

# Appendix E Pre-Submission Consultation

**PLEASE NOTE:**

Regarding the newspaper articles listed for this appendix in the Core Strategy Submission Statement, under copyright law we are unable to publish copies on this webpage. Please contact [planning.policy@christchurchandeastdorset.gov.uk](mailto:planning.policy@christchurchandeastdorset.gov.uk) for further details if you wish to see a copy.

Mr David Lander  
Boyer Planning Ltd  
Crowthorne House  
Nine Mile Ride

Wokingham  
Berkshire  
RG40 3GZ

Enquiry to Sarah Culwick (East Dorset)  
Telephone 01202 639174  
Email sculwick@christchurchandeastdorset.gov.uk  
Enquiry to Vanessa Ricketts (Christchurch)  
Telephone 01202 495141  
Email v.ricketts@christchurch.gov.uk  
Our ref 394.3.2  
Date 5 January 2012

– Dear Sir/Madam

**Christchurch Borough and East Dorset District Councils' Core Strategy**  
**Pre-Submission Consultation**

**Notice of Committee Meetings to discuss the Pre-Submission Core Strategy**

**Wednesday 25<sup>th</sup> January 2012 at 6pm**  
**Special Community Services Committee (Christchurch Borough Council)**  
**Council Chamber, Civic Offices,**  
**Bridge Street, Christchurch. BH23 1AZ**

**Wednesday 1<sup>st</sup> February 2012 at 6pm**  
**Special Policy and Resources Committee (East Dorset District Council)**  
**The Barrington Theatre, Penny's Walk, Ferndown. BH22 9TH**

You have previously commented on the Core Strategy and wished to be kept informed of the progress of the document. The Core Strategy will contain the broad development planning strategy for the area until the year 2028.

I am writing to advise you of two special Committee meetings organised to allow the public and community groups to address elected councillors on the subject of the Core Strategy Pre-Submission Document. The agenda for the meetings will be available from 17<sup>th</sup> January 2012 and will give the detail upon which the Councils will be consulting. It is anticipated, however, that you or other community representatives may wish to comment on issues under the following headings:

- The Airport
- Allotments / Open Space
- Economy / Employment
- Environment
- Housing

- Proposed New Neighbourhoods (EDDC)/Urban Extension (CBC)
- Transport / Infrastructure

The Councillors will not be making decisions at these meetings; the purpose of the meetings is to allow elected members to listen to the views of stakeholders and the community before the Pre Submission Consultation Document is finally approved for public consultation at a Joint Council meeting on 5<sup>th</sup> March 2012.

Due to time constraints, speakers will be allocated a 3 minute slot in which to address the meeting and there will be 20 such 3 minute slots at each Committee meeting. It is suggested that representatives with a common issue may wish to combine together in order to make their points more succinctly. We cannot guarantee that everyone who wishes to speak will be able to do so, but we will try to make sure that all of the themes raised are given the opportunity. Slots will **not** be allocated on a first come-first-served basis but with the aim of being representative of the areas of interest. For the same reason, organisations or individuals may speak at only one meeting.

To enable us to draw up a list of speakers which is representative of the local communities and issues please register your interest to speak by contacting the following members of staff:

### Christchurch

Vanessa Ricketts, Democratic Services Officer at Christchurch Council  
[v.ricketts@christchurch.gov.uk](mailto:v.ricketts@christchurch.gov.uk) 01202 495141

### East Dorset

Sarah Culwick, Committee Services Manager at East Dorset District Council  
[sculwick@christchurchandeastdorset.gov.uk](mailto:sculwick@christchurchandeastdorset.gov.uk) 01202 639174

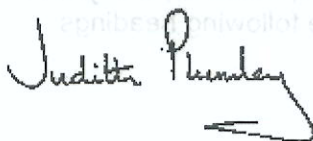
The deadline for requesting a slot in which to speak at Christchurch is noon on Friday 20<sup>th</sup> January 2012, and at East Dorset, the deadline is noon on Friday 27<sup>th</sup> January 2012. Those who have been allocated a slot will be notified on the Monday after each deadline. Those people who are successful in obtaining a slot to speak will be asked to produce a written copy of what they intend to say when they arrive at the meeting. This will also ensure that an accurate record of their comments is included in the minutes of the meeting. Those who are unsuccessful in obtaining a slot will be able to make their views known through the normal 12 week consultation process which follows.

The Core Strategy Pre Submission document will be ratified for consultation by a Joint Full Council meeting of Christchurch Borough Council and East Dorset District Council on Monday 5<sup>th</sup> March 2012 at 6pm at The Village Hotel in Bournemouth. Public speaking **will not** be allowed at this meeting.

Following this meeting, the Core Strategy Pre Submission Consultation will begin on Monday 2<sup>nd</sup> April 2012 running for a period of 12 weeks until Monday 25<sup>th</sup> June 2012.

I look forward to hearing from you.

Yours faithfully



Judith Plumley  
Head of Community and Economy  
Christchurch and East Dorset Partnership

# Christchurch and East Dorset Core Strategy Pre Submission Document

## Notes for Press Briefing 16.01.12

### What is the Core Strategy?

The Core Strategy is the document that sets out the planning strategy for Christchurch and East Dorset Councils over the next 15 years to 2028. It sets out how much, what type, where and how development should take place and how this should be catered for. It set out a vision and objectives for the area which are reflected in planning polices to achieve these.

### A Joint Core Strategy

Christchurch Borough Council and East Dorset District Council are working in partnership to deliver their plans. The Plan contains many policies which are common to both areas, although others relate to specific areas.

### Pre Submission

The publication for consultation of the Pre Submission document is a formal statutory stage in the production of the Core Strategy, as set out in the Town and Country Planning Regulations. The Strategy is supported by a series of Background Papers. These consider all of the relevant information, including previous consultation responses, existing policies and evidence reports in order to identify the most appropriate conclusion.

### The Context of Christchurch and East Dorset

- The interaction of people and activity across the conurbation means that it is important to consider the wider context of Christchurch and East Dorset and the role that the area plays in supporting the function of the conurbation. The Bournemouth and Poole conurbation has a population of 500,000; the Core Strategy area of Christchurch and East Dorset has a population of 130,000, representing 25% of the 'conurbation' population.
- The local economy is broadly based with specialisms in tourism, education, financial services, high tech and marine industry, retaining and entertainment. The area is served by Bournemouth Airport and the Port of Poole, but has barely adequate road and rail links to London, the south east, the north and west.
- The setting within internationally recognised quality countryside and the coastal environment makes it a unique place for a conurbation of its size. These factors offer an attractive place to live, work, relax and retire and for future inward investment opportunities for the local economy.

### Our Challenges

- A significant housing waiting list - in Christchurch approximately 330 affordable homes would be required per year and about 430 in East Dorset (Strategic Housing Market Assessment) (2011)
- House price to income rations among the highest in the country
- Almost limitless housing demand given the popularity of the area to live in
- Significant constraints which limit potential land for development, such as Green Belt, flood zones, nature conservation and landscape designations

- The sensitive Dorset Heathlands which are already under considerable pressure from surrounding development
- An increasingly congested transport network, and the need to provide better and more sustainable travel choice for residents and visitors
- The need to adapt to the challenges of climate change, particularly the increased risk of flooding, as well as measures to reduce the impact of new development on climate change
- The need for economic growth including developing new sectors of the economy, and improving knowledge and skills
- Providing adequate land for employment growth, including major sites such as Bournemouth Airport and Ferndown Industrial Estate
- Supporting our communities in urban and rural areas, including ensuring community facilities support community development, and that the specific needs of older residents and young people are met
- Tackling inequalities such as pockets of deprivations and high levels of young people not in education, employment or training, which are often hidden in a relatively affluent area

### **Our Vision**

The Local Plan sets out the positive long term vision for the area, and is key to delivering development that reflects the vision and aspiration of local communities.

Cllr Ray Nottage, Leader of Christchurch Borough Council:

*'We face significant challenges and for this reason, the Green Belt policy will be retained to protect the character of the area, subject to limited alterations of boundaries to enable its extension and elsewhere to allow for some housing and employment growth to meet the needs of the local communities.'*

Cllr Spencer Flower, Leader of East Dorset District Council:

*'The economy of the area will continue to grow, by sustaining the traditional sectors such as tourism, health and education, but also creating a mixed economy with emphasis on growth in new knowledge based sectors.'*

Cllr Ray Nottage:

*'The Airport will grow sustainability into a significant regional transport hub, linking it and the business parks to the surrounding conurbation by public transport services.'*

Cllr Spencer Flower:

*'Perhaps most important of all, our communities will thrive. There will be targeted regeneration to provide improved housing facilities and services across both districts.'*

### **Key Proposals for Christchurch and Highcliffe**

**3050 new homes will be provided in Christchurch between the years 2013 and 2028. This will comprise up to 2060 homes within the existing urban area and the remainder in urban extensions and new neighbourhoods as set out below. The Council will aim for 35% of these homes to be affordable.**

## Residents' survey shows improved satisfaction

Residents of East Dorset have shown their strong support for the council and its Partnership with Christchurch Borough Council in a newly published residents' survey. The Council surveyed 3000 residents from August to October 2011 with 36 per cent of those receiving the forms returning them.



Cllr Spencer Flower, David McIntosh and Cllr Ray Nottage

The survey used the same questions used in the government's Place Survey, last published in 2008. Results have proved to be outstanding. Some results not only exceeded expectations but were also better than the country's top results in the last national survey.

The 2011 survey figures have shown a marked increase in a number of areas, many of which are important indicators of the success of the Partnership.

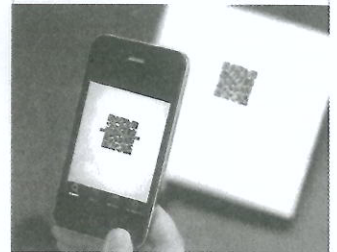
For example, residents satisfied with the way East Dorset runs things rose from 53 per cent to 65 per cent and when asked if they thought the Council offered value for money, the number answering positively rose from 39 per cent to 54 per cent. Christchurch results for the same survey showed a similar positive upturn in results.

The Chief Executive of the Christchurch and East Dorset Partnership, David McIntosh, said:

*"To receive such positive feedback from our residents at such an early stage of our Partnership is very encouraging. Our priority has always been to deliver quality services to the people of Christchurch and East Dorset and this feedback indicates that we are on the right track. It shows that the majority of our residents understand why the Partnership was needed and appreciate the work it has already done and will continue to do in the future."*

### Get smart

There is a new way for you to report incidents, complaints  
*Appendix E4*  
Council either on the internet or by using an app on your iPhone or Android smart phone.



Register at [www.mycouncilservices.com](http://www.mycouncilservices.com) and you will be able to report anything in your area, from dog fouling to fly tipping. By entering the postcode you can pinpoint exactly where the problem is and a report will be sent to the Council. Download the mobile phone app for free from the usual sources.

## Details of East Dorset Core Strategy consultation published

The Council has published details of its draft Core Strategy document that will be going out to a further public consultation in the spring.

The Core Strategy sets out the planning strategy for the Council over the 15 years to 2028. It lays out how much, what type, where and how development should take place and how this should be catered for. It states the vision and objectives for the area, which will then be reflected in planning policies. The document contains proposals which aim to improve the local economy covering issues such as housing, transport, employment, open spaces, schools and managing the environment.

The Strategy has been compiled in partnership with Christchurch Borough Council. Following a special meeting of East Dorset's Policy and Resources Committee on 1 February at the Barrington Theatre in Ferndown, Members of both councils will meet to finally approve the Strategy for public consultation at an Extraordinary Joint Council meeting on **5 March 2012**.

Full details about the Core Strategy and the process involved in the consultation can be found at [dorsetforyou.com/348323](http://dorsetforyou.com/348323) and will be included in the next edition of East Dorset News. The public consultation begins on **Monday 2 April 2012** and runs for a period of 12 weeks until **Monday 25 June, 2012**.

Pre-submission Consultation Public Exhibitions will take place during the consultation on the Pre-submission document, where local people can view the options and discuss them with Planning Officers.

### Public Exhibitions

17 April, 2.30 - 8pm  
The Hub, Verwood.  
BH31 7QE

20 April, 2.30 - 8pm  
Allendale Community  
Centre, Wimborne.  
BH21 1AS

24 April, 2.30 - 8pm  
Memorial Hall, West  
Parley, BH22 8TS

27 April, 2.30 - 8pm  
Corfe Mullen Scout  
Hut, Corfe Mullen.  
BH21 3HU

1 May, 2.30 - 8pm  
St John's Church Hall,  
Wimborne. BH21 1AE

2 May, 2.30 - 8pm  
Longham United  
Reformed Church Hall,  
Ferndown. BH22 9AW



## Vision for the future

The Council will soon be asking for your further views on a document that will contain the vision for the future of the Borough up until the year 2028.

In order for Christchurch to thrive as an economy and a community with a mix of ages and backgrounds, we need to plan for the future and provide more housing. However, the Borough is severely constrained with regard to finding areas for new housing as there are very few urban sites which are vacant and much of Christchurch is susceptible to flooding. There are also restrictions on building within 400 metres of heathland.

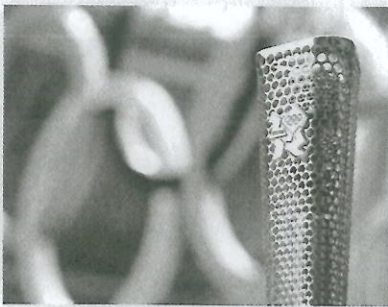
A solution to this problem, found in the draft Core Strategy document, is to build an urban extension on the edge of town. The best site for this has been identified at Roeshot Hill off Lyndhurst Road to the north east of Sainsbury's and Stewarts Gardenlands. Naturally, we need to ensure that there is an adequate infrastructure to cope with this increase in housing and that will also form part of the final Core Strategy.

On 5 March, councillors from Christchurch and East Dorset will hold a special meeting when they will give their approval for a consultation on the proposals contained in the draft Core Strategy. The consultation will start on 2 April and will be open for 12 weeks.

The next edition of the Courier will contain full details on the consultation and will give you the opportunity to make your views known.

## Christchurch to be part of the Olympic Torch Relay Route

People in Christchurch will be able to welcome the Olympic Flame as it makes its way round the country as part of the London 2012 Olympic Torch Relay.



The Flame will be coming from its overnight stop in Bournemouth to travel through the Borough on Saturday 14 July.

It will be carried by Torchbearers from the local community and everyone will be invited to welcome the Olympic Flame on its journey and share in the excitement of the Relay.

Exact details of the route are being kept under wraps by the torch relay organisers until just before the relay.

The Council will be working with members of the community to come up with a fitting way of welcoming the torch. More details will be given in the next Courier.

## Showing up dog fouling problem

Officers from Christchurch Council and Dorset Police have shown up the problem of dog fouling at Purewell Meadows in Christchurch with yellow markers. The problem was identified during meetings of the Purewell PACT (Partners And Communities Together) where residents expressed their disgust at the number of people allowing their dogs to foul without picking it up. Officers are now targeting the area and watching out for offenders. Anyone caught not picking up after their dog could be given a £50 Fixed Penalty Notice.



Sharon Tyler, Andy Jones and Martin Sparks show up the problem of dog fouling at Purewell Meadows with yellow markers

From 5 to 9 March between 6.30am and 8.30am and again between 5pm and 7pm Police and Council officers will be attending locations that regularly generate a lot of complaints such as Stanpit Recreation Ground, Purewell Meadows and Steamer Point. They will be speaking to dog walkers about the importance of picking up and giving out anti-fouling leaflets and free poop scoop bags throughout the week.

## Postal and proxy vote signature update

If you have been a postal voter or a proxy voter for some time then the law requires you to provide a fresh signature after five years. If this affects you then you will have been sent a form to complete. Please complete and return it within the six-week deadline given.

If a fresh signature is not received by the deadline, then the postal or proxy vote will be cancelled and you will be notified of the cancellation. Should you wish to vote by proxy or post again then you will need to re-apply.



If you have any queries about this or anything else related to voting, call the elections helpline on 01202 495130.

## Surviving Winter Appeal

Dorset Community Foundation is urging people over 60 who receive the winter fuel allowance and who may not need it to donate it to their Surviving Winter Appeal. Since October 2010 Dorset Community Foundation has been at the forefront of what has now become a national campaign to raise awareness of the effects of fuel poverty and social isolation amongst the elderly. The Foundation has particularly striven to make people aware of the high number of preventable cold weather related deaths that occur every winter. Last winter 269 elderly people in Dorset died from preventable illnesses caused by fuel poverty and social isolation. During the same twelve week period 1,600 elderly people were hospitalised.

The Appeal message is particularly targeting affluent people and business leaders in Dorset that can afford to donate part, or all, of their winter fuel allowance to Dorset's own Surviving Winter Appeal. The Appeal guarantees that unwanted winter fuel allowances are specifically used to fund services and support that will help reduce the number of cold weather related deaths in our county.

To learn more about the Appeal, or to make a donation send cheques made payable to: Surviving Winter Appeal, Dorset Community Foundation, 24 St Peter's Road, Bournemouth BH1 2LN.

Credit/Debit Card telephone hotline: 01202 292255



Online: <http://www.dorsetcommunityfoundation.org/how-to-donate/surviving-winter-appeal/>

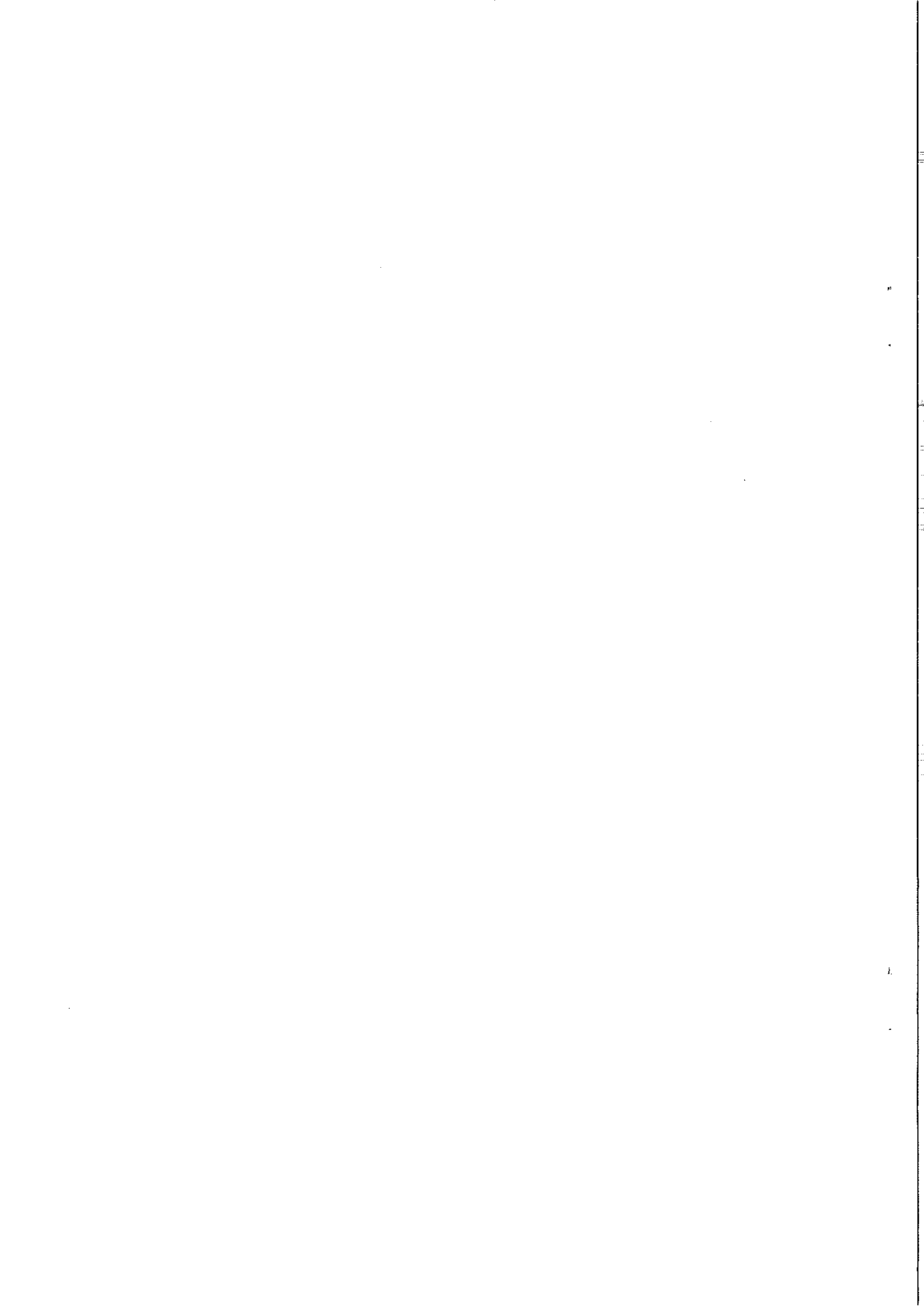
## Special Community Services Committee

25<sup>th</sup> January 2012

### List of Public Speakers

	Name	Representing organisation
1	Paul Morgan	Adult & Community Services Directorate, Dorset County Council
2	Pamela Bower	Personal
3	David Lowin	Sainsburys
4	Lisa Jackson	Meryrick Estates
5	Chris Hopkins	Somerford Community Partnership
6	Carol Evans	Evans & Traves LLP
7	Douglas Bond	Taylor Wimpey
8	Dawn Brookes	MWCT
9	John Campbell	Roeshot Hill Allotment Association
<i>Withdrawn</i>	<i>John Mather</i>	<i>Highcliffe Residents Association</i>
10	Brian Smith	Highcliffe Residents Association
11	Peter Fenning	Residents of Avon Wharf, Bridge Street
12	Ian Wright	Personal
13	Mark Keighley	Yellow Buses
<i>Withdrawn</i>	<i>June Payne</i>	<i>Personal</i>
<i>Withdrawn</i>	<i>Lesley Eccleston</i>	<i>Personal</i>
14	Robin Ede	Personal
15	Yvette Greatrex	Hurn Parish Council
16	Gordon Wheeler	Personal
17	Terry Atkinson	Christchurch Chamber of Trade & Commerce
18	John Twigg	Manchester Airport





DCC



**Christchurch and East Dorset  
Partnership Community Services  
Committee 25 January 2012**

**Paul Morgan  
Strategic Commissioner  
Adult & Community Services**



Demography



- Dorset is a net importer of older people.
- Population Projections show us that 1/3 more OP in Dorset by 2020.
- No of people of working age is decreasing – who will care for older people?
- Affordable housing is in short supply. Christchurch has been innovative – i.e. Jumpers site.



## Drivers



- **Dorset Community Strategy**
  - Lack of affordable Housing.
  - Increasing generational imbalance.
- **Personalisation/Valuing People**
  - People with Mental health problems and people with learning disabilities want to live outside of institutions and we should be enabling this.
- **Dorset Age Partnership**
  - Older People in Dorset tell us that they do not want to live in a care home.



## Dorset Care Home Strategy



- It is generally the case that people do not willingly choose to enter a care home.
- Jointly with the NHS we are undertaking a strategic shift towards providing more care in people's own homes and reducing our reliance upon care homes and hospitals.



## Current Planning Challenge



- Variable practice in being informed of new proposals across the county.
- Where we are informed we comment.
- Our comments are received but not referred to in decisions that have been made.
- Planners appear to be restricted in terms of basis of refusal.
- Affordable housing quotas not applied to care homes/other supported housing

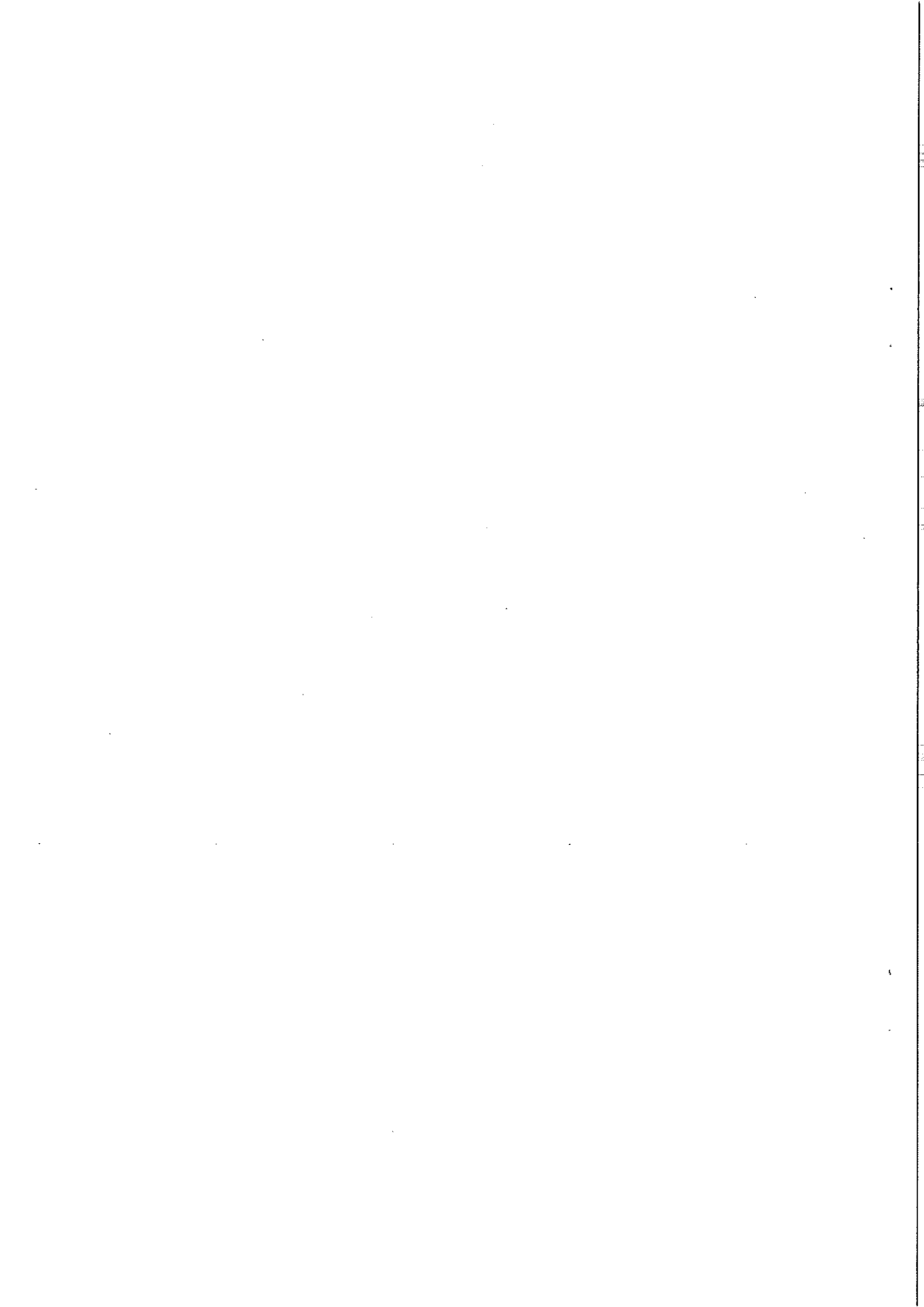


## How can CBC assist us?



- Members can assist us by
  - Supporting the notion that we have responsibilities for the whole of our populations.
  - Supporting the view that the need for affordable housing for older people and other vulnerable groups is no different to the general population.
  - Influencing local policy to ensure that care homes and sheltered housing new builds have some provision that is equivalent to affordable housing.
  - Ensuring that new housing developments have some dedicated tenancies for people with learning disabilities and people with mental health problems.
- Officers can assist by
  - Continuing a dialogue with local members, NHS and DCC colleagues.
  - Helping to develop shared approaches for evidencing housing needs for vulnerable groups.





