

CS Options

Events: Core Strategy Options for Consideration – Chapter 5 Christchurch and Highcliffe Centres

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
359945	Mr Geoff Bantock		CSO931	5.1	Object		I believe we need to develop Burton to make it a vibrant community	Christchurch Town Centre and Highcliffe Centre (which will be joined by Burton which will be developed over the next 15 years) are the main shopping centres for Christchurch Borough and provide a focus for leisure, entertainment, recreation and employment opportunities. Over the next 15 years these centres are likely to face significant change in accommodating a range of development including retail, housing, employment and transport infrastructure improvements. Christchurch and Highcliffe Centres have the opportunity to further establish themselves as niche shopping destinations providing a range of facilities to the local community within an attractive environment. It is also important that these centres maintain their market share of local retail expenditure in the context of other centres in South East Dorset.		341
360223	Mr Terry Atkinson	General Secretary Christchurch Chamber of Trade & Commerce	CSO17834	5.1	Object		It is important not to limit Christchurch town centre as a niche shopping destination. It must have the ability to attract mainstream national stores as well as smaller retailers. To suggest that it becomes solely a niche shopping destination would be a mistake.			341
359945	Mr		CSO932	5.2	Object		I believe we need to develop Burton to	* The definition of a town centre		342

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
	Geoff Bantock						make it a vibrant community	boundary defining the focus for town centre related development. * Establishing visions guiding the future of Christchurch, Highcliffe and Burton Centres over the next 15 years addressing the following: o The focus for future development (retail, housing, employment and essential facilities) o Improvements in the urban environment o Enhanced retail offer and provision of essential services and facilities o Improvements to open space and public areas o Improvements to public transport and other transport infrastructure o Car parking provision * Primary and secondary shopping core boundaries and associated development management policies.		
360653	Mr M A Hodges		CSO2386	5.2	Object		Constraints of heritage and listed buildings not taken into account.			342
359945	Mr Geoff Bantock		CSO933	5.3	Object		I believe we need to develop Burton to make it a vibrant community	* Key Issues Paper: Town, Village and Neighbourhood Centres Vitality * Christchurch Town Centre Area Profile (2010) * Highcliffe and Walkford Area Profile (2010) * Burton Area Profile (2010) Rules, Regulations and Advice The Economy, Town and Local Centres and the Location of Development		343
359644	Mr Cole Anstey		CSO2	5.6		General Comment	1) I suggest an amendment to include finding a possible role for the disused health centre above whsmiths and co-op. This has been empty for what must be 20 odd years.			346

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							Maybe this could be used for the additional 6,900 – 8,000sqm of additional non food retail floor space which is apparently needed by 2027? 2) Pedestrian access also needs to be sorted out for crossing Sopers Lane by the main roundabout in Christchurch. This is probably more of a priority than pedestrian access to Bargates as this can be safely achieved by using the underpass.			
359945	Mr Geoff Bantock		CSO934	5.6	Object		Developing housing and employment on land east of Burton will address these issues in Christchurch * Pollution from road traffic should be reduced. * There are issues of traffic congestion in the Town Centre, Fairmile, Barrack Road, Fountain Roundabout, A35 and Parley Lane.			346
360653	Mr M A Hodges		CSO2387	5.8	Object		No mention of Monday Market in Christchurch High Street			349
359945	Mr Geoff Bantock		CSO935	5.11		General Comment	By developing Burton with the capacity to accommodate between 2,100 - 3,000sqm of additional non food retail floor space solves the supply problem for Christchurch Town Centre. In Christchurch there is a requirement for around 9,000 – 11,000sqm of additional non food retail floor space over the next 15 – 20 years. Christchurch Town Centre has the capacity to accommodate between 6,900 - 8,000sqm of additional non food retail floor space.	Christchurch Town Centre does not have a requirement for new supermarkets, but requires new non food retail outlets to meet the needs of a growing population and to enhance its position as a niche retail destination within South East Dorset. In Christchurch there is a requirement for around 9,000 – 11,000sqm of additional non food retail floor space over the next 15 – 20 years. Christchurch Town Centre has the capacity to accommodate between 6,900 - 8,000sqm of additional non food retail floor space. (By developing Burton with the capacity to accommodate between 2,100 -		352

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
								3,000sqm of additional non food retail floor space solves the supply problem for Christchurch Town Centre.) The centre has a limited but adequate selection of commercial, leisure, entertainment and cultural facilities, but there is good access to other facilities outside of the Borough in Bournemouth and Poole. The centre has scope to improve provision of health and fitness facilities and appropriately located restaurants and bars which can enhance the economic vitality of the centre, in addition to the requirement for new retail floor space.		
360223	Mr Terry Atkinson	General Secretary Christchurch Chamber of Trade & Commerce	CSO17836	5.11	Object		The assertion that Christchurch town centre does not have a requirement for new supermarkets cannot be supported. As shoppers seemed to prefer supermarkets, there is evidence to suggest that the town centre would support an additional major supermarket to balance the offering of Waitrose. However unless the footfall to the town centre can be improved, neither of these supermarkets will be afforded a healthy trading position.			352
360223	Mr Terry Atkinson	General Secretary Christchurch Chamber of Trade & Commerce	CSO17837	5.13	Object		There should be a greater emphasis placed on the provision of office accommodation in the town centre. Offices employ a larger number of people, which will contribute to the footfall for the shops in the town centre.			354
359350	Mr Jim Biggin	Chairman West Christchurch Residents Assoc &	CSO1776	5.14	Object			Why don't you stop tinkering around and really plan to make the town centre something special. Make Bargates and High Street into pedestrian precincts linked by	Comments relate to objection to Para 5.14	355

