.5 If focussed entirely on Little Canford Depot, an Eco Village might comprise something along the following lines:</p> <ol style="list-style-type: none"> 1. Retention of Lakes and most boundary trees and planting 2. Grouping of cottages around the small (“village”) pond 	The Eco Village concept would require: a. Deletion from the green belt, and an b. Allocation		1496

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							<p>3. Campus-style offices on the south west side of the larger ponds</p> <p>4. Good quality industrial units, perhaps on the northern side of the site</p> <p>5. 3 storey work-homes looking through the trees to the Stour</p> <p>6. Shop with direct access onto the B3073 (for viability) and</p> <p>7. Improved access:</p> <p>a. New vehicular access off Old Ham Lane</p> <p>b. Footpath to Hampreston School using the existing verge.</p> <p>7.6</p> <p>If the Eco Village were to incorporate Stour Bank Nurseries then the concept might comprise:</p> <p>a. New access off B3073 (and footpath to Hampreston School)</p> <p>b. Shop direct onto the B3073</p> <p>c. Employment perhaps more focussed on Stour Bank Nurseries, particularly the eastern part of that site.</p> <p>d. Residential focussed around the lakes and onto the river.</p> <p>7.7 Affordable Housing</p> <p>In either case the Eco Village would incorporate an appropriate proportion of affordable housing.</p> <p>7.8 Benefits for the Wider East Dorset Community</p> <p>1. Reduction of greenfield land take for employment and housing needs</p> <p>2. A high quality accessible site to attract employment into East Dorset and reduce out-commuting readily accessible to the A31(T) and within easy commuting distance of Wimborne and Colehill.</p> <p>3. A worthwhile contribution towards the overall housing need of East Dorset whilst reducing the greenfield land take required.</p> <p>4. In particular a worthwhile contribution towards the affordable housing needs of East Dorset whilst reducing greenfield land take.</p> <p>5. A potentially exciting and exemplary example of high quality design and development.</p> <p>7.9 Benefits to the Local Community in Little</p>			

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							Canford a. Introduction of mains sewerage b. Reduce impacts on Stour Close in respect of: i. Traffic ii. Noise on industrial operations c. Significantly enhanced appearance of both the site and the immediate community as a whole. d. Shop e. Footpath to Hampreston			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18450	18.1	Support		See attachments			1496
524535	Ms Emma Prince	Secretary Verwood Allotment Holders Association	CSO18605	18.1		General Comment	I am writing on behalf of Verwood Allotment Holders Association and our 60 members. We would like to request that the provision of an allotment site is a planning requirement for any large-scale development that is given planning permission in Verwood or Three Legged Cross in the future. We feel that our members have demonstrated the local demand for allotments in Verwood and Three Legged Cross time and time again. Promoting the use of allotments also fits into the national and local strategies in a number of ways: - Increased exercise and use of local environment - Improved diet to reduce obesity rates - Reducing food miles and championing local food. We have been working with Verwood Town Council over the past 18 months to try to find some land suitable for an allotment site. This has not been possible to date. We feel that linking this provision to a housing development may be the only way that the people of Verwood and Three Legged Cross are ever going to get an allotment site to use.			1496
524553	D M Williams		CSO18619	18.1		General Comment	Items for consideration in the Core Strategy Document.			1496

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							<p>I consider that some of the following aspect should be considered a high priority rather than an expansion of the industrial estate (Baillie Gate, Sturminster Marshall) which provides little or vey limited service to the village.</p> <p>1) The land available could be turned into much needed allotments, furthermore greater consideration should be taken to providing this sort of amenity on any suitable available land rather than to hand over for development.</p> <p>2) The Cranborne Chase Area of Outstanding Natural Beauty should be extended to over the whole of the Stour Valley. This would protect the area from exploitation and development which is constantly a threat. Footpaths and Bridleways need to be created to enable access for the public to enjoy this landscape to the full.</p> <p>3) A review of the local traffic routing arrangements to prevent HGV's and other large vehicles from using Sturminster Marshall as a rat run to avoid the restrictions on the A350. Heavy traffic on the narrow village roads is not only a danger to the public but is environmentally unfriendly, creating noise and exhaust pollution.</p> <p>4) The provision of additional facilities such as a park and playing fields, tennis courts and recreational attractions would be more advantageous rather than further industrial or commercial development. These could be incorporated within the extension to the area of Outstanding Natural Beauty (2above).</p> <p>5) An honest assessment of the possibility of flooding in the Sturminster Marshall and Shapwick area taking into consideration the development that has taken place and that that has already obtained planning consent. A complete ban on any further ban on any further development until the assessment is complete.</p>			
524606	Gill Saunders	Planning Liaison Wessex Water	CSO18620	18.1		General Comment	<p>Thank you for forwarding the above document for Wessex Water's comments, please note the following: The document proposes a number of</p>			1496