## SPEAKER No2 - PAMELA BOWER

Submission by Mrs Pamela Bower for the Core Strategy Committee  
On 25 January 2012

Chairman, ladies and gentlemen. I and my family own a 9 acre field situated to the south of Burton and to the north of the railway. I was approached approximately 10 years ago by Burton Parish council to allow them to build 20 - 30 houses on the land. However, after a lot of expense on my part, time spent by the Parish Council and the Housing Associations, little progress has been made. And there are nearly 2,000 people needing houses, according to the Council's statistics.

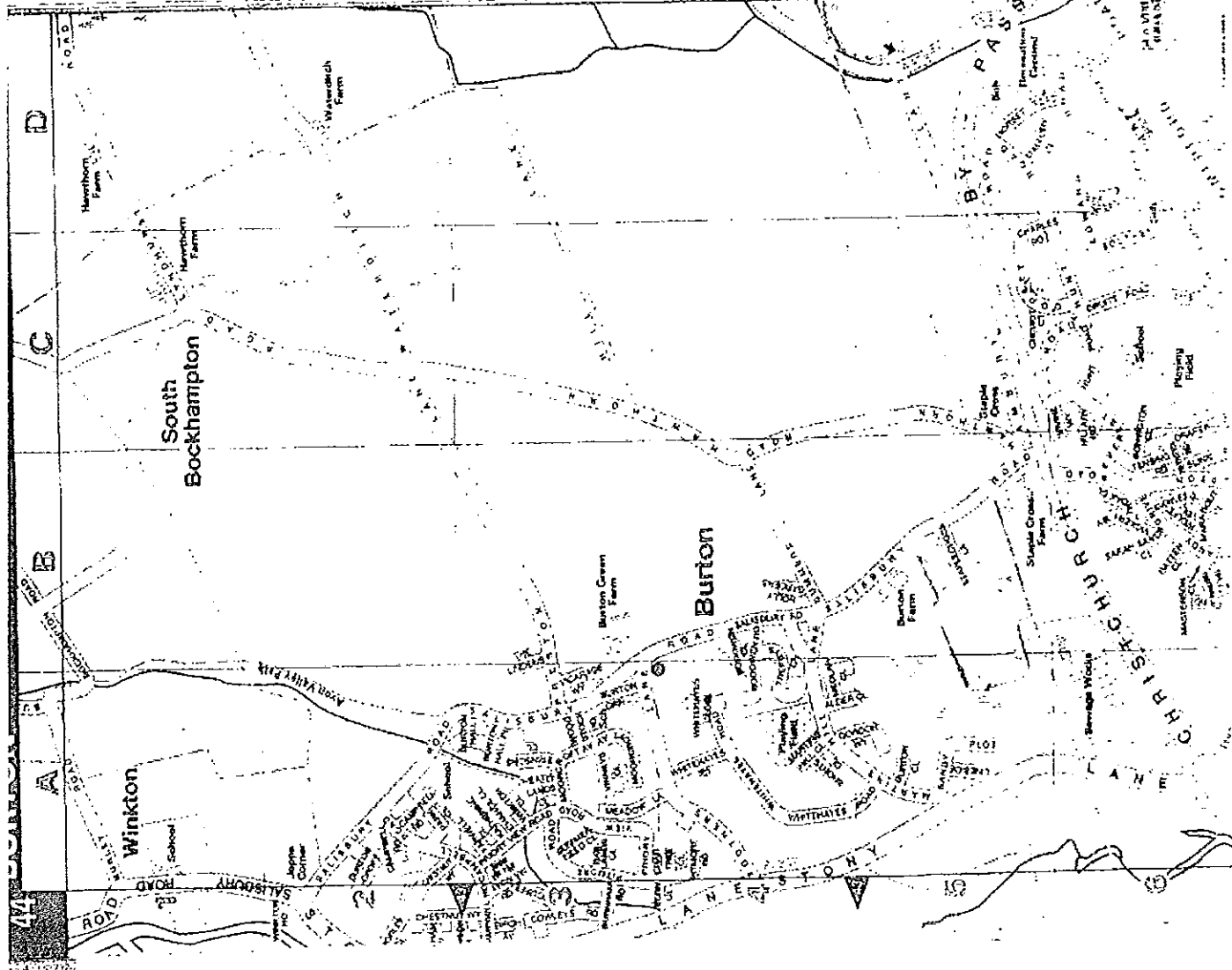
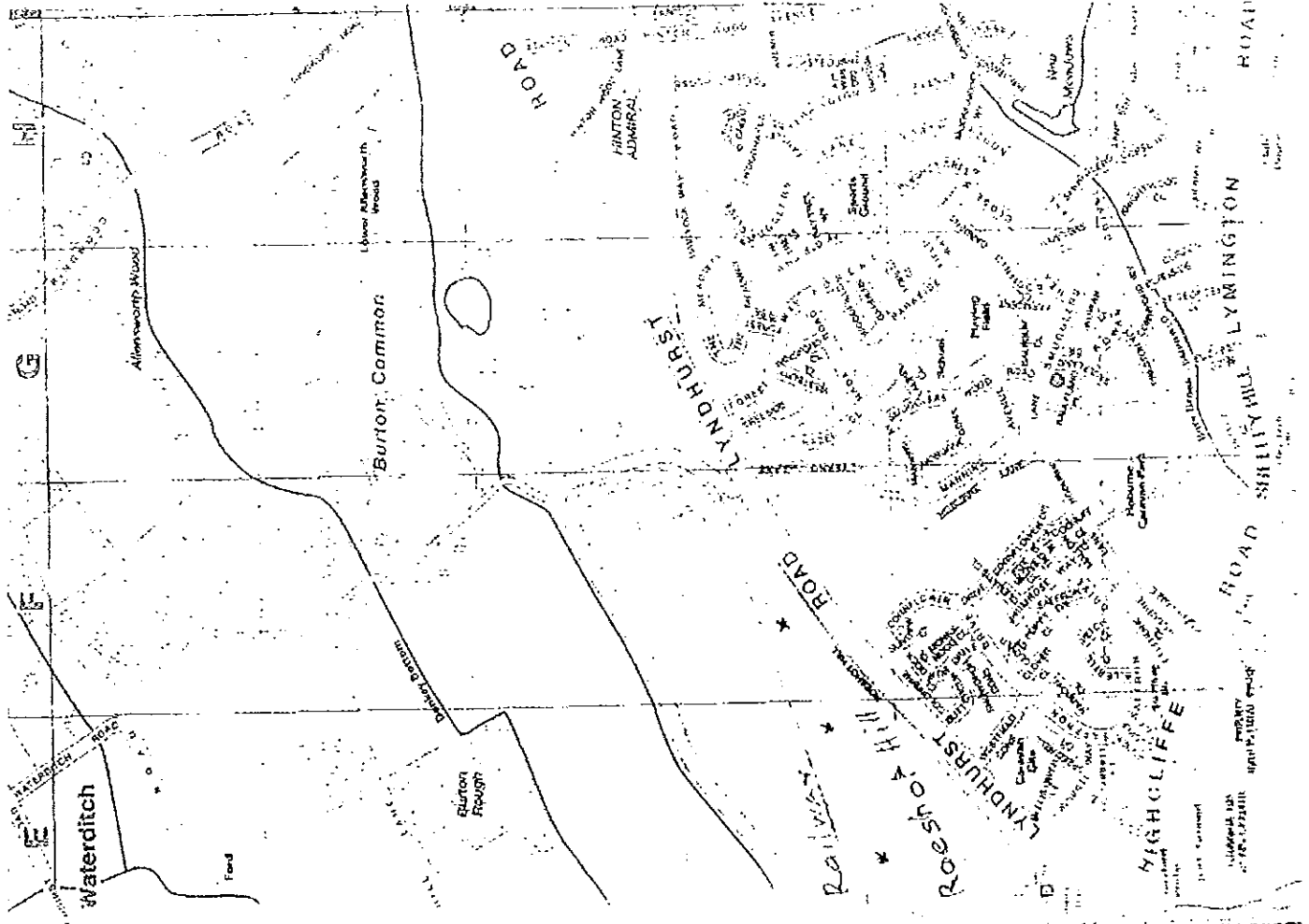
All the concerns raised by the Authorities, including an investigation into flood assessment, smell from the sewage works, noise from the railway, traffic site line at the entrance, assessing the needs of the village, etc have all been satisfactorily met, Added to which the visual impact is negligible. The site is a natural extension of the village, and is on an existing bus route and located within walking distance of the centre of Christchurch thereby creating a community with a good family pub on its boundary and the possibility of a community centre being built. Access onto the dual carriage way already exists at Salisbury Road and at the roundabout at Stony Lane. The field is outside the conservation area and although it now lies within the green belt, it was originally designated as a brown field area when we bought it in the 1960s. It is poor farming land.

In contrast, the Roeshot hill development being considered, runs from Salisbury Road to the Sainsbury supermarket and is located between the railway to the north and a busy dual carriage way to the south. Along the centre of this site are 4 pylons carrying high voltage electricity cables. Development of this site would necessitate the sterilisation of a wide strip of land even if the high voltage cables were buried underground. The cost of this operation has been estimated at £10m. before any development takes place. It would also make for ribbon development and an unsightly and noisy environment for the residents.

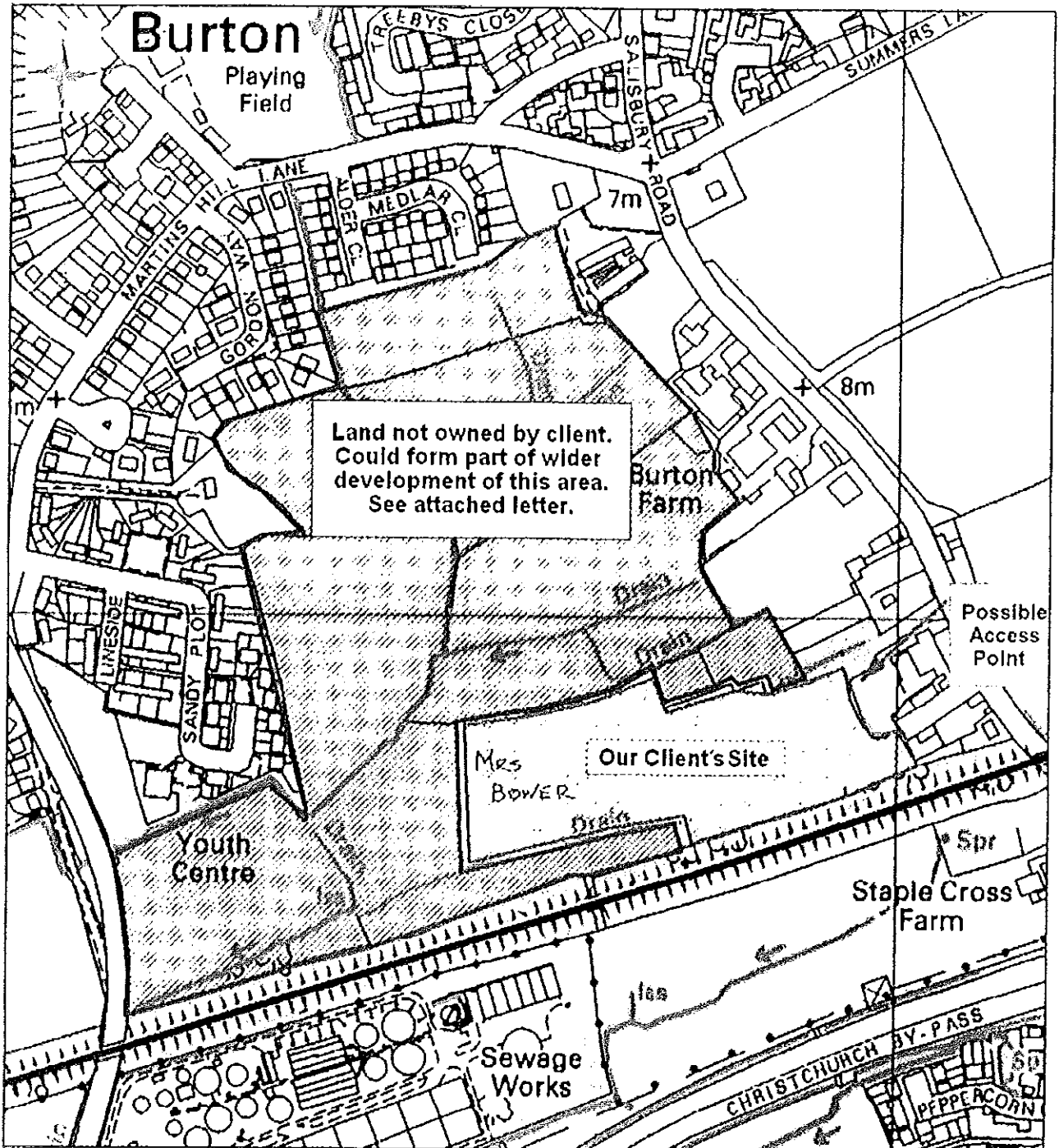
I would strongly recommend that the Council re-examine the area to the south of Burton Village as the location of urban extension. This area does not have the same barriers to delivering affordable housing as the Council's preferred option.

At the very least I would like to see the Council examine how much affordable housing can be delivered by an urban extension on land to the South of Burton village and compare this to the likely level of affordable housing to be delivered through the different options on the Council's other site, especially taking into account the £10m cost at the outset.

*Pamela Bower*



## Site Location Map



Our Ref: M3/1107-26 Site Location Map

Site: Land to the South of Burton Village Client: Mr and Mrs Bower

Promap/Ordnance Survey; Crown Copyright. All rights reserved. Licence Number: 100020449 - Not to Scale



## Planning and environmental issues for underground cables

Using underground cable can mitigate the visual impact of an overhead line but there are a number of significant environmental factors that must be considered with regard to underground cable installations.

In rural areas disturbance to flora and fauna, land use and archaeological sites must all be assessed. Overhead lines are normally less disruptive than underground cables and cause less disturbance to flora, fauna, land and archeological sites. In both urban and rural environments land disruption is greater when laying underground cables than when erecting overhead line towers.

The volume of spoil excavated for an underground cable where two cables per phase are installed is some 14 times more than for an equivalent overhead line route. Vegetation has to be cleared along and to the side of trenches to allow for construction and associated access for vehicles. The burying of high voltage cables is also more complicated than the laying of gas and water pipes. Cable burying leads to more spoil and construction activity in multiple trenches. In addition underground joint bays, which are concrete lined and wider than the trenches themselves, have to be built every 500m – 800m.

Underground cables do not require planning permission as they are permitted development. However, associated structures above ground such as sealing end compounds (at the point of transition between overhead lines and underground cables) may require planning permission from the local planning authority.



A cable swathe with a single cable trench open.

# SPEAKER No 3 - DAVID LOWIN

## Written Submission

Statement by WYG on behalf of Sainsbury's Supermarket Ltd.

Christchurch Borough Council Special Community Services Committee

25<sup>th</sup> January 2012.

---

- Today, we primarily wish to comment on the proposed Christchurch Urban Extension at Roeshot Hill, as outlined in Policy CN1.
- Sainsbury's support, in principal, the removal of land at Roeshot Hill from the Green Belt in order to provide much needed new housing in Christchurch.
- However, as you will know, Sainsbury's have an option on land which is currently shown on the map included in Policy CN1 as sports pitches.
- The Sainsbury's store at the site is currently considerably overtrading and in need of modernisation, particularly given the inevitable increase in demand as a result of the new urban extension. Sainsbury's plan to submit a planning application in due course..
- And we therefore need to make twothree main points here:
- Firstly, the new Local Centre referred to in the local plan should be allocated as a District centre: Policy CN1 refers to the need for a local centre and yet the current store is already providing a level of retail provision associated with District Centres, according to policy guidance provided by PPS4. Given the store will be providing convenience provision to its existing catchment and have a role as the main food anchor for the new urban extension, Sainsbury's believe that the new retail centre needs to be redefined, as a District Centre in Policy CN1 and elsewhere in the Core Strategy as appropriate.
- Secondly, we understand that the Christchurch Urban Masterplanning document will only provide a guide to the layout of development and that there will be some flexibility in terms of the final layout, depending on planning applications coming forward. Sainsbury's therefore object to the Map from the Framework Masterplan being included in Policy CN1 as this appears to amount to a site allocation, which is neither necessary nor appropriate for inclusion in the Core Strategy.

- Last but not least, Policy CN1 states that a "*Central greenspace adjacent to the local centre will provide the focus for recreational facilities including playing pitches*". We believe that this element of the policy does not demonstrate sufficient flexibility to take into account the land ownership issues within the proposed urban extension, and nor will it be deliverable. The policy is therefore currently contrary to the tests for Development Plans outlined in PPS12 and as such we object to the wording of this element of Policy CN1.
- Sainsbury's would like there to be a more holistic approach towards the planning of the new urban extension, one which properly integrates the Sainsbury's store into the new development and proposed retail and service provision and one which takes into account the company's aspirations to utilise option land to invest in the store. This approach will result in a more accessible and sustainable solution for the new extension.

## SPEAKER NO 4 - LISA JACKSON

### Presentation to CBC Community Services Committee by Lisa Jackson, of Jackson Planning on behalf of the Meyrick Estate

- We welcome the opportunity to comment and present to the Committee.
- The Meyrick Estate is the landowner of two of the key housing sites included in the draft Core Strategy, and has significant landholdings beyond the urban area that can help the Borough achieve its vision.
- In advance of the publication of background evidence, our comments can only respond to the policies as presented. There is time to understand that evidence and develop a full response, working with your officers.

#### Roeshot Hill

- We welcome the inclusion of the urban extension at Roeshot and the policy that seeks to achieve a high quality sustainable neighbourhood.
- We welcome the decision to explore the use of site wide renewable energy.
- We support the relocation of the allotments to achieve development of this part of the site. We will work with the Council to facilitate this and have identified land within the Estate to support this.
- We have worked closely with officers and Natural England and now have an 'in principle' agreement on the strategy for Suitable Alternative Natural Greenspace, or 'SANG', to mitigate impact on the Dorset Heaths. This vital agreement allows the residential development to proceed. The SANG will create a valuable network of open space through and beyond the site to the north.

#### Burton

- We welcome the allocation at Burton. We have estimated a greater capacity for this site than the draft plan has identified. We will look to work with the community and Borough Council to achieve the best balance. The site falls partly within the Conservation Area so the development must be sympathetic to the village both in style and in needs. We understand the village have aspirations for a community facility and, if commercially possible, the Estate would like to support the community in achieving this.

#### The Rural Environment: between Town and Forest

- The Estate recognises its responsibility and opportunity as the major landowner between Town and Forest.
- We believe that the Council should raise the ambition of its spatial vision for Green Infrastructure not only mitigate the potential impacts of new development, but also improve the lives of all residents by giving them better access to greenspace.

- The Core Strategy should identify key green spaces and links. In particular it should:
  - make the most of networks to the coast in areas where there are no formal nature conservation designations;
  - support an enhanced role for the Commons; and
  - create linking footpaths.
  
- We would like to take this opportunity to identify a 'Town to Forest Leisure Link', utilising and improving existing links and supporting the restriction of traffic through the rural area. This Link should be included as an important component of the spatial vision in the Core Strategy and can help lead to action by the Highway Authority to deliver this benefit to all residents of the Borough.

#### Conclusion

- We commend the plan as a good basis for the spatial vision and acknowledge the considerable work by officers. This is your final opportunity to make improvements to the plan before it undergoes significant scrutiny at Examination. We would ask the committee to take the positive opportunity in the time left before formal submission to consider carefully the stakeholder responses to ensure the plan is the best it can be and to ensure it will lead to a better Borough by 2028.

SPEAKER No 5 – Chris Hopkins

Ladies and gentlemen,

I am speaking on behalf of Somerford Community Partnership on issues we feel are of concern:

**“Garden grabbing”** is a major issue to those households who have to suffer both the financial and emotional stress of these developments on their doorstep. In June 2010 Greg Clark announced new measures to stop this practice and said

**“for years the wishes of local people have been ignored as the character of neighbourhoods and gardens have been destroyed robbing communities of vital green space”**

On 15 June 2010 letters were sent to all local planning authorities in England and in it he stated

**“local planning authorities and the Planning Inspectorate are expected to have regard to this new policy position when preparing development plans”**

It also stated **“the national indicative minimum density of 30 dwellings per hectare is deleted from paragraph 47”**.

I do hope that the contents of this letter and indeed the reforms will form part of this Core Strategy

For years the **Planning system** to most of us it has been a complete mystery - the current system does not give us enough if any influence over decisions that make a big difference to our lives. Power is exercised by people who are not directly affected by the decisions they are taking. Understandably this means that we **resent** what we see as decisions and plans being foisted on us – all we can do is object and “fight” but mostly too late to make a difference.

Now with the new Localism Bill it appears things are changing – **big developments will require early consultation with local people to let them comment and collaborate on things like design – before plans are finalised – developers would have to consider opinions raised before submitting planning applications** – sounds great but will this happen?

Christchurch needs valuable housing – but at what cost - it is understood that 850 houses are being considered for Roeshot Hill – right alongside the proposed site of the gravel extractions – what about the traffic and the condition of the roads – Christchurch in the summer season already cannot cope with the traffic and if you equate 850 homes x 3 cars per household that gives approx 2500 extra vehicles and on top of this it is predicted there will be an extra 160 heavy goods vehicle movements a day from and to the proposed neighbouring gravel extractions sites.

Events such as the Bournemouth Air Show, where tail backs from Bournemouth reach back to Christchurch by-pass and beyond - or when there is a major road traffic incident on Christchurch by-pass. It often results in areas within the borough being “gridlocked” - this is a huge problem for emergency vehicles which are situated on opposite sides of the town.

Will the community have a say on what is going to be built on future developments for Christchurch as is set out in the new Localism Bill – we need to preserve the character of the town and not turn it into a modern concrete jungle.

Yes, we need to accommodate our growing population, but once homes are built its too late to put right the wrongs – but now is the time to get it right especially as developers and Local Authorities are being asked to “swap grey space for green space” as this government has finally

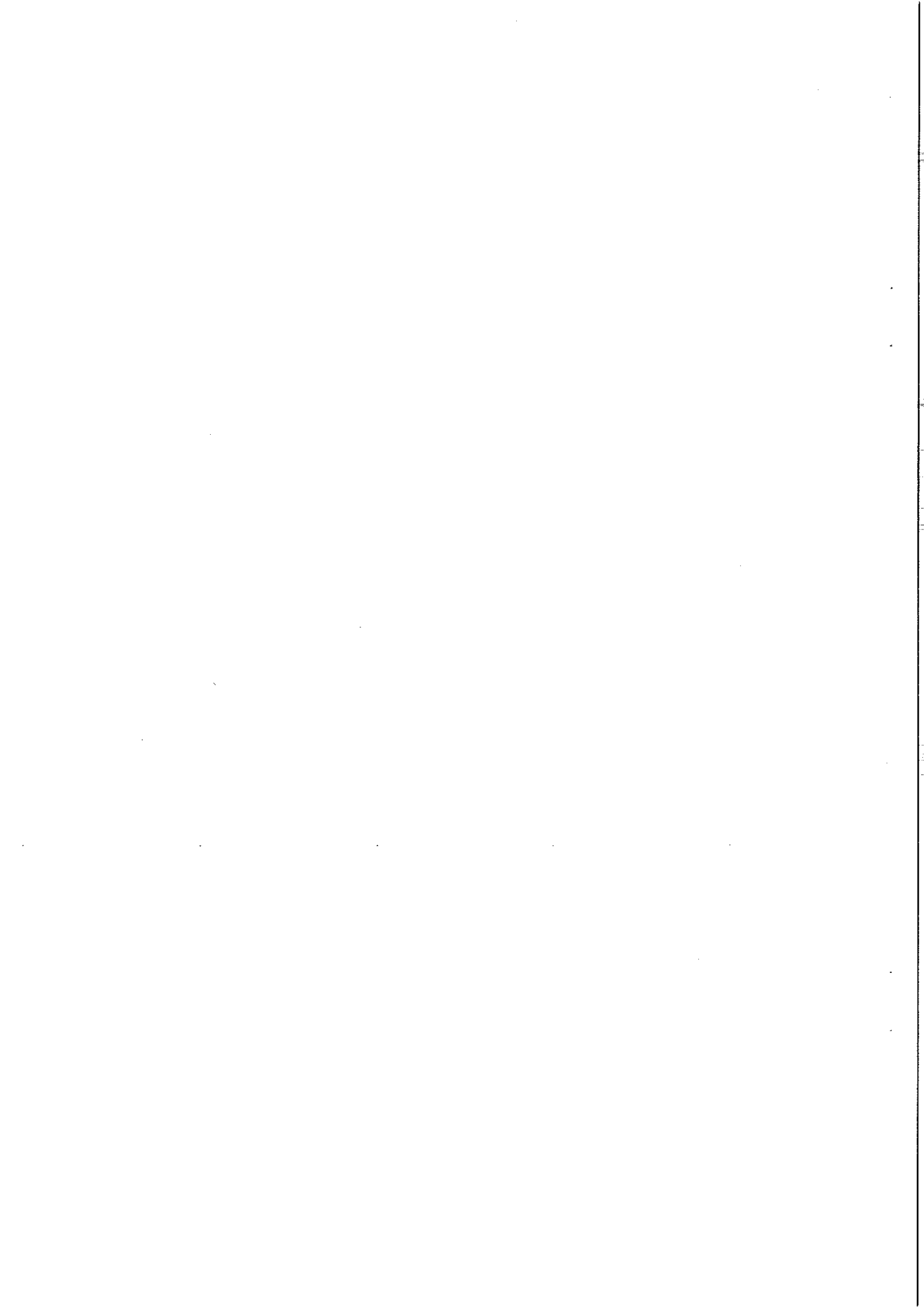
woken up to the fact that green spaces are important for both mental and physical health and wellbeing.