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
		J.R.A.						a cleaned up, well lit, underpass. Move the main bus interchange to outside the station. Turn that awful Saxon Square into a market and cafe centre. Be bold and imaginative!		
360653	Mr M A Hodges		CSO2388	5.14	Object		There are not sufficient car park spaces in Christchurch town centre			355
360841	Mr Bryan Taylor		CSO251	Preferred Option CH 1	Support			Remove Stony lane and former gasworks site from within Town Centre Boundary. Sites can be considered for Economic development as "edge of centre" sites once all suitable town centre sites have been investigated and discounted.		360
359945	Mr Geoff Bantock		CSO936	Preferred Option CH 1	Object		If we develop Christchurch as a Tourist Centre, we will still need some parking near to the Quomps or the Priory. Having a multi-story car park adjacent to the bypass will be an eyesore. I rather suspect that one has little alternative to the parking we have now which is usually sufficient except for peak events in the summer when the parking on recreation ground can be allowed.	More effective management of car parks will reduce pressure on 'core' car parks. A strategic signing strategy will also assist in making the best use of town centre car parks and in reducing congestion.		360
359636	Mr Chris Bartlett		CSO2603	Preferred Option CH 1	Support		Recognises current strengths and seeks to build on them by improving existing weaknesses	As well improving pedestrian link to Bargates, the pedestrian crossings across the High Street, Barrack Road and Bargates need to be improved also. The car is definitely king at the moment on these crossings, despite existence of pedestrian refuges. Enhancement to bus controlled lights could be added to assist pedestrians and traffic queuing to		360

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
								get out of Sopers Lane.		
360653	Mr M A Hodges		CSO2389	Preferred Option CH 1	Object		CH1 does not mention heritage, history, archaeology or architecture (street plan)			360
497394	Ms Sue Melbourne		CSO2301	Preferred Option CH 1		General Comment	Too many cafes in Christchurch town centre. So many empty shops. Small businesses and large names need to find these places affordable. Better to get some rent from them than none.			360
360509	Miss Rose Freeman	Planning Policy Officer The Theatres Trust	CSO3863	Preferred Option CH 1	Support		Christchurch Borough has one main cultural facility, the Regent Centre and we are pleased to see in the vision that this venue will be retained and where possible enhanced. We hope and expect that this aspiration will be reflected in an appropriate policy. This venue makes a major contribution to the evening economy of the town centre and would benefit from the development of further restaurants and cafes as suggested in Option CH6. Although Para 5.26 states that there is good access to entertainment and cultural facilities in Bournemouth this would further exacerbate traffic congestion as explained in Para 5.28. It makes sense therefore to include the protection and enhancement of cultural facilities such as the Regent Centre for the benefit of residents and visitors.	We are however disappointed that cultural facilities are not included in Objective 7 which should relate to the Regent Centre and strongly suggest that the wording of Para 3.58 be amended to read community and cultural facilities. Unless of course the term 'community facilities' incorporates cultural venues in which case this needs to be described either in the glossary or the accompanying text of the appropriate policy, or both.		360
498027	Mr Mark Keighley	Business Development Manager Bournemouth Transport Ltd	CSO3303	Preferred Option CH 1	Support		Item 10 on parking levels should not be to the detriment of promoting the use of public transport rather than the car to improve the environment and reduce congestion. Also, this option needs to specify in more detail what improves to public transport and transport infrastructure			360

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							will be made.			
499532	Bournemouth Borough Council	Bournemouth Borough Council	CSO3820	Preferred Option CH 1	Support		Support criteria 7 where it states 'The town centre will accommodate limited office development that doesn't adversely affect the vitality and viability of office development in Bournemouth and Poole town centres'.			360
359264	Mr Peter Atfield	Director Goadsby Ltd	CSO10719	Preferred Option CH 1	Support		Preferred Option CH 1 is supported. Christchurch Town Centre has the potential to accommodate additional retail and residential development to enhance its role and function in future years. In particular, it is noted in Paragraph 5.11 of the 'Options for Consideration' that there is a requirement to construct between 6,900 and 8,000 square metres of additional non food retail floor space over the next 15 – 20 years. This will help to strengthen the retail 'offer' of the borough, which currently has to compete with Bournemouth and Boscombe town centres as well as the purpose built Castlepoint retail complex. The text of supporting Paragraph 5.15 is also noted. This highlights the opportunity to develop high density residential development where it is located close to local shops, facilities and public transport. This is considered appropriate, particularly in the area identified on the plan contained in Preferred Option CH 2. If any land or property owned by BWHWC becomes surplus to operational requirements in future years, it could be considered for appropriate for retail or residential development, in accordance with the text of Policy Option CH 1.			360
359278	Mr Karl	Savills	CSO10906	Preferred Option	Support		This option is supported by Beagle Aerospace Limited for the following			360