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							<p>employment and residential development options throughout the region. Wessex Water has previously provided high level comment on a number of proposed sites and will continue to do so upon request.</p> <p>Main development, within East Dorset is expected to be focused within the four settlements of Corfe Mullen, Ferndown and West Parley, Verwood and Wimborne. With further employment land expansion also being considered at Bournemouth International Airport. Development within the Christchurch area is proposed at approximately 3,000 dwellings in the planning period which will include a proposed settlement extension, with current preferred option located south of the railway at Roeshot Hill.</p> <p>Wessex Water is Sewerage Undertaker in the area supplying foul drainage and water supply services in Corfe Mullen, and foul drainage services only in Ferndown and West Parley, Verwood and Christchurch.</p> <p>Where significant development is planned a detailed appraisal will be required to confirm points of connection to the public sewer system. Appraisal will determine any necessary improvements required to service the development. These appraisals are usually carried out with information provided by the developer.</p> <p>Engineering appraisals will confirm capacity requirements and/or appropriate mitigation measures to reduce the risk of sewer flooding and deteriorating water quality from existing overflows. Surface water flows should be discharged to the land drainage system subject to flood risk measures required under PPS25. No surface water connections will be permitted to the foul sewer.</p> <p>Wessex Water will seek to confirm and agree drainage strategies for all sites with the recommendation of a planning condition.</p> <p>In general terms we can further advise: On site sewers provided by developers with</p>			

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							<p>separate systems of drainage. Local minor improvements will generally satisfy windfall sites < 50 dwellings. Redevelopment in central areas will provide opportunity to reduce flood risk from sewers and overflow spills. However cumulative development within the catchment may require improvements to reduce the risk of pollution from existing overflows. Separate systems of drainage required with attenuated surface water systems to satisfy PPS25.</p> <p>A strategic review of treatment capacity is completed every 5 years and significant investment is planned at Wimborne sewage treatment works between 2013 – 2015. Future growth is unlikely to require any additional treatment capacity within the Christchurch and East Dorset areas during the next 5 years. Wessex Water will work closely with the Local Planning Authority to ensure that the rate of development does not proceed ahead of planned investment.</p> <p>Please note the provisions in the Floods and Water Management Act 2010 which amends clause S106B to the Water Industry Act 1991 (Further information on the DEFRA website) – this introduces a Unified Build Standard and compulsory adoption of all foul drainage to the properties served .</p>			
519114	Mr Malcolm Brown	Sibbett Gregory	CSO18829	18.1	Support		<p>I do not consider that the Areas of Search have been properly considered. Paragraph 10.4, for example, in talking about the village of Longham dismisses it as comprising a couple of shops and a church, the grounds of Holmwood Park which is a private house and an established golf course. Longham is a substantial village with church, public house, the largest Garden Centre in the area, a retail store, post office, convenience store, shop selling bicycles, a very large Care Home and Car Sales. It also has a small Business Estate, east of Holmwood Park. There has been recent investment in drainage infrastructure in the village. There is still a small</p>	<p>Paragraphs 10.53 – 10.67 delete and re-visit including extension west to Glissons. Add a further Option to develop the land between Ringwood and Glissons for mixed use development</p>		1496

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							<p>social club also operating within the village. The Area of Search should have included land to the west of the Ringwood Road, to Glissons as that land is surrounded by urban uses, retail on the opposite side of the road and residential uses to the west and north. There is no reference in any discussion related to the sub-areas of any flood risk from the river which would affect particularly the central sub-area and the eastern sub-area. Paragraph 10.68 does not extend the assessment of environmental and conservation designations to the west. In spite of the constraints shown in the western sub-area as defined, Proposed Option WP1 is sandwiched between an area which the Local Authority would wish to see remain open and a Site of Nature Conservation Interest.</p> <p>The Area of Search should extend west to include the land between Ringwood Road and Glissons. This area of land should be included as an option for a mixed use development comprising residential, some employment and some retail, together with open space provision. The Respondents have commissioned a Masterplan to demonstrate how this land could be developed in a manner which would enhance the visual amenity of Longham and provide community benefits. This would naturally include an element of affordable housing and the Respondents propose to provide open space, including some allotments, with a view to encouraging sustainable living. This is a far more satisfactory proposal than any of the Options put forward in this document. This Masterplan is being forwarded under separate cover.</p>	comprising residential, employment and community facilities.		
519114	Mr Malcolm Brown	Sibbett Gregory	CSO18906	18.1	Support		The identified locations are all relatively small, with a maximum potential of about 1,500 dwellings. There are issues still to be resolved and some conformity issues with regard to the loss of open spaces from within the urban area. There should be an additional Option to create a larger phased mixed use development in the	Add to the sites considered suitable for development "land south of Furzehill".		1496