On a positive note, more recently there have been two new small developments in the Borough one in Wick Lane and the other on Somerford Road both schemes "tick all the boxes" – lets see more of these.

Now is the time to look at industrial sites that have been empty for so long and perhaps now utilise them for residential developments – If plans can be passed to build an industrial facility in a residential area, then why not residential homes on an industrial sites. We seem to be too ready to build on any scrap of land we can without thinking "outside the box".

The Core Strategy going forward needs to actually listen to the people of Christchurch and to put in place realistic parameters and guidelines to accommodate the vast change in society without destroying the integrity and history of the town and making it unrecognisable as a town "where time is pleasant"

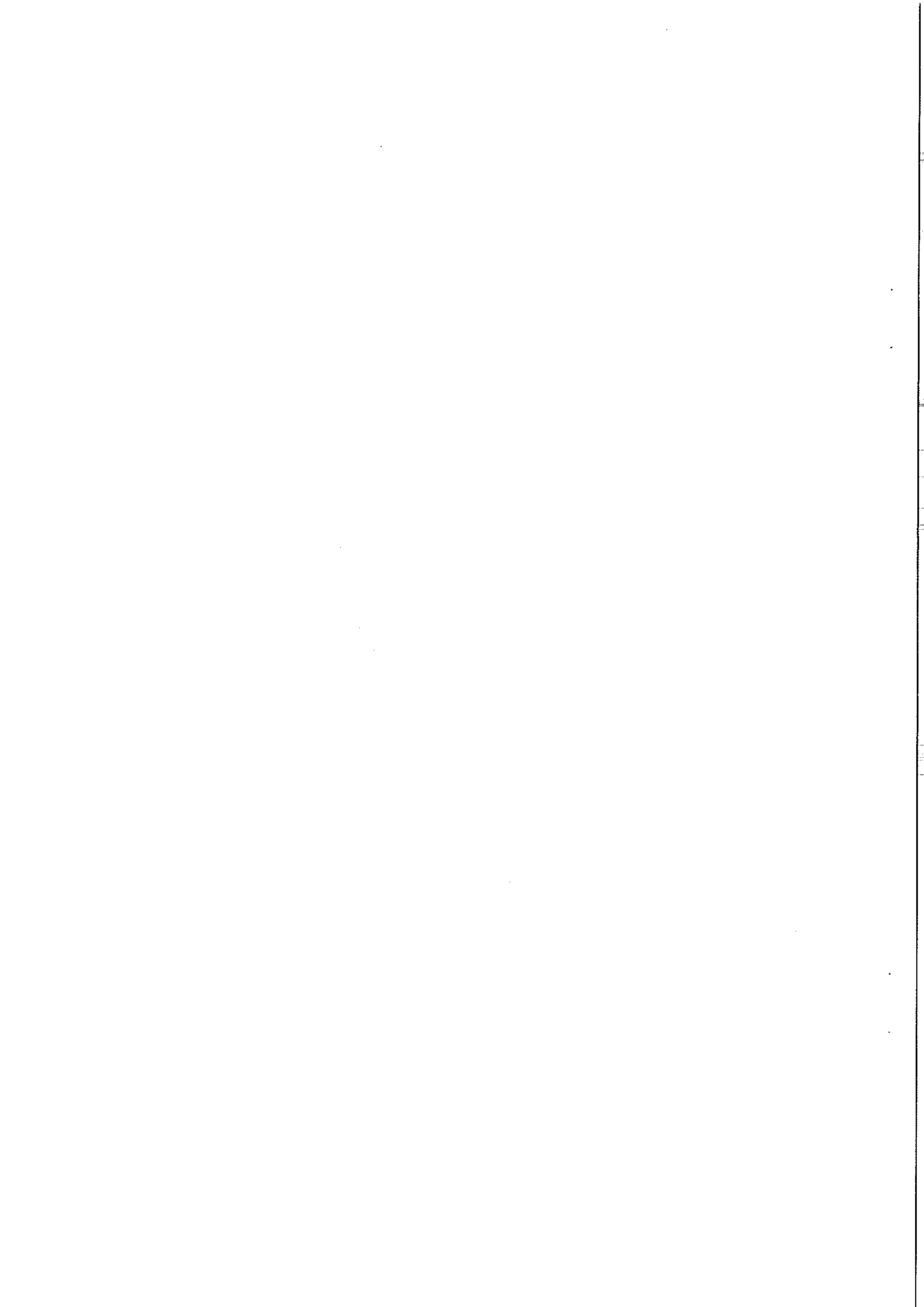




**SPEAKER No 6 – Carol Evans**

**Deputation to Community Services Committee**  
**Wednesday, 25<sup>th</sup> January 2011**

- Introduction – Carol Evans, Partner Evans & Traves.....
- Principle concern – Policy LN3 – affordable housing contributions of 40% on all sites
- Understand affordable housing need – market needs certainty at this difficult time
- Personal experiences with trying to balance securing sites, pre-application discussions and viability assessments – long and onerous process.
- Introducing flexibility to the policy to allow for reviews and adaptability
- Staging the introduction of the policy given how fragile the economy
- Thank you.



## **SPEAKER No7 – Douglas Bond**

### **Presentation to Christchurch Borough Council Special Community Services Committee 25<sup>th</sup> January 2012**

### **Re: Roeshot Hill allocation by Douglas Bond of Woolf Bond Planning on behalf of Taylor Wimpey .**

- Taylor Wimpey (TW) has a long standing interest in this site. They have and continue to cooperate with the Meyrick Estate regarding the deliverability of this site insofar as TW will build out the development whilst Meyrick Estate will deal with wider issues, not least the SANG.
- TW have been working closely both with the Meyrick Estate and Christchurch Borough Council in recent years with a view to bringing forward a successful, high quality and sustainable development scheme for the site and town. This includes cooperation with Broadway Malyan, the Council's advisors on master planning issues in order to agree a scheme which is mutually acceptable to all parties and which will provide a development which will be a credit to Christchurch as a town.
- There are no issues with achieving the development, not least noise from the railway lines, the overhead power lines and the possibility of relocating the allotments which adjoin the Sainsbury's/Garden Centre development on the south eastern part of the site fronting the A35. TW have been working actively to resolve these issues. For instance noise surveys show that there is minimal adverse noise impact from the railway line. TW are prepared to consider the option of undergrounding of the overhead power lines along the northern part of the site adjoining the railway line. Similarly as regards the allotments if these can be relocated then this land can be brought forward to form part of the development scheme.
- Because of SPA issues a SANG is required to enable the development to proceed. TW and the Meyrick Estate are working to secure this in parallel with the development, thereby resolving the SPA issue.
- A draft layout of the development has been discussed in principle but still needs work on it, including consultation with all relevant parties including the public, parish council and local interest groups. TW are fully committed to these exercises. The intention is to work up a proposal in consultation which is both attractive in its own right and which enables necessary road improvements and good pedestrian/cycle access to the main urban area to the south of the A35. Care will be taken to incorporate current features on the land, such as the

hedgerows, together with protection of the trees fronting the A35 to the south west of the site and the stream which runs north/south under the railway line and down to the main Christchurch Urban Area.

- The site is entirely suitable and deliverable and even though in the green belt represents a logical addition to Christchurch Borough to meet the overwhelming needs for additional housing, especially affordable, to be met in the Borough.
- For all these reasons the Committee is asked to support the development proposal.
- Thank you.

## **SPEAKER No8 – Dawn Brookes**

### Special Community Services Committee Pre Submission Core Strategy considerations from Mudeford Wood Community Trust. 25/1/12

MWCT represents the Mudeford, Highcliffe and Burton residents that use our Community Facilities and Open Spaces. We are asking four things.

The achievement of the Core strategy requires significant reduction in the land area designated as Greenbelt, a land area already depleted in the 1980's.

Our concerns are regarding the impact of the proposed Christchurch urban extension upon existing community facilities, open spaces and the Mude Valley conservation area.

#### **1 Can Councillors make evident their determination to protect the Greenbelt from continued erosion for future generations?**

We read that between 2013 –2028, guidance has been given for Christchurch to have 3050 new homes. With 2.6 inhabitants per dwelling this equates to 7930 individuals. It is likely that at least 3355 of those new residents would require 'soft' community facilities able to cope with these vastly increased numbers.

#### **2 Can Councillors demonstrate that they have challenged Government and actively sought to reduce these housing requirements?**

The core strategy has identified that 50% of Christchurch population are of non - working age, predicted to rise to 53% by 2033. The average for the UK is 38%. A shortage of people of working age has implications for both the local economy and for the pressures it places on community and other facilities.

The proportion of young people not in education, employment and training in Christchurch is significantly higher than County and National averages. The social implications of these figures further demonstrate that many extra Community facilities will be needed.

Section 6.17 of the Core Strategy says The Roeshot Hill urban extension allows 0.04 Hectares for a community facility. This is roughly about **60 foot by 60 foot**. A very small Hall could be built in this space but land is not allowed for surrounding pitches.

It is likely that Mudeford Wood Community Trust facilities will experience more pressure from

- The urban extension,
- The Somerford Community Centre Closure,
- The loss of land that was earmarked for new Community facilities in Highcliffe.

The requirements placed for Suitable Alternative Natural Green Space (SANGS) and The Christchurch Open Space, Sport and Recreation Study (2007) must not be ignored.

**3 How will Councillors now show a very strong commitment to safeguarding the Mudeford Community Centre Recreation Ground and Tennis Courts, from future threat of Housing development?**

The River Mude flows through the urban extension area and is identified as a habitat for rare and protected species. Despite provision being made for an ecological buffer zone through the riverbank there may be adverse effects further downstream. Mudeford Wood Community Trust have interest as the facilities back onto the downstream beautiful conservation area.

**4 Finally, Are Councillors satisfied that the Core Strategy includes sufficient environmental diligence to protect the entire length of the River Mude Conservation area from adverse effects of development?**

# SPEAKER No 9 - JOHN CAMPBELL

## Christchurch Pre submission Core Strategy – Urban Extension

### Statement from Roeshot Hill Allotment Association

The policy CN1 states that 'the Roeshot Hill Allotments will be relocated north of the railway line as part of a larger hub site for the Borough'. The background to this policy is explained in the preceding paragraphs.

The plot holders at the Roeshot allotments petitioned the Council last year to preserve the present site as allotments and not to move the site to north of the railway line. At that time many councillors expressed support for our case. The Association and its members still wish to remain where we are.

Many of the present plot holders have been there for many years and have invested a great deal in their plots so that the soil is very productive. The soil on the proposed relocation site is not so good, being virgin ground subject to winter flooding even though it is also classified as Grade 2 agricultural land. The loss of first class cultivated land at Roeshot is to be regretted and would be a crying shame.

Many of our plot holders are senior citizens and would not want to take on the task of establishing a new plot.

The proposed new site will be more difficult for our members to access as a majority come from east of the Avon and will have to travel down the by pass to Stony Lane roundabout to go back up the by pass west bound. In the summer this could be time consuming and will only add to congestion at the roundabout.

The Council's Allotment strategy currently being prepared establishes a need for an additional 6.57 hectares to cope with the unmet demand for allotments. Moving Roeshot allotments will add an additional 4.7 hectares to this shortfall, making a total of over 11 hectares.

Allotments are part of the Community and at Roeshot we have an active community of members who between them run a members shop with a turnover of about £10,000 a year. We also have a café during the weekends in the summer and this and the shop act as 'advice centres' where experienced members pass on their knowledge. We also run a small annual show for members. All this community spirit would likely be lost if we were moved, as many of our experienced members will feel unable to start again.

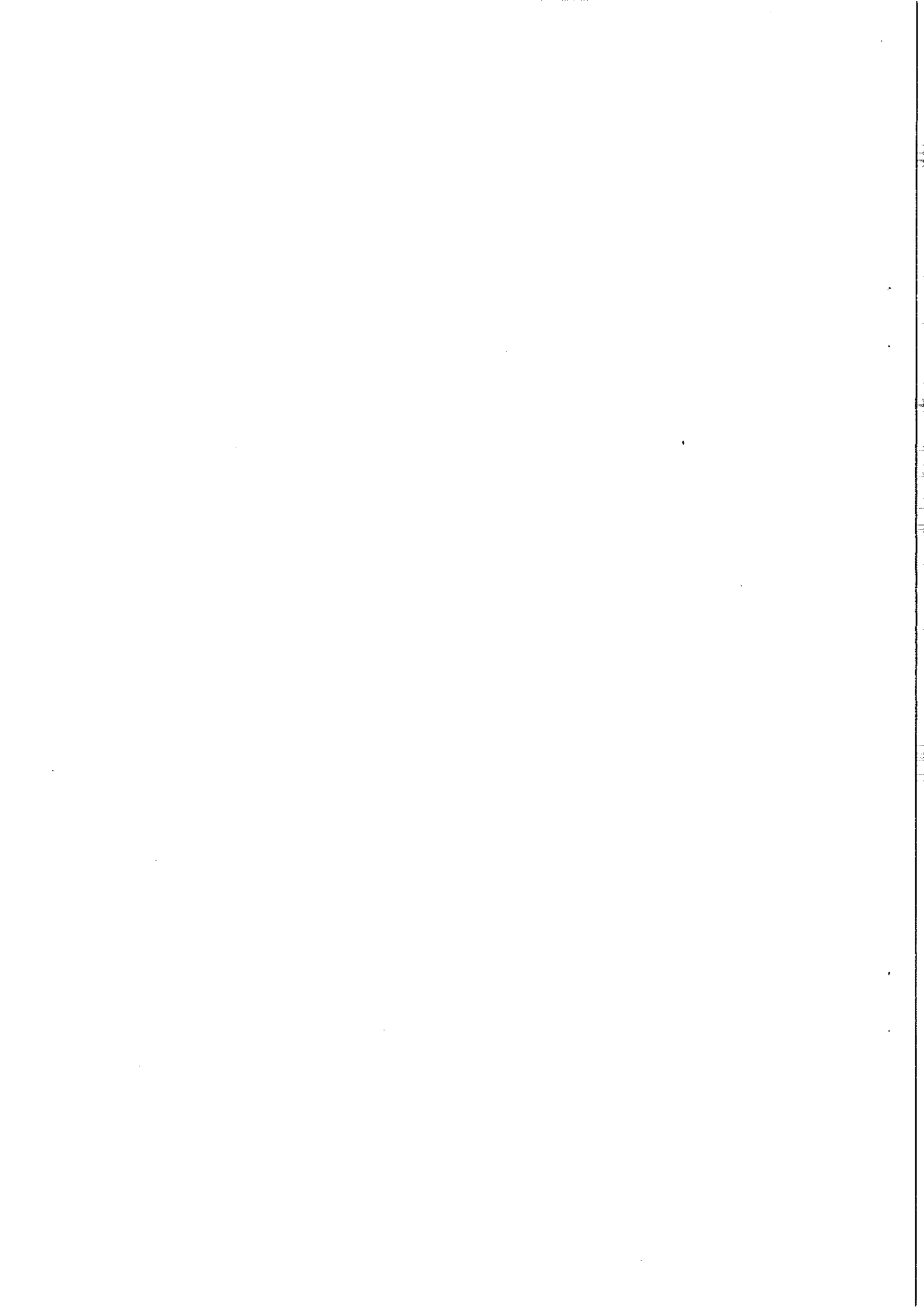
In summary we would still like the policy to be amended to allow us to stay.

John Campbell

Chairman

January 2012





**SPEAKER No10 – Mr Brian Smith**

**Presentation to Special Community Services Committee  
25<sup>th</sup> January 2012  
By Brian G Smith Highcliffe Residents Association CIC**

The Core Strategy makes it clear that the number one theme is “managing and safeguarding the natural environment.” and that “the natural environment of Christchurch is diverse and that tourism is very important to Christchurch and that the tourist appeal is due in no small part to the high quality of the harbour and coastal areas.”

So how have you done?

Well as far as we in Highcliffe are concerned there are two blots on the landscape.

First there's the Navitus Bay Wind Park which I am sure you are all familiar with.

At the moment the Thanet Wind Farm is the largest off shore wind farm in the WORLD but Navitus will be four times as large. It will have 250 turbines some of which will be 205 metres high ( c 700 ft) To put that in perspective. Salisbury Cathedral is 123 m high , they even dwarf the Spinnaker Tower in Portsmouth which reaches 170m.

Amongst the turbines there will be at least 4 offshore substations ...rather like permanent oil rigs from which will emanate cables which will be brought along the sea bed to connect with 6 onshore cables located somewhere between Chewton Bunny and Milford –on- Sea.

My money is on Chewton Bunny ..

How the cables will proceed from the sea shore to the north of Lymington Road has not been disclosed .  
However what we do know is that the cables will occupy a thirty metre wide strip all the way from the shore line to a new substation occupying a 6 hectare site ( location unknown) and eventually

connecting to the National Grid at Mannington near Three Legged Cross .

Eneco produced what is called a Scoping Report which provided the framework of the development and the Infrastructure Planning Commission (IPC) which has statutory oversight over the project has published the responses ( submission by 21<sup>st</sup> october 2011) to that report which they had received from statutory bodies including the County Councils and Borough Councils, the Environment Agency and Natural England and this is what some of them had to say:

- Bournemouth Council were mainly concerned with the visual impact on tourism
- Dorset CC did not respond ( why not?)
- Lyndhurst Parish Council were quite scathing in their criticism and provided detailed opposition to the development
- Christchurch BC in the guise of the Development Control Manager wrote the following:

-  
**“ Having reviewed the information contained within the scoping document submitted by Eneco in relation to the above project I can confirm that Christchurch Borough Council , at this stage, do not have any comments not ( sic) make.”**

How's that for supporting core values and the environment .

The second blot on the landscape could be the proposed Bike Park at Chewton Bunny. Actually its not proposed to locate it in the Bunny proper but between the narrow valley and the sea, in the only part that is designated SSSI . I hope you are aware of this and have conferred with Natural England who are responsible for policing the management of SSSIs under the Countryside and Rights of Way Act 2000.

I will not second guess the result of the ongoing Consultation Process although Highcliffe Residents Association is aware of the strength of local opposition to the proposal. I would ask you to please remember that if the Bike Park does go ahead that you will still be liable for its ongoing costs and control and for ensuring that the fauna and flora of the valley has increased protection, that is if it survives the wind farm development.

The Prime Minister is Britain's No 1 nimby having said recently on the BBC that he would no more risk the countryside than he would risk his own children. Lets hope those children are not hoping for protection from his new " planning framework" which will soon replace the admirable Infrastructure Planning Commission.

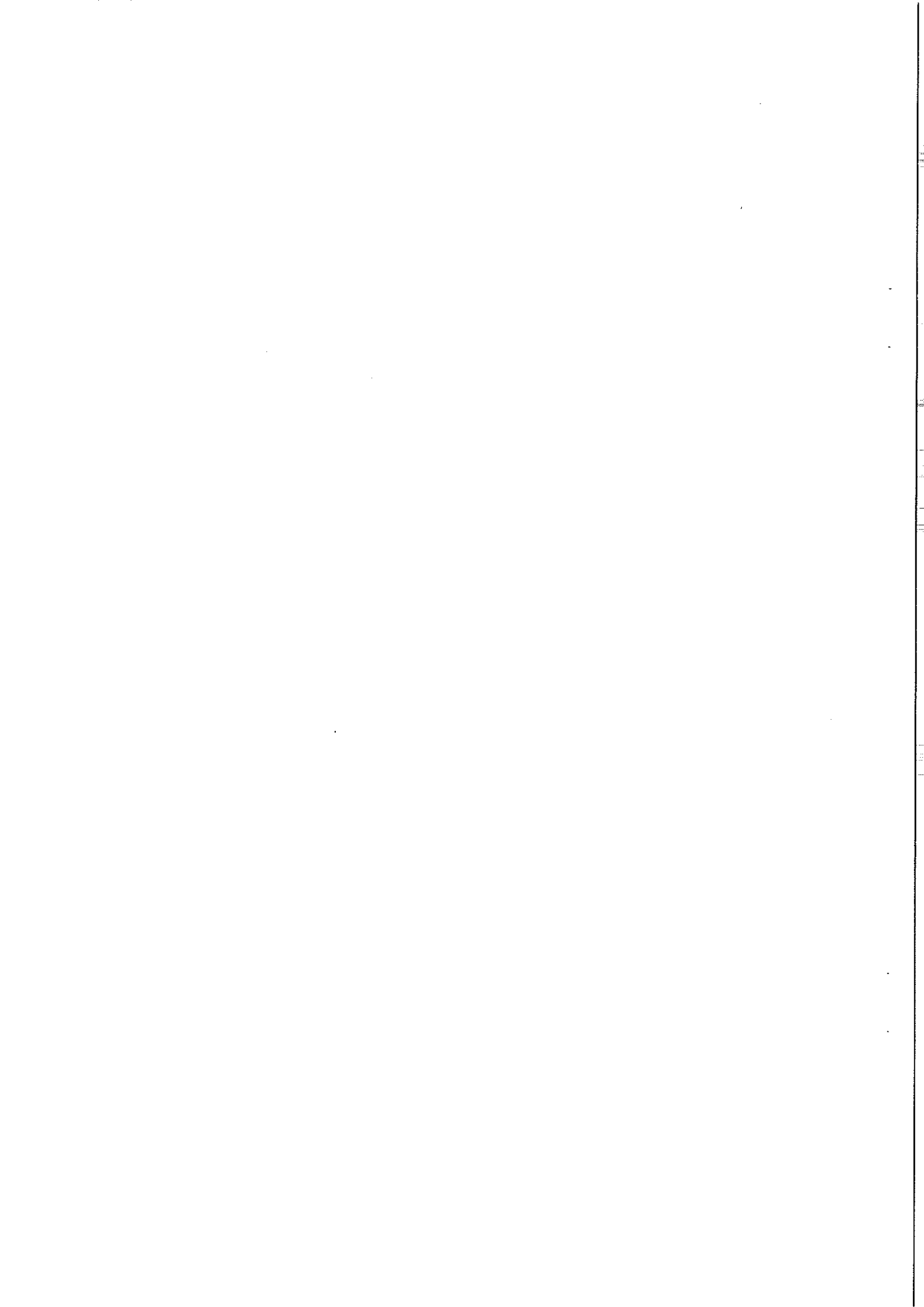
Nimbyism is where we seek safe harbour when representative democracy ( local and national) has failed . Who will protect our natural environment if you wont? The contribution to happiness of non- economic goods such as peace, clean air and landscape beauty must always be a political priority, recession or no recession.

Its no use telling us to shut up and submit on pain of being dismissed as nimbys.

We will not!!

We will continue to fight for our patch of heaven called Highcliffe and let the devil take the hindmost.

**BGS** 24/01/11



**SPEAKER No 11 – Peter Fenning**

**MY COMMENTS ON THE CORE STRATEGY DOCUMENT**

THROUGHOUT THIS CORE STRATEGY DOCUMENT THERE IS CONTINUAL DEPRESSING REFERENCE TO THE INCREASED RISK OF RIVER FLOODING IN CENTRAL CHRISTCHURCH.

AT SECTION 2.2 WE ARE INFORMED THAT ALTHOUGH THE PRECISE NATURE OF ENVIRONMENTAL CHANGE IS NOT FULLY UNDERSTOOD CHANGES TO RAINFALL LEVELS AND RIVER FLOW HAVE SIGNIFICANT IMPLICATIONS PARTICULARLY FOR CHRISTCHURCH IN TERMS OF FLOOD RISK.

3.1 GIVES "THE CHALLENGES WE NEED TO PLAN FOR". IT IS STATED THAT WE NEED TO ADAPT TO CLIMATE CHANGE AND PARTICULARLY THE INCREASED RISK OF FLOODING"

THE CORE STRATEGY, AT 3.5, STATES THAT OUR AREA WILL ADAPT TO EMERGING DEMANDS OF CLIMATE CHANGE THROUGH CLEAR STRATEGIES TO REDUCE THE RISK OF FLOODING.

I HAVE SEARCHED IN VAIN TO FIND A REFERENCE TO THESE CLEAR STRATEGIES BUT WE ALREADY HAVE ONE. IT IS A COMPREHENSIVE DOCUMENT PUBLISHED BY CHRISTCHURCH COUNCIL IN 2009 AND ENTITLED "STRATEGIC FLOOD RISK ASSESSMENT FOR CHRISTCHURCH"

IT IS WRITTEN BY CONSULTING ENGINEERS HALCROW AND IN MY OPINION IT IS FIT FOR PURPOSE.

I LIVE IN AVON WHARF BRIDGE STREET AND ALONG WITH OTHERS IN BRIDGE STREET FIND IT INCREASINGLY DIFFICULT TO OBTAIN HOUSE INSURANCE DUE TO A RECENT ENVIRONMENT AGENCY REPORT WHICH PLACES OUR AREA IN THE WORST CATEGORY OF INSURANCE. WE ARE TOLD THAT WE HAVE A SIGNIFICANT RISK OF FLOODING, ONCE IN THE NEXT 75 YEARS.

THE SCENARIO IS THAT THE LARGE FLOOD DEFENCE WALL BUILT, 14 YEARS AGO, AROUND THE ISLAND BETWEEN WATERLOO AND TOWN BRIDGES WILL FAIL TO PREVENT FLOODING AND WE WILL BE FLOODED. THE AGENCY IGNORES THE FACT THAT 35 YEARS AGO THE WISE PLANNERS OF OUR BOROUGH COUNCIL INSISTED THAT OUR LIVING ACCOMMODATION BE STEPPED UP A METRE ABOVE GROUND LEVEL. THE AGENCY'S THEORETICAL 1 IN 75 YEAR FLOOD LEVEL WILL PEAK NEARLY 40 CMS BELOW LIVING FLOOR LEVEL BUT THE AGENCY AND INSURERS ARE NOT INTERESTED. THE AGENCY FLOOD MAPS SHOW OUR AREA AS UNDEFENDED, A FACT EAGERLY NOTICED BY THE INSURERS.