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
	Cradick			CH 1			<p>reasons:</p> <p>1. The option recognises the reality that Christchurch town centre should remain the principal commercial and cultural centre in the borough, and that this role will need to be reinforced if the vitality and viability of the centre is to be secured.</p> <p>2. The option acknowledges the pivotal role of certain key strategic sites in the delivery of the town centre vision and key strategy. These sites include land on both sides of Stony Lane.</p> <p>3. The Stony Lane area warrants a strategic development site designation for the following reasons.</p> <p>i). It represents the largest development site in the town centre (larger in area than the other four strategic sites combined), and has relatively few ownerships. The site thus affords commensurately the greatest potential to accommodate uses capable of reinforcing the town centre's role, in keeping with the core strategy vision (Para. 3.34). In the absence of the Stony Lane Strategic development site, this vision will be more difficult to deliver.</p> <p>ii). The Stony Lane strategic development site is occupied currently by buildings of generally low quality, many of which are nearing the end of their lives and in need of substantial upgrading or replacement. Incorporation of this area within the designated town centre will be an important catalyst for regeneration, bringing forward the enhancement of what is an important gateway to the historic town centre.</p> <p>iii). Of all of the strategic sites identified in preferred option CH1, the Stony Lane site is least constrained by built heritage</p>			

Core Strategy Options for Consideration October 2010 Consultation Responses

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							<p>designations including listed buildings, scheduled ancient monuments and conservation areas. In view of the extent of these heritage constraints along the High Street – Bridge Street corridor, it is essential that the core strategy identifies an area of less constrained land to accommodate the transformational developments that Christchurch town centre will require if it is to flourish in the future.</p> <p>iv). The Stony Lane strategic development site benefits from frequent public transport services along Bridge Street and Purewell.</p> <p>v). With respect to flood risk, the Stony Lane strategic development site has modern, well-maintained, flood defences on its western side. In 2010 Beagle Aerospace Limited commissioned a preliminary flood risk assessment by flood defence consultant M. Frank Tyhurst, undertaken in consultation with the Environment Agency. This concluded that 'the (Beagle) site appears to have defences sufficiently robust to provide defence against the future 1 in 200 year tidal threat and the future 1 in 100 year fluvial threat. By definition, any combined event would be rarer than this'. This conclusion suggests that, provided future development incorporates measures such as SUDS and building design mitigation, the estimated flood risk would be within acceptable tolerances, having regard to climate change projections.</p>			
359264	Mr Peter Atfield	Director Goadsby Ltd	CSO10832	Preferred Option CH 1	Support		The Hospital of St. Mary Magdalen Trust ('the Trust') own properties at 43 and 47 (and land to the rear of 45) Barrack Road, Christchurch. The properties and land are situated within	Clarify the boundaries to the sites subject to development briefs and exclude 43 and 47 Barrack Road from the Magistrates' Court site.		360

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>the area covered by the adopted 'Planning & Development Brief for the Former Magistrates' Court, Police Station and Adjoining Land', 2003. However, since its adoption over seven years ago, none of the proposals in the brief have been implemented. It is understood that three principal landowners, Dorset Police, Dorset County Council and Christchurch Borough Council, have appointed consultants to review the brief and formulate updated proposals.</p> <p>Within this context, the Trust wish to make the following representations in respect of Preferred Option CH 1: Paragraph 4 and the plan reproduced within Preferred Option CH 1, identifies five sites where detailed proposals will be formulated in a future Site Specific Development Plan Document. One of these is the Magistrates' Court site. It is not entirely clear from the plan whether the properties owned by the Trust are included within the site. They appear not to be, but clarification is required. It is the preference of the Trust for 43 and 47 Barrack Road to be excluded from any future development brief. To date, the 2003 Planning & Development Brief has acted as an impediment to development. The 'Implementation and Planning Application Procedure' chapter of the existing brief states a need to establish a landowner's agreement in advance of the submission of a planning application. The absence of any such agreement</p>			

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>has stifled development. This is a situation that the Trust wishes to avoid in the future.</p> <p>Sites outside of the ownership of Dorset Police, Dorset County Council and Christchurch Borough Council should be free to be considered for development in their own right, either independently or in association with other sites where there are common planning objectives; for example achieving an appropriate development access.</p> <p>Notwithstanding these comments, Preferred Option CH 1 can be supported. Christchurch Town Centre has the potential to accommodate additional retail and residential development (including sheltered housing and care home use) to enhance its role and function in future years. In particular, it is noted in Paragraph 5.11 of the 'Options for Consideration' that there is a requirement to construct between 6,900 and 8,000 square metres of additional non food retail floor space over the next 15 – 20 years. This will help to strengthen the retail 'offer' of the borough, which currently has to compete with Bournemouth and Boscombe town centres, as well as the purpose built Castlepoint retail complex. The text of supporting Paragraph 5.15 is also noted. This highlights the opportunity to develop high density residential development where it is located close to local shops, facilities and public transport. This is considered appropriate, particularly in the area identified on the plan contained in Preferred Option CH 2 (see separate representations).</p>			

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							Other town centre uses are also appropriate, as set out in Planning Policy Statement 4 (Paragraphs 3.21 – 3.24). These can include leisure uses such as hotels, bars / restaurants, commercial health and fitness clubs etc.			
359461	Mrs Nicola Brunt	Conservation Officer Dorset Wildlife Trust	CSO17468	Preferred Option CH 1	Support		DWT supports plans to enhance Drutt Gardens, and would like to see some biodiversity enhancements at this site. We also suggest that enhancements are sought to the habitats of the River Avon and its channels that pass through the town centre, as it is an internationally important river.			360
360223	Mr Terry Atkinson	General Secretary Christchurch Chamber of Trade & Commerce	CSO17838	Preferred Option CH 1		General Comment	<p>A key strategy for the town centre is the provision of more cost-effective parking. In particular, consolidation of the many car parts would make it easier for visitors to the town find somewhere to park, cheaper to park and relieve some of the congestion caused by re-circulating traffic.</p> <p>Point 1 As stated that earlier, Christchurch High Street cannot survive with just niche retail shops.</p> <p>Point 7 This implies that Christchurch will not do anything to compete with Bournemouth and Poole for office accommodation. This seems to be a negative policy.</p> <p>Point 8 Whilst there is a necessity to maintain the historic nature of the town centre, this cannot be the only policy. It must be possible, over time, to introduce sympathetic modern style shopping facilities demanded by modern consumers.</p> <p>The vision contains many policies which are outside of the control of the local</p>			360