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							area between the northern boundary of Wimborne and Furzehill with the provision of additional housing on the land to the south of Furzehill with footway and cycleway links to suitable alternative natural green space between an extended Furzehill and an extended Wimborne.			
533688	Mr John Aris		CSO19145	18.1	Support		Further to earlier correspondence and your letter 394.9.3 of 3 February 2009, I confirm that we would like to use about one acre of this land for a small church/gospel hall. We would be grateful if you would give this favourable consideration in the light of the proposed drafting of any plan for the area. I understand what you say as to the land being within 400m of heathland, which could preclude any development of normal housing. I would be glad to be kept informed of any decisions that are made regarding planning in the immediate area.			1496
359280	Mr Andrew ROBINSON	Partner Symonds & Sampson	CSO19146	18.1	Object		These representations have been prepared by Symonds & Sampson LLP as agents for the Baker family, the owners and occupiers of the land known as South Plot, Three Legged Cross, Verwood, Dorset. Symonds & Sampson, on behalf of their client, believe it inappropriate for the Local Planning Authority to ignore within the Core Strategy Three Legged Cross as a location for small scale residential development. Small sites (20-30 houses) have, as an example, been highlighted as options for future development within the Verwood & West Moors Housing and Town Centre Options document and we believe due regard should be had to similar sites around and adjacent to Three Legged Cross. The land promoted in this document by Symonds & Sampson on behalf of their clients is located between Holt Road and West Moors Road, Three Legged Cross and is shown edged red on the attached Plan 1. It is Symonds & Sampson's opinion that a small			1496

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							<p>residential development could be promoted on the section of land cross-hatched blue on Plan 1, with the remainder of the land as shown cross hatched green on Plan 1 providing SANGS land and/or a country park in association with the residential development.</p> <p>Whilst Symonds & Sampson support the continued progress of the joint Christchurch and East Dorset Core Strategy, they believe that the strategy should incorporate South Plot at Three Legged Cross, as cross-hatched blue on Plan 1, for further residential expansion.</p> <p>The Council have clearly recognised that housing growth is required across the joint districts to meet housing demand and, in order to meet housing needs for affordable and market housing in line with the requirements set out within the South West Regional Spatial Strategy (RSS) of 6,400 units (within the Proposed Changes Document for East Dorset). To do this, East Dorset District Council/Christchurch Council will need to look further than the sites that have to date been promoted within the Core Strategy.</p> <p>Symonds & Sampson promote the residential development of the land set out within this representation at Three Legged Cross due to its sustainability and connectivity to employment providers and the transportation network.</p> <p>Housing Demand in East Dorset</p> <p>Symonds & Sampson support the provision of market and affordable housing across the joint districts and, in particular, within East Dorset District where availability of housing stock has led to existing house prices being higher than the national average.</p> <p>East Dorset has seen a change in demographics over recent decades with the population of the district aging and increasing household formations. The requirement for a greater quantum of housing units is due in part to migration and, in part, to the changing format of family units and lifestyle choices - with people choosing to live alone and with people living</p>			

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							<p>longer, thus requiring alternative and a diversity of accommodation formats, mixes and locations in order to address the current imbalance of supply and demand.</p> <p>With limited housing stock and inflated house prices, it is clear that the affordability of housing restricts residents within the district from entering into the housing market. With a comparatively low level of new housing being delivered across the districts, the levels of affordable housing delivery have also been comparatively low. We, therefore, support an increased housing allocation and our client's site at Three Legged Cross would deliver both much needed affordable and market housing whilst providing a country park and/or SANGS land. Suitability of Development at Three Legged Cross</p> <p>Three Legged Cross is listed within the Core Strategy as a "rural service centre".</p> <p>As a "rural service centre", it states that Three Legged Cross is "a main provider for the rural areas where residential development will be allowed of a scale that reinforces that role as a provider of community leisure and retail facilities to support the village and adjacent communities".</p> <p>The Core Strategy also states within Preferred Option KS2 with regard to the Green Belt, "limited changes to the existing boundaries are proposed to enable some new housing and employment to meet the local need". The Core Strategy goes on to state "that priority should be to locate new residential development, either in close proximity to employment facilities and services where good public transport exists, or where employment facilities and services are accessible and, in particular, by modes of transport other than the car".</p> <p>Elsewhere within the Core Strategy, Primary Transport Corridors are mentioned and one of the short term priorities within the Core Strategy (during the next five years) is to substantially upgrade the B3072 from Ferndown through</p>			