OUR COUNCIL'S 2009 REPORT WRITTEN BY HALCROW ENGINEERS STATES THAT OUR FLOOD DEFENCES ARE GOOD FOR 40 YEARS AND NOT DIFFICULT TO UPGRADE FOR A FURTHER 30 YEARS.

NOWHERE IN THIS CORE STRATEGY CAN I FIND ANY DETAILS OF THE CLEAR STRATEGY TO DEAL WITH EXISTING FLOOD DEFENCE

PROBLEMS. ALL I CAN FIND IS AT OBJECTIVE 3 THAT A SUPPLEMENTARY PLANNING DOCUMENT FOR FLOOD RISK IN CHRISTCHURCH WILL BE PRODUCED BUT THIS CONCERNS NEW RESIDENTIAL DEVELOPMENT.

COULD WE PLEASE HAVE AN URGENT CLEAR STRATEGY IMPLEMENTED NOW NOT JUST MORE REPORTS. WITHOUT DETERMINED ACTION NOW MANY PARTS OF CHRISTCHURCH WILL BE BLIGHTED BT THE THREAT OF THEORETICAL FLOODING.

## **SPEAKER No 12 – Ian Wright**

### The case for making Bargates One Way going South

Having lived in the town for 38 years I have observed the relentless increase in the volume of traffic and the increase in size of vehicles.

What I have is a suggestion

Objective: is to improve the flow of traffic through the town.

Can I refer you to the map location 1, this is Bargates

In my experience, Bargates, B 3073, regularly becomes blocked by 'two way' traffic which frequently includes large vehicles trying to pass in what is a narrow road.

I suggest consideration be given to making Bargates one way, with traffic flowing South.

This would allow

- Establishment of a permanent filter (see Map reference 2) for traffic from Bargates, the B3073, onto the A35.
- Also (see map reference 3) a single uninterrupted lane for the A35 traffic past the roundabout to the bypass.
- (See map reference 4) Establishment of a single uninterrupted lane from the bypass to Barrack Road
- (See map reference 5) Establishment of a permanent filter from High Street going west towards Barrack Road

(Now reference 6) Return traffic to access B3073, Bargates or Fairmile, via the junction of A35, Barrack Rd and Stour Road, this part of Stour Road would need to become one way going East.



The A35 traffic would not be caused to wait for intersecting traffic, and would merge with traffic exiting from Bargates and High Street in the way it does at present.

#### Buses

Bus route 1a would be unaffected, but all buses that at present use Bargates going North would have to be routed via the one way section of Stour Road.

1b and 1c buses pass the railway station on east going (ie from Bournemouth) but would route west from High Street and towards Bournemouth on Stour Road. (Opposite reference 6 on the map) All buses going south via Bargates route would be as at present but use the roundabout (see map ref 9) (not the traffic light operated slip road currently used, since this would interrupt the flow of A35 traffic).

The effect on the businesses in Bargates and the residents of Stour Road would need to be studied to ensure that no unreasonable disadvantage would result from these proposed changes. However if car parking in Bargates were reduced in an effort to overcome the traffic problem, this certainly would damage the businesses. With the scheme I am suggesting there may be scope to actually increase roadside parking.

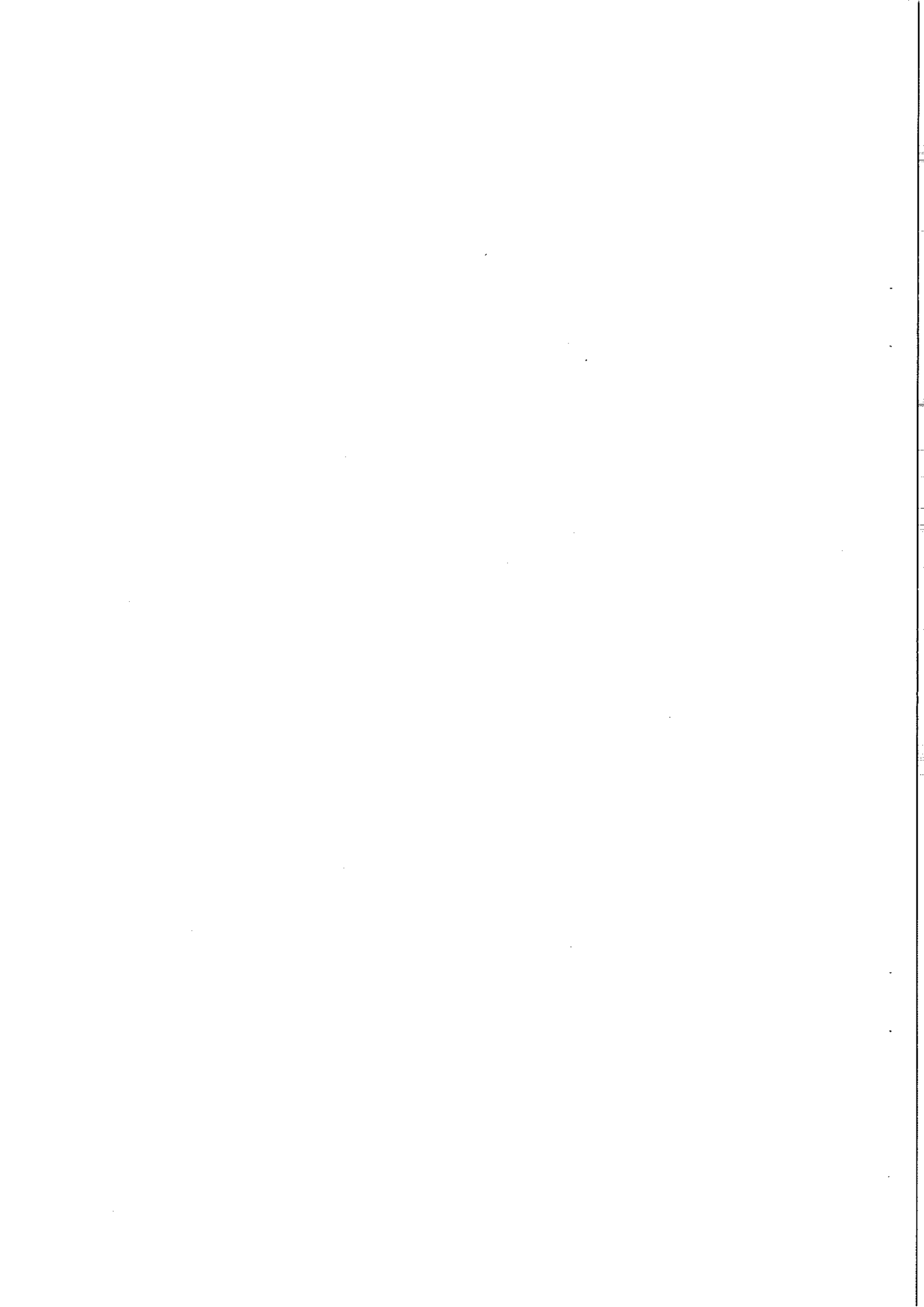
There will be problems to resolve but I feel the gains would be so great that the effort would be worthwhile, and be a great benefit to the town.



Google Earth

© 2004 Google

© 2004 Google



## **SPEAKER No 13 – Mark Keighley**

### **Bournemouth Transport Ltd (BTL) - Christchurch Borough and East Dorset District Councils' Core Strategy Pre-Submission Consultation**

BTL very much welcomes the opportunity to speak at this event. As a major transport provider in the area, we are strongly of the view that increasing levels of congestion and the rate of future traffic growth could affect the way Christchurch and East Dorset is developed - demand management measures will help reduce congestion and traffic growth and contribute to an improvement in the quality of our environment.

The aim must be to reduce reliance on the car and encourage the use of sustainable modes of transport to reduce traffic growth and congestion. We believe a commitment to consider the following options to bring about a shift in attitudes towards transport is necessary:

1. Parking policies
2. Workplace parking charges
3. Development of Park and Ride – including smaller schemes on available land adjacent to existing bus services or, more radically,
4. Congestion charging and or road pricing.

Any policies must also be consistent with the aims and objectives of the Local Transport Plan and South East Dorset Transport Study.

The Core Strategy policies must reflect improving and developing transport as a strategic necessity to reflect its impact upon and the interdependence with housing, environmental and economic policies. It is essential that the Core Strategy includes plans to invest in high quality public transport over the next 20 years to cater for the expected future growth of the area. Transport impacts upon the quality of life of all visitors and residents, providing congestion-free access for workers and shoppers to encourage business investment and ensures social inclusion by providing accessibility for everyone.

Any new developments (housing or industrial) should be concentrated as close to existing transport routes as possible and allow for the inclusion of public transport infrastructure right from the start of the design stage of the project. This will avoid access problems at a later stage.

Developer contributions for transport must be sought for all new developments and S106 agreements must reflect social inclusion and not encourage exclusive private transport systems.

We can work with developers in partnership on larger sites (e.g. Bournemouth Airport and the Christchurch Urban Extension) to allow for provision of services and, if applicable, transport infrastructure. This is most effective if routes are running early in process rather than commencing near the end of works so the bus habit is established.

It is also important to ensure safe, integrated transport infrastructure and good bus access through town centres is maintained through provision of:

1. Dedicated bus lanes
2. Interactive Real Time traffic management systems
3. Re-engineered junctions
4. Bus-only routes and access points
5. Improved passenger waiting facilities that are state of the art and welcoming and accessible for visitors
6. Investment in traffic enforcement on bus lanes and at signals.

Mark Keighley 24/01/2012

**SPEAKER No14 – Robin Ede**

### **Core Strategy– Infrastructure Post- 2028-New Boulevard**

I am Robin Ede and speak for myself but I am also a former secretary of the Highcliffe Residents Association and formerly the Chairman of the New Milton Town Partnership .I am interested in the development of our future heritage

My concerns are that the whole of this core strategy document is based on a very small time zone of just 16 years; please note looking back 16 years was only 1996. What I recommend to you is to expand your thinking to years in front to year 2328 or perhaps longer as in practice technology and infrastructures will change over the years and will need to be reassessed again shortly with expansion and population growths during this very short term.

I wish to put to you the priority in this core strategy document should be” TRADE”. Without it growth, educational and social needs in the area just fail.

All trade needs an infrastructure and with that in mind I would like to suggest a new road, at the moment during this period of austerity- let us put a line on a map, but let us discuss it positively. The western end being a proposed junction on the Bournemouth Spur Road, the A338 with access to the all important industrial area at the Airport and then extend the road eastwards with a turn off towards Stoney Lane to feed in to trade to new businesses such as the proposed new supermarket in one direction and Bransgore in the other and then continue and culminate at Beckley (just south of the East Close on the A35). This junction would have entry points for Lyndhurst, Lymington and Christchurch.

Traffic for Bournemouth and Poole from Lymington would find

this route far better than the current congested Christchurch bypass. Finance to be raised by not only the South Western England Development Association but also by the SEEDA equivalent.

Take New Milton, their main industrial site is at Queensway, Stem Lane New Milton. Stem Lane was widened extensively 20 years ago to take heavier traffic to divert large vehicles entering through central New Milton. What is needed from New Milton's prospective would then be to extend Stem Lane to meet the A35 at Beckley. This would allow traffic from the North to travel down the A338 turn off for Christchurch New Milton and Lymington bypassing the bottlenecks in Lyndhurst.

I believe that the New Forest National Park should appreciate that such a plan circumventing the central areas in Lyndhurst, the hub of the New Forest will be served and yet growth in the towns of Christchurch as well as New Milton and Lymington would benefit substantially, and that financial allocation to these requirements should be commenced now.

Yes, this development would upset some land owners and staunch national park associates. However it should be noted costs could be offset as there is also an advantage to the companies bringing in power leads from future channel based wind farms as their power lines could be dug at the same time and incorporated into the main infrastructure. The Power Companies should meet a high percentage of the proposed costs.

Councillors, it is feasible and yes practical to have a proposed new boulevard, preferably a tree lined dual carriageway on our planning commitments for the future. Future trade incorporating tourism, population growth, and future power needs for this part of the country all need to be assessed well beyond year 2028.

**SPEAKER No15 – Yvette Greatrex**

**HURN PARISH COUNCIL  
COMMUNITY SERVICES - 25<sup>TH</sup> JANUARY 2012  
Parish Councillor Yvette Greatrex**

In a Hurn resident survey carried out for our Parish Plan - 93% said – IT IS IMPORTANT THAT THE GREEN BELT IS PRESERVED AROUND THE VILLAGE OF HURN.

The Draft Core Strategy Policy BA3, proposes the removal from the green belt, of the whole southern sector of the airport, apparently to meet operational needs, but,

Government PPG 2 allows for green belt change only in exceptional circumstances. We do not consider there are exceptional circumstances.

The Core Strategy refers to being in line with the adopted Airport Master Plan 2007. Nowhere in that Plan do we see a request or strategy for the southern sector to be removed from the green belt.

Whilst we support Airport Operations, the problem with removing green belt status is, that over time, instead of just airport operational facilities being built, undoubtedly, every part of this land, safely available, can, and will be, built on, bringing the airport built up area too close to Hurn Village.

The Core Strategy suggests that changes to the green belt will not result in unconstrained development. Therefore – why is there a necessity to remove it at all?

Another area of concern is that the land proposed for removal is not all in BIA ownership. In particular, we refer to the southernmost field, now set out as a car park, closest to Moors Close. We are aware that this field is rented to the Airport, and that the rental agreement terminates during the 15 year life of the Core Strategy.

The very real danger is, that if the rental agreement is not renewed, the landowner will then own a field, extremely close to Hurn Village, without green belt status, which could be developed in many ways.



We are aware that the Core Strategy must be 'evidence based' and 'sound'. In our opinion the evidence shows:

- There is no operational need to remove the southern sector from the green belt. Such need can be accommodated with green belt status in place.
- There is no reference to removal of this land in the adopted Airport Master Plan 2007.
- There is no mention whatsoever in the Core Strategy, of the adopted Christchurch Borough Wide Character Assessment, which recognises that development in the south WILL compromise the openness of the green belt – it says – 'The southern area should be seen as sensitive in terms of further development, and consideration should be given as to how the mass of existing buildings can be reduced to compensate for the new terminal' (not increased).

We believe that not all the evidence available has been taken into consideration, which could compromise the soundness of the Airport section of the Core Strategy.

## **SPEAKER No16 – Gordon Wheeler**

Thank you for allowing me to address you.

Now can I fast forward you to the future, say ten or fifteen years time, and consider someone who has worked in one of our great cities, which will be more overcrowded than the are today.

this person is now looking for somewhere to retire to, he/she decides to head down the M3 and look for somewhere on the south coast. Now after a drive through the New Forest and Hampshire they pass the Hampshire Dorset border and now greeted with houses to the left and to right, an Urban Sprawl. Much like my subject left behind in the city where he came from. this sprawl now goes on until the other side of Poole that is where the real Dorset of the picture books begins, my subject drives on.

\*I know that the UK population is to rise to estimated 71,000,000 so the Council must plan for more housing but surely, surely! there is a enough brown field sites around without building on what I consider a green field site. it will be an eyesore .

Is it not possible to smaller groups of houses and spread them out this means that the whole does not vanish its is as I am told Grade 2 agricultural land that it is agricultural and we do need food never the less.

So Can I pose the questions will the new Housing estate benefit the present growing population of Christchurch or as its close proximity to Hinton Admiral Station outside commuters who should be housed elsewhere nearer their work,

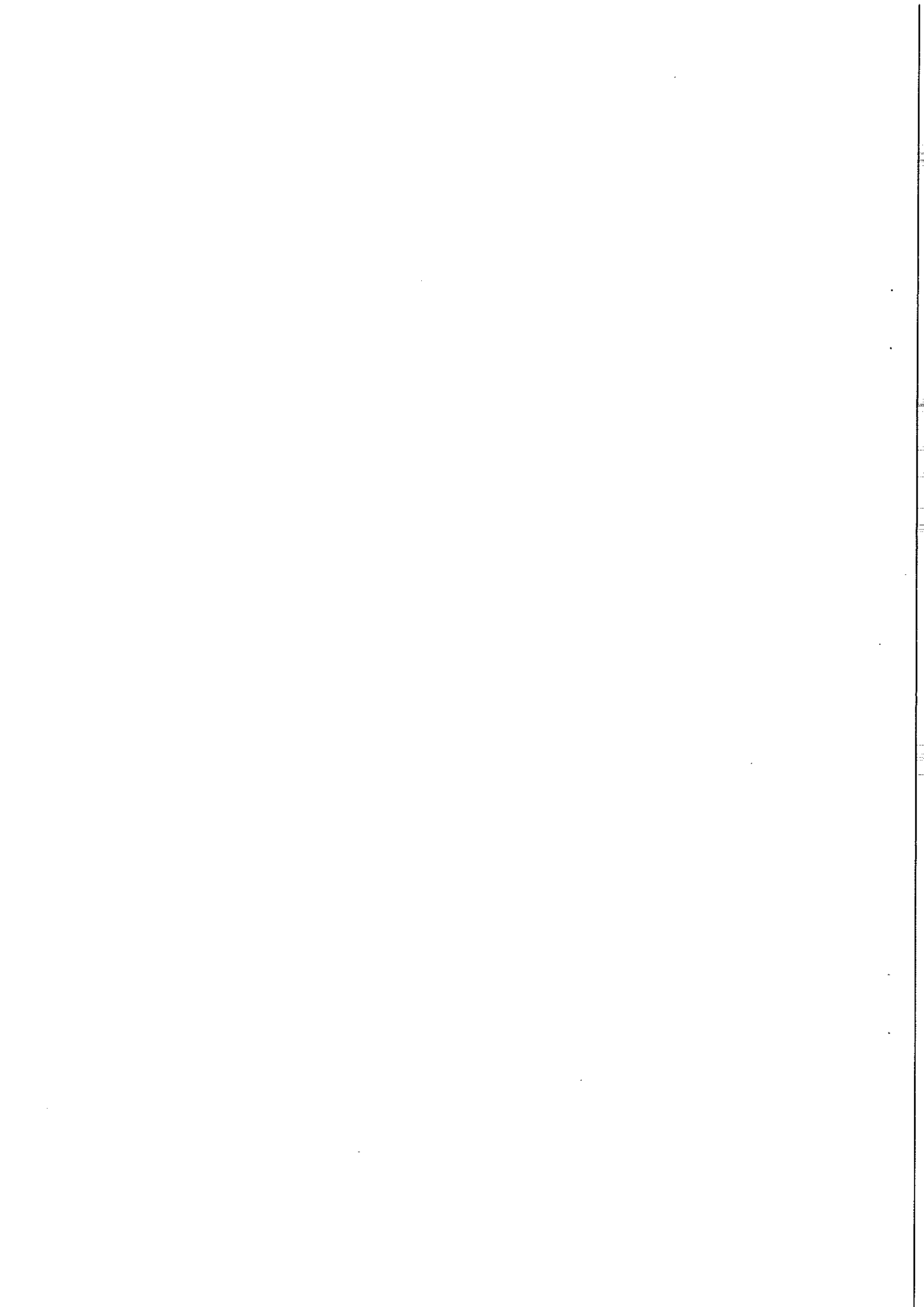
It is the wrong proximity for the workforce for the new business park and a busier airport( which I strongly support) Have you commuted to work through a town, even buses get stuck in traffic jams

This is a finite bit of land and must be used sparingly

\*Over the last few weeks there has been a number of reports that due to some circumstance or other that the number of low cost housing planned to be built are reduced so please in the new building plan that this does not happen here. As there are lot of our population who cannot afford a mortgage and require homes. Is it not the real reason for this building plan in the first place

Thank you for listening to me and I hope I have put over a point of view that you will consider.

By the way my future retiree eventually would settled in Devon.



# SPEAKER No 17 - TERRY ATKINSON

CHAMBER OF TRADE REPRESENTATION PRE-SUBMISSION MEETING 25<sup>TH</sup> JAN 2012

## BACKGROUND NOTES...

*Christchurch as a shopping centre will not enjoy increased prosperity as long as we...*

*Continue to discourage non A1 retail uses and don't welcome offices to be mixed with retail*

*Can't provide large enough shop units*

*Maintain a reputation for traffic congestion and offer a poor car parking experience*

*Fail to find new ways to support small retailers and new businesses*

-----  
**Good Evening and thank you for the opportunity to speak.**

Our comments this evening relate mainly to Christchurch Town Centre and to Chapter 5 of the Strategy. We are disappointed and concerned at lack of quality and accuracy in this section.

Firstly, there is lack of consistency, both in terminology and narrative, and an abundance of assumption, making it difficult to evaluate the impact of the proposals.

We have detailed these errors and would be pleased to discuss them at greater length with the authors.

## BACKGROUND NOTES...

*A lot of the material has been cut and pasted from earlier reports. Some has been missused and it would appear not to have been proof read to check for errors or consistency in what has been pasted.*

-----  
A few quick examples...

Page 52,                      The number of non retail units is restricted to no more than 20 per cent.

Page 52, again              Non retail uses will not amount to more than 30 per cent.

-----  
Page 46,                      The town centre includes Stony Lane.

Page 47,                      Town Bridge offers a natural geographic end to the town centre.

-----  
Page 47,                      Policy CH 3 changes Church Street from primary to secondary to allow more flexibility for restaurants and cafes.

Page 52, policy CH 6      Within the Saxon Square, Church Street, High Street core, non A1 use will be restricted to 30 per cent.

Secondly, there are some fundamental issues that concern us...

In Chapter 1, (page 30, paragraph 4.32) we read...

"There is no need for further supermarket floor space in Christchurch borough."

This is not true now, and will certainly not be true with the additional housing being provided in the borough by 2028.

BACKGROUND NOTES...

*We do not believe that this is correct. We believe that the study quoted looked at supermarket provision in the town centre and even then only looked at floorspace and not diversity and competition. It said there may be scope for different sorts of supermarket. The Dec 2001 Graham House study started this off and has been the basis of 'justification' ever since - it only covered the period to 2011 anyway.*

*There is an argument that to have more supermarkets in the town centre, rather than on the outskirts, would improve the overall viability of the centre.*

-----  
We are also concerned that the removal of Church Street from the primary core will lead to it becoming solely the domain of restaurants and cafes,

BACKGROUND NOTES...

*Consultants recommended making Church Street as a secondary core because it had cafes, hairdressers and dry cleaners (ie little A1). Now it has cafes, no hairdressers, 3 ladies fashions, post office, toy shop etc. A better mix than ever - we want it to stay that way.*

-----  
and that the inclusion of Stony Lane within the town centre will lead to retail development there that will threaten the High Street.

BACKGROUND NOTES...

*Stony Lane seems to have been dropped into the strategy recently. It was NOT in the Joint Retail Strategy in 2008 and we believe it is far better to look for growth in The Lanés, Magistrotes Court etc ie in the 'real' town centre. Stony lane is in the Purewell ward. The area around Stony lane should focus more on edge-of-centre activities such as 'bulky item' retail parks, car dealerships, health centres, garages and activity centres.*

-----  
We would have liked to see that office development would be permitted in the shopping core,

BACKGROUND NOTES...

*Office accommodation - this should be stressed as an opportunity and a key strategic aim. We need to do whatever to encourage a mix so that there is more footfall directly in the town centre, both housing and offices.*

-----  
and that a more proactive strategy of consolidation and redevelopment of car parking assets would be adopted.

**BACKGROUND NOTES...**

*Strategy seems to be to 'leave it like it is'. This is not good enough as, whatever the reasons, it is putting off people from coming into the town centre. However financially painful, something has to be done. The statement on car parks needs to be more ambitious - for example, "the council needs to rationalise and develop its car parking offering to be more attractive to customers and to realise the full potential of these assets".*

Finally, are concerned that unrealistic assumptions might cloud the need to make the best of what we have.

-----

That non-A1 use should be restricted using a quantitative approach rather than a qualitative one.

*BACKGROUND NOTES...*

*There is a real danger in using quantitative (20% or 30%) rather than a qualitative assessments of the impact of retail (A1) and 'non-retail' (non-A1) mix. There is also a confusion in the use of the terms 'frontages' and 'units' in this document.*

*The growth of the Internet will continue to eat away at the high street comparison goods market, releasing many A1 uses to service sector delivery units. We see this happening already with books, with jewellery, toys, midrange clothes and footwear. It is starting with newspapers and magazines and all has already devastated high street music and film sales. It is even taking chunks out of the convenience food market. And online delivery systems are going to move from next-day to same-day and sometime same-hour delivery.*

-----

That Saxon Square will be redeveloped to provide the larger shop units that will attract major retailers.

*BACKGROUND NOTES...*

*This document refers to the upgrade of Saxon Square, without any evidence that the owners plan to do so and without a definition of the requirements of any such upgrade. The 2008 study says that the owners only intended to get in Cafe Nero, improve the streetscape and fill the empty shops. Any plans they might have for expansion did NOT concern the Square. REEF have no plans to demolish and rebuild Saxon Square with units big enough to attract large multiple retailers.*

-----

That there is the prospect of a Christchurch Bypass within the timeframe of this strategy.

*BACKGROUND NOTES...*

*We are concerned that in reality there is no prospect of a bypass even being considered by 2026, by which time the local contribution will probably exceed £30 Million, and an earliest completion of 2035. And that is optimistic! By clinging to the notion that the bypass is possible, we are in danger of putting off decisions and not making the most of the assets we have available.*

-----

We are very worried that some of the data and projections used in this document date back from 2001, and most of it before the economic turmoil that will be with us for at least a decade.

Most of the predictions made in 2008 have not been realised - to extend the use of this data into a 2028 timeframe is, frankly, reckless, and may ultimately jeopardise the future of individuals' livelihoods or aspirations, and with that, the viability of all that we are trying to protect.

Thank you for your attention.