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>authority. (such as "Saxon Square will be refurbished" or "the redevelopment of the Lanes".) It would be preferable if this vision stated objectives that were within the capacity of the Local Authority to implement or to detail what mechanisms the Local Authority would take to influence the situation. Without this the strategy is just a list of 'hopes'!</p> <p>Point 9</p> <p>There is no evidence, that after almost 20 years of trying, that sustainable modes of transport will become more popular than motor car. Especially over the next 20 years, electric motor vehicles will become a mainstay sustainable mode of transport and must be accommodated in the town centre plan.</p> <p>As stated earlier, a longer term policy should be to consolidate the many different car parks in the town centre.</p> <p>General comments:-</p> <p>In general the proposed policies and strategy do not embrace the conflict that naturally occurs between the town centres and out-of-town development. In particular, potential redevelopment of the police station and magistrates court sites and developments in Somerford or in the Avon retail park may each have a significant impact on the viability of the town centre.</p> <p>A coherent strategy and policy for managing the situation needs to be developed and put to public scrutiny. Similarly, proposals for the Lanes development, which included a significant additional retail frontage, may not be supportable unless some other parts of the town centre are changed from retail use to residential use.</p> <p>Over the period of this strategy, the</p>			

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>nature of the town centre going forward needs to be investigated. For example if the Lanes development goes ahead, should retail be consolidated around the High Street and Bargates released for residential development?</p> <p>It is questions or opportunities such as this which the local authority needs to grasp in order that the town centre can, at the same time as maintaining its historic nature, move into the 21st century as far as shopping consumers are concerned.</p>			
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17650	Preferred Option CH 1	Support		<p>The Agency supports the proposed Christchurch Town Centre Vision which seeks to continue its role as the main focus for retail development in the district. Christchurch town centre is well linked by public transport allowing local people to access community services, cultural facilities, open space, shops, bars and restaurants by sustainable means of transport. The provision of high density housing in a mixed use environment is welcomed because it reduces the need to travel.</p>			360
507428	Mr Robert Lofthouse	Savills Planning & Regeneration	CSO10975	Preferred Option CH 1	Support		<p>Preferred Option CH1 rightly identifies 'The former Gasworks Site' as one of five strategic sites that will be pivotal to delivering the town centre vision and the key strategy.</p> <p>This site is under the control and ownership of National Grid and occupies a prominent position in the townscape and within the town centre. It is important to acknowledge the existing Local Plan allocation for this site (including land to the east) for a 'mixed development consisting of leisure and recreation, business and commercial (Class B1), residential and transportation uses' (Policy EO3). The</p>			360

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>site was also identified as a critical site in the Council's 2003 'Town Centre Strategy' document, which could be referred to as part of the 'evidence base' for this preferred option.</p> <p>The site benefits from existing flood defences and offers the opportunity for appropriate mixed use development, as outlined in Option CH1.</p> <p>Development of the site should not be dependant on proposals for other adjacent sites coming forward for development. The development of the site will enable significant improvements to the townscape whilst contributing to the objectives for the town centre area, including residential, economic and other development to provide a balanced, mixed use environment.</p> <p>We welcome the opportunity to participate further in the planning process as the Council moves forward in the preparation of further elements of the LDF, including any Site Specific Development Plan Document or development brief for this area.</p>			
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17537	Preferred Option CH 1	Object		<p>Flood Risk</p> <p>The text under item 4 proposes site specific development briefs and provision of further details to be set out in a Site Specific Development Plan Document. Given the flood risks within Christchurch Town Centre it is recommended that specific reference is made to these documents setting out how flood risk will be managed for the lifetime of the development and where appropriate the need for the development to contribute to a Flood Risk Management Strategy.</p> <p>Contaminated land and historic landfill</p> <p>Some of the proposed developments</p>			360

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>are brownfield sites of a former industrial nature. Consideration needs to be given to the likely contamination risks posed should development occur. Policy as set out in PPS23 should be adhered to (please see our general comments for more details).</p> <p>CH1 suggests the redevelopment of the Civic Offices and the former Gas Works. The Gas Works is classed as a contaminated site. Desk top surveys and ground investigations will be required to identify levels of contamination. Remediation will be required prior to development of this site.</p> <p>Stanpit Pit Marsh Historic Landfill is located behind the Civic Offices Close to the area proposed for development. The impact from and to this landfill needs to be considered.</p> <p>General comments on PPS 23 as follows:-</p> <p>Groundwater and Contaminated Land Any development needs to take into account Planning Policy Statement 23: Planning and Pollution Control (PPS23). PPS23 has imposed a more precautionary approach to development proposals on land affected by contamination. Our Groundwater Protection: Policy and Practice document (GP3) should also be taken into account.</p> <p>The following points should be considered for any new development</p> <ul style="list-style-type: none"> • Development proposals located within a groundwater Source Protection Zone will require consideration and risk assessment to show that the risk to controlled water from any new development will be low. • Developments in close proximity to abstraction boreholes will require a 			