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							<p>West Moors and Three Legged Cross to Verwood".</p> <p>This points to good road links and good public transport being available from Three Legged Cross to ensure that residents have sustainable access to employment, community, leisure and retail centres within the locality.</p> <p>In these circumstances, it seems that our client's land at Three Legged Cross would be suitable for a modest residential development and does conform with the main thrust of the Core Strategy.</p> <p>Local Housing Need</p> <p>Through reviewing the Council's own data, which has been prepared as part of the Local Development Framework System, it is possible to conclude that housing demand for both market and affordable housing is greater than the supply of new housing.</p> <p>The Strategic Housing Market Assessment prepared by Fordham Consulting on behalf of East Dorset District Council in 2007 identifies that there is a need to provide 711 affordable units to meet the identified housing backlog, with, at the time of the report, an estimated provision of 325 units being provided by consent in the county for development. There is, therefore, a shortfall of 386 units.</p> <p>Our concern is that if East Dorset District Council does not provide sufficient allocations for residential development then market housing supply and affordable housing supply will suffer, which will affect the wider level of affordability across the district.</p> <p>Our client's land at Three Legged Cross should, therefore, come up for consideration within the Core Strategy due to its suitability for residential development purposes.</p> <p>Conclusion</p> <p>The land, as described above and as shown edged red on the plan attached at Appendix 1, does in Symonds & Sampson's view conform to rules, regulations and advice set out in National and Local Planning Policies and Statements. In</p>			

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							<p>particular, it accords with and has due regard to: The East Dorset and Christchurch Housing Needs & Demands Survey (2008) The East Dorset and Christchurch Housing Needs Assessment (2008) The East Dorset Strategic Housing Land Availability Assessment (2009) The East Dorset Housing Options Master Plan Report (2010) The site is deliverable (being owned in its entirety by one family), it is sustainable, it is sufficient distance away from protected heathland and has good road links and public transport links to employment and service centres. In addition, there would be no loss of good agricultural land as the land, at best, is Grade 4, a good access could be established to an existing public highway, there would be good visual containment and any development would have minimal impact on the openness of the Green Belt. The site has the ability to provide a mixture of house types and densities with a good quality of design. Development here would result in homes being built within an established and mature environment. Whilst the amount of land available for the construction of housing will be determined when a detailed site survey is undertaken, the relevant net developable area is considerable, with the ability to perhaps provide fifty homes whilst also providing appropriate SANGS land. A detailed design layout and density of any future development would have to be dealt with at detailed planning application stage.</p>			
533867	Ms Emma Woodhouse	SW Food & Farming Adviser NFU	CSO19226	18.1		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</p>			1496

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							agricultural buildings to meet the demand for increased agricultural productivity. An objective within the core strategy should see investment in core agriculture.			
533867	Ms Emma Woodhouse	SW Food & Farming Adviser NFU	CSO19229	18.1		General Comment	Rural Housing Planning policy documents should allow for the provision of housing in rural areas both within villages and on farm. This would not only provide accommodation for first time buyers but also allow the older generation to retire out of farming whilst ensuring they are part of the community they have lived and worked in often all of their lives. This would enable the succession of the next generation allowing young and old to continue to live and work in our rural communities.			1496
533867	Ms Emma Woodhouse	SW Food & Farming Adviser NFU	CSO19236	18.1		General Comment	Regulation Farmers are required to respond to regulatory changes, the new Nitrate Vulnerable Zones for example, will require farmers to store slurry for longer periods over the winter months and this will require much larger slurry tanks and lagoons to be constructed. Planning policy needs to be sympathetic to these changes required by regulation.			1496
533867	Ms Emma Woodhouse	SW Food & Farming Adviser NFU	CSO19237	18.1		General Comment	Agriculture needs to be recognised within the Core Strategy for the importance it plays in food production, the wider rural economy, management of the environment and in mitigating climate change.			1496
533880	Messrs P, D & M Loader		CSO19230	18.1	Support	General Comment	Land off Heath Close, Colehill, BH21 2LP (Site ref. 3/03/0089) We have read your document on the Core Strategy, and as part of the joint ownership, we would like you to consider the above site for development, we note it is to be considered in the supply years 6 – 10, but would like it to be considered now. The site is at the end of Heath Close, which is a cul-de-sac, and abuts farm land and Cannon Hill			1496

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							<p>Plantation, and so will only impact on the outlook of a very few properties, unlike other proposed developments.</p> <p>At the moment the site is only accessible to the owners, so there will be no loss of use to any member of the public.</p> <p>The site is close to local schools, churches, a library, Post Office and small local shops. It is also just yards off a bus route, which goes to Wimborne Centre and other local towns, and on weekends a bus to Salisbury.</p> <p>We are happy to discuss the possibility of offering part of the site for a Health or Day Centre, for which there is a great demand for in this area (at the moment there is not one close by), and also part to The Forestry Commission to extend the walking area on the Cannon Hill Plantation.</p>			
534465	Cllrs John Lofts and Myra Mawbey	Highcliffe Ward Councillors	CSO19355	18.1		General Comment	<p>Omission from Creating High Quality and Distinctive Environments Chapter.</p> <p>There should be an option for new design guidance in coastal areas. This covers the area to the south of Lymington Road and includes Rothesday Drive.</p> <p>Rothesay Drive has a character quite distinct from the open plan estates elsewhere in Highcliffe and is in a woodland setting between the Castle and Lymington Road. At its eastern end it becomes a track leading to cliff top properties. To the west it backs on to the golf course and leads into Rothesay Park. The Borough Character Assessment dismissed Rothesay Drive as being merely a close giving access to the Castle. The assessment should be reviewed before it forms the basis for the design assessment for new schemes. A Conservation Area could be made applicable if acceptable.</p> <p>In coastal areas the requirements of saved Borough of Christchurch Local Plan Policy ENV 9 should be followed and, in general, properties should not exceed two storeys. Where a precedent has been set for the development of flats, and further developments would not</p>			1496

