

Appendix D Options for Consideration 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 for further details if you wish to see a copy.

Christchurch and East Dorset Core Strategy Options for Consideration

Environment TAG
4th November 2010



What is the Core Strategy?

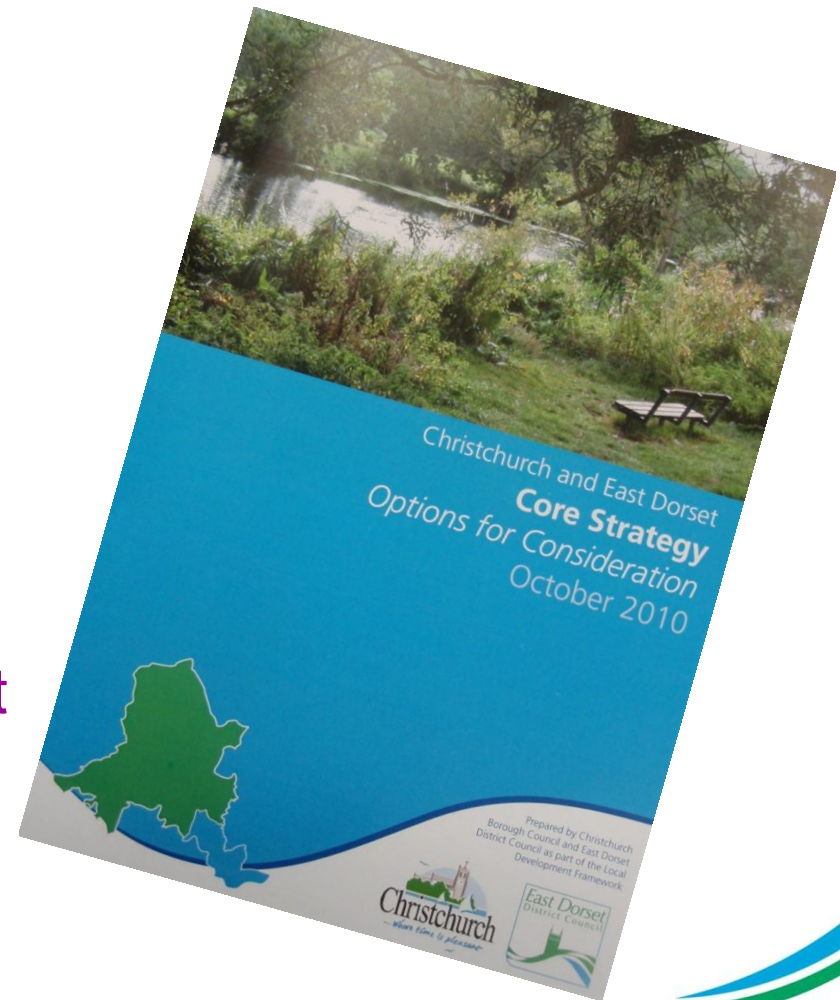
- Sets out the broad planning strategy for the area
- A vision for the area
- A plan for the period 2012 to 2027 prepared with Christchurch
 - Environment
 - Climate change
 - Transport
 - Housing
 - Employment
 - Villages and the rural economy
 - Community facilities
 - Open space and recreation
 - Landscape
 - Tourism
 - Town centres
 - Culture
- It is about where and how we live!

What has been published?

• Options for Consideration Document

Supporting Assessments

- Habitat Regulations Assessment
- Sustainability Appraisal / Strategic Environmental Assessment
- Equality Impact Assessment
- Health Impact Assessment



The Vision and Core Objectives

- **Vision**

- Natural environment the most important assets for the area, but also used to sustain the growth of the local economy rather than constraint
- Heathlands, AONB, will be protected and enhanced, ensure that recreation and commercial activity sustains these areas.
- Adapt to the emerging demands of climate change through reduce risk of flooding, and high standards of building design.
- Easier to get around, by public transport, walk or cycle.

The Vision and Core Objectives

- **Strategic Objectives**

- **Objective 1** – To manage and safeguard the natural environment of Christchurch and East Dorset.
- Impact on designated sites will be avoided
- residential development will contribute to mitigation of development on Heathland habitats. New greenspace will be provided as part of major housing proposals.
- Important natural features such as Christchurch Harbour and the Cranborne Chase Area of Outstanding Natural Beauty will be protected and enhanced.

Our precious environment

% of District	
4.8	International Designations
11.6	Heathland incl. 400 metres
6.9	SSSI
4.5	SNCI
45	AONB
9	Flood risk

- These areas can overlap

Urban Rural Split

District %	
7.06	Urban Area
0.54	Village Envelopes
92.4	Countryside
47	Green Belt

- 2.4 people per hectare (GB 2.7)

Green Belt Context

- SE Dorset Green Belt = 33,000ha
- East Dorset Green Belt = 16,840ha
- **New neighbourhood options 2012 to 2027 = 138ha (approx)**
 - **0.4% of SE Dorset Green Belt**
 - **0.8% of East Dorset Green Belt**
- **However, most visible areas i.e. next to existing residents**

Managing & Safeguarding the Natural Environment

- Continue with existing protection of sensitive habitats
- Provide Suitable Alternative Natural Green spaces to divert human pressures from the heaths
- Climate change
 - Support sustainable construction techniques
 - Require 10% of energy used in new developments to be from renewable or low carbon sources
 - Support National policy on controlling development within areas at risk of flooding and coastal erosion

Managing & Safeguarding the Natural Environment

- Preferred Option ME 1 - Criteria-based development assessment for Biodiversity and Geodiversity
- Preferred Option ME 2 - Internationally and nationally designated sites
- Preferred Option ME 3 - Locally Designated Sites
- Preferred Option ME 4 - Protection for undesignated sites
- Preferred Option ME 5 - Climate Change adaptation
- Preferred Option ME 6 - Landscape scale biodiversity

Managing & Safeguarding the Natural Environment

- Preferred Options ME 7, ME 8, ME9 - Sustainable development standards
- Preferred Options ME 10, ME 11 - Renewable energy standards
- Preferred Options ME 12 - Financial contribution for small or exempt developments (carbon offset fund)
- Preferred Options ME 13 - Energy-generating technologies
- Preferred Options ME 14, ME 15, ME 16 - Flood risk and management
- Preferred Options ME 18 - Coastal erosion

Pressures on the Environment - The Housing Issue

- **The Council has a duty to provide housing for those who are in need.**
 - **Health**
 - **Clear link between inappropriate housing and poor health**
 - **Education**
 - **Clear link between inappropriate housing and poor educational performance**
 - **Crime**
 - **Clear link between inappropriate housing and crime**
 - **Family Life**
 - **Clear link between inappropriate housing and family breakdown**

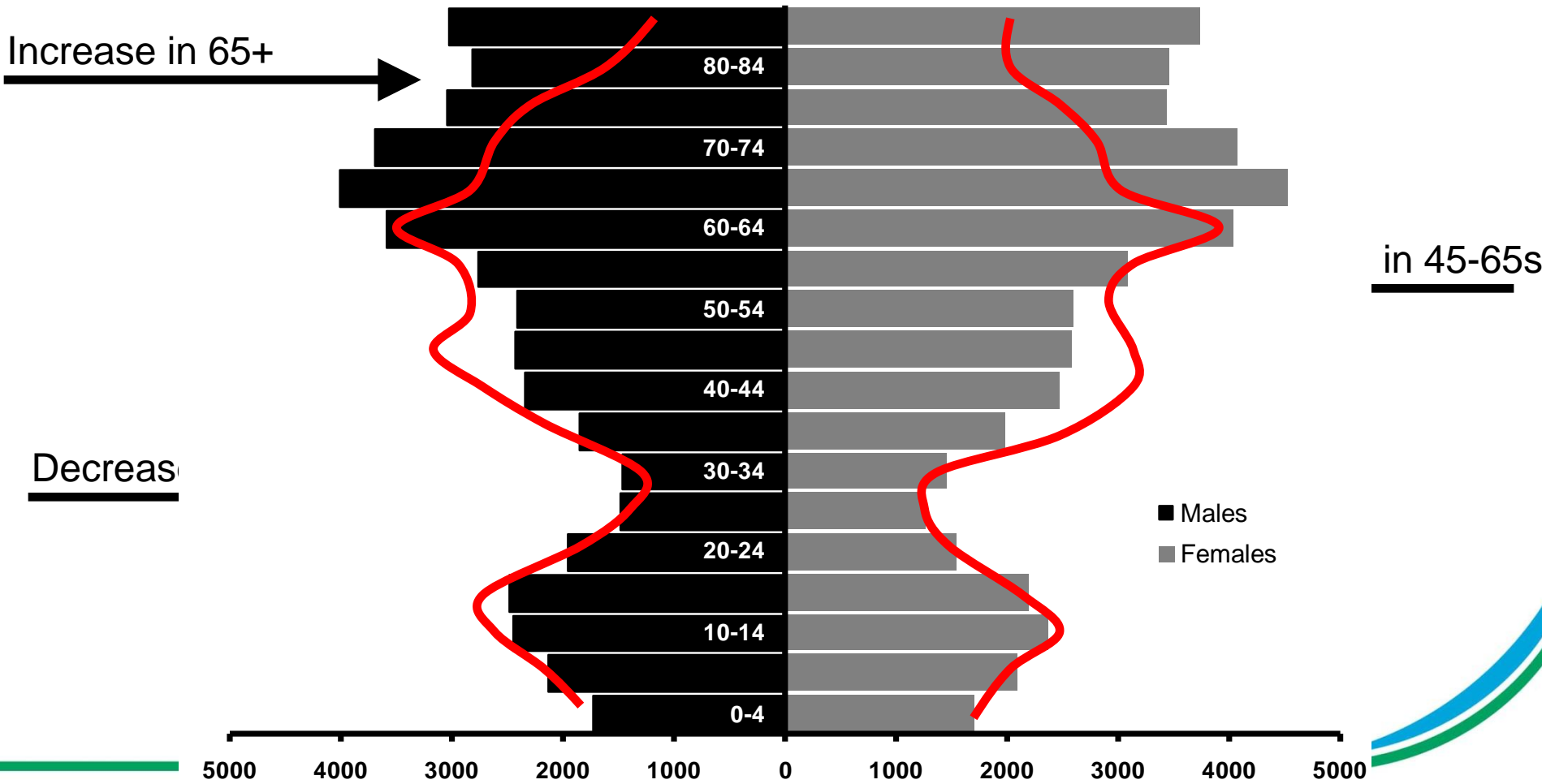
Population Numbers

1995 to 2005	
4,400	Population increase
7,374	Live Births
11,183	Deaths
-3,809	Net difference
8,209 (9.7% of popn)	Net in-migration

- Current population = 86,000
- 2030 projection = approx 98,000

East Dorset's Population

2031



Where do people come from?

- **International Migration**
 - 2001 to 2008 more residents moved abroad (1,200) than moved from abroad (900)
- **Internal Migration**
 - 71% of in migrants are of working age or younger
 - 75% of out migrants are of working age or younger
 - 61% of existing residents are of working age or younger
- 43% of households moved within East Dorset between 2005 and 2007
- About 35% moved from neighbouring authorities
- 62% of resident households wished to move within East Dorset

The Housing Issue

- **Demand is even bigger than need!**
 - There are strong aspirations for home ownership, but around 45% of households can only afford to rent and many cannot afford private rents.