Core Strategy Options for Consideration October 2010 Consultation Responses

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							<p>Hydrogeological Assessment to assess both the impact of the construction and from drainage. The suitability of SuDS at these sites would need to be established.</p> <ul style="list-style-type: none"> • Consideration should be given to any possible impact on groundwater recharge, flows and levels. • If detrimental consequences to the water environment are likely, then agreed mitigation measures would be necessary. • Developers should adhere firmly to the Environment Agency's stance on SuDS. • The applicant should bear in mind that it is their responsibility to ensure that the development does not adversely affect any existing legal water interests in the area. • Local water interests in the area such as wells, springs, etc, and private abstractions must not be adversely affected either. 			
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO18999	Preferred Option CH 1	Support		<p>Chapter 5 Christchurch and Highcliffe Centres Preferred Option CH 1 Christchurch town centre vision The principles outlined in points 9 and 10 of the policy are supported. More detail will emerge and can be further developed through SEDMMTS and the A35 RMS work.</p>			360
360841	Mr Bryan Taylor		CSO249	Preferred Option CH 2	Object		<p>Existing Town Centre is already disjointed with the Bypass creating a barrier between Bargates and High Street. Spreading the Town Centre over a wider area will further add to separation of the parts of the centre. Believe the areas of Stony lane Industrial estate and area north-east of railway line should be excluded from</p>	Town Centre boundary to be as per "Non-Preferred Option CH3" minus the High risk flood zone in the south west		364

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>the town centre boundary, to minimise this separation of the Town Centre elements.</p> <p>The sequential approach in PPS4 looks to encourage economic development within the town centre,</p> <p>This will not stop economic development in the areas of Stony Lane Industrial Estate and north-east of railway line, but will ensure that all suitable Town Centre locations are utilised first.</p> <p>This will ensure the economic development effectively starts at the existing core and only expands outwards when there is sufficient demand and all suitable locations within the core have been exhausted.</p>			
359350	Mr Jim Biggin	Chairman West Christchurch Residents Assoc & J.R.A.	CSO1783	Preferred Option CH 2		General Comment	<p>Do you really have the resources to take on an even larger town centre? Surely better to make decent job of the existing centre and then expand out as resources permit?</p>			364
359636	Mr Chris Bartlett		CSO2604	Preferred Option CH 2	Support		Prefer this option to CH3.	<p>Not sure why boundary extends North of railway line to encompass Reids and the waterworks. Also, would make more sense to me if it extended along Barrack Road to the railway, up the railway to meet proposed boundary.</p>		364
359264	Mr Peter Atfield	Director Goadsby Ltd	CSO10726	Preferred Option CH 2	Support		<p>As set out in our representations in respect of Preferred Option CH 1, Bournemouth & West Hampshire Water Company (BWHWC) own land and buildings in and around the centre of Christchurch. This includes operational premises at Mill Road and other landholdings adjoining the River Stour. BWHWC is also a major local employer.</p>			364

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							Preferred Option CH 2 is supported. It designates a town centre boundary that includes land north of the railway line as well as to the north and south of Bridge Street. BWHWC has operational land and premises in these areas. In the event that property becomes surplus to operational needs, it could be developed for the uses (retail and residential) as identified in Preferred Option CH 1. This would assist in meeting the objective of enhancing the role and function of Christchurch town centre.			
360575	Mr Roy Avery		CSO11872	Preferred Option CH 2	Support					364
360975	Mrs Julia Woodward		CSO11993	Preferred Option CH 2	Support					364
359278	Mr Karl Cradick	Savills	CSO10912	Preferred Option CH 2	Support		<p>This option is supported by Beagle Aerospace Limited for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed town centre boundary accurately defines the retail, commercial and cultural centre of the town. In contrast, non-preferred option CH3 includes residential neighbourhoods that serve no town centre function, along with substantial areas of flood plain, green belt and open space, whilst excluding significant areas of existing commercial activity on the northern and western sides of central Christchurch. 2. Inclusion of the Stony Lane area in the designated town centre is consistent with the core strategy's objective that Christchurch town centre should remain the principal commercial and cultural centre in the borough. It is 			364

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>also consistent with the core strategy's recognition that the regeneration of key strategic sites – including Stony Lane - will be pivotal to the delivery of this vision.</p> <p>3. The Stony Lane area warrants inclusion within the town centre boundary because it represents the largest development site in the town centre (larger in area than the other four strategic sites combined), and has relatively few ownerships. The site thus affords commensurately the greatest potential to accommodate uses capable of reinforcing the town centre's role, in keeping with the core strategy vision (Para. 3.34). In the absence of the Stony Lane Strategic development site, this vision will be more difficult to deliver.</p> <p>4. In contrast with most of the town centre, the Stony Lane area is least constrained by built heritage designations including listed buildings, scheduled ancient monuments and conservation areas. In view of the extent of these heritage constraints along the High Street – Bridge Street corridor, it is essential that the town centre boundary incorporates an area of less constrained land to accommodate the transformational developments that Christchurch town centre will require if it is to flourish in the future.</p>			
507585	Mrs Angela Everitt		CSO11151	Preferred Option CH 2	Support					364
507591	Mr Mark		CSO11172	Preferred Option CH 2	Support					364