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							adversely affect the area, they should be no more than two and a half storeys in height.			
534479	Mr David Smith		CSO19354	18.1	Object		<p>I am aware that Colehill Parish Council is writing to you to set out and support the allotment and residential opportunity at the above site. However I wanted as a land owner to send you a parallel representation to underline that I am fully committed to the delivery of this scheme. The land is identified on the attached plan and is about hectare. I have long felt that the site offered an ideal opportunity to provide an attractive small scale housing scheme combined with some community benefits. The coming together with the Parish Council's exhaustive and generally unsuccessful search for allotments has been fortuitous. I had read about 'localism' and its agenda but it is good to experience it in the flesh and to be part of something that local people want to see. An additional benefit beyond the allotments would of course be the inclusion of a % of affordable homes and the parish has again expressed that this is close to their heart, as it is with the district council. Furthermore I should add that because the land was previously in the ownership of the National Trust that charity would get 50% of any uplift in value. The site is really accessible both for those wishing to visit allotments and for would be residents to reach a wide range of facilities from educational to shopping, from recreational to employment. Utilities are readily to hand locally and indeed a foul sewer runs along the edge of the site and water is already connected. I would ensure that the design is first class. Any way I rest assured that with the planning controls you would apply, this little contained pocket of development could sit very comfortably on this edge of Colehill and not conflict with the aims of the conservation area. From what I know of green belt this small site is not essential for any of the purposes which are set out in guidance. I hope you agree that the idea of about 10 houses here along with a likely</p>			1496

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							minimum of 60 allotments and some dedicated parking would be perfect in planning terms and a great example of localism at work. I enclose a couple of sketch ideas as to how this might be laid out but would very much like to meet you and explore this further so the proposal can move forward to an allocation and/or application. This beneficial site is one which can be delivered without delay. My concern is that the Core Strategy presently fails to recognise the opportunity here; a policy should be created in the next version to allow this proposal to happen.			
515406	Mr Christopher Undery	Christopher Undery	CSO19367	18.1	Support	General Comment	I act for my client whose ownership at Leigh Farm, Wimborne is shown edged in red for illustrative purposes on the attached extract of the Ordnance Survey map which shows a section of Wimborne Town and Colehill. Shown edged in green on this same map is a section of the Green Belt which lies to the east of my client's ownership and the Draft Core Strategy acknowledges that one of the main purposes of Green belt is to prevent 'coalescence of settlements' (8.5). There is also reference within the Draft to the desirability of Green Belt having a separation width of one kilometre and for convenience I have superimposed on the map herewith a one kilometre width relative to the areas edged green. Contained within this area of Green Belt is Leigh Common (which is already countryside openly accessible to the public) and your Council's ownership adjoining 'By The Way' which was originally envisaged to be formal playing fields but which is now to be informal open space (8.13). This will increase public access to the countryside (8.1). Further public access to the countryside will also presumably follow from the utilisation of what is now Green Belt lying to the south of the Leigh Road, this in the provision of new facilities for the Football Ground and Rugby Club together with allotments and other recreational activities.			1496

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							<p>However, WMC4 also envisages the provision of some 200 new homes within what is now Green Belt and undisputedly open countryside within the area shown in blue on the extract map herewith. As must be apparent, homes in this location will constitute far more of an intrusion into open countryside than would development of my client's ownership at Leigh Farm (edged in red) which is in effect contained within existing areas of development. Whilst not objecting to the concept of housing development within the area covered by Option WMC4, the inconsistency of treatment relative to my client's ownership at Leigh Farm must surely be evident. Leigh Farm is within walking distance of Wimborne Town Centre, is immediately adjacent to the 'primary bus route' of Leigh Road (8.17) and most convenient for 'key employment' in the town centre and at Brook Road (8.19). It enjoys ready access to key services and infrastructure including the town centre, schools, shops and medical facilities, proposed and existing recreational and open areas of land and of course to the sewage disposal facilities to the south east of Leigh Park, whilst well outside its odour contour.</p> <p>Like the land at Cuthbury and Stone Lane which are envisaged for development within the Draft Core Strategy, the land at Leigh Farm can be absorbed within the conurbation comprising Wimborne Town without prejudicing the Green Belt objectives and without loss of land which has high agricultural or visual amenity benefits. Like the land at Cuthbury, development at Leigh Farm was envisaged to follow on when planning approval for residential development was given on what had hitherto been open land. The development of Cuthbury Gardens and Highland Park both provided for road access points onto the adjacent land with such development in view and it is logical that these provisions for development should be implemented now that there is an identified need to revise Green belt allocation to meet those requirements.</p>			