What is affordable Housing?

- *A dwelling is defined as affordable Housing where it has the smallest number of rooms appropriate to alleviate the needs of a household which cannot afford to pay – without subsidy – an amount on that property equivalent to three times income and a 5% deposit of the dwelling price, or renting taking up 35% of net household income.*

Housing – What is the need?

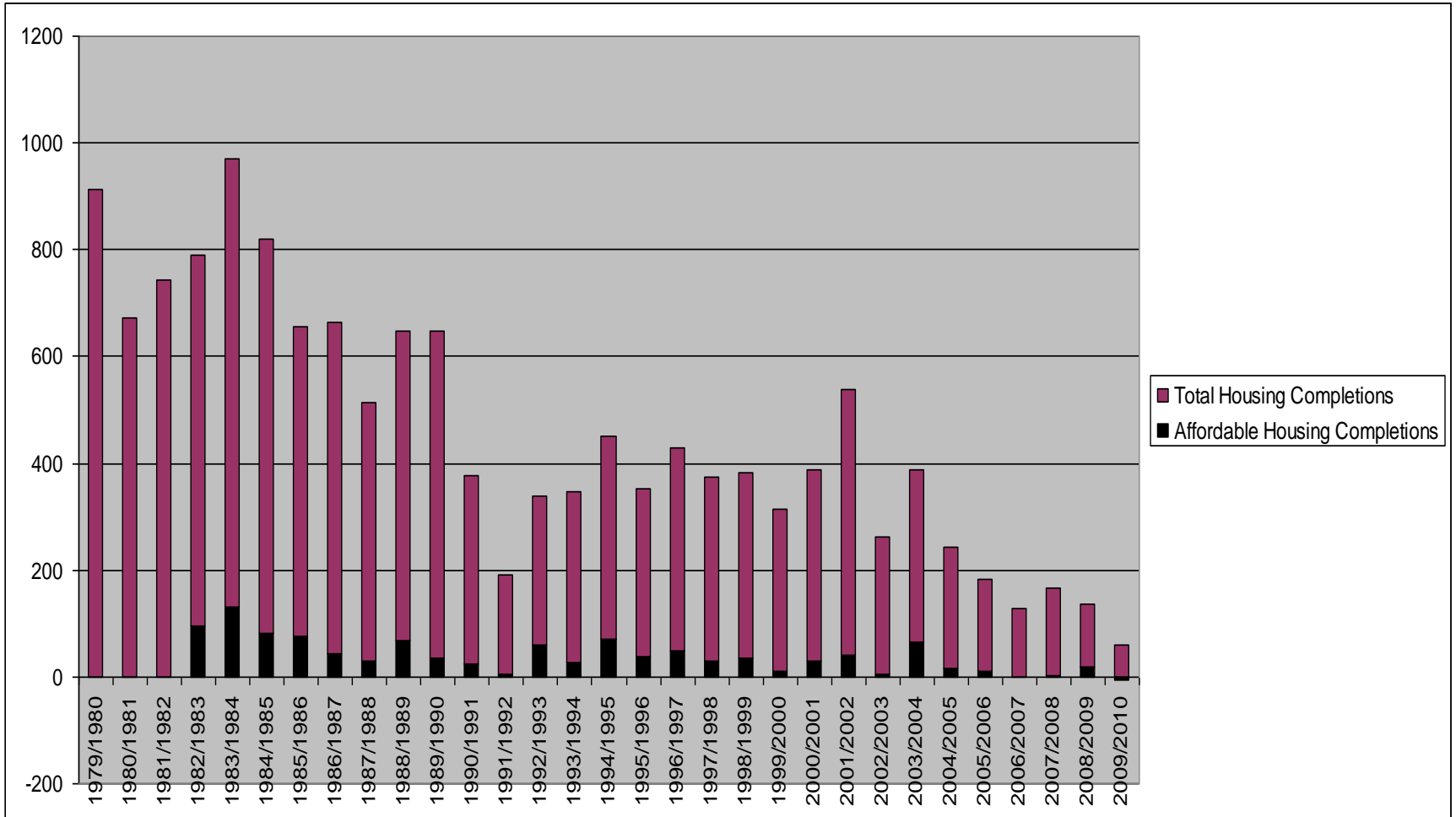
Housing Needs Survey 2008

- Net annual need for 440 affordable homes in East Dorset.

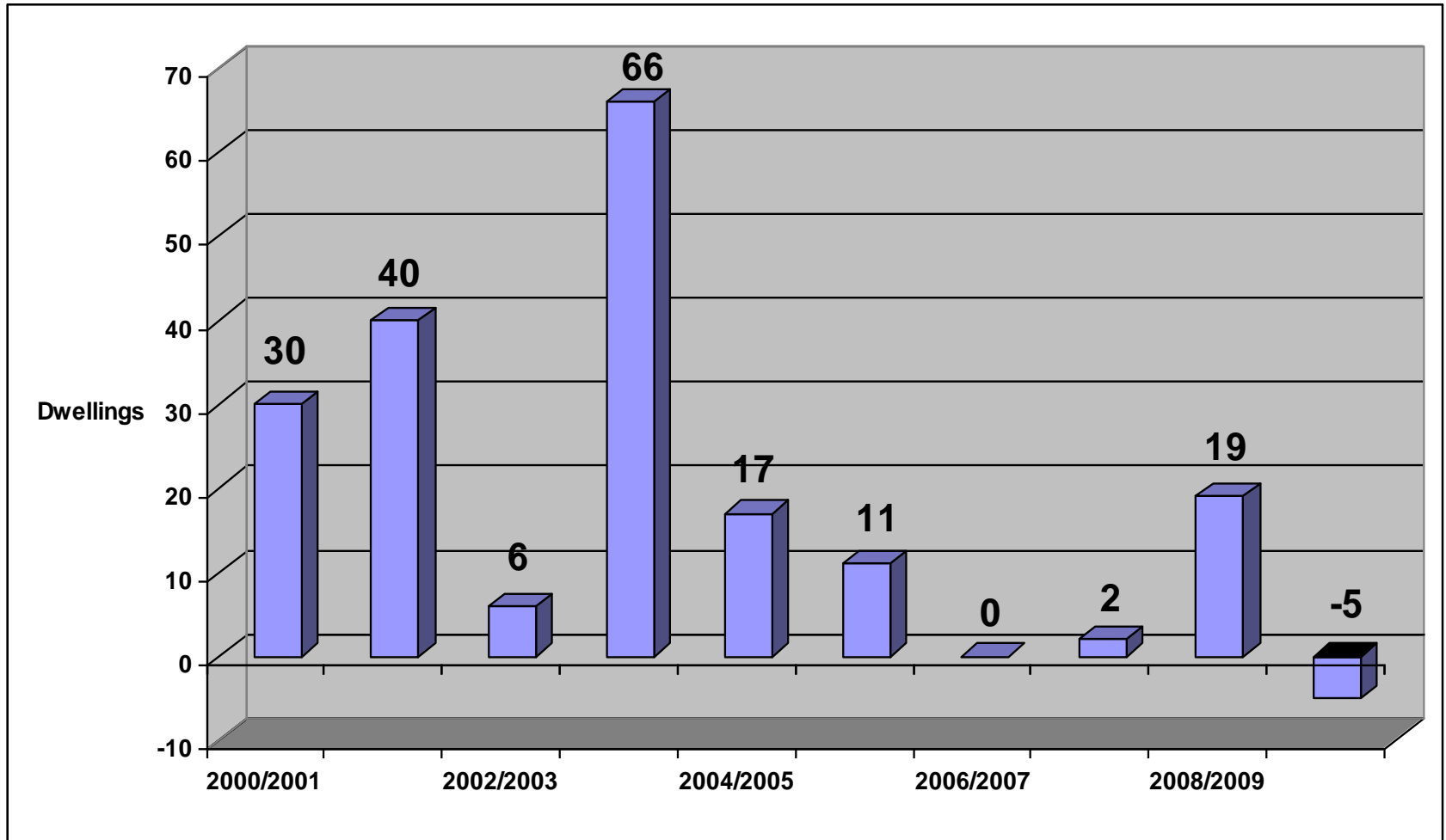
Housing Register

- 2,400 households
- Further clarification on these figures being worked on.