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
359264	Mr Peter Atfield	Director Goadsby Ltd	CSO10838	Preferred Option CH 2	Support		As set out in our representations in respect of Preferred Option CH 1, the Hospital of St. Mary Magdalen Trust ('the Trust') own properties at 43 and 47 (and land to the rear of 45) Barrack Road, Christchurch. Preferred Option CH 2 is supported. It designates a town centre boundary covering properties on the north side of Barrack Road, including numbers 43, 47 and land to the rear of 45. These properties have development potential (including sheltered housing and care home use) and could be appropriate for retail or high density residential uses, as identified in Preferred Option CH 1. This would assist in meeting the objective of enhancing the role and function of Christchurch town centre. Other commercial leisure uses would also be acceptable, including those referred to in Paragraphs 3.21 – 3.24 of Planning Policy Statement 4; 'Planning for Town Centres'.			364
507452	Jill Turvey		CSO10991	Preferred Option CH 2	Support					364
507458	Mr and Mrs Antill		CSO10999	Preferred Option CH 2	Support					364
508135	E P Wright		CSO11608	Preferred Option CH 2	Support		It is a pity that the A35 at fountains roundabout effectively cuts the Bargate shopping off from the main high street. Can better pedestrian access be provided? Unless the main road can be rerouted, if so, I would support option CH2. Ideally the A35 should be rerouted alongside the railway.			364
508198	Mr Lorraine		CSO11617	Preferred Option	Support					364

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
				CH 2						
508218	Mr P Heaton		CSO11625	Preferred Option CH 2	Support					364
508402	Mr J Priest		CSO11764	Preferred Option CH 2	Support		Minus the area north of rail line.			364
508440	Mr Angus Macmillan		CSO11787	Preferred Option CH 2	Support					364
508456	Rev. Dudley Powell		CSO11807	Preferred Option CH 2	Support					364
508467	Mr Trevor Crutcher		CSO11815	Preferred Option CH 2	Support					364
508518	Mr Warren Brown		CSO11847	Preferred Option CH 2	Support					364
508542	Mr H Cramer		CSO11884	Preferred Option CH 2	Support					364
508623	Mr Allan Thompson		CSO12033	Preferred Option CH 2	Support					364
508679	Mr A O'Connor		CSO12077	Preferred Option CH 2	Support					364
508689	Mr Andy Jones		CSO12153	Preferred Option CH 2	Support					364
508936	Mr M Brawner		CSO12368	Preferred Option CH 2	Support					364

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
508994	Mr & Mrs L Ruckley		CSO12447	Preferred Option CH 2	Support					364
509235	Mr M Kenny		CSO12589	Preferred Option CH 2	Support					364
360223	Mr Terry Atkinson	General Secretary Christchurch Chamber of Trade & Commerce	CSO17839	Preferred Option CH 2	Object		We would not support the extension of the town centre boundary to include Stony Lane industrial estate nor the land North East of the railway station. The prime reason for this is that to include these areas would reduce the opportunity for the economic well-being of the High Street itself. This view is taken because of the past 20 years the High Street has never been occupied to full capacity.			364
518270	Mr SF Jones		CSO17352	Preferred Option CH 2	Support					364
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17538	Preferred Option CH 2	Object		<p>Waste</p> <p>Two historic landfills are located within the development area. Stanpit Marsh historic landfill is located behind the Civic Offices. Christchurch Quay historic landfill is located on area of land which is the recreation ground and the Quomps. The impact from and to these landfills need to be considered.</p> <p>Flood risk</p> <p>These options include Stony Lane and Avon Trading Park. CH2 is preferable over CH3 as it excludes large areas of green field land, which lies within the River Avon flood plain. Option CH3 includes the large area of flood plain. Overall issues for consideration are: flood risk/surface water drainage; SUDS; foul drainage; water supply/water efficiency; groundwater</p>			364

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							protection and contaminated land; sustainable construction (recommend at least Code for Sustainable Homes Level 3); waste management facilities; green infrastructure/biodiversity issues; pollution control. Further information on these topics can be seen in the general section of our letter.			
507546	Mr Nigel Pugsley	Senior Planner BNP Paribas Real Estate	CSO17982	Preferred Option CH 2	Object		My client objects to the Council's preferred option which seeks to incorporate the Avon Trading Park within an amended Town Centre Boundary for Christchurch. The Council will be aware that the Christchurch Delivery Office is located at premises on the Avon Trading Park. It is considered that the use of these premises by Royal Mail could be threatened by redevelopment proposals for higher value business, leisure or retail uses in the future, by virtue of its continued location within the defined town centre boundary. My client is therefore unsupportive of policy which has the potential to compromise or prejudice Royal Mail operations in the Christchurch area. It is respectfully suggested that the Council takes the opportunity to include a preferred option which excludes the Avon Trading Park from the town centre boundary.			364
360841	Mr Bryan Taylor		CSO250	Non Preferred Option CH 3	Support		Creates a more focussed Town Centre than "Preferred Option CH2" South West boundary needs to be amended	Remove the High risk Flood area in the south-west from the plan thereby designating the eastern boundary the same as below the railway line in "Preferred Option CH2"		367
359636	Mr Chris Bartlett		CSO2605	Non Preferred Option	Object		Disagree with inclusion of flood plain area around Twynham School			367