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							I therefore ask that my client's ownership at Leigh Farm be considered within the Core Strategy since it does not contribute to the Green Belt function of the land now separating Wimborne from Colehill as demonstrated by the map extract herewith. Its development would have little visual impact on the urban area of Wimborne of which it forms a part and its proximity to infrastructure, employment, living and recreational amenities plainly offers opportunities to reduce reliance on private motoring.			
359419	Mrs K. Blee	Clerk Corfe Mullen Parish Council	CSO22947	18.1		General Comment	District and County Councils should proactively work with the Parish Council in identifying suitable land for additional allotments, for instance there may be suitable land which currently forms part of Candys Farm, either abutting the recreation ground county field or land on either side of Candy's Lane. Alternatively there may be suitable land within 400m of the heath or which is unsuitable for housing. The field next to the current site used to be allotments and should also be considered. More recreational facilities are required in the south of the village. More facilities required for all ages particularly older teenagers. The county field at the current recreation ground should be retained as an integral part of the recreation ground under the management of the Parish Council.			1496
359264	Mr Peter Atfield	Director Goadsby Ltd	CSO22748	18.1	Support		The series of tables following Paragraph 6.36 summarises many of the representations submitted at the Issues and Options stage. A brief mention is made to the land owned by Bournemouth & West Hampshire Water at Marsh Lane. It is submitted that this site should be given further consideration as a development option; for the reasons as now set out: Housing Land Supply The Christchurch BC Annual Monitoring Report 2008 - 9 (AMR) states that there is a five year housing land supply shortfall within the borough.	Add new policy allocating land for development of up to 120 dwellings at Marsh Lane. It could refer to other relevant policies of the Core Strategy (such as affordable		1496

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							<p>The lack of an adequate supply of housing sites is a matter that the CS must positively address. It is submitted that additional and appropriate green field sites (such as Marsh Lane) are required, as supply from within the urban area is unlikely to yield sufficient housing numbers.</p> <p>Housing Completion Trends Past trends give some indication as to future supply. However, for the purposes of predicting the potential contribution from 'brownfield' land, the existing published information needs substantial refinement before it can be relied upon. There are a number of reasons for this. First, restrictions imposed on developing dwellings within 400 metres of protected heathland means that a comparison cannot be made with the net completion figures prior to 2006, when the Dorset Heathlands Interim Planning Framework (DHIPF) was introduced. Before this date, residential development was permissible on many sites that would now be subject to policy restrictions.</p> <p>In the period 2006 – 2009, 419 (net) dwellings were completed; an average of 140 per annum. However, this cannot be relied upon as a reliable trend as some dwellings would have been constructed from planning permissions granted prior to implementation of the 2006 DHIPF. Given that detailed permissions extend to a five year period, the impact of the heathlands policy on residential development will only become apparent in the monitoring year 2010 - 2011. Even then it will be a number of years before a trend is established.</p> <p>Second, there is a need to assess the impact of other CS policies on future land supply. Here, specific reference is made to Preferred option LN11. This seeks to require all new residential development to contribute to the provision of affordable housing. There are likely to be two specific impacts.</p> <p>In some instances sites will not come forward for development. A good indication of the likely response from the development industry is to</p>	housing) as well as the on site provision of SANGS.		

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							<p>assess how many schemes of, say, 15 – 25 dwellings have come forward for development since the introduction of the 15 unit threshold in 2007. This will indicate the potential 'void' from the non development of sites just above the new net threshold of one dwelling.</p> <p>In other circumstances applications may come forward where scheme viability is questioned, but where planning permission is granted on the basis that a modest financial contribution is made to providing affordable housing off of the site. It is suggested that advice is taken from one of your neighbouring council's, Bournemouth Borough, on the impact of their policy (which has been in operation since April 2010).</p> <p>Third, the government has recently announced restrictions on the development of residential gardens; i.e. 'garden grabbing'. This will further reduce the contribution made to housing land supply from sites within the existing urban areas. In this respect it is noted in Paragraph 4.47 that the Christchurch Strategic Housing Land Availability Assessment (SHLAA) predicts that approximately 1,950 dwellings could be built on sites within the urban area. Given the 'garden grabbing' restrictions, this figure will now be lower.</p> <p>Location of Development Following Paragraph 6.36 of the CS, a summary is set out of the matters raised when the Issues and Options report was published in the spring of 2008. At that time the RSS predetermined that the proposed urban extension should be in the general location of Roeshot Hill. Other potential locations suitable to accommodate urban extensions were not considered. The CS summary only refers to the submission of representations in respect of three additional sites, including the water company land at Marsh Lane. There is no detailed evaluation of the suitability of the Marsh Lane site to accommodate residential development. In view of the matters raised earlier in these</p>			