Thirty Years of Housing delivery

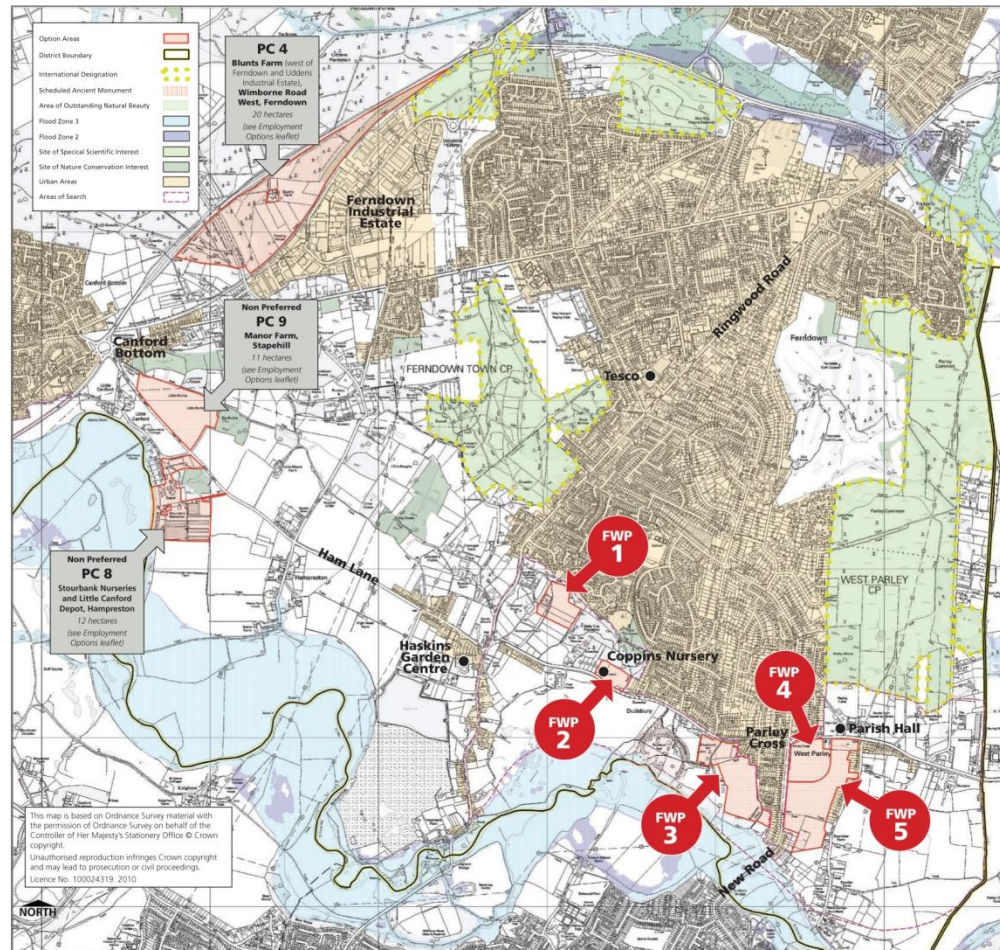


Affordable Dwelling Provision



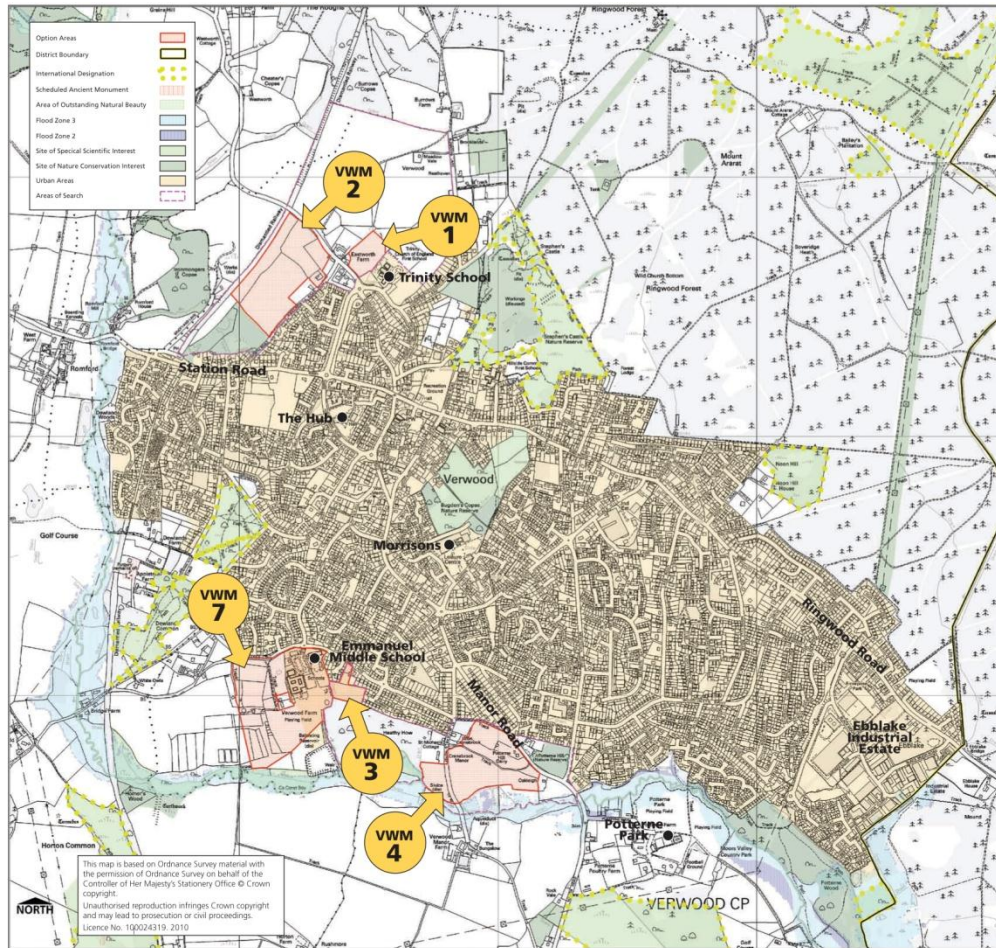
The Options

Ferndown and West Parley



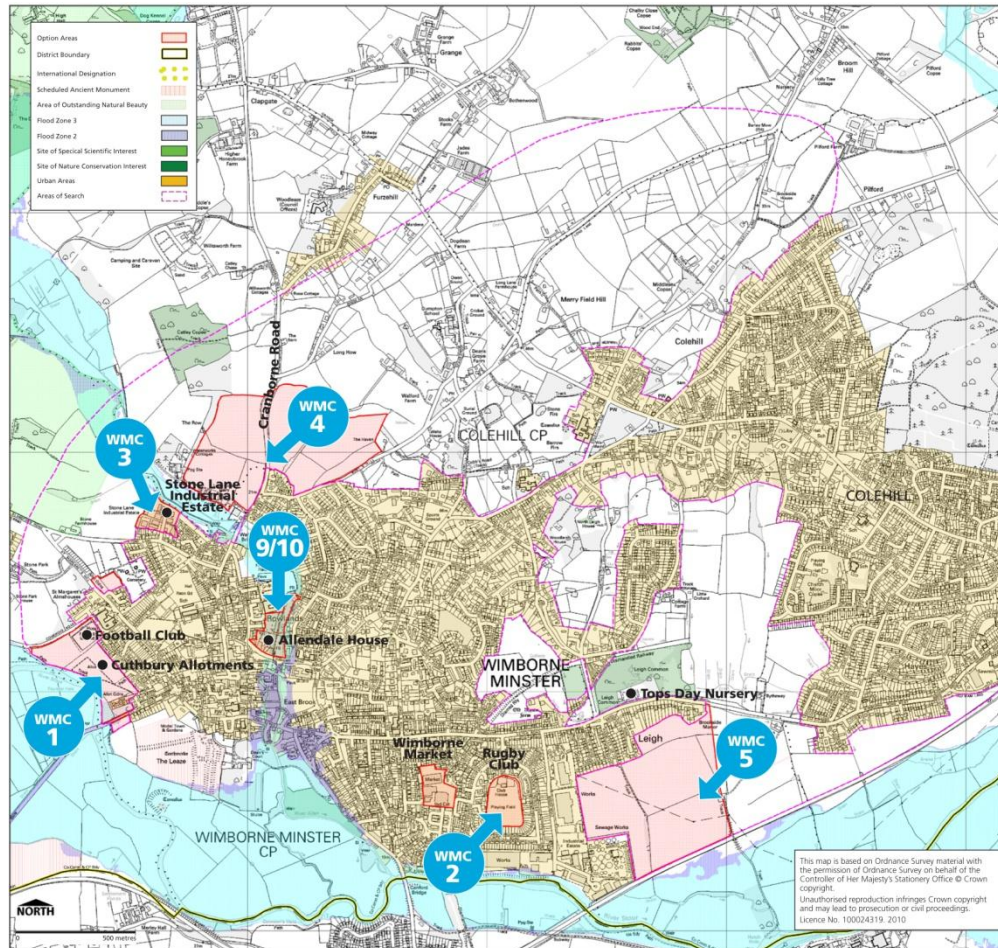
The Options

Verwood



The Options

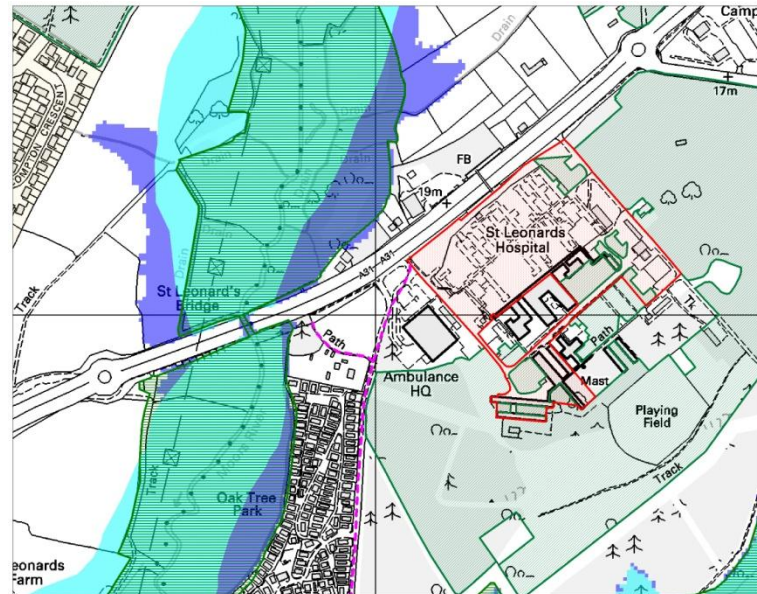
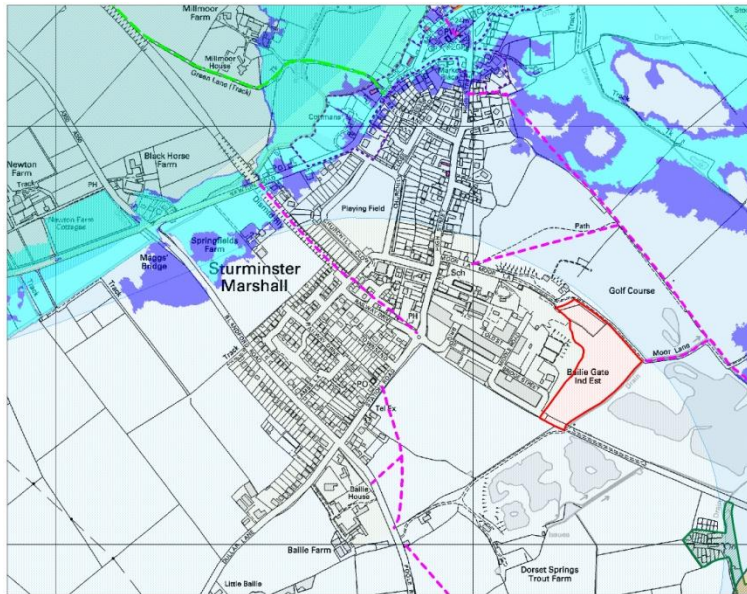
Wimborne and Colehill



Future Employment

- 2007 to 2020 – **1,700** new jobs in East Dorset
- New jobs = “*expansion*” demand
- Also consider staff turnover = “*replacement*” demand
- Across Dorset replacement demand is expected to be **six times** that of expansion demand
- In East Dorset replacement demand = **10,200**
- Total demand = **12,000** (*approximately*)