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
				CH 3						
360099	Mr John FOSKETT		CSO11714	Non Preferred Option CH 3	Support		Town centre boundary, Avon park is beyond railway bridge at Bargates – this is already a serious bottleneck. Prefer CH3 but to include eastern retail park (BQ, Currys etc) any expansion will necessitate town centre road improvements/bypass issue!! – Do we want all this!			367
359264	Mr Peter Atfield	Director Goadsby Ltd	CSO10728	Non Preferred Option CH 3	Object		<p>As set out in our representations in respect of Preferred Options CH 1 and CH 2, Bournemouth & West Hampshire Water Company (BWHWC) own land and buildings in and around the centre of Christchurch. This includes operational premises at Mill Road and other landholdings adjoining the River Stour. BWHWC is also a major local employer.</p> <p>Non Preferred Option CH 3 suggests a town centre boundary that omits land north of the railway line, but instead includes two other areas:</p> <ul style="list-style-type: none"> <input type="checkbox"/> North and south of the by-pass (east of Millhams). <input type="checkbox"/> South west of the town centre, including the recreation ground and a school playing field <p>These two areas are considered wholly unsuitable to accommodate additional retail and residential development. The land to the north and south of the by-pass is known to flood extensively. To become developable the level of the land would have to be increased substantially. In addition to increased surface water run off from development on this site, there is likely to be an adverse impact arising due to flooding that would occur elsewhere upstream. BWHWC has one of its principal operational sites at Knapp Mill, just to</p>	Delete Non Preferred Policy Option. Continue LDF Core Strategy process based on Preferred Options CH 1 and CH 2.		367

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							the north of the railway line, on the River Avon. Any development north or south of the by-pass will have an adverse effect on this site, as well as the surrounding area. The area to the south west is also prone to flooding. It is also highly unlikely that the two areas of open space, which are prized community and amenity assets, would be suitable to accommodate built development.			
507477	Mrs Sally Owen		CSO11020	Non Preferred Option CH 3	Support					367
507575	Mr M Adams		CSO11136	Non Preferred Option CH 3	Support					367
507599	Mr M Avnir		CSO11194	Non Preferred Option CH 3	Support					367
507414	Mr L Wijesinghe		CSO10979	Non Preferred Option CH 3	Support					367
508135	E P Wright		CSO11609	Non Preferred Option CH 3	Support					367
508241	Mr L Hibbard		CSO11641	Non Preferred Option CH 3	Support					367
508254	Mr R B		CSO11649	Non Preferred	Support					367

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
	Holloway			Option CH 3						
508353	Mr J Codling		CSO11670	Non Preferred Option CH 3	Support					367
508360	Ms Jocelyn Britton		CSO11678	Non Preferred Option CH 3	Support					367
508369	Mr A Hill		CSO11686	Non Preferred Option CH 3	Support					367
508847	Mr V Cromer		CSO12247	Non Preferred Option CH 3	Support					367
508885	Mr J Heath		CSO12328	Non Preferred Option CH 3	Support					367
509082	Mr Richard		CSO12485	Non Preferred Option CH 3	Support					367
360223	Mr Terry Atkinson	General Secretary Christchurch Chamber of Trade & Commerce	CSO17840	Non Preferred Option CH 3	Object		We do not see the need to extend the town centre boundary to include the recreation ground and Twynham School. Part of this objective must be that public car parks offer an access and charging mechanism that is compatible with the needs of the motorists and encourages visits to the town centre for shopping activities. Although the current vision uses the			367

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>word 'hopefully', it would be more meaningful to accept that over the next 20 years there will be an increase in short range electric vehicles that people will insist on using for trips to the shopping centres. Indeed, once these vehicles become affordable they will be advertised as more sustainable than public transport and thereby difficult to attack on the grounds of the environment.</p> <p>It is important that parking spaces are not reserved on public roads for residential use only at the expense of parking for shoppers and visitors. All new residential development must be provided with adequate (and realistic) parking facilities per dwelling.</p> <p>There is no evidence that park-and-ride systems around Christchurch would be effective.</p> <p>The consolidation of town centre car parks would in itself release town centre land for community and other development purposes.</p>			
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17539	Non Preferred Option CH 3	Object		<p>Waste</p> <p>Two historic landfills are located within the development area. Stanpit Marsh historic landfill is located behind the Civic Offices. Christchurch Quay historic landfill is located on area of land which is the recreation ground and the Quomps. The impact from and to these landfills need to be considered.</p> <p>Flood risk</p> <p>These options include Stony Lane and Avon Trading Park. CH2 is preferable over CH3 as it excludes large areas of green field land, which lies within the River Avon flood plain. Option CH3 includes the large area of flood plain. Overall issues for consideration are: flood risk/surface water drainage;</p>			367

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							SUDS; foul drainage; water supply/water efficiency; groundwater protection and contaminated land; sustainable construction (recommend at least Code for Sustainable Homes Level 3); waste management facilities; green infrastructure/biodiversity issues; pollution control. Further information on these topics can be seen in the general section of our letter.			
359327	Cllr. Mr Peter Hall	Town Centre Ward Christchurch Borough Council	CSO19364	Non Preferred Option CH 3	Support					367
360841	Mr Bryan Taylor		CSO253	Preferred Option CH 4	Object					371
359636	Mr Chris Bartlett		CSO2606	Preferred Option CH 4	Support		Further loss of retail will only increase the demise of the town.			371
360223	Mr Terry Atkinson	General Secretary Christchurch Chamber of Trade & Commerce	CSO17842	Preferred Option CH 4	Object		The setting of any one retail threshold for the shopping core is a problematic issue. The current figure of 20% has probably already been exceeded or will be exceeded if we continue to encourage a 'cafe culture' and improved evening time offering in the town centre. However some figure is obviously needed but that is more likely to be 30% rather than 20%. Preferred Option CH4 We do not support this option.			371
360841	Mr Bryan Taylor		CSO254	Non Preferred Option CH 5	Object					373
359636	Mr		CSO2607	Non	Object		30% loss of retail space too high			373