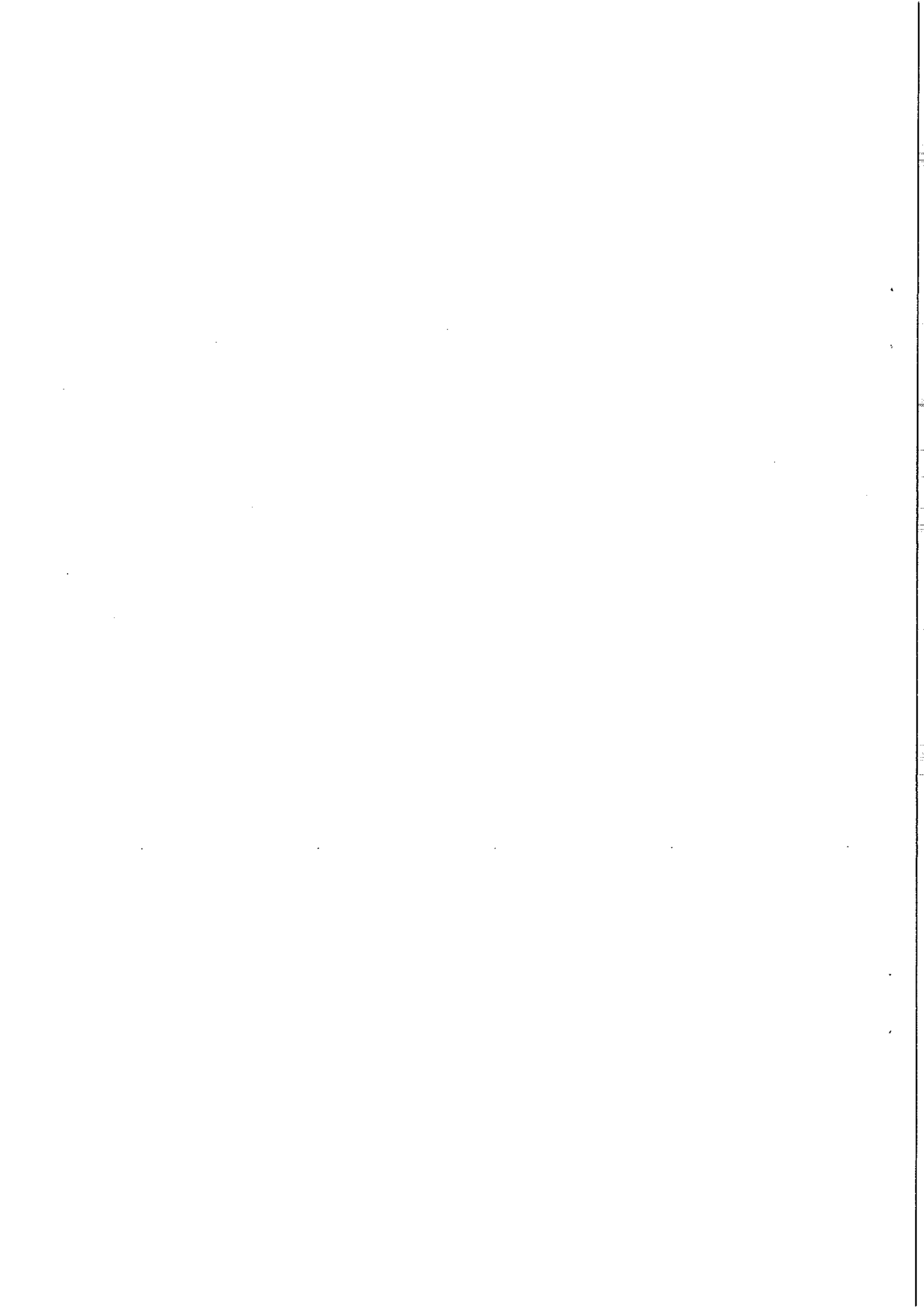
*BACKGROUND NOTES...*

*The strategy identifies that the town needs 8000 square metres of non Food Retail space. (The figure grows to 11,000 square metres later on in the document). This is based on the 2008 NLP forecast which was up to 2016 (with a warning that the figures they provided up to 2021/6 should be treated with caution!) The growth to 2016 has not and will not happen - that is no reason just to take the figures and say well we will use these as our 2028 target instead.*

*We do not believe that the prediction that the potential growth in local expenditure on convenience goods will rise by nearly two million pounds over the period to 2015. If anything, we currently see a significant contraction in spending in 2012 and the non improving situation in 2013/14, as the coalition government's austerity measures take effect. Given the Euro zone crisis and the need for the UK government to renegotiate its loans during this period, it seems highly reckless to forecast of growth in the local economy.*

*The studies underpinning this strategy were conducted more than five years ago, before the stock market crash, the housing crash, the recession, the Eurozone crisis and the election of a coalition government. At that time they were a speculative attempt at long term forecasting - since then circumstances have changed beyond recognition. It is clear that any attempt at future planning must avoid, as much as possible, quantitative targets, certainly outside of a two year window.*





## **SPEAKER No18 – John Twigg**

### **CBC Special Community Committee Re: Core Strategy M.A.G. / Bournemouth Airport Input John Twigg, M.A.G. Planning Director**

#### **Summary of Main Points**

The Airport Company generally welcomes the thrust of the policies as they apply to the Airport site although there are some minor issues with detail regarding wording but we will feed these back through liaison with officers and response to the consultation.

The Airport is a vital resource for the economy of the area, both in terms of the employment land resource afforded by the Airport's northern business parks and the accessibility and in-bound tourism and investment resulting from the operational Airport. Its growth is supported by national policy and this has been reflected through previous and proposed iterations of local policy. This is important for the business as it gives certainty and hence confidence to investors.

Recent permissions backed by this positive policy environment at the Airport have led to £45m of investment in the operational Airport both in terms of its Airfield infrastructure and the passenger Terminal buildings and to outline consent being granted to a major 42,000sqm development of Aviation Park West. These significant developments are a demonstration of the business confidence that arises from a positive policy stance. Additionally these developments are accompanied by 2 comprehensive Section 106 Agreements that further secure positive environmental, social and economic benefits for the area.

Development at the operational Airport will with recent developments accommodate growth to 3million passengers per annum, with further rationalisation of and improvements to the site to respond to demand, as

heralded in the Airport Master Plan and as suggested by the proposed Core Strategy policy.

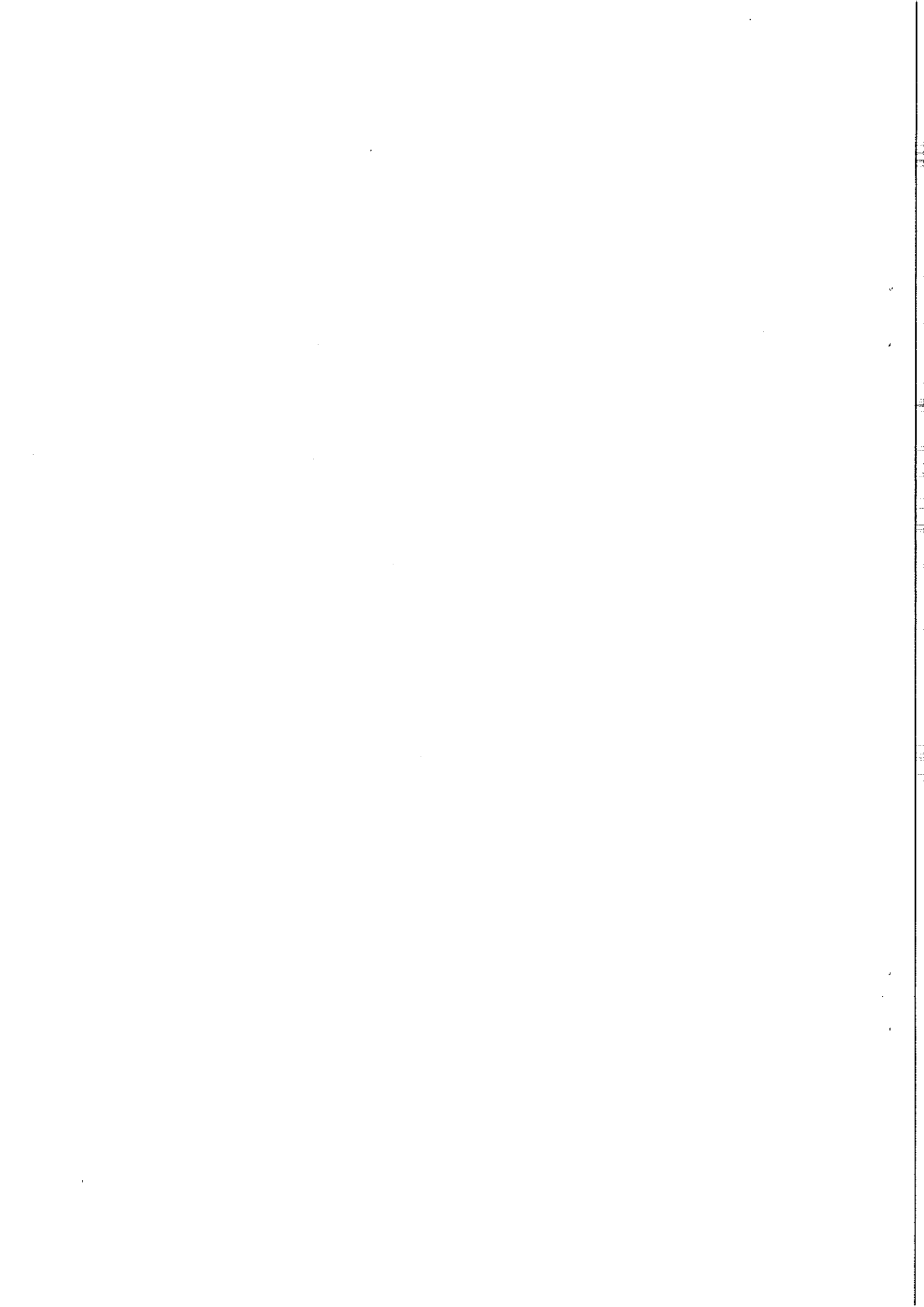
One final strand in the delivery of this is the proposed removal of the operational Airport site from the green belt. The aviation White Paper recognised the incongruity of the delivery of Airport growth with their designation as green belt sites. The restrictions applied by PPG2 did not easily allow for the realisation of this growth with any certainty. As a result, through the preparation of Regional Spatial Strategies (RSS), those Airports identified in the White Paper as being affected by green belt designations affected were proposed for removal from the green belt. Bournemouth is the one UK Airport where this process needs completing, a step that was recommended by the RSS independent examination.

Confirmation of removal of the site from the green belt will give certainty to future investment, reflect the position on the ground and be consistent with national policy. It will also strengthen the ability to resist airport development outside of the Master Plan area, as there will not be a case to suggest that very special circumstances exist to allow further purported airport – related development.

The Council, as a policy objective, has long promoted the realisation of the potential of the Business Park areas to the north of the Airfield. Its designation as a Strategic Employment Site through successive policy documents has given the M.A.G. the confidence to proceed with an ambitious scheme for the delivery of 42,000sq.m of mixed-use development over the next 10 years creating up to 1,500 jobs. We welcome the continued support through the Core strategy of this designation and recognise the need to begin to reflect that faith with action on the ground. Following a number of small scale, but very successful individual schemes on Aviation Park, we have developed a strategy and approach that we believe that the market will find attractive and have secured consent to deliver this. The approach is fully cognisant of the ecological, transport and flood – risk issues and the

business is working closely with the relevant agencies to overcome and mitigate these issues.

So the M.A.G welcomes the continued support given in the Core Strategy to development of the Business Parks and the Airport.



CHRISTCHURCH BOROUGH COUNCIL  
 CIVIC OFFICES  
 BRIDGE STREET  
 CHRISTCHURCH  
 DORSET BH23 1AZ

Telephone: 01202 495000  
 Fax: 01202 495107  
 Website: [www.dorsetforyou.com](http://www.dorsetforyou.com)



**COMMUNITY SERVICES COMMITTEE**

**Membership:** Councillor Derham Wilkes (Chairman); Councillors Bath, Davis, Duckworth, Geary, Mrs Geary, Mrs Jamieson, Mrs Jones, Honorary Freeman Lofts, Neale, Nottage and Phipps (Vice Chairman)

**Meeting:** Special Community Services Committee

**Date:** 25 January 2012

**Time:** 6.00pm

**Venue:** The Council Chamber, Civic Offices

The business to be transacted is set out below.

DAVID MCINTOSH  
 Chief Executive and Town Clerk

Monday 16 January 2012

Enquiries to: Mrs Vanessa Ricketts – (01202) 495141  
 Email: [v.ricketts@christchurch.gov.uk](mailto:v.ricketts@christchurch.gov.uk)

**PART 1 (Open Items)**

**1. Apologies for Absence**

To receive apologies for absence.

**2. Declarations of Interests**

To receive declarations of interests from Members in respect of the following items:

**3. Local Development Framework Core Strategy – Pre-Submission Consultation Document**

Report by the Planning Policy Manager attached.

**PART 2 (Confidential Items)**

None

**GENERAL INFORMATION**

IF YOU WOULD LIKE A LARGE PRINT VERSION OF THIS AGENDA, OR ANY OF ITS REPORTS, PLEASE CONTACT VANESSA RICKETTS ON 01202 495141

**Internet** This agenda and its accompanying reports can also be found on the Christchurch Borough Council website: [www.dorsetforyou.com](http://www.dorsetforyou.com)

**Public Attendance** Members of the public are welcome to attend the Civic Offices and observe committees.

**Mobile Phones** All mobile phones must be switched off in the Council Suite

**Disabled Access** The Civic Suite has full access and facilities for the disabled.

**Emergency Procedure** Please ensure that you are familiar with the location of all emergency exits which are clearly marked. In the unlikely event of an emergency an alarm will sound.

PLEASE EVACUATE THE BUILDING IMMEDIATELY.  
 DO NOT RE-ENTER THE BUILDING UNTIL AUTHORISED TO DO SO

**No Smoking Policy** The Civic Offices operates a strict No Smoking policy in all of its offices, corridors, meeting rooms and toilets. A wall mounted ash bin is provided outside the Civic Suite.

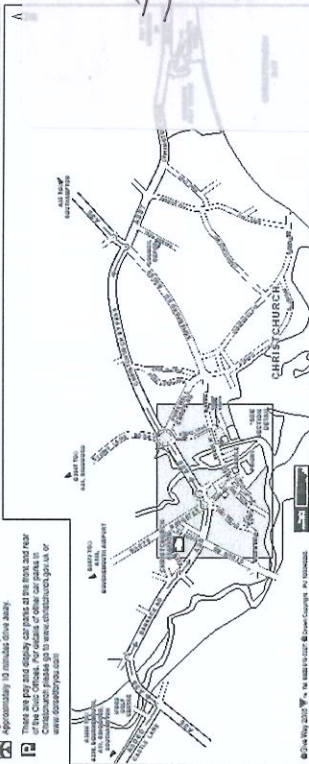
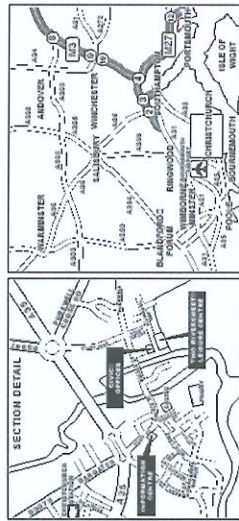
**Parking** Car parking is available in the Leisure Centre car park. Usual charging rates apply.

**Christchurch**  
 - Where time is pleasant -  
 Civic Offices  
 Bridge Street, Christchurch, Dorset BH23 1AZ  
 Tel: +44 (0) 1202 495 000  
 E-mail: [customerservices@christchurch.gov.uk](mailto:customerservices@christchurch.gov.uk)

**How to find us**  
 By Rail: Christchurch is served by the Dorset Line. Christchurch Station is approximately 5 minutes car ride away. For information on train operators and times please visit the website [www.rail.gov.uk](http://www.rail.gov.uk)

**By Air: Bournemouth Airport**  
 Christchurch is approximately 15 miles from Bournemouth Airport. For information on airlines and times please visit the website [www.bournemouthairport.com](http://www.bournemouthairport.com)

**By Road: A303 and A339**  
 Christchurch is served by the A303 and A339. For information on road conditions and times please visit the website [www.dorsetforyou.com](http://www.dorsetforyou.com)



Appendix E6

## ITEM NO 3

SPECIAL COMMUNITY SERVICES  
COMMITTEE

25<sup>TH</sup> JANUARY 2011

### LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY – PRE-SUBMISSION CONSULTATION DOCUMENT (FOR PUBLIC SPEAKING)

#### 1. PURPOSE AND RECOMMENDATIONS

**Purpose of Report:** To inform members of the next consultation stage of the joint Christchurch and East Dorset Core Strategy, and to seek views on a draft consultation document from both members, and the public, at a public speaking session.

**Recommendations:** It is **RECOMMENDED** that the Committee notes the content of the draft Pre-Submission consultation document, together with comments received from the public speaking session at Committee.

**Lead Members:** Councillor Ray Nottage, Leader of the Council

Councillor Mrs Margaret Phipps, Portfolio Holder for the Environment.

**Contact Officers:** Simon Trueick, Community & Planning Policy Manager  
George Whalley, Planning Policy Team Leader.

#### 2. BACKGROUND

2.1. The Core Strategy is the primary document in the Local Development Framework, setting out the Councils' major planning strategy and policies for the period up to 2028.

2.2. The Core Strategy is a joint document covering Christchurch and East Dorset. A large proportion of policies within the document will apply in both areas, with others being specific to each Council.

2.3. This document is being prepared for the third round of public consultation that both Councils have undertaken. The previous consultations on the Core Strategy took place in the spring/summer of 2008 at "Issues and Options" stage, and late in 2010 at "Options for Consideration" stage. These have asked the public to confirm what they felt to be the main issues facing Christchurch and East Dorset which the Core Strategy should address, and their views on policy options for addressing the issues.

2.4. The next stage of preparation is to consult on a draft Core Strategy, the "Pre-Submission" stage, so called because it occurs prior to the Council formally submitting the document to the Secretary of State for his examination and approval.

## ITEM NO 3

2.5. This is a particularly important stage as it sets out for the first time the draft policies the Council will use to guide development in the area in years to come.

2.6. The draft Pre-Submission Core Strategy will formally be considered for consultation at simultaneous special Council meetings scheduled for 5<sup>th</sup> March, at the Village Hotel, Bournemouth. Given the importance of the document however, both Councils have convened special meetings of Committees to consider the content of the document, and to hear views of local people and organisations through public speaking. This will then inform the debate at the Council meetings.

2.7. East Dorset District Council's Policy and Resources Committee will hear public speaking on the document at its special meeting on 1<sup>st</sup> February at the Barrington Theatre, Ferndown.

#### 3. THE DRAFT PRE-SUBMISSION DOCUMENT

3.1. The draft Pre-Submission Core Strategy is attached as Appendix A to this report.

3.2. The structure of the document remains broadly the same as at the previous options stage, and is divided into sections as follows:

3.3. The first few sections introduce the Core Strategy, and explain its preparation, and set out contextual information on Christchurch and East Dorset, as well as issues which the document will address.

3.4. A vision and key objectives are then set out, before leading into the Key Strategy (Section 4). This establishes major policies for the settlement hierarchy in order to focus development in the most sustainable locations. This section also establishes the overall level of housing and employment provision, the extent of Green Belt, and the main retail and transport policies.

3.5. The document then breaks into specific sections for Christchurch (sections 5-7), and East Dorset (sections 8-12).

3.6. Section 5 deals with the town centres of Christchurch and Highcliffe, setting out a vision for each centre, and establishing town centre boundaries and retail frontages.

3.7. New greenfield housing is dealt with in section 6. Whilst the majority of the Borough's future housing will be delivered within the urban area, a significant urban extension will be established around Roeshot Hill (850 dwellings), and two smaller new neighbourhoods are proposed at Marsh Lane (90 dwellings), and Burton (45 dwellings).

3.8. Section 7 sets out the vision and key policies relating to Bournemouth Airport, including changes to the Green Belt to exclude the operational airport, runways and taxiways.

3.9. The East Dorset sections include policies for new neighbourhoods, employment sites and town centres in Wimborne, Colehill, Corfe Mullen, Ferndown, West Parley, Verwood, Three Legged Cross, St Leonards, St Ives and West Moors. Policies for the rural areas of East Dorset are also established.

3.10. The final sections of the document set out some common policies across both areas for the management of the natural and built environment (including

### ITEM NO 3

protection of the Dorset Heathlands), for the economy, and for meeting local needs (including provision of open space and affordable housing).

3.11. The purpose of this meeting is to consider the content of the Core Strategy document itself. As was the case at Options stage, the document will be supported by a number of other papers, reports and assessments:

- Background Papers, setting out how the options, evidence and consultation responses have been considered and developed into draft policies.
- A series of assessments to test the sustainability and soundness of the Core Strategy covering Sustainability Appraisal, Habitats Regulations Assessment, Equalities Impact Assessment, and Health Impact Assessment.
- Final master planning reports on the Christchurch Urban Extension and New Neighbourhoods in East Dorset.
- Updated Area Profiles setting out contextual information on local areas within Christchurch and East Dorset.

3.12 All of these documents will be available for consideration at the March Council meetings, and will then be available for information during the consultation period.

3.13 A detailed consultation strategy will also be produced for consideration at the March Council meetings. The consultation period will run for 12 weeks from 2<sup>nd</sup> April until 25<sup>th</sup> June.

#### 4. IMPLICATIONS

##### Corporate Plan & Council Objectives

4.1. As the Core Strategy policies cover almost all aspects of future planning and development within Christchurch and East Dorset, they impact on all the Corporate Plan themes and Council Priorities set out in the respective Corporate Plans for Christchurch Borough Council and East Dorset District Council.

##### Legal

4.2. The Core Strategy forms part of the statutory Development Plan, and its production is therefore a requirement of the planning acts. The "Pre-Submission" stage represents a statutory consultation stage in the preparation of the document.

##### Environmental

4.3. There has been thorough assessment of the environmental impacts of the policy options contained in the Pre-Submission document, and these assessments will form part of the documentation to be approved for consultation in March.

4.4. The requirements of the current planning system mean that a considerable amount of paper is generated by the LDF process. The Councils have however purchased a bespoke consultation software which enables electronic publication of documents to the web, and allows people to send comments

### ITEM NO 3

direct online without requiring submission of response forms, or printing of documents.

##### Financial and Risk

4.5. There are no specific financial implications in this report. The consultation strategy can be funded from existing budgets.

4.6. In terms of risk, it is essential that the Core Strategy policies are based on sound evidence and reflect national policy, as well as taking account of comments received during the options stage. Following consultation, the document will need to be submitted to the Secretary of State, who will appoint an inspector to examine the soundness of the document.

4.7. Where policies do not reflect the evidence gathered, or deviate from national policy without adequate justification, there is a risk that the inspector may find the Core Strategy unsound.

#### 5. CONCLUSION

5.1. This special Committee stage allows members early consideration of the draft Core Strategy, and to hear the views of local residents and others prior to formal consideration of the consultation documents at Council in March.

5.2. This is considered to be a robust way of scrutinising the draft document prior to public consultation.

##### Background Papers:

Christchurch & East Dorset Core Strategy: Options for Consideration, October 2010

Christchurch & East Dorset Core Strategy: Issues & Options Discussion Paper, March 2008.



## Speakers

	Name (s)	Representing
1.	Hilary Chittenden	Environmental implications and sustainability
2.	Mr Flay	Personal
3.	Graham Willetts	Personal/ St Leonards and St Ives PC
4.	Ryan Johnson	Taylor Whimpy - Land in Corfe Mullen
5.	Brian Lane	Keep Corfe Mullen Green
6.	Steve Coates & David Edwards	Wimborne Allotment Association & Ferndown Allotment Association
7.	Michael Moysey & Paul Miller	Wimborne Rugby Club & Wimborne Football Club
8.	Sir Roger Palin	Personal
9.	Sheila Bourton	Keep Wimborne Green
10.	Paul Davenport	Personal
11.	Christopher Undery	Town Planning Consultants
12.	John Worth	Civic Society
13.	Tony Gibb	Dorset Association of Parish and Town Councils
14.	Fiona Astin	Synergy Housing
15.	Kenny Pearce/Richard Heaslip	Residents Association /West Parley Parish Council
16.	Doug Cramond	DC Planning Ltd
17.	Cathy Lugg	Personal/ Ferndown Town Council
18.	Mark Keighley	Yellow Buses
19.	Dawn Leader	Personal
20.	Andrew Patrick	On behalf of Wessex Water – Little Canford Depot – Brownfield opportunity

## East Dorset District Councillors

1.	Councillor S Lugg	Ferndown Ward
2.	Councillor Mrs Hymers	Wimborne Minster Ward
3.	Councillor J Wilson	West Parley Ward

The Strategy includes some excellent general policies including the SANGs which will open up new large areas of natural greenspace for everyone to use and enjoy. Without some development we would not have such opportunities but we must ensure that it is available for use in perpetuity and guarantee that bits will not be nibbled off for development. We also need to fund its long term management. While Green Belt Policy is useful it is a blunt tool with no control over the quality of the land it seeks to protect or its accessibility to the rest of us. Today, far more people want to have much closer contact with our natural environment: it's good for our health and wellbeing and it's our birthright.

But we just cannot go on and on with development indefinitely and I question the sustainability of some of the proposals.

ETAG has been critical throughout the process that no surveys have been undertaken before short listing the sites. Without doing this we don't know what wildlife and ecosystems are there and what we risk losing. Our SSSIs and SNCIs have been safeguarded as "little wildlife islands" but the potential for linkages to ensure that our ecosystems thrive and can withstand the pressures of climate change have not been considered. This is vital.

We need this survey information now to ensure ecosystem function: it is essential for man's existence. There is still time to do this (though not as completely as we would wish) before the Core Strategy is finalised: it should not be left until the planning application stage. We urge you to sanction this.

Some new building is being taken rather close to the flood risk zone. In potentially vulnerable areas there should be absolute certainty that there would be no increased risk to existing or new homes. Can we please be reassured on this?

We are concerned that the impact of employment sites on ecosystem function has very largely been ignored. These sites have not been surveyed either: some are unsuitable.

A detailed phasing plan is essential. Please learn from the mistakes that were made in Verwood and ensure that infrastructure is delivered alongside development (not years later)

Some proposals could lead us down the route of exponential and unsustainable growth. Perhaps too much in too short a period of time? Are the criteria for "Local Connection" sufficiently stringent? By the time these houses are built, the pressure for even more affordable homes will have increased. 65% of the housing could be occupied by people with NO local connection so after a short period of time we open the floodgates of demand yet again.

Having said this, we do need to balance the risk of reducing the development proposals against what an Inspector could impose on us. Demonstrating the soundness of the Strategy is critical and will depend very largely on environmental and sustainability issues.