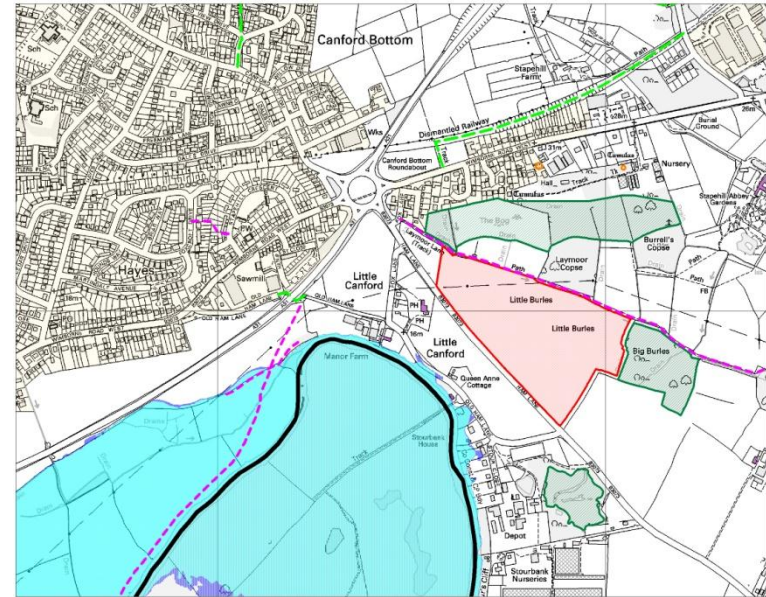
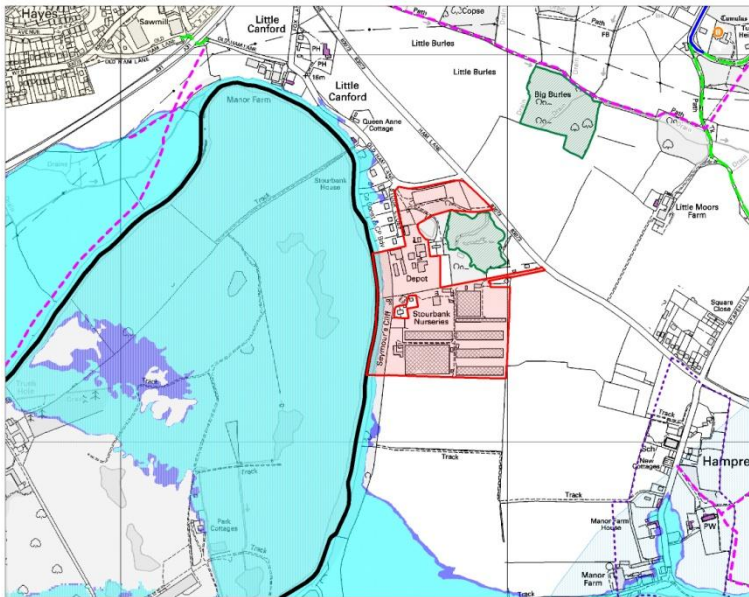
The Options Employment Land PC6, PC7



The Options

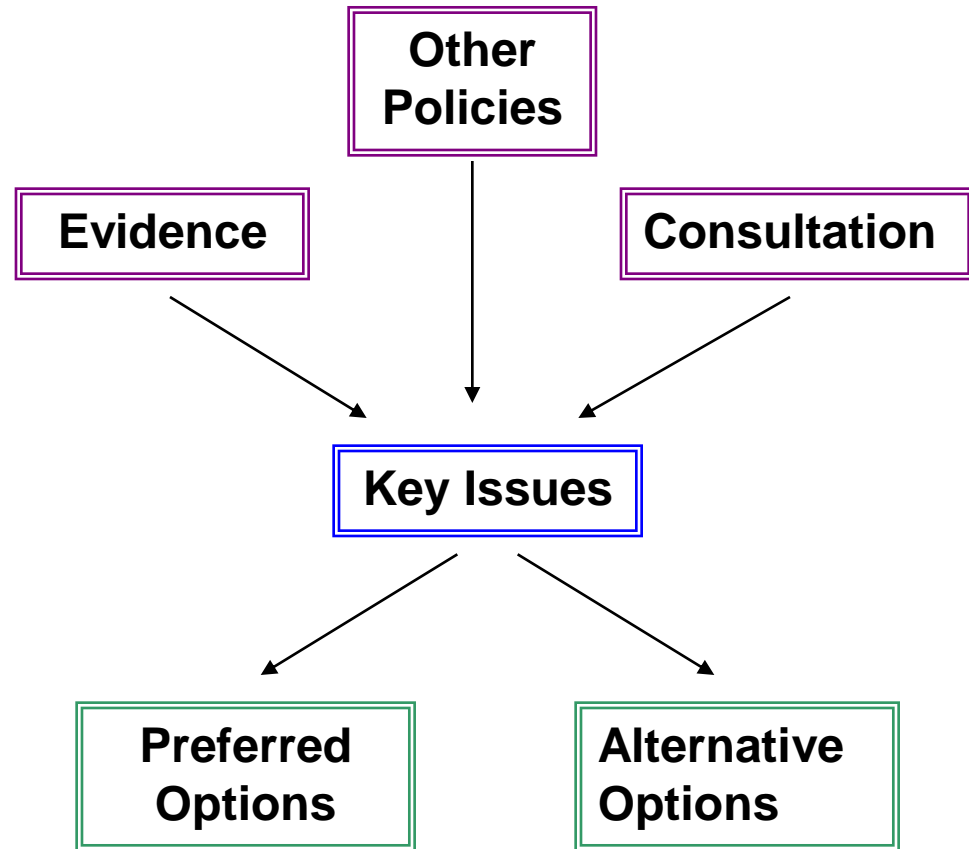
Employment Land

Non Preferred PC8, PC9



Key Issues Papers – What do they say?

- Each paper draws together other policy requirements, consultation responses and evidence studies
- They confirm what the key issues are that we need to address
- Then detail options as to how these can be tackled



What we have done?

Key Issues Papers

- Vision/Objectives
- Spatial Strategy
- Climate Change
- Natural Environment
- Historic Built Environment
- Green Belt
- Design and Landscape
- Town Centre Vitality
- Economy
- Bournemouth Airport
- Tourism
- Housing
- Affordable housing
- Transport
- Community Issues
- Sports and Leisure

How to take part?

- Consultation ends on the 24th December
 - Online consultation response
 - Leaflets and posters
 - East Dorset News
 - Stakeholder meetings
 - Meetings with Parish and Town Councils
 - Exhibitions
 - Media coverage
 - One to one meetings

Please feel free to make responses and also help us to encourage others to respond

Spread the word!

What happens after the consultation?

Council Meetings to agree what we think the Core Strategy should say	July 2011
Pre Submission 6 week consultation	September 2011
Public Examination	Spring/summer 2012
Binding Inspector's Report	Autumn 2012
Adoption	End of 2012

An aerial photograph of an airport terminal building with a long, arched roof. The terminal is surrounded by parking lots filled with cars, other airport buildings, and a runway area. The text 'Airport Advisory Group' is overlaid in large white letters across the center of the image.

Airport Advisory Group

05/11/10

Bournemouth Airport and Business Park Vision

- **Option BA1 Vision for the airport as a whole**
- Bournemouth Airport will develop as a flagship regional airport serving Christchurch and the South East Dorset sub-region. It will enhance its passenger facilities, provide new services for business and leisure travellers and develop as an aviation and local transport hub.
- The northern business parks will be redeveloped to provide a range of employment land and premises to serve the local and sub-regional economy. This will include the potential to attract new business sectors in knowledge based and green technology to increase opportunities for higher skilled employment.
- The airport will utilise its extensive high quality airside access, to encourage further growth in the aviation and aviation related business sectors.
- This growth will be achieved acknowledging and respecting the environmental constraints which exist around the airport, and adopting adequate mitigation and avoidance of environmental impacts.

Bournemouth Airport and Business Park Vision

- **Strategy for the operational airport:**
- **The operational airport will develop new passenger facilities, and associated infrastructure in line with the adopted Bournemouth Airport Masterplan (May 2007), to include:**
- New passenger departure and arrivals terminal facilities, including enhanced retail and catering.
- Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.
- Public and staff car parking.
- Public transport facilities and enhanced services.
- Other facilities for general aviation.
- Cargo facilities, including bonded warehousing and associated infrastructure.
- Operational infrastructure including runways, taxiways and enhanced apron facilities.
- Emergency services facilities.
- Aircraft fuelling and storage.
- Navigation safety and aircraft control facilities and aids.

Bournemouth Airport and Business Park Vision

- To enable development of these airport operational improvements, the Core Strategy will implement recommendations of national airports policy by removing sufficient further land within the airport boundary from the South East Dorset Green Belt (see Option BA3 below).
- **Associated facilities to enhance the services offered by the airport will also be encouraged subject to consideration of their impact on other Core Strategy policies, including:**
 - Development of hotel accommodation.
 - Landside retail & catering facilities.
 - Car rental services.
 - Training centres for airlines and related services.
 - Petrol filling stations.
 - Maintenance facilities.
- The Council will work with the airport to support the development of new routes and services to business and leisure destinations which will meet the needs of local businesses and communities.

Bournemouth Airport and Business Park Vision

- **Strategy for the airport northern business parks:**
- A zonal approach should be adopted for the northern business park. The types of business activity to be directed to these zonal areas will be consistent with the most up-to-date and robust evidence.
- **Current economic assessments identify a need for the following zones:**
- High value industrial / low value industrial (High Proportion)
- Offices / R&D (Modest Component)
- Aviation (Situating with airside access where required)
- Current assessments identify the following sectors with significant requirements for land and premises at the airport.
- General manufacturing
- Advanced engineering
- Financial and business services
- ICT
- Distribution / Logistics

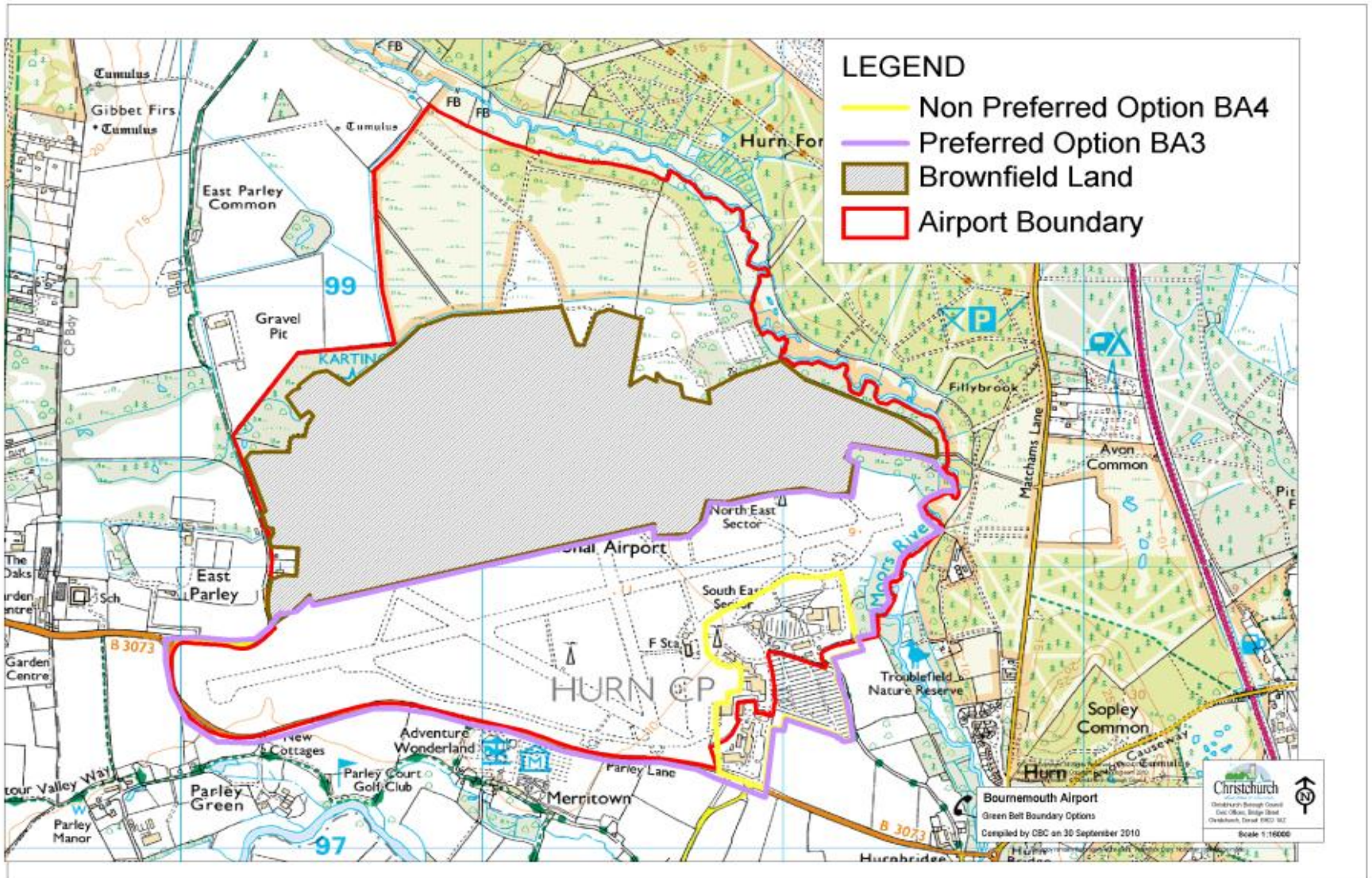
Bournemouth Airport and Business Park Vision