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							<p>representations it is submitted that the Marsh Lane site is re-evaluated as a potential small scale urban extension. This will assist the housing strategy achieve its aim of delivering sufficient dwellings to fulfil the housing needs of the borough. Our 2008 representations evaluated the site against absolute and discretionary constraints. For ease of reference this evaluation is reproduced below: (Not possible to reproduce Table of Absolute and Discretionary Constraints here - please refer to original reps)</p> <p>It can be seen that that there are no absolute or discretionary constraints that apply to the Marsh Lane site. It is therefore suitable as a candidate urban extension. This conclusion is consistent with our earlier representations, albeit the site area is now reduced due to the recent construction of an additional filter bed. The site is now considered suitable to accommodate up to 120 dwellings, as well as providing an on site SANGS. The latter would be of considerable benefit to future and existing residents in comprising a substantial and</p>			
476551	Ms Penny King	Planning Precision	CSO22862	18.1	Support		<p>Please find attached a location plan outlining a site in red that I would like to put forward as an option for employment land in the up and coming Core Strategy. The land adjoins Woolsbridge Industrial Estate and is within 400m of the SSSI and so is not suitable for residential development, it also lies in the Green belt at present. It seems to me that it is more suitable than either of the locations that fall under PC5 as it is closer to the road and located on the edge of the Countryside rather than deep within it.</p>			1496
482481	Mr Colin Molton	Director - South West Homes and Communities Agency	CSO22918	18.1	Support		<p>English Partnerships (the HCA's predecessor body) purchased St Leonards Hospital site from the NHS in April 2005 as part of a wider hospital sites portfolio. The site has an extant outline planning permission (ref 3/04/0067 and 3/09/0914) for a 124 unit care village (with 25%</p>			1496

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							<p>of the units to be provided as affordable housing), community and recreational facilities. The consent, which was achieved by the NHS prior to acquisition by English Partnerships, cannot be implemented without third party land for highway access.</p> <p>The site has been marketed over the last couple of years, with limited market interest. However, the HCA are now in the final stages of concluding a contract with a preferred development partner for the site. The contract is being progressed on the basis of the consented scheme. However, the developer and the HCA believe that this can be improved upon to deliver:</p> <ul style="list-style-type: none"> - An environmentally sustainable solution for the site; - Energy efficient buildings, including an exploration of the potential for biomass CHP; - Minimum Code for Sustainable Homes level 4 housing; - Flexible tenure in the housing mix; - Employment and commercial uses; and - Improved pedestrian connectivity and transport solutions to address car dependency. <p>It is likely that a revised or fresh planning application will be required to reflect the above changes to the scheme and to include a new access arrangement. Subject to concluding the contract with the preferred development partner, the HCA anticipates that a planning application could be submitted later this year.</p> <p>The masterplan and subsequent planning application will include comprehensive consultation with the community and key stakeholders, all of which will require prior approval by the HCA to ensure best practise is applied throughout.</p> <p>Housing Option Sites</p> <p>The HCA recognises the need to provide affordable housing in East Dorset, particularly in light of high house prices to wage ratios, the relatively low number of public sector homes and the consequent number of residents who</p>			

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							cannot afford market housing or who cannot access appropriate affordable housing. The HCA is working closely with the Dorset authorities to invest and enable delivery of new affordable housing across the sub-region through the Local investment Plan. The St Leonards Hospital site has an extant planning permission for residential and, as outlined above, the HCA are optimistic that it is close to advancing the development of the site for a sustainable residential development, to include some employment and commercial uses. Accordingly the HCA request that the Council consider including the St Leonards site as a preferred option for housing development. On the basis of an emerging masterplan for the site the HCA envisages delivery of a scheme for around 188 units with 30% affordable housing in accordance with planning policy.			
507525	Mr David Lander	Boyer Planning Ltd	CSO22744	18.1	Support		3.5.6 The proposed options for development are all located to the north-west or south-west of Verwood as these were the only locations considered. Each of the proposed sites is linked with a potential location for SANGs which will help to reduce the pressure of development on the heaths. The current options will only serve the population of the western half of the settlement and therefore pressure will not be relieved on the areas of heath to the east of the settlement. Potential locations for development along with SANGs provision should therefore also be considered to the east of the settlement. Furthermore sites should not be dismissed as a result of an inability to provide a linked area of SANGs provision as the necessary policy framework is in place to enable financial contributions to help support other areas of SANGs provision. 3.5.7 In this context we consider that land off Ringwood Road at Verwood (as shown on the attached plan) is a suitable candidate for inclusion in the urban area to accommodate a modest amount of additional housing and open			1496