- .....
- Notes:**
1. Sustainable development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs
  2. The 2008 Strategic Flood Risk Assessment has included best estimates of the impact of climate change that were available at that time but we have not yet seen modelling of the impact of the new development.
  3. New publication: DEFRA - The UK Climate Change Risk Assessment 2012 Evidence Report <http://randd.defra.gov.uk/Document.aspx?Document=TheUKCCRA2012EvidenceReport.pdf>

## REPORT FROM W.M. WALSH ON THE GRANGE, ST. LEONARDS

The area known as The Grange was laid out in the first half of the last century. It was initially conceived as a low density development giving an average 2.5 acres per plot for ex-soldiers to go into smallholdings specialising in chicken farming. At that time the road pattern was established together with a main sewer which has a natural fall leading to the sewage plant to the south of the site. Mains water and electricity are also available.

The fact that the smallholding concept did not work has led to a variety of uses, from a caravan site to light industrial with conventional housing in between. In many ways you get the feeling that the Planners adopt the attitude "out of sight, out of mind", which has led to inappropriate development gained mainly through Lawful Use Certificates (back door planning so to speak).

In my opinion, the area is wrongly classified as "green belt". It was conceived as a development, laid out as such and should now be completed as a modern estate.

When you consider what already exists, the site amply demonstrates that it is a sustainable development with the exception of schools and some shops, it has everything else. Recently there was a traffic survey that showed a substantial amount of traffic moved to the east every morning, up the A31 and also past the Bournemouth Airport. If The Grange was developed many of the people who work to the east of the area could move on to the new development and then use the A31 instead of going past the Airport.

At a time when it is obvious that there is a substantial need for new housing, the area of land already earmarked, in my opinion, is far from adequate. The Grange would however provide a suitable area to carry out a slow, but progressive, expansion to meet the future needs of a growing population. Further consideration must be given to the development of this area.

How anybody could suggest a development to the east of New Road, directly in line with the Airport runway, is beyond me. The planes at that point are at a very low level and as Bournemouth Airport expects to expand, the possibility of an accident in that location increases and would be too terrible to contemplate.

**ST LEONARDS & ST IVES PARISH COUNCIL'S SUBMISSION FOR PRESENTATION  
AT THE LDF  
MEETING AT THE BARRINGTON THEATRE FEBRUARY 1<sup>ST</sup> 2012**

St. Leonards and St. Ives Parish Council recognise that there are insufficient brown field-sites in East Dorset on which to build the number of homes necessary to provide a reasonable number of affordable homes and to meet Government housing targets.

We accept that it is therefore inevitable that some of the homes to be built in the future will be on what is at present green belt. We believe that to try to do nothing is unviable. If we do not identify specific sites, development interests will apply for permission in every possible location and are likely to win on appeal. The result would be an unplanned mess, which would threaten the whole of the green belt and the environment. We are of the belief that the planned new neighbourhoods proposed are in sustainable evidence based locations, which are the least harmful option.

The Parish of St Leonards and St. Ives has three of the largest and most important areas of Protected heath land in the district namely Avon Heath north and south parks and Lions Hill. Despite these constraints, we have already accepted development in a green belt location at St. Leonards Hospital, which will provide much needed affordable housing. We therefore fully support policy VTSW7.

St Leonards and St. Ives Parish Council has a close association with and is very supportive of the work of the Environmental Theme Action Group, and endorses the current interim Heath land Planning Framework operated by the Council. We fully support Policy ME2, which underpins that framework.

Thank you Chairman

I am here today on behalf of three landowners that between them own the majority of land north west of Corfe Mullen.

As Officers and Members will no doubt be aware, this land has been promoted as a sustainable direction for growth for many years.

In 2005 the Council undertook a considerable amount of research to establish the need for homes, particularly affordable homes for Corfe Mullen and the adjoining conurbation. This acknowledged the area showed signs of a gradual gentrification, with reduced opportunities for young families and a local workforce to access affordable housing as a consequence.

As a result, the Council considered and endorsed reports in 2005 that concluded the need for over 700 homes at Corfe Mullen, a significant proportion of which being affordable family homes. This was seen as a way of attracting young families and retaining a local workforce to sustain the areas services, facilities and employment base for the future. Land to the north west of Corfe Mullen was also deemed the most suitable location for this growth.

The proposed Core Strategy DPD before you has significantly cut this growth in favour of a smaller option north of the settlement. No evidence has been provided to justify this significant reduction in homes, particularly the impact this will have on young families, the local labour force or the ability to attract either to the area in the long term. We feel this evidence is essential if the Council and the subsequent LDF Inspector are to make informed decisions on the future of Corfe Mullen. Equally, no evidence has been provided to demonstrate the Council's option is deliverable within the plan period, particularly as some aspects require third party land for delivery. Despite this, the Council have not consulted on any alternatives. We therefore respectfully request the Council consult on alternative or additional options for Corfe Mullen. This will enable the Council and the subsequent LDF Inspector to make informed decisions on the level and direction of growth at Corfe Mullen for the future.

We have commissioned extensive surveys of land north west of Corfe Mullen, particularly land east and west of Haywards Lane. This has shown that land east of Haywards Lane offers a credible and sustainable alternative or addition to the Council's option north of the settlement. Land to the west of Haywards Lane is also shown to be suitable for a country park to benefit existing and future residents. Corfe Mullen Parish Council have also written to EHDC to support the development of land north of Pardy's Hill, including a significant proportion of affordable homes.

Copies of our site assessment and an illustrative masterplan for this area are being submitted to Officers this Friday. We would urge Officers and Members to look at this and the evidence underpinning the Council's current level and direction of growth at Corfe Mullen. Thank you.

## SPEECH TO POLICY & RESOURCES COMMITTEE – 18.00 1<sup>ST</sup> FEBRUARY 2012

Good evening, I am Brian Lane Chair of Keep Corfe Mullen Green.

Today, sadly it is not possible to have any discussion with any member of this Policy & Resources Committee. We are instructed to talk to you, but not with you.

Foreign secretaries, diplomats and the like achieve their goals through discussion. Lecturers and students discuss issues which results in greater understanding.

On Monday 5<sup>th</sup> March, EDDC and Christchurch Councils will ratify the Core Strategy Pre Submission Document. It will be an extraordinary meeting where no member of the public will be permitted to speak. This is not democracy.

In the Plain English Guide to the Localism Act, published by the Department of Communities and Local Government, under the heading of Clarifying the rules on predetermination, it says and I quote *"The Localism Act makes it clear that it is proper for councillors to play an active part in local discussions, and that they should not be liable to legal challenge as a result. This will help them better represent their constituents and enrich local democratic debate."*

It seems to me a shame that this meeting takes place today and the meeting planned for the 5<sup>th</sup> March, without any discussion whatsoever.

The holding of local discussions will benefit us all. I am certain we will all emerge with a far clearer understanding of all our aims and objectives. As the Localism Act says, "this will enrich local democratic debate".

During the Core Strategy Pre Submission Consultation period, we look forward to local democratic discussions with EDDC Councillors, not just completing questionnaires or submitting our views in writing.

Having only recently received knowledge of these imminent meetings and the results of the earlier questionnaires on Corfe Mullen, these building and Green Belt related matters are currently under debate with our members.

One thing is crystal clear however, we strongly believe that local people, buying or renting, or a combination of both, must have absolute first priority on any new Core Strategy housing. It would be an unacceptable injustice, remembering the hundreds of thousands of pounds of our money spent on planning consultants and other development areas, if local people lost out to those from outside our area.

We are very much in favour of housing for, 50% first time buyers and 50% affordable housing, including a long lasting, water tight covenant. This is what the local people want and need.

On the 23<sup>rd</sup> January 2012, the Local Government Association and the Homes and Communities Agency said and I quote "*Working with communities is vital if local people are to be persuaded of the benefits of developments occurring in their local areas.*"

My thanks to Sheila Bourton, for alerting me to this quote.

We look forward to healthy and progressive discussions with you, as The Localism Act advocates. Thank you.

Brian Lane  
Chair of Keep Corfe Mullen Green  
1<sup>st</sup> February 2012

EDDC meeting Feb 1<sup>st</sup> 2012.

Ferndown Allotments Association submission.

6

Good evening, I am David Edwards, chair of the Ferndown Allotments Association. We have over 40 members but zero allotments!

Since April 2008 Ferndown Town Council have recognised the need and their obligation to provide allotments in the town and they been promising the nearly 100 people on their waiting list that plots will be provided on land adjacent to Haskins at Longham. After many promises and false dawns, we appear to be no nearer to getting any plots. How many more years will we have to wait?

We submit to you that the Core Plan must include the provision of land to satisfy the growing need for allotments in Ferndown, (pardon the pun!) whether that be done by compulsory purchase, compulsory rental or by placing planning pre-requisites on developers to provide a percentage of their developments for amenity use such as allotments.

This would go some way towards satisfying some of the Communities and Environment Outcomes priority areas stated in the plan – such as healthier residents who feel part of and who are actively involved in the community and who help to create a thriving and attractive place to live whilst safeguarding the natural environment and green spaces in the town.

We call upon the District Council to help us in any way they can to get our allotments up and running even though we recognise that it is the Town Council's statutory responsibility to provide them.

Thank you. I could say much more but I was only given one minute in which to speak.



**WIMBORNE ALLOTMENT ASSOCIATION**  
**RESPONSE TO CHRISTCHURCH BOROUGH & EAST DORSET COUNCILS'**  
**CORE STRATEGY. The Barrington Theatre, Ferndown. 1<sup>st</sup>. February 2012**

**Objection**

Wimborne Allotment Association objects to the proposals concerning the relocation of the Cuthbury and Julians Road allotments. Our objection remains largely in line with our original response to option WMC1 (see attached) although we do acknowledge that some of our suggestions have in part been implemented.

**Principal Objection**

The allotments in their present location, help provide the 'green lungs' of the town centre. The only other remaining green spaces are the recently diminished area at Waitrose and the Redcotts Sports Field. The proposed development on the allotment sites would increase the housing density of the town centre, pushing its green spaces to the furthest perimeters of the town boundary.

**Infrastructure Issues**

We remain concerned at the ability of this part of Wimborne to cope with the proposed changes. The proposal for high density housing, on the allotment sites, increased from original plans to 260 homes, would inevitably involve an extra 500 + cars. This will cause access issues in the Julians Road and Victoria Road areas, compounded by the proposed traffic lights on Julians Bridge. This area is currently very congested at peak times and the extra commuter traffic could make travel times unsustainable. It would inevitably lead to worse queues than are currently the case and a greatly increased risk of accident. These homes would also generate delivery traffic as 'on line' shopping increases over the life of the 30 year plan. The recent traffic chaos, resulting from the damage to Julians Bridge, demonstrates the importance of this route and its potential unsuitability for higher traffic volumes.

**Alternative Allotment Sites**

We note the proposals to provide new allotment plots on The Leaze, however, this is a far smaller plot of land than the existing allotments occupy. The land allocated to allotments on the area south of Leigh Road (WMC5) appears to have dramatically decreased and no land appears to have been allocated to provide allotments on the Cranborne Road (WMC4). We understood the policy would cater for the current 150 plot holders and provide sufficient space to cater for the current waiting lists plus the expected additional requirement over the coming 30 year period.

We do not consider the latest proposals will be sufficient to relocate existing plot holders and will not reduce the current waiting lists or provide for future population growth. We believe that with the 30 year plan the Council must take the opportunity to commit to an adequate allocation of land to satisfy the ever increasing demand for allotments as can best be predicted.

## **WIMBORNE ALLOTMENT ASSOCIATION RESPONSE TO OPTION WMC 1 CUTHBURY AND JULIANS ROAD ALLOTMENTS**

- 1) The sites are within the greenbelt and this status should be preserved for future generations.
- 2) The sites are a recreational asset, for all Wimborne residents, by way of allotment gardening, walking and dog exercising. They form a tranquil background for a riverside walk and provide a haven for wildlife.
- 3) Many of our members, especially the elderly, are currently able to walk to their plots and have stated they will not be able to access the alternative sites. None of our members would be able to walk to the new sites and, in the case of Leigh Road, they would be in competition with two sports clubs for access and parking.
- 4) The stated reason for building new homes in Wimborne is to provide affordable accommodation for the younger generation. The Developer, in our view, will only provide the least number he can get away with, because of the value of the land. The proposal is to build 170 homes on the Cuthbury allotments. The minimum requirement is 40% affordable which is only 68 homes. If used for new building, the land south of Leigh Road is not of the same quality and would be cheaper to buy, allowing for a lot more homes at an affordable price.
- 5) The allotment sites, if built on, would not have good vehicular access, and would add to the current congestion of Julians and Victoria Roads.
- 6) The proposed new site, south of Leigh Road, is bordered by a sewage farm and the main A31 trunk road, the latter is likely to be extended to a dual carriageway sometime in the future. These two features make the new site unappealing for an allotment. The value of allotments to society should not be underestimated. They provide a good recreational environment for all, as well as, mental and physical stimulation for the plot holders as well as making a valuable contribution towards sustainability of the environment. A recent published survey claimed that allotment holders lived several years longer than the general population. Allotments have become ever more popular over the years, with waiting lists growing nationwide. They should be treated as an asset and not relegated to the outskirts of communities.

Mr.R.Pike  
WAA Secretary  
23 Oakley Hill  
WIMBORNE  
Dorset BH21 1QQ

Good Evening, my name is Paul Miller. I am the Vice Chairman of Wimborne Town Football

**Firstly**, we welcome the move from our current ground, for years the Club has been operating on a 'patch up and make do' basis. We have been under pressure from the **league, the safety authorities** and, rightly so, our supporters. Moving the club to a '**Sports Village**' will become an opportunity to help develop and offer facilities, **not only** to our 16 youth teams, **but also** to offer sport and fitness opportunities to the community as a whole.

**We** fully support the way the Council is moving forward with its Core Strategy.

The dual plan to allow housing on our current site at Cuthbury **and** to provide for a new ground south of Parmiter Drive makes good sense.

The proposed contractor **Wyatt Homes** are a **sound**, long established **local** company with a reputation for building **good quality**, and characteristic homes. **Their** initial plans would fit ideally into the environment at Cuthbury.

**It's also** important that we keep within our Wimborne heartland, **It's** easily accessible from the town centre, **and geographically** we would be close to our existing supporters.

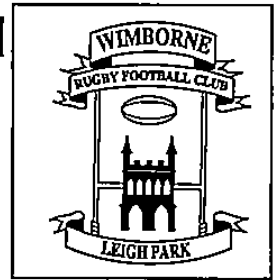
The land is well suited to a football ground, and the council's idea for wider sports and recreation facilities in the same area would be **excellent**. We are keen to see the Football Club in place as the first facility.

**It's** very important the club has this new facility in place before the old one is released for development, **as far as** we are concerned the sooner the new site can be started the better, with **all** access options needed to be kept open so that we are not delayed by others.

The end result needs to be something **the Town and District** will be proud of, the Club, its players **and all of our many supporters** look forward to a new era for Wimborne Town Football Club.

Thank you and I pass you across to Michael Moysey from Wimborne Rugby Club.

# Wimborne Rugby Football Club Ltd



*Headquarters and Ground:*

Leigh Park, Gordon Road, Wimborne, Dorset. BH21 2AP. Tel: 01202 882602  
[www.wimbornerugbyclub.co.uk](http://www.wimbornerugbyclub.co.uk)

---

*Affiliated to:* The RFU. Dorset & Wilts RFU & Hampshire RFU

---

## SUBMISSION TO EAST DORSET DISTRICT COUNCIL

1<sup>st</sup> February 2012

Mr Chairman and Members of the Committee

My name is Michael Moysey and I am Chairman of Wimborne Rugby Football Club

I would initially like to thank you for giving this opportunity to address the Committee as part of the Pre Submission Consultation event

The fact that we are doing it at all and that the Strategy clearly recognises the need to provide for the relocation of sports clubs and in particular Wimborne Rugby Football Club along with allocation for both formal and informal open space for Wimborne and Colehill immediately gets the support of Wimborne RFC particularly where it will clearly help to develop facilities for the youth of the area.

Wimborne RFC is based at Leigh Park near the centre of Wimborne and is a members club with in excess of 500 members from age 5 to 90 with in the order of 300 5 to 16 year old boys and girls. The strain on our facilities and the surrounding infrastructure is plain to see for all who care to visit Leigh Park during the season.

In short the club has outgrown Leigh Park and conversely Leigh Park has probably outgrown the club. Our club house started life as a war time air raid shelter ! We now need to move in to the 21<sup>st</sup> century to develop the game locally and continue to foster our strong community links through our 5 senior teams as well as the youngsters I have already mentioned.

The Club supports Policy WMC7 which provides for the relocation of the rugby club and the subsequent reuse and redevelopment of Leigh Park providing appropriate and sufficient facilities are identified and deliverable elsewhere

Chairman: Michael Moysey 42 Lacy Drive Wimborne, Dorset, BH21 1DG  
01202 841478



Registered under the Industrial and Provident Societies Act 1965  
Number No. 200000

The club therefore also supports in principle **Policy WMC 6** for the re provision of facilities south of Leigh Road BUT does reserve the right to consider supporting any alternative schemes that may come forward to through the Core Strategy consultation that could deliver our needs .

In summing up club members regularly remind me that "*we have been here before*" with nothing to show for it with other previous schemes including the "By the Way" site project promoted by the Council. We must collectively get it right this time for the future sustainability of the club and the sport within the town and district.

**Michael Moysey**  
**Chairman**  
**Wimborne Rugby Football Club Limited**

EDDC – Core Strategy Meeting, 1 Feb 12.

Statement of Sir Roger Palin, 1 Walford Close, Wimborne Minster.

Chairman, Councillors.

Thank you for this opportunity to address you.

I speak on behalf of a number of local residents who share my concerns about the proposed New Neighbourhood which is planned to be built both to the east and west of Cranborne road just to the north of Wimborne, Core Strategy Policy WMC5.

This is by far the largest of the New Neighbourhoods proposed for Wimborne; it represents an increase in the town's population of not far short of 25%, all to be housed in this one area alone. It is to be built on 16.7 hectares of Green Belt land; the majority of the affordable homes are to be concentrated on the western site close to the Cranborne Road and these will have to be built at town centre density levels (50 to 60 dwelling per hectare) in order to fit the required number (well over 200) into the space allocated on the plans.

This is not only a disproportionate share of Wimborne's new development for one small part of the town to bear, but it will also be a carbuncle on what is currently a rural landscape, it will exacerbate traffic problems and increase the risk of surface water flooding.

When this Council first considered a similar proposal in 2006, your Policy and Resources Committee rejected it, with not a single vote in favour. I quote just two of the many objections: 1) "the area north of Walford Bridge is important as part of the rural setting of the historic town, and performs that Green Belt function"; 2) "traffic from areas north of Wimborne would pass through the town centre or over the Colehill ridge."

In June 2009, the then Leader of your Council wrote to the Secretary of State for Communities and Local Government stating that the Council was against this development to the north of Wimborne on grounds of traffic and flooding.

What has changed locally since then that might persuade you to do a U turn? Nothing, other than that this version of the proposed development actually increases the numbers of dwellings to be provided, now also includes a school,

community centre and retail outlets, and the amount of Green Belt land to be given up has doubled.

Concerning transportation, the development fails to meet either National, County Council, or Highway Agency development planning policy requirements, and furthermore contradicts your own Core Strategy Objective 6 and Policy KS9.

Cranborne Road is not a designated Prime Transport Corridor nor are there any road improvements planned for this area in the Core Strategy. Indeed the WMC5 proposal would actually makes things worse, (I quote) “the need for further measures to be put in place to the east of the new Burts Hill junction to make this an unattractive route to those wishing to access the A31(T).” How are people expected to get to work? which is unlikely to be in Wimborne within walking or cycling distance, but rather as now in Poole/Bournemouth or in the future at the sites earmarked in the Core Strategy for commercial/industrial development, namely Ferndown or Bournemouth airport. The inevitable consequence is increased traffic through the Walford Bridge bottleneck and then one way or the other via the town centre.

Concerning flooding, although the sites lie outside the areas along the River Allen assessed as Flood Zones 2 and 3, they comprise a major catchment area for rainwater feeding into the River Allen. There is already a serious surface water drainage problem in Burts Hill at times of heavy rain.

Building heavily on these fields, particularly the eastern site, will inevitably increase the risk of local flooding from other than fluvial sources, the more so when taking into account the forecast effects of climate change.

In sum, Policy WMC5 will exacerbate the very problems – Green Belt and landscape, traffic and flooding – which led Council to reject its smaller scale predecessor. We urge you most strongly to do the same with this larger and more ambitious proposal, which like its predecessor remains fundamentally flawed.

Thank you for listening.

**KEEP WIMBORNE GREEN**

**SPEECH TO P & R COMMITTEE MEETING 1<sup>ST</sup> FEB 2012**

**Once again I am addressing this committee on behalf of Keep Wimborne Green and once again I must stress our continuing objection to the proposed “New Neighbourhoods” on Greenbelt and Greenfield sites in East Dorset and in particular around Wimborne and Colehill.**

**Over and over again at public meetings and through consultations, so many of our local residents, although acknowledging that some new affordable housing is needed, have objected strongly to housing or industrial development on Greenbelt or Greenfield sites. Keep Wimborne Green has supported this stance.**

**Greenbelt has served us well over the years and has stopped urban sprawl and prevented towns and villages merging into one another and therefore if we allow Greenbelt development now we are putting at risk the purposes for which greenbelt was devised. If, in this instance, our Council is proposing greenbelt development as an exceptional case then what will stop this excuse being used again in the future and urban sprawl becoming unstoppable?**

**In the summer of 2006 at a meeting at Q E School, our Council voted against greenbelt development, so one has to ask what has persuaded East Dorset District Council to change its stance since then? Could it be the Government’s cash incentive to councils of the equivalent of 6 years council tax for each new house built?**



**In the case of Wimborne, the number of new houses being proposed is in excess of the number suggested under the infamous Regional Spatial Strategies now being revoked, and now, since the last Christchurch & East Dorset Public Consultation held in 2010, this number has been increased again by our Council to approximately 1300 new houses, plus those already approved for the Brook Road site. The majority of these new houses are proposed to be built on Greenbelt land and we know that only under half of all the new builds will be Affordable houses which in any case are only available to eligible households who qualify under various rules and regulations. They are not according to popular belief, cheap market houses for all.**

**Any large scale housing development in and around Wimborne would have, in our opinion, a devastating effect on the environment in general, and the quality of life of the existing residents in this area. Even more problematic is the lack of infrastructure to support such large developments and an inadequate local road network unable to accommodate the extra traffic which would be generated. It has been calculated that assuming an average family size of 2 adults and 2 children, the proposed additional housing development would increase the population of Wimborne & Colehill by an incredible 45%!**

**We know that our Council is aware of the Decentralisation & Localism Bill under which, amongst other things, it would empower local communities to do things their way and strengthen accountability to local people. Why then does this Council appear to want to push through plans against the wishes of most of their electorate?**

**We are asking for democracy here; we want to see democracy work; we want to see much more consultation and LISTENING between the Council and its residents. According to our new Government, more decisions should be taken locally with residents having a say in how they want their neighbourhood to evolve. It's about (and I quote from the Cabinet Office website regarding The Big Society) "putting more power in peoples hands".**

**May I remind councillors that they are elected by their constituents to act on their behalf and this power should be used wisely particularly in any decision to build on Greenbelt land.**

**I repeat what I have said over and over again with regard to Greenbelt – that once it is gone, it is gone forever. A sobering thought.**

Mr Chairman, Members, ladies and gentleman

Thank you for giving me this opportunity of addressing the Committee.

My name is Paul Davenport. I have lived in Wimborne District for 58 years, 35 of them in Pamphill. I attended the old Grammar school in King Street between 1964 & 1971 and have been involved in local development in East Dorset and Purbeck for many years.

For example, in July 2007 I successfully applied for detailed planning permission for the relocation of Wimborne Cricket Club to its new home on the Leaze.

Councillors have recognised the need, in the Submission Document, to provide more formal and informal open space in the Colehill/Wimborne area and that the sports and recreation facilities, particularly for the young, need to be commensurate with the population.

I wish to speak about Policies WMC6 and WMC7.

I support the proposal in Policy WMC7 to relocate Wimborne Rugby Club from their existing premises in Leigh Park.

I am sure they will welcome the idea of new and improved facilities for all their teams and supporters.

I do however have grave concerns in respect of the deliverability and the soundness of the proposals for 350 homes and related sports village south of Parmiter Drive, Policy WMC6.

Policy WIMCO10 of the 2002 Local Plan proposed the relocation of the Rugby Club and other sports clubs onto Green Belt land to the north of ByTheWay, Leigh road; the appropriateness of which was supported by the Local Plan Inspector.

However there then followed over 5 years of uncertainty until this Committee finally decided in September 2006 not to proceed with the plans, due primarily to financial considerations.

I believe that the evidence from the District Council's own consultants (PMP in 2004 & Inspace Planning Ltd in 2007) shows that placing the sports grounds, clubhouses, floodlighting and car parking at a distance from residential development, existing or planned, is a sounder option than that proposed in Policy WMC6.

I believe a more appropriate site, with less risk to residential neighbours lies at Canford Bottom.

Over the next few weeks i intend, through leaflets and public meetings, to canvas the members and supporters of local sports clubs, together with the residents of the Parmiter Drive/Leigh Road area most affected by Policy WMC6.

Should I receive a strong enough mandate through this community involvement, I propose to test the soundness and deliverability of my alternative recreational scheme by submitting a detailed planning application this Spring, which can then be considered by your Planning Committee in due course.

This application would run alongside the Representations that my consultants, Barton Willmore, will make on the Core Strategy as a whole and will help to inform the Inspector at the Examination in Public in 2013.