- **The following types of premises are required to support this sector activity:**
- Small business units / industrial (B1c, B2 predominantly)
- Larger business units/ industrial
- Small purpose built office units
- Warehousing
- Start up – incubator premises
- Recycling / environmental industries
- Non B class employment uses which create high quality employment opportunities and contribute to raising levels of economic productivity will be encouraged in the North West Business Park.
- **Non employment uses ancillary to the core employment functions and sufficient to meet the needs of the working population of the northern business park may include:**
- On site service uses at an early stage to be attractive to office and high quality occupiers
- Convenience retail
- Restaurant
- Banking
- Amenity space
- Conference and leisure facilities

Bournemouth Airport and Business Park Vision

- Alternative Preferred Option BA2
- As Option BA1 with the inclusion of design standards applied to the zonal areas in order to influence the type of business activity locating in the business park.

The Airport and Green Belt



Sustainable Development of the Airport and Business Park

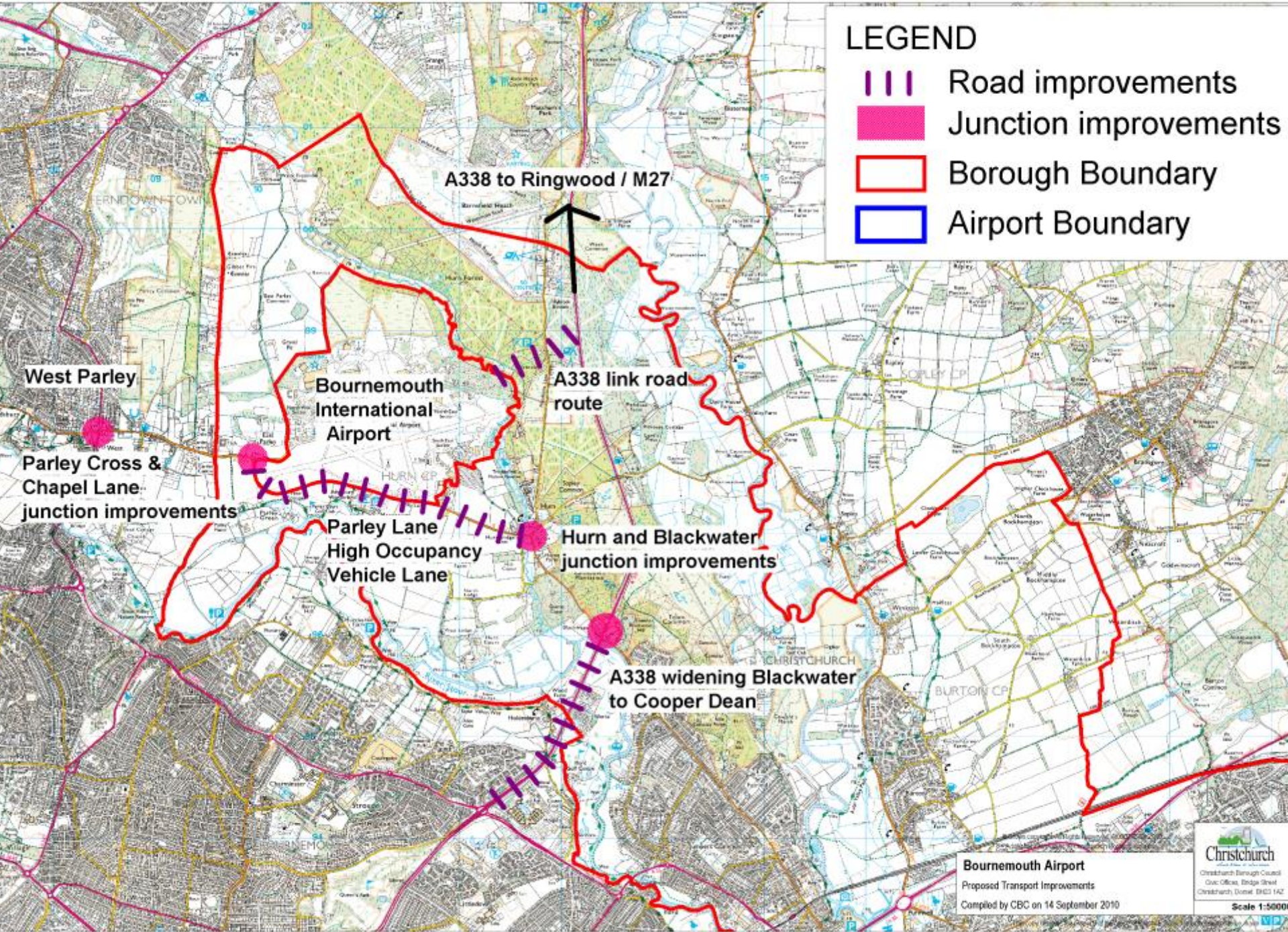
- **Preferred Option BA5**
- The priority issues which should determine the limits to which growth at the airport should be controlled include:
- **Flood risk** – Areas of the northern development zone have been identified as high flood risk (zone 3) and will require appropriate mitigation measures put in place to ensure sufficient land can come forward to meet market demand over the plan period.
- **Emissions from air traffic / road traffic** – Emissions from road traffic are considered the most significant for adversely affecting air quality and sensitive habitats. (Further work is required to determine the extent of the impact from aircraft emissions)
- **Impact upon environmental designations:** The proximity of sensitive environmental habitats and Natura 2000 sites is an ultimate constraint on the extent of road and junction improvements that are possible within environmental limits.

Sustainable Development of the Airport and Business Park

- The impact on sensitive environmental habitats is a priority constraint placing a limit on the level of development permissible at the operational airport and northern business park. This is particularly in consideration of increases in levels of road traffic.
- **Traffic generation beyond existing highway capacity:** Significant online improvements are required to the highway network and associated junctions primarily along the B3073 to accommodate projected growth at the airport and northern development zone.
- **Aircraft noise:** This is a priority constraint which has been raised by members of the community and key stakeholders.
- **Provision of public transport services / walking and cycling:** The provision of suitable public transport services/facilities for cyclists for the airport and business park is a priority in reducing harmful emissions and ensuring development can come forward within the capacity of the highway network.
- **Landscaping** – Landscaping measures that form part of flood defences and air quality mitigation are fundamental to supporting growth of the airport and the business park. Landscaping measures are required for the northern business park to improve the image of the site and enhance market attractiveness.

LEGEND

- ||| Road improvements
- Junction improvements
- Borough Boundary
- Airport Boundary



Bournemouth Airport
Proposed Transport Improvements
Compiled by CBC on 14 September 2010

Transport Infrastructure Improvements

- **Preferred Option BA6**
- **Accommodates** - Airport 3 million passengers per annum, 15 – 30 ha of employment and sub regional housing growth.
- Improvements to Parley Cross Roads, Chapel Gate Roundabout and Blackwater Junction.
- Hurn Roundabout improvements/southern bypass.
- Additional high occupancy lane on the B3073 tracking the current road alignment.
- Widening of the A338 from Cooper Dean to Blackwater.
- Improvements to the B3073 will be delivered with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.
- Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.

Transport Infrastructure Improvements

- **Alternative Preferred Option BA7**
- **Accommodates** - Airport 3 million passengers per annum, 12 - 15 ha of employment and sub regional housing growth.
- Improvements to Parley Cross Roads, Chapel Gate Roundabout, Hurn Roundabout and Blackwater Junction
- Improvements to the B3073 will be delivered with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.
- Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.

Transport Infrastructure Improvements

- **Alternative Preferred Option BA 8**
- **Accommodates** - Airport 3 million passengers per annum, 30 – 60ha of employment and sub regional housing growth.
- Improvements to Parley Cross Roads, Chapel Gate Roundabout and Blackwater Junction.
- Hurn Roundabout improvements/southern bypass.
- Additional high occupancy lane on the B3073 tracking the current road alignment.
- Widening of the A338 from Cooper Dean to north of Blackwater Junction.
- Provision of link road from North East Business Park to the A338.
- Improvements to the B3073 will be delivered with enhancements to public transport services and cycle routes serving the airport and North East, North West business parks.
- Provision of off carriageway cycle lane adjacent to the A338 providing access to Bournemouth.

Future Development Options

- **Preferred Option BA9**
- Permit development in line with Preferred Option BA6 for issue 'Which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it. (Which includes A338 widening from Cooper Dean to Blackwater Junction)'

Future Development Options

- **Alternative Preferred Option BA10**
- Permit development in line with Preferred Option BA7 for issue 'Which transport improvements should the Core Strategy consider as part of the transport requirements for the Airport?'
- **Alternative Preferred Option BA11**
- Permit development in line with Option BA6 for issue 'which transport improvements should the Core Strategy consider as a transport package to serve the future needs of the airport and local communities around it?', while seeking funding and obtaining developer contributions for a link road from the north east business park to the A338'.

Infrastructure Delivery

Infrastructure	Timing	Potential Funding Sources
A338 Widening from Cooper Dean to Blackwater Junction.	Possible commencement between 2013 - 2016	Local Enterprise Partnership DCC Developer Contributions (South East Dorset Contributions 50%)
Blackwater Junction Improvements	Possible commencement between 2013 - 2016	
Hurn Roundabout Junction Improvement	Possible commencement between 2013 - 2016	
Additional High Occupancy Lane on B3073 (Parley Lane)	Possible commencement between 2013 - 2016	

Infrastructure Delivery

Infrastructure	Timing	Potential Funding Sources
Parley Cross Junction Improvements	Possible commencement between 2013 - 2016	Local Enterprise Partnership DCC Developer Contributions (South East Dorset Contributions 50%)
Improvements in public transport services serving operational airport and business park	Possible commencement between 2013 - 2016	
Off carriageway cycle lane adjacent to the A338 providing access to Bournemouth	Possible commencement between 2013 - 2016	
Link road from North East Sector to A338 / A338 Widening north of Blackwater	Uncertain	

Elizabeth Taylor

Verwood WI ↑ Nov 2010

From: Richard Henshaw
Sent: 11 November 2010 10:47
To: Elizabeth Taylor; Sally Knott
Subject: FW: Verwood WI

Good feedback for our records.