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							<p>space.</p> <p>3.5.8 In assessing the site as part of the East Dorset SHLAA the report concluded that the only policy designation affecting the site was that of the Green Belt. The proposed options set out in the Core Strategy have already established that the Council will support amendments to the Green Belt boundary where appropriate and therefore the green belt status of the site does not represent a constraint in principle.</p> <p>3.5.9 The site was also considered as part of the Local Plan Inspector's Report, October 2000. Although the Inspector concluded that the site was not required as a result of the findings in relation to housing land supply, he made a number of positive conclusions. He felt that the site was 'very well contained by existing housing and woodland' and that 'the woodland edge would make an excellent, defensible boundary for the green belt.' Overall the Inspector concluded that he had no doubt that the site would warrant further consideration in the future and that he could 'understand the logic of taking this field out of the green belt' as: 'The purpose of designating it as green belt is relatively limited, given its isolated nature, well divorced from the open countryside. Views out from the site to the surrounding countryside are non-existent. The woodland would make a very good new edge to the town here.'</p> <p>3.5.10 Importantly the site is located outside the 400 metres boundary of the heathlands and is in Flood Zone 1. Previous proposals for the site have demonstrated that satisfactory access can be provided onto Ringwood Road and that a mixed provision of housing and open space would have no significant impact on the landscape character of the area given the former use of the site and its containment by dense woodland to the north.</p> <p>3.5.11 Further strengths of the development of the site include:</p> <ul style="list-style-type: none"> • The offer of the woodland area for public 			

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							<p>access as a local amenity.</p> <ul style="list-style-type: none"> • Access via the woodland within the site to the wider woodland and countryside beyond. • The traffic calming benefit associated with constructing a new access. • The accessibility of the site in terms of facilities and non-car modes of travel.. • The provision of affordable housing. • The site is not viable to farm and has no other realistic use. Its former playing field use ceased and was abandoned many years ago. Therefore the development would not constitute any loss to existing facilities. • Services are already available up to the site so only limited upgrading would be required. • The site is suitable for a high quality lower density development, thereby adding to range and choice in the area. • The site is available for development and deliverable in terms of PPS3 para 54. <p>3.5.12 It is therefore submitted that this site is appropriate for development and has certain advantages compared to site at Coopers Lane South. Depending on the level of housing provision decided upon it could therefore comprise an addition or alternative to that site. In any event, further consideration should be given to all realistic development options around the entirety of the settlement.</p>			
510111	Mr Brian Lane		CSO22904	18.1	Support		Strongly against any building around Pardy's Hill east and west of Haywards Lane etc. Agree with EDDC planning officers and Broadway Malyan which are both against ?? with sound reasoning.			1496
538739	Mr & Mrs A J Abernethie		CSO22846	18.1	Support		It is disappointing that, following the somewhat negative 2009 Report by the Audit Commission on EDDC's record regarding affordable housing and other related issues, the Strategy makes no mention of the possibility of using COM3 Community Land Trusts to assist in the provision of affordable housing in our area nor any partnership with housing developers.			1496

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538739	Mr & Mrs A J Abernethie		CSO22847	18.1	Support		<p>11.23 The Housing Debate:</p> <p>A. whilst it is agreed that in East Dorset, there is a considerable need for affordable housing i.e. social housing and part rent/part own, there is no mention in the Strategy for the equal need for 'affordable' homes for those who do not qualify for Housing Association support i.e. starter homes.</p> <p>B. Suggest that there should be a mandatory requirement on each housing development for there to be a minimum of supply, e.g. 15/20%, of 'starter' homes for those households whose combined earnings are below the minimum requirement to sustain a commercial mortgage. This could be a very effective tool to enable local people to stay local.</p> <p>C. Starter homes: could be terraced - smaller foot print, lower building cost than semi-detached and detached homes.</p>			1496
538739	Mr & Mrs A J Abernethie		CSO22848	18.1	Support		Each housing development to have a mandatory requirement of provision for allotments for not less than 20% of the homes on site, in addition to enclosed designed, safe play areas for young children as well as communal seating areas.			1496
538739	Mr & Mrs A J Abernethie		CSO22852	18.1	Support		Area 2 - no objection, in principle, BUT instead - site of new Verwood Medical Centre - combining the two present practices, with access and exit either off the southern portion of St Michaels' Road or access off Manor Road, with exit onto St Michael's Road, i.e. one way traffic.			1496
538739	Mr & Mrs A J Abernethie		CSO22856	18.1	Support		Option VWM 7: absolutely NO, until present heavily congested parking and school traffic reorganised URGENTLY for the improved safety of children, their carers/guardians and local residents. For some considerable time, there have been major congestion problems all around the Howe Lane/Margards Lane and surrounding roads area, with vehicular exit from adjacent homes being denied by bad parking of school vehicles in those roads. As there is no possibility of a new road being built to give			1496

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							access to the new school other than via present road system, RECOMMEND, the site be sold at original purchase price to Verwood Town Council and used for allotments, for which there is a long waiting list. Instead, locate new Senior school on new site, not identified by the Core Strategy, on land south of Verwood, to the west of Manor Road, i.e. just South of VWM4! The senior students would use the sporting facilities in Potterne Park, thus not needing such a large footprint if sports facilities had to be on site.			