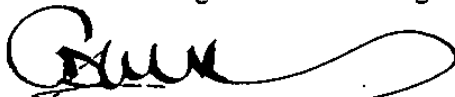
I would therefore respectfully ask this Committee to reconsider Policy WMC6, on the basis of its lack of soundness and deliverability; and to take the opportunity, following the consultation period, to amend this Policy before submission to the Secretary of State later this year.

thank you very much

## LAND AT LEIGH FARM WIMBORNE

### THE DRAFT CORE STRATEGY

1. I am here to ask for the inclusion of land at Leigh Farm Wimborne to be allocated towards the provision of housing in the Wimborne Town area.
2. I have prepared a plan on which I have shown this land edged in red. The land is in two parcels lying to the north and south of the former railway line. The northern parcel extends to some 6.6 hectares or 16.¼ acres whilst the southern parcel is just under 1 hectare in extent or 2.¼ acres.
3. The land is enclosed on all sides by existing housing development off Leigh Road to the south, Beaucroft Lane to the East and the development formerly known as Highland Park to the west. When this latter development took place in the early 1980's road access was provided to enable the development of Leigh Farm by way of Birchdale Road and Hornbeam Way in a similar manner to the development of Cuthbury Allotments.
4. In terms of proximity to amenities, Leigh Farm is only 1 km east of Wimborne Square, adjacent to bus services and within easy reach of sports facilities and open spaces, all of which are within a short level walk.
5. Land at Leigh Farm is steeply sloping and comprises poor quality rough grazing largely unsuitable for cultivation. Importantly it is virtually unseen from outside the ownership and from public highways.
6. This may be contrasted with the proposed large scale development on either side of the B3078 Cranborne Road. This land is good quality farm land and is of high visual amenity.
7. Development of the land on either side of the Cranborne Road will have a dramatic impact on the visual appearance and character of Wimborne Town particularly on its principal approach from the north. This cannot be said of Leigh Farm.
8. Like all major development sites in the proposed Core Strategy, Leigh Farm is currently allocated to Green Belt. Its development for housing would thus be no different from other parcels in the proposed Core Strategy.
9. It is desired to avoid the coalescence of Wimborne Town with Colehill, but as may be seen from the map which I have circulated, Leigh Farm could be developed without eroding the separation of the two settlements in any way.
10. I therefore ask Committee Members to request that the Draft Strategy be amended to allocate land at Leigh Farm for housing development.



Christopher D. Undery. F.R.I.C.S., I.R.R V. (Hons.)

01.02.2012

**LEIGH FARM**

**WIMBORNE**

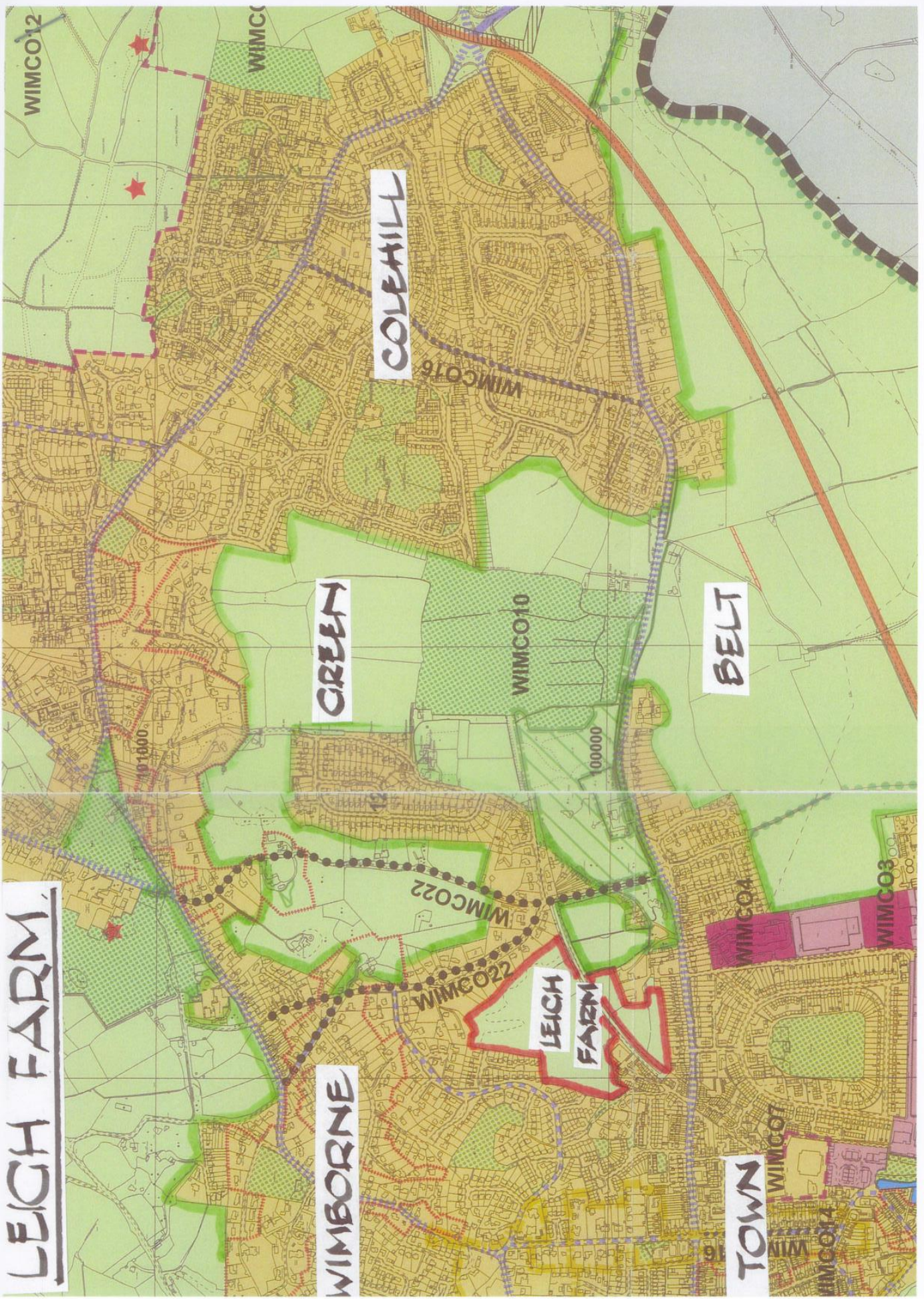
**LEIGH FARM**

**TOWN**

**GREEN**

**COLEHILL**

**BELT**





**Christchurch & East Dorset Core Strategy Pre Submission, February, 2012: comments from the Wimborne Civic Society.**

The Wimborne Civic Society welcomes the chance to offer a few brief comments on the Pre Submission document.

**§ 3.6 Core Strategy Vision, Objective 2:** We welcome the possible expansion of **Special Character Areas & Areas of Great Landscape Value** in East Dorset.

**Chapter 8 Wimborne & Colehill Housing:** We note with concern the significant increase in the **numbers of new homes** proposed here, especially when compared with those in the Core Strategy Options of October, 2010. A total of some 1300 new homes in or on the edge of Wimborne (and this in addition to the 180 or so already planned for the old Cobham's site) would make an enormous difference to the nature of the town, with all kinds of major implications. **Clear design requirements & very careful supervision** would be essential if Wimborne is not to become a precious core of attractive & often historic buildings, swamped by a surrounding sea of off-the-peg suburban development.

**§ 8.25 WMC1:** We particularly welcome point 4 (**townscape quality**) & point 9 (new development must reflect the **architectural & historic significance** of the town centre).

**§ 8.31 WMC2:** We regard the proposed redevelopment of the **Allendale Area** as quite unnecessary, for the reasons given in our submission of January, 2011, though we welcome the proposed **car parking assessment** for the town centre.

**§ 8.35 WMC3:** We consider that 260 (mostly high density) new homes at **Cuthbury Allotments & St. Margaret's Close** would represent over-development, significantly reduce the value of the attractive views on approaching Wimborne from Eye Bridge & from the A31, & involve unnecessary upheaval for the allotmenters. We support the relocation of the football club, the opportunity to expand the hospital & the replacement of the flats north of Julian's Road.

**§ 8.39 WMC4:** We regret that the chance to develop the **Stone Lane industrial estate** as a revamped centre of industry and employment has been passed up, in favour of housing. Wimborne needs more light industrial and office units and that is an appropriate place for them.

**§ 8.43 WMC5:** We do not support the **Cranborne Road** proposal for very large scale development on a Greenfield/Green Belt site involving hydrologically sensitive land.

**§ 8.50 WMC6:** We support the relocation of the sports clubs on land **South of Leigh Road**, the freeing up of the current rugby club ground for purposes more appropriate

for the local community and the proposal to develop the area for new housing & other facilities.

§ 14.8 HE1: We particularly welcome the proposal (and note its inclusion in § 3.6 too as part of the Core Strategy Vision) for the **local listing** of key buildings & structures which have valuable architectural or historic merit and make a positive contribution to local character.

§ 15.13 LN3: We welcome the proposed measures to encourage provision of **'affordable' housing**, providing it is mixed in with other types of dwellings.

§ 16.19 PC4: We strongly support the **retention of existing shops & other local facilities**, which we feel especially important if Wimborne is to continue to thrive.

Thank you for your attention.

John Worth, Chair, on behalf of Wimborne Civic Society, February 1<sup>st</sup>, 2012.



## Christchurch and East Dorset Core Strategy Pre-Submission Consultation

Good evening, my name is Tony Gibb; I am a Parish Councillor and Chairman of the Eastern Area of the Dorset Association of Parish and Town Councils (DAPTC). I come here tonight to express the concerns of some of my members that East Dorset District Council is ignoring the rural Parish Councils in much that it does. This Pre-submission Core Strategy is testament to that; it is too urban centric, concentrating as it does on the conurbations; exacerbated as it has been by the union with Christchurch Borough Council. I would remind members that EDDC has **93%** countryside and only **7%** urban; **45%** (nearly half of the district) is within an Area of Outstanding Natural Beauty - whilst the Borough has **70%** open countryside.

However, the rural factor seems to be a sort of unnecessary afterthought within the document. We must not lose sight of the fact that the primary industry in Dorset is tourism. The increased emphasis of the importance of agriculture, and the acknowledgement of the business opportunities presented by diversification is welcomed, but these must not be constrained.

Much of the road traffic passes *through* East Dorset along the A roads in the south of the District. The lack of a solid strategy for an effective rural transport network to support the rural economy is disappointing; it is essential that rural public transport services are protected for the future.

It is a fact that considerable anxiety still exists about the future of rural communities. There needs to be stronger protection for the essential services in these communities stating clearly that shops, village halls, churches and pubs should be positively encouraged and not left to fade away.

The Localism Act 2011 and the Draft National Planning Policy Framework have a default position of *sustainable development*, despite supposed protection for designated areas.

Therefore, if the fundamental rural nature of our district is to be safeguarded, it is vital that an extremely robust Core Strategy is in place to protect it, upon which can be built effective Neighbourhood Plans, based as they are required to be on parishes. The meagre resources of parish councils, with part-time clerks, and volunteer councillors, many of whom are working, mean that they rely on the strongest possible core which covers the generic policies - I have no doubt that parishes will reiterate this when the document goes to circulation - it needs strengthening before it is submitted.

**EAST DORSET & CHRISTCHURCH CORE STRATEGY PRE-SUBMISSION CONSULTATION – 1<sup>ST</sup> FEBRUARY 2012**

**FIONA ASTIN, HEAD OF BUSINESS DEVELOPMENT, SYNERGY HOUSING LTD**

1. Congratulate the Councils on their proactive approach to achieving development numbers. Strong approach to identifying sites and bringing things in and out of the green belt to facilitate this.
2. 2.30 refers to a viability study done in 2009 which found that all new housing schemes could provide 40% affordable housing. I can see nothing in the Pre-Submission document that sets out how viability will be tested as schemes come forward. This needs to be included in order to give clarity to developers and negotiating strength to the Council.
3. I found the various affordable housing percentages referred to in different parts of the document very confusing. For example, Objective 5 talks about 35%, 6.12 talks about 35% minimum, LN3 talks about 50% minimum on green field and 40% minimum on other sites. Which is it? In any case, any figure should be a starting point for negotiation with flexibility on a site-by-site basis.
4. Policy ME4 on development standards - refers to 'national sustainable development standards' - this needs to be clearly defined. Code for Sustainable Homes is also mentioned here but not which level to be reached.
5. Policy ME5 on renewables - concentrates on renewable energy rather than taking a 'fabric first' approach. Our own policy is to start with the building and only add technologies if needed - they can be expensive, they're not very well tested in the UK and some of our residents find them difficult to run effectively.
6. Policy LN1 on minimum unit sizes - these minimum unit sizes are too large. They are larger than the standards that we have to build to for our funding requirements and contrary to the Council's desire to use land efficiently. We build larger than a lot of the private sector anyway so these will act as a disincentive to develop in East Dorset and Christchurch.
7. Policy LN4 on exceptions sites - only talks about 'land adjoining' settlements which isn't always practical. It also sets out WHICH settlements rather than leaving it to any settlement to demonstrate housing need to justify a scheme. Even more importantly, it only allows 100% affordable schemes. In these days of little or no grant, there has to be some possibility for limited numbers of outright sale or market rent or no schemes will be built for viability reasons.

8. Policy LN6 on age profile – this only talks about infrastructure and not housing. Our planning consultants have strongly recommended inclusion of a policy to be used to assess applications for older persons' care and accommodation against and have cited Bromsgrove as an example of good practice on this.

KENNY PARLOR

SAT AT THAT TABLE

On the 6<sup>th</sup> October 2010 Neil Farmer and Richard Henshaw, both officers heavily involved in the development of these high density housing plans for Green Belt sites, came to my house to tell me and my wife why the housing was good. During that <sup>NON TRANSCRIBED</sup> 1 hour 55minute meeting they told me that "they will do whatever they want" indicating they do not listen to their

district councillors, who will merely rubber stamp there advice, that the Green belt land was already bought by a developer 3 years before anyway, and Richard <sup>2010</sup> said he avoided driving <sup>ADDED</sup> through Parley Cross going to work at EDDC, even though this is the <sup>SHORTCUT</sup> direct route for him,

because of the congestion even back then. I have a letter from our Local Chris Chope MP that the Green Belt in West Parley should remain sacrosanct. I have a DVD recording made 3 weeks ago with David Cameron on the TV program Country File saying clearly the

conservative government <sup>HIS WORDS</sup> will not build on green belt land. Just a few days ago at the West Parley Parish Council meeting District Councillor Barbara Manuel stood up and said that she and the others had not been allowed to see the plans, I presume from the council officers, until the night before they were to be released for public view. And with 81% of the

residents of Parley voting no to building on the Green Belt fields, can the people <sup>BEHIND THAT TABLE</sup> on that stage there, <sup>WE</sup> tell me why we are even here, if it is the officers you are meant to be in charge of, <sup>THAT ARE</sup> are telling you what to do and keeping you the dark until the last minute, if the major majority

of the public who vote you in are being ignored in their views and opinions, and if you don't give a dam about your local MPs adamant wishes, <sup>THE</sup> or policies of the man trying to run the country and <sup>COUNCIL</sup> your Conservative Party, just please tell me who hell you really listen to and

work for because it clearly isn't anyone above, <sup>YOU YOU</sup> below, or to the side of you, OR IN

THIS ROOM.

SO PLEASE EXPLAIN, NOT TO ME, BUT TO THE PEOPLE IN THIS ROOM

WHY YOU DONT LISTEN! ~~AND~~  
(PREVIOUS SPEAKER WHERE FROM)

**Richard Heaslip addressed the Committee raising the following;**

- lack of involvement of local communities and town and parish councils
- the lack of democracy in the way that the District Council was progressing the Core Strategy



I am Doug Cramond, planning consultant for the local company Wyatt Homes, and also here on behalf of Banner Homes.

The West Parley proposals are Sound; I shall give 10 reasons why:

*My first point* relates to the Core Strategy seeking to tackle the huge waiting list and noting that house price to income ratios are amongst the highest in the UK. East Dorset is planning for 5,250 extra homes over the next 15 years. They need to go somewhere.

*Secondly*, it is worth noting that in consultation the West Parley development has been greatly scaled back over recent years – earlier papers put forward by the authorities pointed to about 1,000 houses for this locality.

*Thirdly*, I note some locals use the slogan “no road improvements, no houses”. I agree. But read it the other way. With no houses there will be no road or junction improvements to address the nightmare. The public purse is not going to fix that – only private funding raised through new local development will.

*Fourthly*. Are local people happy with their village heart? One of the worst in Dorset. A one-time opportunity to make radical improvements must be grasped. Improve the environment, make it more pedestrian friendly, widen the range of businesses and facilities.

Specifically, *fifthly*, surely something must be done about more than two and a half acres of tarmac which dominate the centre of West Parley? The 3 Core Strategy policies FWP5, 6 and 7, in combination, deliver this change with private land and finance. Nothing else will.

*Sixthly*, the schemes will bring huge acreages of new public open space and new footpaths for leisure and desire lines; connectivity to the area’s principal centre for jobs, the airport, will be improved.

*Seven*. The Diagrams in the Core Strategy for land east and west of Parley are compelling. They logically show mixed density, a range of sensible spaces and uses, and green swathes maintained and enhanced alongside existing homes.

The Core Strategy has to also look at retailing and jobs and reducing travel. My *eighth* point is that these comprehensive plans will do just that. The new neighbourhoods will be, in the true sense of the word, sustainable.

The *ninth* factor is creating a balanced community. This is a settlement with very limited retail, virtually no affordable housing, huge imbalance towards the upper age range and mostly suburban detached houses or bungalows built on former greenfields.

*Finally*, surely West Parley should not stand in isolation and turn its back on the housing crisis. Wimborne, Colehill, Ferndown, Corfe Mullen, West Moors and Verwood are all making a contribution. Compared to many parts of East Dorset the West Parley surrounds are closer to jobs and facilities and less constrained environmentally; and the people of West Parley have children and grandchildren needing houses too. The Core Strategy, as drafted, is exactly right in this context.

My name is Cathy Lugg I both live and work in Ferndown and am a town councillor for the Ameysford ward where I live.

Since I joined the Town council six years ago I have <sup>Ferndown</sup> increasingly alarmed by the large number of care homes <sup>Dorset</sup> being built in Ferndown. Many residents of Ferndown Care Homes were prior to their admittance resident in other areas. They then become Dorset council tax payers responsibility.

I understand about the restrictions on building near protected heathland but there needs to be a balance of young and old people in Ferndown to ensure the town's socio-economic future.

<sup>n response to the Core Strategy</sup> Paul Morgan of DCC has strongly recommended that East Dorset District Council adopts as planning policy that any future developments of care homes in the area meet the following requirements.

1 That the proposed development fits in with the strategic aims and objectives of the directorate and NHS Dorset and that no home is built without both their consents.

2 That any proposed development has a robust supporting needs analysis that demonstrates a need for the service in the locality and that this needs analysis can stand up to scrutiny by the directorate and NHS Dorset.

This is extremely crucial issue to this Directorate and to be encouraged Dorset wide.

As a resident and a councillor I fully support this. <sup>I urge that this is</sup> ~~Will this~~ be adopted as policy in the Core Strategy?

**Bournemouth Transport Ltd (BTL) - Christchurch Borough and East Dorset District Councils' Core Strategy Pre-Submission Consultation**

BTL very much welcomes the opportunity to speak at this event. As a major transport provider in the area, we are strongly of the view that increasing levels of congestion and the rate of future traffic growth could affect the way Christchurch and East Dorset is developed - demand management measures will help reduce congestion and traffic growth and contribute to an improvement in the quality of our environment.

The aim must be to reduce reliance on the car and encourage the use of sustainable modes of transport to reduce traffic growth and congestion. We believe a commitment to consider the following options to bring about a shift in attitudes towards transport is necessary:

1. Parking policies
2. Workplace parking charges
3. Development of Park and Ride - including smaller schemes on available land adjacent to existing bus services or, more radically,
4. Congestion charging and or road pricing.

Any policies must also be consistent with the aims and objectives of the Local Transport Plan and South East Dorset Transport Study.

The Core Strategy policies must reflect improving and developing transport as a strategic necessity to reflect its impact upon and the interdependence with housing, environmental and economic policies. It is essential that the Core Strategy includes plans to invest in high quality public transport over the next 20 years to cater for the expected future growth of the area. Transport impacts upon the quality of life of all visitors and residents, providing congestion-free access for workers and shoppers to encourage business investment and ensures social inclusion by providing accessibility for everyone.

Any new developments (housing or industrial) should be concentrated as close to existing transport routes as possible and allow for the inclusion of public transport infrastructure right from the start of the design stage of the project. This will avoid access problems at a later stage.

Developer contributions for transport must be sought for all new developments and S106 agreements must reflect social inclusion and not encourage exclusive private transport systems.

We can work with developers in partnership on larger sites (e.g. Bournemouth Airport and the Christchurch Urban Extension) to allow for provision of services and, if applicable, transport infrastructure. This is most effective if routes are running early in process rather than commencing near the end of works so the bus habit is established.

It is also important to ensure safe, integrated transport infrastructure and good bus access through town centres is maintained through provision of:

1. Dedicated bus lanes
2. Interactive Real Time traffic management systems
3. Re-engineered junctions
4. Bus-only routes and access points
5. Improved passenger waiting facilities that are state of the art and welcoming and accessible for visitors
6. Investment in traffic enforcement on bus lanes and at signals.

Mark Keighley 24/01/2012



Dawn LeaderStatement to the council

I am here to speak on behalf of 30 residents whose properties back onto the land in VTSW5. We were very disappointed to learn this site had been put forward to be added to the core strategy document at this late stage more especially because it was not included in the new neighbourhood master plan report and not assessed by the consultants as the original areas had been. We hope that these will all be re-visited if new land is to be added.

The 4 main points I wish to bring to the councils attention are:

1. **Wildlife does not recognise boundaries and this means that the wildlife from the land continues into our gardens. Frequent visitors include:**
  - 1.1. **Bats (different types – pipistrelle and long eared bats have been recorded in the past by Dorset Environmental records centre around our homes)**
  - 1.2. **Lizards – unsure of which species**
  - 1.3. **Adders**
  - 1.4. **Smooth snakes**
  - 1.5. **Slow worms**
  - 1.6. **Badgers**

All protected by “The Conservation of Habitats & Species regulations 2010” and “The Wildlife & Countryside Act 1981”

Not to mention owls, nightjars, bustards, kestrels, sparrow hawks, deer, foxes, field mice and rabbits. Bats in particular use the open field as a feeding ground.. The field is quite wet so this encourages a lot of insects making it attractive to the bats. Policy ME1 talks about protecting habitats and species.

What assessments will be done and by who to ensure this wildlife is not destroyed?

What other open land is there nearby that the bats could use as a feeding ground?

2. In the strategic report in 2008 this land is listed as level 1 flood risk, it also has Ebblake stream running along one side of the field, which feeds into Ebblake Bog a SSSI (Site of Special Scientific interest). In section 13.33 says “PPS25 states development should be located away from flood zones”.

What assessments will be carried out and by whom to address these issues?

3. Have the council taken into consideration the increase in carbon emissions and transport issues. The site is over a mile away from shops, dentists and doctors. Over 1.5 miles away from a first school, over 2 miles away from the Hub and the middle school. This was not assessed by the new neighbourhood master plan report because the site was not originally included in the strategy yet it is being quoted in the layout and design section of VTSW5 when clearly it cannot be applicable.

Ringwood Road is already a very busy road without up to 100 cars trying to turn right into the town for school runs, shopping etc. The path to the centre is only one side and it narrows to less than a metre in some places so there is no room to put in cycle paths and the road is far too busy for children to cycle on. There are no key pedestrian or cycle routes to town.

The nearest bus service / bus stop is over half a mile away.

Has a carbon increase assessment been done?

Will all homes be built to be carbon neutral?

How does the council plan to offset the increase in carbon emissions this will produce?

What Traffic management plans are there for the extra traffic?

4. This is green belt land. When there are sites such as a caravan storage field within half a mile of all local facilities. The strategic green belt review in 2006 states that all urban land must be used before moving the green belt is considered. There are very few open spaces at our end of the town, these must be preserved.

**ADDRESS RE LITTLE CANFORD DEPOT ON BEHALF OF WESSEX WATER**

Thankyou Chairman

Wessex Water have asked me to speak to you about their depot at Little Canford , for 3 important reasons:

- 1 It's a worthwhile brownfield redevelopment site, giving the East Dorset community the opportunity to reduce or delay some unpopular greenfield proposals elsewhere
- 2 Its important to the East Dorset community to make the most of our existing assets to create the homes and jobs we need, and
- 3 Wessex Water is an important stakeholder delivering key services to the community, and they need to maximise their assets to help do that effectively and efficiently .

The Core Strategy ignores this opportunity, which is hampered by its Green Belt status, and by Policy KS 1. But the site needs to be redeveloped during the coming decade, so it cannot be ignored.

**Reducing greenfield land take**

Redevelopment of Little Canford Depot could, for example, enable one of the greenfield sites identified for 30 to 100 homes to be deleted or deferred.

So I suggest that it is important to give the opportunity presented by Little Canford Depot serious consideration.

**Sustainable Development**

Evidence submitted demonstrates clearly that redevelopment of Litte Canford Depot would be as "sustainable" as development of some of the greenfield sites in the Core Strategy, such as Eastwood Road, Bailey Gate, and Woolsbridge.

Little Canford Depot compares very closely with the Council Offices Site at Furzehill.

They are both :

- Brownfield
- Of very similar size
- And comprised of buildings, open surfaced areas, and woodland

But Little Canford Depot is nearer to a main built-up area than Furzehill, and it is nearer to a bus service.

Therefore, if it is logical and "sound" to amend policy to enable mixed redevelopment of the Council Offices, it must be illogical and un sound not to do the same for Little Canford Depot

EDDC P&R Committee 1st February 2012

Cllr Steven Lugg, Ferndown Central

My name is Steven Lugg. I am a resident of Ferndown. I'm also ward councillor for Ferndown Central at both East Dorset District and Ferndown Town Councils. I have a comment, two substantive points to make, and a question to ask with regard to Ferndown on the pre-submission Core Strategy.

*Comment:* Because of my line of work I feel qualified to comment on the quality of the Core Strategy document. I am proud to be associated with it. Concise, clear, to the point but comprehensive. I'm also pleased with the joint approach with Christchurch Borough which must be cost-effective and time-efficient. I therefore congratulate the officers.

*Issues:*

A. The first issue I wish to address is traffic. Looking at the Core Strategy I see an expansion of Ferndown Industrial Estate on one side, and many houses at Parley on the other. The levels of traffic in Ferndown are already unacceptable, and the amount of HGV in the town centre are particularly damaging to resident's quality of life, health and our environment. I see no commitment to even keeping traffic levels at their current level – as the representative of residents I find this unacceptable.

B. The second issue I wish to highlight is the town centre. I welcome the aspiration to improvement of our town centre, which is long overdue. However, the vagueness of the aspiration worries me. It strikes me that the town centre of the largest settlement in the District deserves better than the neglect, fragmentation by heavily-trafficked roads and mass of ill-thought out, obsolete and ugly street furniture and add-ons. I remain hopeful the final Core Strategy will explain more strongly how the town centre will be improved, within a reasonable time-frame. A lot of money has been spent in other areas of the District; it is time to invest in Ferndown.