R

From: Cllr J Hazel
Sent: 10 November 2010 15:19
To: Richard Henshaw
Subject: RE: Verwood WI

Hi Richard

The meeting last Monday was a bit of a shouting match but have to say that some "sensible" residents asked some very "sensible" questions. Unfortunately the LAG have arranged for a public meeting at the memorial hall on Monday 29th November.....as you say, these sort of meetings simply wind people up.

The WI meeting went very well. If you've got time to read, these are the bullet points of my presentation

- Firstly, I talked about the RSS and the problems that scheme presented to all councils (which suitably frightened them!)
- Then explained about "Localism" which gives more local control of government, local culture and local identity to communities
- Then brought in an explanation about the LDF, the expiry in 2011 and the need to have something in its place to take us through to 2027
- With the expiry of the LDF, talked about the landowners approach to the council, and the opportunity that this offered the Council
- Explained about the the Core Strategy, that it wasn't all about housing, but covered environment/climate change/transport/employment etc. and neither was it all about Verwood, but right across ED. That the council were not required to go out to consultation, but with "localism", together with the opportunity that the landowners had presented to the Council first, rather than to the Wimpeys of this world, the Council wanted to embrace the fact that it can give communities a chance to have a say about how they see their community evolving over the next 15 years rather than being told what they can or can't have, as with the old government.
- Then about affordable homes and the dire need for them with over 2000 people on the waiting list in ED - the problem of developers not building over the threshold which has given the council a real headache, and the results of planning by appeal (used Fayrewood Pub site as an example). The duty of all councils to provide homes; the link between inappropriate housing and poor health, crime and family breakdown. That there were a lot of children in their 20s and 30s still living at home (was a bit of a sob story, but you get the picture?)
- I then showed them the whole document in the binder to show them how hard the Council had worked on this
- I then wanted to concentrate their minds (so they were not concentrating on houses alone) and so posed questions to them based on the contents of the core strategy - i.e. if these 400 homes were built what are your thoughts on a) the environment - what does Verwood need? b) Retail and community - what do you think is needed to make it more vibrant? c) Crime - should we have more police? d) Health - with 200 social houses, should we have more NHS dentists and more surgeries? d) should the affordable homes be for local people only? e) Education - do you think it's important to have an upper school? etc etc
- I gave them the timescales until adoption and said that without everyone's help the councillors will have a difficult decision to make in 2012 so it was really important that everyone joined in so that when we voted for adoption we could make the right decision for everyone.

01/03/2011

The "concentrating their minds" bit of the presentation worked really well because the housing issue had blown out of all proportion and I think a lot of them thought that the core strategy was about housing only and so they asked some really sensible questions and I was able to allay some of the fears that they had due to chinese whispers. I got the impression that they also accepted that this was not the "big brother" attitude that they thought the council were adopting. They all said that they had a clearer reasoning behind the core strategy and I have been invited to visit them again some time in the future.

I have a meeting with the residents of Eastworth Road this evening so will do a similar format. I will report back after my meeting.

Best regards

Jean

-
- **From:** Richard Henshaw
 - Sent:** Tue 09/11/2010 12:41
 - To:** Cllr J Hazel
 - Subject:** RE: Verwood WI

Dear Jean

Lynda gave me the feedback from last night. I personally do not think that such meetings help a great deal as they invariably end up being dominated by the loudest people, who then intimidate others. I trust that the WI will be well behaved.

Have a good evening and I look forward to any feedback.

Kind regards

Richard

From: Cllr J Hazel
Sent: 09 November 2010 12:19
To: Richard Henshaw
Subject: RE: Verwood WI

Dear Richard

Thanks for the offer but I feel quite confident that I can deliver something which is positive. At the Verwood LAG last night, at which Linda King and Spencer were present, there were 150+ people. Obviously some troublemakers, but others who had genuine questions and concerns too. Spence has also sent me some notes that he has prepared for himself, so I think my message is mainly one of dispelling any fear as a result of chinese whispers, the reasons why we are where we are, how the planning appeal works if we don't get it right(which should get them a bit nervous!) and how it could be so much better if we all work together, i.e. "if you do nothing, you will probably get what you don't want, but if you work with the council on this then you may just get something that you are happy to live with"

I will report back.

Best regards
 Jean

From: Richard Henshaw
Sent: Tue 09/11/2010 08:43
To: Cllr J Hazel
Cc: Neil Farmer
Subject: Verwood WI

Dear Councillor

I understand that you are visiting the WI this evening to discuss the Core Strategy. I was wondering if you wanted any information, or to discuss anything beforehand? The key for me is to get people to respond formally to us having had a look at what we have put out for consultation.

Thank you for doing this and I would very much welcome feedback.

Kind regards

Richard

Down to Business

From market stall to high street

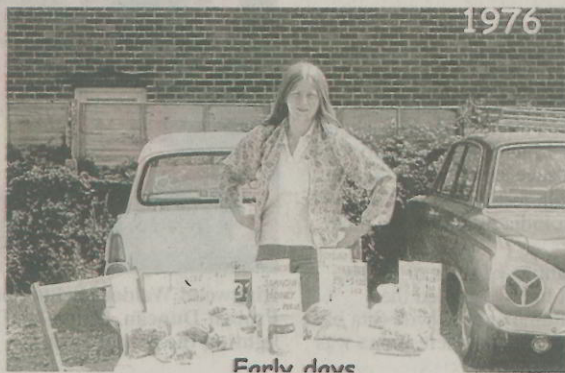
A WIMBORNE business, which has been in the same ownership for 33 years, is enjoying the echoes of the past depicted in the BBC1 programme Turn Back Time 'The High Street'.

Maggie Drennan and her husband Eric, both qualified teachers, opened Spill the Beans in a listed Regency building in West Street in 1977, having started their business with a market stall.

"Our apricots, beans and honey etc proved so popular with the public, we never went back to teaching," said Maggie.

Turn Back Time, which features Shepton Mallet, highlights the role of the hardworking small family shop from Victorian to modern times.

Spill the Beans serves loose foods from sacks and tubs as shopkeepers have done throughout the ages.



Maggie Drennan at the market stall in 1976

"The programme highlights how the shopkeepers give so much care and thought to their customers and how the modern day customers welcome and respond positively to being treated as individuals," said Maggie.

At this time of the year, Spill the Beans weighs up high quality dried fruits, peels, cherries and other seasonal ingredients for their

customers who bring in their very own favourite recipes, many of which have been passed down to them by their grannies.

Maggie and Eric have seen many changes in Wimborne High Street over the past three decades.

"When we opened there were three grocery stores in the High Street, plus several fruit and vegetable shops, bakers, butchers and corner sweet shops. However, with the coming of supermarkets, the High Street has changed dramatically," added Maggie.

However, Spill the Beans has got together with other small family businesses in the town - Minster Greens, John Bell the fishmonger, and Paul from Keatings the butchers to promote the unique personal service they have to offer, with high quality goods and local produce.

This week Turn Back Time featured the 1930s and next Tuesday 30th November on BBC1 at 9pm the shopkeepers and their customers move into the 60s.

Marilyn Barber
mbarber@bvmedia.co.uk

● THE Lantern Shop at Folly Farm Lane, Ringwood is holding a festive late night shopping event from 5-9pm on Thursday 9th December. And for this one night only, it is offering ten per cent discount.

The project works alongside and supports adults with a learning disability.

Christmas floral demo

CANCER Research UK will be holding a floral demonstration evening entitled Christmas and Tinsel all in a Sprinkle presented by the floristry tutors from Bournemouth and Poole College on Thursday 9th December at Poole Grammar School, 7 for 7.30pm. Ample on-site parking. Tickets from Diana Brown on 01202 691702.

Queen of shops scholarship for Fab Frocks

BOUTIQUE director Tracie Beardsley has won a prestigious retail scholarship.

Tracie, 43, from Wimborne, who launched and co-owns Fab Frocks of Westbourne has gained one of only five coveted places to attend a series of masterclasses set up by retail guru and TV star Mary Portas of 'Mary Queen of Shops' fame.

The Mary Portas Guide to Successful Retailing is run by the National Skills Academy for Retail and Tracie will spend three intensive days training in London on a course worth over £1,000. Over 100 people applied for the coveted scholarship place.

The aim of the scholarship programme is to give owners and managers of small retail businesses the opportunity to reach their potential and fulfil their aspirations.

Tracie says: "I was so delighted to hear I've won a place on the scholarship programme. It will be a great learning curve for me as I've never had any formal retail training of this kind. I also get to meet the Queen of Shops, Mary herself, which will be fantastic."

Tracie also scooped Women in Dorset Small Business Award earlier this year and Fab Frocks won Best Shopping Experience at the Bournemouth Tourism Awards 2009/2010.



Queen of shops training for boutique owner Tracie Beardsley

Verwood WI

AT the November meeting of Verwood Evening WI Rev Mark Warner from Poole gave a talk and slide show on The Sailors Society. Members then presented Mr Warner with 30 knitted hats they had made, to be given to sailors where needed.

The Mayor of Verwood, Mrs Jean Hazel, attended the meeting to address some of the concerns expressed with regard to the proposed future changes in the town. She encouraged everyone to make their feelings known with regard to the Core Strategy proposals.

Learn about the Wimborne Bid

AN exciting initiative for Wimborne is under way - to establish Wimborne as a Business Improvement District (BID) - for the benefit of its businesses, the community and the wider population.

If you haven't yet visited the BID website (www.wimbornebid.org), or need further information direct from the BID team on how it will operate and progress visit their 'pop in' day at Allendale House, Hanham Road, Wimborne on Monday 29th November between 1- 7pm.

TO LET/WANTED/ EXCHANGE

A DELIGHTFUL GEORGIAN Cottage, rural location near Milton Abbas. 3 bedrooms. Fitted carpets throughout, good decorative order. CH. Tel. 01258-880558

SHILLINGSTONE charming detached 3-bed country cottage, UF, within this popular village. Kitchen, utility, dining room, sitting room, bathroom, shower, OCH, garden, garage with ample off-road parking. £700pcm. Tel. 01258-860491

COMMERCIAL PROPERTY

WORKSHOPS, OFFICES, studios, storage, 200-1200sq.ft. Milton Abbas, central Dorset. Good road access, A354. Attractive award winning courtyard. +Broadband. Tel. 01258-880558.

PROPERTY

WANTED FREEHOLD LOCK-UP garage to purchase. Cash buyer. Tel. 01202-841613

PUBLIC NOTICES

Licensing Act, 2003 Grant of a Premises Licence

Notice is given that Fatona Whapples, has applied to Borough of Poole Licensing Authority for the grant of a premises licence, under the Licensing Act, 2003, for the premises known as Carousel, 2, Duryates Road, Broadstone, Dorset BH18 8AG. The following daily licensable activities will be provided:- The provision of late night refreshment and the daily sale of alcohol, to be consumed with a table meal between 1000 hours & midnight. Anyone who wishes to make representation regarding this application must give notice in writing to: The Head of Environmental & Consumer Protection Services, Borough of Poole, unit 1, New Fields Business Park, Stinsford Road, Poole, Dorset, BH17 0NF. Representations must be received no later than 20th December, 2010. The application record and register may be viewed during normal office hours at the above address or at www.boroughofpoole.com.

It is an offence under section 158 of the Licensing Act, 2003 knowingly or recklessly to make a false statement in connection with an application and the maximum fine for which a person is liable on summary conviction for the offence is up to level 5 on the standard scale (£5000)
Dorset Licensing, authorised agents for applicants 01202 685072.

Dorset County Council



Temporary Closure - Wimborne Household Recycling Centre

Please would you note that the above facility located at Brook Road will be closed for essential maintenance works on Tuesday 7, Wednesday 8 and Thursday 9 December 2010 and will re-open as usual at 9.00am on Friday 10 December 2010.

The closure is necessary for practical and safety reasons while the maintenance and improvement works are carried out.

During the closure householders can use the Wilverley Road, Christchurch site as an alternative. A list of our household recycling centres can be found at www.dorsetforyou.com/householdrecyclingcentres

Dorset County Council apologises for any inconvenience as a result of these works. If you require any further information please contact Dorset Direct on 01305 225002 or e-mail waste@dorsetcc.gov.uk

18 November 2010

WORKING FOR YOU AND YOUR ENVIRONMENT

Notes for Verwood LAG meeting 8th November 2010

Why are we producing a Core Strategy?

The current 2002 East Dorset Local plan runs out next year. Most of the allocations in that document have been delivered and we need to plan for the future.

We need to make sure that we have up to date policies to help us make decisions about a wide range of issues, such as housing, employment, open space and leisure, the environment, town centres and transport. It is intended that the Core Strategy will run to 2027.

If we have no plan then we will lose local control and decisions will be made for us through planning appeals using national policies - the Government have made it clear to Local Authorities that they should continue to produce plans for their areas and that the Government is still looking for housing development to take place.

Following the revocation of the Regional Spatial Strategy by the incoming government in July of this year, the Council is no longer bound by the constrictions of this top-down approach to planning and can make its own decisions, based on what it sees as the local need and demand, whilst still having to comply with national policy on such matters as not building in floodplains, not allowing development that will harm nationally and internationally protected wildlife sites such as heathlands, green belt, and the provision of housing etc.

The Core Strategy contains much more than just housing options and it gives us the opportunity to re-consider the policies in the existing Local Plan and retain those policies that work well, such as special character areas, and change those which are out of date.

The Council has chosen to focus the majority of its options for development on the 4 larger settlements in the District – Corfe Mullen, Ferndown and West Parley, Verwood and Wimborne as these are the locations where important facilities, services and employment are most accessible and readily improved.

The Consultation process

This Core Strategy Options for Consideration consultation is a 12 – week period of consultation, which is being carried out jointly with colleagues in Christchurch.

It is a non- statutory phase – we don't have to do it and could just present the Council's Preferred Options for a statutory 6 – week consultation.

We don't think that is fair and therefore have put forward a series of options relating to a series of matters, such as housing sites, employment land, town centre boundaries as well as a series of policies to encourage and regulate development in the area.

None of the housing sites are the Council's preferred options and no decisions have yet been made– each site is up for discussion.

There are some preferred options contained within the document, relating to such things as option ME 7 which relates to sustainable development standards for new homes and the extension or refurbishment of existing homes. These policies normally relate to an issue that closely follows national advice, or which aren't controversial.

We are trying to consult with as many of our local population as possible and have used a variety of methods to reach people.

The Council's own publication – East Dorset News – is currently being distributed to all households in the District and contains a 12-page section on the plan, complete with a tear-out page which people can use to send us their comments.

We also have a dedicated Dorset4you web site page, which has all the back ground documents on it as well as the Core Strategy itself.

(As an aside, the core strategy consultation document is supported by a whole suite of other documents which provide the evidence for the policies and proposals set out here. These include Habitat Regulations Assessments, Health impact assessments, a sustainability appraisal, and an equalities impact assessment. There are also retail studies, master plan reports, Flood risk appraisals, topic –based key issue papers and area profiles, open space survey and housing needs and market surveys and the council's original strategic housing land availability assessment, as well as the employment land review.)

The web page has a link to specialist software which enables anyone to make a comment on-line against any of the specific policies in the document. – called Limehouse.

We have also prepared a series of leaflets about each of the key settlements, as well as employment options, which have been widely distributed to libraries, town and parish council offices, other public buildings such as the Hub in Verwood, shops, post offices, supermarkets, garden centres and basically anywhere we can persuade people to take them.

We are holding a series of public exhibitions across the District – the one for Verwood being at the Hub on Thursday 2 – 8.

We have been holding a series of focus groups with stake holders for each of the settlements, as well as on a topic basis, such as housing and health and community.

We have produced a DVD with a series of local people with a range of views giving their comments about what they like and dislike about the District and what they would like to see in the future. This is available to view on YouTube – with a link from D4U

Members and officers have also given radio interviews, and there are regular items in the Stour and Avon magazine, The Echo, the Forest Journal, and I understand Cllr Coombes is shortly to be interviewed by Verwood's own Forest FM.

We are also meeting with individual town and parish councils across the district.

And we are happy to hold individual meetings with local residents if they wish – I have one tomorrow morning with a couple from Verwood.

I hope this list indicates that the council has tried hard to contact as many people as possible about the process, and we are very keen to receive everyone's comments – both positive and negative.

As I said earlier – the Council has made no decisions on sites for allocation and awaits your comments.

We do not have the monopoly on ideas about how the District should move forward, and we want the ideas of local people – please tell us what you think.

What happens next?

Contrary to reports I have seen, the Council is not making a decision on the outcome of the Consultation process on Christmas Eve, rather the period for consultation ends then.

We will take the next few months to analyse the responses to the Core Strategy consultation – from Statutory consultees such as Natural England, and the Highways Agency, to adjoining authorities, utility providers, prospective developers, local residents, interest groups, government departments etc.

Out of interest, we had approx 6,000 representations in respect of the East Dorset Local Plan in the late 1990's.

It is likely we will present Preferred Options to the Council for decision in the summer of next year, which will be followed by a statutory 6 – week consultation (this time is set by statute and cannot be varied).

The Council will then review those comments and present its Submission Document to the Planning Inspectorate towards the end of 2011.

An Examination in Public before an Inspector appointed by the Secretary of State will take place, hopefully early in 2012, with adoption of the Core Strategy following the Inspector's Report, by the end of 2012.

This of course is the current planning regime, which could change with the new Localism Bill which is due out later this month, although indications we have had is that for those authorities, such as ourselves, who are advanced in the current process, the transition stage will allow us to complete the current Core Strategy preparation.

The situation in Verwood

Verwood currently has about 6,300 dwellings (2009 figures) and a population of about 15,000.

The 1990 South East Dorset Structure Plan allocated 2,400 dwellings to Verwood, most of which have now been delivered via the previous two Local Plans for the area (except for two sites of approx 300 dwellings which are now adversely affected by the Dorset Heathlands and cannot now come forward)

The previous Local Plans for Verwood helped to deliver not only housing.

The Verwood Contributions Policy collected money from all new development in the town which delivered the Distributor Road south and other transport improvements. An item is going to the next Policy and Resources Committee of the Council to agree how to spent the remaining £2.1m in the pot on a series of footpath/cycleway links between Verwood, Three Legged Cross and West Moors, as well as additional open space, which all meet the original requirements of the Local Plans.

The Hub, where we are today, was a Local Plan allocation which was strongly supported locally and which has been delivered by the Council.

The medical centre and DCC Day care centre were also Local Plan proposals, as was Trinity School, the Potterne Pavilion and additional open space in the town.

Indeed, Moors Valley Country Park is a direct response to the previous level of development in Verwood as the land was acquired to build the lakes which act as the surface water balancing facility for the town.

The sorts of issues that we are considering for Verwood relate to:

Housing – this can only be considered on sites not affected by heathlands or floodplain.

A significant amount of the existing settlement is adversely affected by the embargo on development within 400m of protected heathlands which severely reduces the potential of any additional development within the urban area.

If East Dorset is to provide for the level of housing needed to support the local economy and to meet affordable housing needs, then we will have to consider limited development on land that is currently Green Belt as the existing urban areas are for all intents and purposes full for the level of development required to meet local need. There will, of course, continue to be development within the existing urban areas of the District, but not on the level seen in the past as the majority of green field sites in these areas have been developed, and there are few brownfield sites available.

There have been no significant changes to the Green Belt boundaries in East Dorset since they were first drawn in the early 1980's (although not finally adopted in Verwood until 1999). The total amount of Green Belt land set out as options in this document account for 0.8% of the total Green Belt in East Dorset, but we appreciate there is concern about them as they tend to be next to where people live. (0.4% of the whole of the south east Dorset Green Belt)

Three of the sites set out in the options for Verwood are currently in the Green Belt, but are sites that are free of significant constraints such as flood plains or heaths.

They are also sites which have been promoted to us by local landowners/prospective developers.

Another of the options being proposed in the document is to add two areas previously identified for housing in the existing Local Plan into the Green Belt – Off Coopers Lane and Does Lane.

The delivery of housing across East Dorset as a whole, including in Verwood, may justify the need for an Upper School in Verwood. The County Council acquired land for this very purpose next to Emmanuel School many years ago. This might not happen tomorrow – this plan runs to 2027 – but it needs to be considered as part of this exercise.

The Town Centre – we want to strengthen and improve the town centre to meet the needs of a growing population and we do this in part by defining a town centre boundary and allowing for opportunities, when they arise, to be developed for town centre uses – such has happened at Ferret Green by removing the car park and by providing more spaces at the Potters Wheel Car park, and the April cottage development which has worked well in linking Manor Road with Ringwood Road and Vicarage Road.

Public transport is another issue. If we can identify a Prime Transport Corridor with the County Council, then it is more likely that DCC will be able to target resources to such things as additional buses, but we need local people to support us in this and positively encourage this type of development.

We have had comments that the medical facilities in the town cannot cope with additional development.

Well, we have discussions with the Primary Care Trusts about their needs and we have invited representatives of the local doctors' practises to our focus group meeting about Verwood and we would hope that the PCTs (and their successors) work with us to provide for the communities needs. Although we have less success in areas such as Dentists where it is more of a commercial decision as to whether the dentist offers NHS services.

Additional employment opportunities are being proposed as an extension to Woolsbridge IE.

There are no opportunities left at Ebblake.

Please let us know what you think, by whatever means you wish, by 24th December.

Ferndown Town Council Meeting Notes

Meeting date 18/11/10

Ferndown Town Council Members and Clerk
Richard Henshaw

- RH was invited to introduce the Core Strategy and to discuss the issues and options affecting Ferndown.
- RH stressed the need to consider the potential options and what facilities the Town would like to see provided.