*Question:* I'd therefore like to finish by asking if Ferndown town centre could be freed of HGV – it cannot be beyond the wit of man to route heavy traffic away from our town centre?

Question for P+R Committee on Feb.1<sup>st</sup>.  
From Pat Hymers,Councillor for Wimborne.

I was pleased to see that the page about Leigh Park (page 95) in this revised core strategy,was very different from the one concerning Leigh Park in the original version that went out to consultation several weeks ago.The original (page 165) proposed 50 houses were built on the Rugby Field and labelled the site as a preferred option.; all very alarming and unacceptable.

This new version (page 94,95) reads.....

'We have an opportunity to reconsider how to use Leigh Park open space to benefit the local community.A multi use games area is suggested,some allotments,maybe a community garden and landscaping to make the area more attractive.

So far so good.....

But then it says,

'there is an opportunity to provide some affordable housing for residents'.

Why o why are the council still suggesting building on this limited amount of open space in the middle of a concentrated residential area.Of course we need more affordable homes in our area,particularly for local people on that embarrassingly long waiting list,but not here.A park is for playing and recreation definely NOT for buildings.

I would remind members of the existing planning pemission for 186 houses nextdoor to Leigh Park of which 70 are to be 'affordable.This very document suggests several hundred more houses to built around Wimborne,35% of which should be let through housing associations.Why on earth suggest building on this precious piece of green grass that really needs to stay as an open space for the people living in the flats and houses next to it,not all with gardens?

To put the question.....

Is this council aware of the covenant it signed in 1986, by the Wimborne Town Council which says,

'The council (town council) hereby covenants with the vendor (EDDC) that it shall not cause or permit any part of the Recreation Ground to be used other than for the purposes of recreation and open space'

As the planning authority it should not be suggesting the breaking of this covenant.

So.... This suggestion of building on Leigh Park should not happen for several reasons.....

1. Bad planning.
2. Loss of valuable play space for children.
3. Spoils the quality of life for local residents.
4. Housing is being provided elsewhere in Wimborne.
5. It would be dishonourable for EDDC to break the covenant they signed to ensure the retention of Leigh Park as an open space.

## CORE STRATEGY – Barrington Wed 1/2/2012

Address by Cllr J Wilson.

I would like to start by supporting Cllr Steven Lugg's comments about the Presubmission document. It is a credit to the officers who compiled it; it is concise, easy to read and to understand.

Unfortunately I am unhappy with proposals FWP6 and FWP7 for new neighbourhood housing in West Parley

I may be new as a District Councillor, but I have already received plenty of correspondence from the electorate and sat through public meetings in West Parley about the Core Strategy. The local reaction has been totally opposed to any housing on the green belt but a full survey of all residents suggested that 100 new homes would be acceptable – that would amount to an additional 6¼% of the village housing stock. The Draft Core Strategy proposes 520 homes, all on green belt, adding 32½% to the Parish, which I believe to be a bigger proportion than for any other community in East Dorset and unsustainable without massive infrastructure investment.

West Parley is predominantly an area of above average quality detached housing so it is not surprising that residents fear that this will change the character of their village for the worse. No surprise then that their fears also focus on lack of infrastructure such as health centres to service an increased population, but especially they highlight the impact of additional traffic on an already overloaded local road system, notably at Parley Cross junction. Many are opposed to the two sites in Longham, at Holmwood House and Coppins nursery, for the same traffic pressure reason. The last consultation returns show that Ferndown and West Parley residents together opposed both the Ridgeway and the "Preferred" New Road sites by about 6:1 and that was when those sites totalled 310 homes, a number that now seems modest.

So the Council can expect even stronger opposition from my electorate and I will have difficulty supporting this Draft unless it is altered before it goes out to consultation. Ideally that alteration would involve a drastic reduction in numbers to a much more



**The Council's Vision**

*'To be a forward looking organisation, working with the community and partners to identify and respond to local needs in an efficient and cost effective way'*

**Leader of the Council: Councillor Spencer Flower** – The Leader performs an important role in the Council's relations with other authorities and organisations. The Leader is also responsible for managing the Council's financial and physical resources.

**Deputy Leader of the Council: Councillor Alex Clarke** – The Deputy Leader supports the Leader in all his duties including the Council's relations with other authorities and organisations, and deputises in his absence.

**Our priority areas...**

**COMMUNITIES**

**Lead Member: Councillor Barbara Manuel**

*To promote thriving communities that are well served, healthy and safe with a strong local identity*

- People are involved in decision making
- More people are actively involved in their local community
- Thriving and attractive places in which to live
- Children and young people feel part of their community
- People are healthier
- People feel safe
- People are treated with respect and dignity

**ENVIRONMENT**

**Lead Member: Councillor Simon Tong**

*To manage and safeguard the natural and built environment for the benefit of current and future generations*

- East Dorset's natural and built environment is well managed
- Sensitive areas of the District are protected
- District's environmental impact is reduced
- Increased re-use and recycling with less waste sent to landfill

**ECONOMY**

**Lead Member: Councillor Malcolm Birr**

*To promote a successful local economy*

- There will be more successful businesses
- Older people make a positive contribution supporting the local economy
- Public transport and infrastructure are improved
- More collaborative working

**HOUSING**

**Lead Member: Councillor Jean Hazel**

*To improve the quality and availability of housing*

- More people have access to appropriate housing
- People live in accommodation that is safe, warm and weatherproof

**PERFORMANCE**

**Lead Member: Councillor Ian Monks**

*To ensure the efficient and cost effective use of resources*

- Services provided more cost effectively
- Focused, highly committed and trained councillors
- Skilled and motivated employees who feel valued
- Improved customer access to services
- Good performance across the Council

# Special Policy and Resources Committee

## Agenda

Wednesday 1 February 2012, 6.00pm

Barrington Centre, Penny's Walk, Ferndown, BH22 9TH

**Members serving on the committee:**

**Chairman:**  
Cllr S.G. Flower

**Vice Chairman:**  
Cllr A.A.J. Clarke

**Members:**

- Cllr M. C. Birr
- Cllr D. B. F. Burt
- Cllr Mrs J. Dover
- Cllr M. R. Dyer
- Cllr Mrs J. Hazel
- Cllr Mrs A. Holland
- Cllr Mrs B. T. Manuel
- Cllr I. J. Monks
- Cllr D. G. L. Packer
- Cllr G. W. Russell
- Cllr S. S. Tong
- Cllr Mrs A. Warman

For further information please contact Sarah Culwick in Committee Services on (01202) 886201

To view the Corporate Plan in full please go to <http://www.dorsetforyou.com/962527>

**Have Your Say Now!** - The Council wants you to have your say about what it does so that its services can reflect the ongoing needs of the community. This meeting includes an item for presentations by the public. During this time, you can present a petition, make a deputation or ask a question.

**Access to Information** - This agenda together with the reports, details of how to make a public presentation and information on your access rights is available on the council's corporate website at [www.dorsetforyou.com](http://www.dorsetforyou.com)

Disabled access is available at this meeting venue. A hearing loop system is installed in the Council Chamber.



## Agenda

- 1. Apologies for Absence**  
The Committee Officer to report any apologies for absence.
- 2. Declarations of Interest**  
In accordance with Procedural Rule No. 18, Members' Interests, Members are reminded that any personal or personal and prejudicial interests should be declared. Pro forma for this purpose are available from the Members' Room.
- 3. LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY - PRE-SUBMISSION CONSULTATION DOCUMENT (FOR PUBLIC SPEAKING)**  
*To inform members of the next consultation stage of the joint Christchurch and East Dorset Core Strategy, and to seek views on a draft consultation document from both members, and the public, at a public speaking session.*

Pages

1-4

### ITEM FOR DECISION

No other items of business can be considered unless the Chairman decides the matter is urgent for reasons that must be specified and recorded in the Minutes.



EAST DORSET DISTRICT COUNCIL  
27th February, 2012

EAST DORSET DISTRICT COUNCIL

POLICY AND RESOURCES COMMITTEE

Minutes of the Meeting held on 1st February, 2012 at the Barrington Centre, Ferndown at 6.00 p.m.

Present:-

Councillor S. G. Flower - Chairman  
Councillor A. A. J. Clarke - Vice-Chairman

Present: Councillors M. C. Birr, D. B. F. Burt, M. R. Dyer, Mrs A. Holland, Mrs B. T. Manuel, I. J. Monks, D. G. L. Packer, G. W. Russell, S. S. Tong and Mrs A. Warman.

Also in Attendance: Councillors P. G. Bennett, Mrs S. J. Burns, S. Butler, R. D. Cook, Mrs T. B. Coombs, R. C. Dudman, Mrs G. S. Elliot, S. Gibson, J. P. Holland, Mrs P. A. Hymers, S. M. Lugg, P. W. Richardson, A. Skeats and J. L. Wilson.

390. Apologies for Absence

Apologies for absence were received from Mrs J. Dover and Mrs J. Hazel.

391. Declarations of Interest

Councillors D. B. F. Burt, S. G. Flower and Mrs A. Holland declared a personal interest in Minute No. 392 (Local Development Framework Core Strategy - Pre Submission Consultation Document) and remained present for the discussion and voting thereon.

DELEGATED BUSINESS

392. LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY - PRE-SUBMISSION CONSULTATION DOCUMENT (FOR PUBLIC SPEAKING)

A report was submitted to Committee, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book.

Members were provided with a verbal presentation from the Policy Planning and Community Manager inform them of the next consultation stage of the joint Christchurch and East Dorset Core Strategy, and further to this views on a draft consultation document were sought from both members, and the public.

Following the Officer presentation and prior to the Committee debate Members received presentations from Members of the public and Members of the Council not on the Policy and Resources Committee, a copy of each of the speeches submitted is attached as Appendix 'B' to these Minutes in the Minute Book.

**RESOLVED that the Committee notes the content of the draft Pre-Submission consultation document, together with comments received from the public speaking session at Committee.**

Voiting: Nem. Con. (1 Abstention)

POLICY AND RESOURCES COMMITTEE  
1st February, 2012

(Councillors S. G. Flower, D. B. F. Burt and Mrs A. Holland declared a personal interest in this item and remained present.)

The meeting ended at 8.10 p.m.

CHAIRMAN



# Policy and Resources Committee

## Agenda

Wednesday 15 February 2012, 10.00am

Council Chamber, East Dorset District Council

### Members serving on the committee:

- Chairman:**  
Cllr S.G. Flower
- Vice Chairman:**  
Cllr A.A.J. Clarke

- Members:**  
Cllr M. C. Birt  
Cllr D. B. F. Burt  
Cllr Mrs J. Dover  
Cllr M. R. Dyer  
Cllr Mrs J. Hazel  
Cllr Mrs A. Holland  
Cllr Mrs B. T. Manuel  
Cllr I. J. Monks  
Cllr D. G. L. Packer  
Cllr G. W. Russell  
Cllr S. S. Tong  
Cllr Mrs A. Warman

For further information please contact Sarah Jordan in Committee Services on (01202) 886201

East Dorset District Council, Council Offices, Furzehill, Wimborne, Dorset BH21 4HN

## Corporate Plan Key Themes – 2010 to 2016

### The Council's Vision

*'To be a forward looking organisation, working with the community and partners to identify and respond to local needs in an efficient and cost effective way'*

**Leader of the Council:** Councillor Spencer Flower – The Leader performs an important role in the Council's relations with other authorities and organisations. The Leader is also responsible for managing the Council's financial and physical resources.

**Deputy Leader of the Council:** Councillor Alex Clarke – The Deputy Leader supports the Leader in all his duties including the Council's relations with other authorities and organisations, and deputises in his absence.

### Our priority areas...

#### COMMUNITIES

**Lead Member:** Councillor Barbara Manuel  
*To promote thriving communities that are well served, healthy and safe with a strong local identity*

- People are involved in decision making
- More people are actively involved in their local community
- Thriving and attractive places in which to live
- Children and young people feel part of their community
- People are healthier
- People feel safe
- People are treated with respect and dignity

#### ENVIRONMENT

**Lead Member:** Councillor Simon Tong  
*To manage and safeguard the natural and built environment for the benefit of current and future generations*

- East Dorset's natural and built environment is well managed
- Sensitive areas of the District are protected
- District's environmental impact is reduced
- Increased re-use and recycling with less waste sent to landfill

#### ECONOMY

**Lead Member:** Councillor Malcolm Birt  
*To promote a successful local economy*

- There will be more successful businesses
- Older people make a positive contribution supporting the local economy
- Public transport and infrastructure are improved
- More collaborative working

#### HOUSING

**Lead Member:** Councillor Jean Hazel  
*To improve the quality and availability of housing*

- More people have access to appropriate housing
- People live in accommodation that is safe, warm and weatherproof

#### PERFORMANCE

**Lead Member:** Councillor Ian Monks  
*To ensure the efficient and cost effective use of resources*

- Services provided more cost effectively
- Focused, highly committed and trained councillors
- Skilled and motivated employees who feel valued
- Improved customer access to services
- Good performance across the Council

To view the Corporate Plan in full please go to <http://www.dorsetforyou.com/2010/02/02/>

**Have Your Say Now!** - The Council wants you to have your say about what services can reflect the ongoing needs of the community. This meeting includes an item for presentations by the public. During this time, you can present a petition, or a question.

**Access to Information** - This agenda together with the reports, details of how presentation and information on your access rights is available on the council at [www.dorsetforyou.com](http://www.dorsetforyou.com)

**Disabled access** is available at this meeting venue. A hearing loop system is installed in the Council Chamber.



Appendix E8

## Agenda

1. **Apologies for Absence**  
The Committee Officer to report any apologies for absence.
2. **Declarations of Interest**  
In accordance with Procedural Rule No. 18, Members' Interests, Members are reminded that any personal or personal and prejudicial interests should be declared. Pro forma for this purpose are available from the Members' Room.
3. **Minutes**  
To confirm the Minutes of the meetings held on 4th January, and 1st February, 2012 (copies herewith).
4. **Presentations by the Public**  
The Chairman to invite members of the public to ask questions, submit petitions or make deputations which are relevant to any area of the operation of the Committee.

	Pages
<b>ITEMS FOR RECOMMENDATION</b>	
5. <b>REVENUE BUDGET 2012/13</b> <i>To recommend the revenue budget and Band D Council Tax for 2012/13</i>	1-15
6. <b>CAPITAL STRATEGY 2012/13 TO 2016/17</b> <i>To determine the Council's capital strategy for 2012 - 2017</i>	16-23
7. <b>REVIEW OF COMMITTEE STRUCTURE</b> <i>To seek support from Members for the amendment to the Committee Structure to be implemented from May 2012.</i>	24-26
8. <b>REGULATION OF INVESTIGATORY POWERS ACT - AUTHORISING OFFICERS</b> <i>To obtain support for the designation of named officers to perform the duties of Authorising Officers for the purposes of the Regulation of Investigatory Powers Act</i>	27-28
9. <b>PUBLICATION OF PAY POLICY</b> <i>Members are asked to approve a Pay Policy for the financial year ending the 31 March 2013.</i>	29-35
10. <b>EAST DORSET LOCAL DEVELOPMENT SCHEME - 5TH REVISION</b> <i>To advise members of the proposed content of the latest revision of the Local Development Scheme, setting out the latest timetable for preparation of the Local Development Framework.</i>	36-38
11. <b>DORSET WASTE PARTNERSHIP - AMENDMENTS TO INTER AUTHORITY AGREEMENT COST SHARING PERCENTAGES</b> <i>To seek agreement for amendments to the cost sharing percentages contained in Dorset Waste Partnership Inter Authority Agreement</i>	39-43

No other items of business can be considered unless the Chairman decides the matter is urgent for reasons that must be specified and recorded in the Minutes.

**EAST DORSET DISTRICT COUNCIL**

**POLICY AND RESOURCES COMMITTEE**

Minutes of the Meeting held on 15th February, 2012 at 10.00 a.m.

Present:-

Councillor S. G. Flower - Chairman  
Councillor A. A. J. Clarke - Vice-Chairman

Present: Councillors M. C. Birr, D. B. F. Burt, Mrs J. Dover, M. R. Dyer, Mrs J. M. Hazel, Mrs A. Holland, I. J. Monks, D. G. L. Packer, G. W. Russell, S. S. Tong and Mrs A. Warman.

402. Apologies for Absence

An apology for absence was received from Councillor Mrs B. T. Manuel.

403. Declarations of Interest

There were no declarations of interest made on this occasion.

404. Minutes

The Minutes of the meetings held on 4th January and 1st February, 2012 were confirmed and signed as a correct record.

405. Presentations by the Public

There were no questions, petitions or deputations received on this occasion.

**RECOMMENDATIONS TO COUNCIL**

406. REVENUE BUDGET 2012/13

A report was submitted to Committee, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book.

Members were requested to consider recommending the revenue budget and Band D Council Tax for 2012/13.

**RECOMMENDED that:**

- a) The Council's revenue budget for 2012/13 be set at £9,890,460.
- b) The Band D Council Tax for 2012/13 be set at £190.93, a zero increase from 2011/12.
- c) That the Council Tax freeze grant of £184,185 relating to 2012/13 is set aside as a contribution towards the cost of superfast broadband.

Voting: (a) Nem. Con. (2 Abstentions), (b) Unanimous and (c) 10:2

407. CAPITAL STRATEGY 2012/13 TO 2016/17

A report was submitted to Committee, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'B' to these Minutes in the Minute Book.

Members were requested to determine the Council's capital strategy for 2012 - 2017.

In relation to Council assets Members requested that they receive an interim report from the Corporate Capital and Property Strategy Group to update Members on reviews into Council assets.

**RECOMMENDED that the capital programme as set out in Appendices 1 and 2 of the report be approved.**

Voting: Nem. Con. (1 Abstention)

DELEGATED BUSINESS

408. REVIEW OF COMMITTEE STRUCTURE

A report was submitted to Committee, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'C' to these Minutes in the Minute Book.

Members were requested to support the amendment to the Committee Structure to be implemented from May 2012.

In relation to the Committee Structure Members felt that the report should be deferred in order for a Members Briefing to take place on the matter, and for a full report including terms of reference of the proposed committees to be drafted and submitted.

**RESOLVED that the report be deferred and submitted to the next meeting of the Policy and Resources Committee, scheduled for the 14 March, to include a full report including terms of reference of the Committees, and for a Members Briefing to take place.**

Voting: Unanimous

RECOMMENDATIONS TO COUNCIL

409. REGULATION OF INVESTIGATORY POWERS ACT - AUTHORISING OFFICERS

A report was submitted to Committee, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'D' to these Minutes in the Minute Book.

Members were requested to consider support for the designation of named officers to perform the duties of Authorising Officers for the purposes of the Regulation of Investigatory Powers Act.

**RECOMMENDED that:**

- 1) Members designate David McIntosh, David Barnes, Neil Farmer, Judith Plumley and Stephen Duckett as Authorising Officers

pursuant to the duties under the Regulation of Investigatory Powers Act, and

- 2) with effect from 1st April 2012 , Ian Milner be designated an Authorising Officer for similar purposes under the Act

Voting: Unanimous

410. PUBLICATION OF PAY POLICY

A report was submitted to Committee, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'E' to these Minutes in the Minute Book.

Members were requested to approve a Pay Policy for the financial year ending the 31 March 2013.

In relation to Appendix 1 members were advised that paragraph 2.1 (c) should be amended to read *'the value of the Chief Executive's salary grade will be uprated by the...'*

**RECOMMENDED that subject to the above amendment being incorporated that the Pay Policy laid out in Appendix 1 to this report is approved subject to any amendments agreed by Members and that the Policy is published on the Dorsetforyou website.**

Voting: Unanimous

411. EAST DORSET LOCAL DEVELOPMENT SCHEME - 5TH REVISION

A report was submitted to Committee, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'F' to these Minutes in the Minute Book.

Members were advised of the proposed content of the latest revision of the Local Development Scheme, setting out the latest timetable for preparation of the Local Development Framework.

In relation to the Local Development Scheme and the proposed Gypsy and Travellers site allocations Members requested clarification as to which authority, County or the District would be the Planning Authority with regard to sites. It was agreed that clarity would be sought on the matter and that a letter would be issued to all Members of the Council advising them of who the Planning Authority would be on such matters.

**RECOMMENDED that the fifth revision of the Local Development Scheme is endorsed for publication.**

Voting: Unanimous

412. DORSET WASTE PARTNERSHIP - AMENDMENTS TO INTER AUTHORITY AGREEMENT COST SHARING PERCENTAGES

A report was submitted to Committee, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'G' to these Minutes in the Minute Book.

Members were requested to consider agreement for amendments to the

cost sharing percentages contained in Dorset Waste Partnership Inter Authority Agreement.

**RECOMMENDED that:**

- a) **the changes to baseline budgets explained in paragraphs 3.2 to 3.9 of this report be made in calculating cost shares;**
- b) **the revised cost sharing table in appendix 1 of this report be applied to the Dorset Waste Partnership budget and actual expenditure in 2011/12 to 2015/16.**

Voting: Unanimous

The meeting ended at 12.15 p.m.

CHAIRMAN

Points raised in presentation by Richard Henshaw

*Consultation*

1 What is the Core Strategy?

*Appendix E 9*

2 Local Plan allocation north of Leigh Road.

Not suitable for rugby club aspirations:

- Green Belt, therefore clubhouse could only meet basic needs

PPG2: Outdoor sport is acceptable in the Green Belt, but only with buildings that provide 'essential facilities'.

"Essential facilities should be genuinely required for uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it. Possible examples of such facilities include small changing facilities or unobtrusive spectator accommodation for outdoor sport...."

Therefore, the clubhouse could not include a bar and floodlighting would be inappropriate.

- Drainage and levelling required on the site made it financially unviable.

3 Core Strategy provides an opportunity to make changes to support the delivery of better sporting facilities.

Also provides the opportunity to amend Green Belt boundaries.

A combination of factors have led to the Core Strategy proposals.

- Discussions with football club about relocation to land south of the Parmiter area.
- Need to provide an additional 8 hectares of playing pitches to meet the needs of Wimborne and Colehill.
- Need to identify land to provide for additional housing to meet local needs.
- Gleeson Homes promotion of land for housing to the South of Leigh Road.

Appointed consultants to consider the best locations for new housing in the District. This considered land between Wimborne and Colehill to the north of the A31.

Concluded that some housing could be provided south of housing along Leigh Road adjacent to Wimborne. This would require a change to the Green Belt boundaries which would include areas associated with the rugby and football clubs to enable floodlighting and clubhouse facilities to be provided.

Other areas dismissed because of impact of development on the gap between Colehill and Wimborne and the distance to facilities and services.



#### **4 Delivery**

**In conjunction with residential development.**

**Three landowners, all of whom are willing to implement the scheme.**

#### **Funding**

- **Potential release of lease on current site, if development value comes from this site.**
- **Associated residential development.**
- **Community Infrastructure Levy**
- **Rugby Club funds, including possible support from Rugby Football Union.**

#### **Key Points of Discussion at the Meeting**

**Paul Davenport proposed an alternative proposal for relocating the Rugby Club. This was on land to the south of Canford Bottom Roundabout on Options for Consideration Non Preferred Option PC9. This would include a large clubhouse, car parking for 200 cars and four pitches, two of which would be floodlit. He was willing to submit a planning application within a couple of months and not wait for the Core Strategy to be adopted. If necessary he would take this through an appeal process. He was also willing to do this with no formal commitment from the rugby club. He would just like their support.**

**RH explained that this would be contrary to Green Belt policy, so would very likely be refused and fail on appeal. Additionally, the Core Strategy would not take the land out of the Green Belt, so the Club would be restricted for the future.**

**The view of the meeting seemed to suggest that members would like to support Paul Davenport's proposal as they simply wanted to move to better facilities and were not concerned about the Green Belt. Additionally, it required no commitment from the Club. However, the Club would also support the Core Strategy to leave options open.**

# A new home for Wimborne Rugby ?



- PROPOSED RUGBY FACILITIES
- PROPOSED COMMUNITY FACILITIES
- PROPOSED CLUB HOUSE



## EAST DORSET DISTRICT COUNCIL OPTION

- Up to 2 years consultation
- No legal agreement
- Multiple ownerships and developers
- Leasehold or freehold?
- Extent of facilities/synthetic pitch?
- Adjacent to new housing/sewage works



East Dorset District Council, in Policy **WMC6** of the Core Strategy Document, are proposing to allow 350 homes and a "Sports Village," on land to the south of Leigh Road and Parmiter Drive. This, they hope, will include 3 pitches and a clubhouse for Wimborne Rugby Club. EDDC have been here before.

In Policy 12.64 in the 2002 Local Plan, EDDC proposed a similar scheme on land at By The Way. They eventually withdrew support for this scheme in September 2006.

For it to be successfully adopted, Policy **WMC6** must be considered "Sound" i.e. justified and effective by the Inspector appointed by the Secretary of State. We believe that placing a "Sports Village" adjacent to proposed or existing residential properties is inherently **unjustified and ineffective**. This Policy just replicates the ongoing conflicts that have arisen between the Rugby Club and Football Club operations and existing residents of Leigh Park and Cuthbury

## STOUR VALLEY OPTION

- Submit detailed planning application within 2 months
- Legally binding agreement
- One landowner/developer
- Freehold
- Detailed specifications to be agreed with club with six 20 player changing rooms
- 3 dedicated full size grass Rugby pitches (1 floodlit)
- 1 Community pitches
- 1 synthetic surfaced training pitch (floodlit)
- Car parking for up to 200 cars



Stour Valley Properties (Dorset) Ltd are proposing a more justified and effective alternative to Policy **WMC6**. We believe that by placing the new Rugby Club and some community facilities at a remove, but sustainably connected to, existing or proposed new housing will offer a sounder solution than Policy **WMC6**. The Manor Farm site at Canford Bottom can offer a similar range of facilities to that which EDDC, and the Local Plan Inspector, initially supported for the land at By The Way.

We believe that the best way to provide a robust and detailed evidence base for the Inspector to consider at the Examination in Public in 2013, is to submit a detailed planning application for a new Rugby Club.

This application will sit alongside our Representations to the Core Strategy Consultation on informal Open Space, housing and employment opportunities.



**Concept sketches**



**Should you feel that Policy WMC6 is unsound, unjustified and ineffective then please let EDDC know between 2nd April and the 24th June 2012 in the Core Strategy Consultation - either Online using the Councils 'Objective' consultation software at [www.dorsetforyou.com](http://www.dorsetforyou.com) or by e mail to [policy.planning@eastdorset.gov.uk](mailto:policy.planning@eastdorset.gov.uk)**