Comments made

- A general concern was raised about the difficulty of using the online consultation system.
- There was support for the preferred approach for the town centre. There was a strong feeling that major improvements are required, in particular relating to Penny's Walk. Additionally, traffic management should be introduced in Victoria Road.
- There was support for the provision of additional open space and a desire to see the setting out of allotments.
- The major concern related to problems of traffic congestion. It was felt that some major improvements were required to remove high flows and heavy goods vehicles from New Road and Ringwood Road.

Note of One-to-One Meeting with Wimborne Rugby Club
regarding the Core Strategy Options for Consideration
Consultation
9th November 2010

Present:

Michael Moysey: Wimborne Rugby Club

Richard Henshaw (EDDC)

MM explained that he is Chairman for the year through to May 2011.

The club does not have enough pitches to cater for demands. There are 300 children attending training sessions and demands for further teams. The high demand means that there are problems of congestion in Leigh Park. Additionally, the open space is often in a poor condition because of heavy use. The club would like to move and Option WMC4 would be a good location.

Despite the desire to move, it should be noted that the club has recently spent a lot of money on improving clubhouse facilities. The RFU put £100,000 into the works made up of grant and an interest free loan. EDDC also put a grant towards the works, as did DCC.

The club has a long lease with 40 years remaining.

The club would not want to share clubhouse facilities, such as at Chapel Gate.

David Stubbley is a contact for the RFU in relation to supporting new facilities.

Richard Henshaw

7.2.11

Note of One-to-One Meeting with Wimborne Rugby Club
regarding the Core Strategy Options for Consideration
Consultation
9th November 2010

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David Stubbley is a contact for the RFU in relation to supporting new facilities.

Richard Henshaw

7.2.11

Note of One-to-One Meeting with Dorset Police Estates
regarding the Core Strategy Options for Consideration
Consultation
9th November 2010

Present:

Michael Moysey: Police Estates

Richard Henshaw (EDDC)

MM explained that the Police Estates section covers the County of Dorset, including Bournemouth and Poole.

In Wimborne MM informed RH that the Magistrate's Court is to shut. DCC own the freehold of the land occupied by the Court, as well as the Fire Station and Police Station. Long leases are held for all of these.

There is not a need for a large police station such as the current one. However, there will be a need for a public interface, which could be a shop unit in the town centre. The CCTV centre could be moved to the Town Council. There is no need for the parking at the station.

MM supported the concept of a public service centre as put forward in Option WMC9

In Ferndown, the police use the Town Council building as a drop in centre. There are no requirements to change this.

In Verwood, the station is bigger than needed at present.

MM set out that there is a case for planning contributions to be provided for policing facilities through a tariff system. This is because new policing needs are attributable to new housing provision. An example of how this could operate has been developed in the Thames Valley and Purbeck DC are looking to take forward this concept.

Richard Henshaw

7.2.11

Wimborne Minster Town Council Meeting Notes

Meeting date 9/11/10

Wimborne Minster Town Council Members and Clerk

Richard Henshaw

- RH was invited to introduce the Core Strategy and to discuss the issues and options affecting Wimborne Minster.
- RH stressed the need to consider the potential options and what facilities the Town would like to see provided through the development.

Comments made

- The administrative boundaries of Wimborne and Colehill should be reviewed if the new neighbourhood proposal to the north of Wimborne is developed.
- Questions were raised in relation to the scale of housing need. RH explained the evidence background that suggests need is larger than can be provided through development within the urban areas. Therefore options for new neighbourhoods were being consulted on in order to gain feedback.
- Some concerns were raised about the new neighbourhood proposal to the north of Wimborne because of potential surface water drainage issues which could lead to inundation of the River Allen.
- A discussion was held about the future needs of the cemetery. The land identified as a new neighbourhood option at St Margarets Close could provide for this.
- Concerns were raised about the scale of new housing provision and the impact that this could have on transport, in particular congestion. Also, there was a concern that traffic would divert along Burts Hill and through Colehill causing problems along Middlehill Road.

WIMBORNE MINSTER TOWN COUNCIL

MINUTES of a meeting of the **PLANNING & ENVIRONMENT COMMITTEE** held on **TUESDAY 9 NOVEMBER 2010 at 6.30 pm** in the Committee Room, Town Hall, Wimborne Minster.

COMMITTEE MEMBERS PRESENT

Cllr D G L Packer – Chairman
Cllr J Burden - Vice-Chairman
Cllr Mrs S A Cook
Cllr A K Oliver, MBE
Cllr R P Trehane
Cllr T F Wheeler – Ex-Officio – Chairman of the Council
Cllr R D Cook – Ex-Officio – Vice-Chairman of the Council

COMMITTEE MEMBER NOT PRESENT & APOLOGY GIVEN

Cllr R W Booth

143 **PLANNING APPLICATION FW/3/10/0986/COU - CHANGE OF USE OF THE CONSERVATIVE CLUB TO A PUBLIC HOUSE (CLASS A4)**

The Chairman had referred this application to the Committee for formal comment in view of the representations he had received from Mr Robert Rodway of West Borough. A copy of the letter of objection dated 8 November 2010 to the District Council from Mr Rodway had been circulated to each Member and a copy appears as **Appendix A** to these Minutes in the Minute Book.

Mr Christopher Rodway, also of West Borough, attended the meeting and was permitted by the Chairman to present his objection to the application orally. The reasons for his objection mirrored those of his son, Robert, which were contained in the letter referred to above.

After careful consideration of the planning issues involved and bearing in mind that most of the points of objection would be dealt with by the subsequent licensing requirements and conditions, it was

RESOLVED

- (a) that the application be supported and;
- (b) that the following comments on the application be passed to the District Planning Authority: "The premises have been used previously as a licensed club and there are no planning grounds for refusal. Internal alterations are in keeping with the proposed usage. Licence considerations are a separate issue and there are

regulations to control the behaviour of clients on and off the premises. It is a moot point whether the proposal will add to the economic viability of the town. Support on balance."

144 **PLANNING APPLICATIONS COMMENTS**

The Town Clerk submitted for information a schedule of comments on planning applications from 27 September to 1 November 2010, 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.

Referring to the comment on 3/10/0834/FUL (61 West Borough), Cllr Oliver, on behalf of another Member who was not a member of this Committee, asked if it was too late to question the observation of 'no objection' as he had further information. The Town Clerk replied that the plans had already been returned to the District Council some weeks before.

145 **UNAUTHORISED SIGNS & STREET CLUTTER**

The Chairman submitted a report, 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.

The report sought Members' views on his suggestion that action be taken to remove street clutter and unauthorised signs including "A" boards in the town centre.

The Chairman also referred to the letter dated 9 November 2010 from Cllr Mrs March, 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.

In that letter, as Chairman of the Chamber of Trade, Cllr Mrs March was meeting separately interested parties on this subject and had asked the Committee to defer the matter until that meeting had taken place.

Whilst the Committee was generally supportive of the need to take action on this matter, it was

RESOLVED that this item be deferred until after the meeting referred to above has been held.

146 **BOURNEMOUTH AND WEST HAMPSHIRE WATER - NEW MAINS REPLACEMENT SCHEME**

The Town Clerk submitted for information a letter dated 26 October 2010 from Bournemouth and West Hampshire Water, 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.

The letter advised the Town Council of works commencing in Burts Hill on 4 January 2011 to replace a water main throughout the town to Leigh Road. The works will last a number of months.

Cllr Oliver mentioned that Rowlands Hill was not referred to in the notices and the Town Clerk would take the matter up with the author.

147 **SOUTH EAST DORSET TRANSPORT STUDY CONSULTATION RESULTS (Min 55 - 07.07.09)**

The Chairman submitted for information a report, 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.

The report provided Members with a synopsis of the consultation results of the South East Dorset Transport Study.

148 **PLANNING DECISIONS**

The Town Clerk submitted for information a schedule of planning decisions made by East Dorset District Council, 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.

149 **CHRISTCHURCH BOROUGH & EAST DORSET DISTRICT COUNCILS' CORE STRATEGY**

The Chairman referred to the private presentation of the Core Strategy given by Richard Henshaw, Policy Planning Officer, before the commencement of this meeting.

The Committee considered its response to the Core Strategy options.

RESOLVED that the response of the Town Council, attached as **Appendix H** to these Minutes be forwarded to the District Council.

(Note: Cllr Wheeler declared a personal and prejudicial interest in that part of the Core Strategy relating to the development north of Wimborne Minster. During the Committee's deliberations on that issue, Cllr Wheeler left the room after making a representation opposing the proposed development in accordance with paragraph 12 of the Code of Conduct.)

The meeting closed at 7.26 pm.

Signed Dated
Town Mayor and Chairman of the Council

EDDC Core Strategy Options

Richard Henshaw, Policy Planning Officer, gave a private presentation on the EDDC Core Strategy to manage growth and development up to 2027 in Wimborne and Colehill. It was open to all members of the Wimborne Minster Town Council, and was followed by a question and answer session. Afterwards the Planning and Environment Committee considered its response to the strategy in open session.

The major conclusions were that: -

- The general consultation is being well organised. EDDC needs to be sure that everyone has the opportunity to respond. (After note: the consultation is promulgated in East Dorset News, distributed to all households).
- Although the predicted growth appears to be large; in fact, across the whole of East Dorset it is only 70 properties for each of 15 years which is not thought to be excessive.
 - The current infrastructure is considered to be inadequate to support the development options. There appears to be a shortage of funds which, because the infrastructure may not be there, could inhibit development and we would not gain extra facilities that are needed now.
- It is recognised that developers will have to make substantial contributions to facilitate affordable housing, and to provide the infrastructure in addition to heathland mitigation etc. The economic model suggests that this will depress the value of development land, rather than increase the cost of housing greatly, and suitable land may therefore not be put forward.
- WMTC welcomes options for developing the land south of Leigh Road, and sees this as an opportunity to create a sports park, enabling the much-needed relocation of the rugby and football clubs. In turn this would facilitate the growth of hospital services, and further housing in an existing residential area. The relocation of allotments to the Leigh Road site would also increase the availability of land for housing on the western outskirts of town.

- Leigh Park itself is largely residential and has recently benefitted from a new community centre. It is agreed, depending on the relocation of the rugby club (see above), that up to 50% of the undeveloped area could be allocated for further housing with the remainder being retained as green open space.
- The option to develop "north of Wimborne", i.e. north of Walford Bridge and along both sides of the Cranborne Road, would present access difficulties for residents' traffic going south and east (e.g. to Bournemouth and Poole, or Ringwood and Southampton) - passing through the centre of Wimborne or along Middlehill Road, Colehill - unless a satisfactory alternative route could be established.
- It is recognised that the present location of the Wimborne Market does not enhance trade within the town, and that relocation nearer the centre could be beneficial. The suggested alternative site is currently a car park, and the loss of this would need to be compensated. Nevertheless, this option is very attractive because it provides potential for extra housing in an essentially residential area, and links along a river frontage with Leigh Park and Cobham Park.