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
	Chris Bartlett			Preferred Option CH 5						
360223	Mr Terry Atkinson	General Secretary Christchurch Chamber of Trade & Commerce	CSO17843	Non Preferred Option CH 5	Support		The setting of any one retail threshold for the shopping core is a problematic issue. The current figure of 20% has probably already been exceeded or will be exceeded if we continue to encourage a 'cafe culture' and improved evening time offering in the town centre. However some figure is obviously needed but that is more likely to be 30% rather than 20%.			373
360841	Mr Bryan Taylor		CSO252	Preferred Option CH 6	Support		Evening economy already has a foothold in this part of town, this will give it the maximum opportunity to thrive and have a positive effect on the vitality and viability of the Town Centre			376
359636	Mr Chris Bartlett		CSO2608	Preferred Option CH 6	Support		Agree with redesignation of Church St for evening use expansion.			376
360223	Mr Terry Atkinson	General Secretary Christchurch Chamber of Trade & Commerce	CSO17845	Preferred Option CH 6	Support		Town Centre Shopping Frontages In order to provide the flexibility for the encouragement of a range of retail offerings in the town centre, we would support maintaining the High Street as the primary shopping core, leaving Bridge, Church and Castle Streets as a supporting area. It may also be beneficial to designate all of Bargates as a supporting area to permit redevelopment and reinvigoration of the shopping offering there.			376
360841	Mr Bryan Taylor		CSO255	Non Preferred Option CH 7	Object					380
359636	Mr		CSO2609	Non	Object		Extending supporting core will lead to a			380

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
	Chris Bartlett			Preferred Option CH 7			less concentrated centre			
360653	Mr M A Hodges		CSO2392	5.22	Object		Error in key facts. Highcliffe already has many restaurants and cafes including in pubs, some of the cafes do not open in the evenings.			383
360841	Mr Bryan Taylor		CSO256	Non Preferred Option CH 8	Object					384
359636	Mr Chris Bartlett		CSO2610	Non Preferred Option CH 8	Object					384
360573	Mr Robin Haggett		CSO18845	Non Preferred Option CH 8	Support		We don't want further development of cafes and restaurants on Church Street- we have enough already! What we need is more independent food retail outlets-it's quite scandalous that there is no butcher or baker in Christchurch and yet the documents keep referring to more non-food outlets (e.g. Para 5.11) Why?			384
360841	Mr Bryan Taylor		CSO257	Non Preferred Option CH 9	Object					387
359636	Mr Chris Bartlett		CSO2611	Non Preferred Option CH 9	Object					387
360653	Mr M A Hodges		CSO2393	5.23	Object		Error in key facts, there are many vacant or charity shop units.			391
359615	Mr Burridge		CSO19377	5.23		General Comment	Para 5.23 convenience shopping. As reported by the BBC South Today			391

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>programme the population of Highcliffe is about 65% retired. Many, nearly 40% have no private transport.</p> <p>There are only 4 council sponsored buses weekdays from Highcliffe to Sainsbury's plus 2 council sponsored dial-a-bus operations; other buses can take shoppers to Christchurch or New Milton town centres.</p> <p>Whilst many of these buses are flat floor they have no space for shopping trolleys. They are one man operated. They have a step onto and off the bus and thus are of little or no use to elderly people who cannot lift a trolley or must use a walking stick. With no trolley but with a walking stick, the ability to use a bus with a bag full of shopping is very limited.</p> <p>The 2 shops in Highcliffe are graded 'convenience' by the Co-op and Tesco and sell high end cost products.</p>			
360597	Mr Gordon Wheeler		CSO3107	5.25	Object		<p>There is a large park/recreation area approximately 100 yards west of the centre of Highcliffe on the Lymington Road opposite the Medical Centre providing swings slide etc for young children and a recently erected area for older children with climbing frame netball court etc partly provided by the Residents Association and Christchurch Council.</p> <p>There is a great need to provide a skate board facility.</p>			393
360137	Mr Michael Green		CSO19263	5.25		General Comment	<p>Page 95, Para 5.25. The statement about Highcliffe as it is reasonably close to proposed urban extension in the Roeshot hill area, so must be given due consideration, i.e. "In Highcliffe as a whole there is a requirement for amenity green space, active sports space, space for children and young</p>			393

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							people and allotments".			
359615	Mr Burridge		CSO19378	5.26		General Comment	"There is relatively good access to leisure, entertainment and cultural facilities outside of the borough". This may be true for Christchurch, but only for Highcliffe during Monday to Saturday daytime. For Highcliffe there are few buses on a Sunday. No buses to the local railway (Hinton Admiral) station and only two buses each way through Highcliffe after 19.00 hours on a weekday evening. This lack of public transport to Highcliffe includes lack of access to the facilities in Christchurch let alone to those outside of the Borough.			394
360653	Mr M A Hodges		CSO2394	5.28	Object		Error in key facts. Highcliffe does not need more central car parking.			396
359615	Mr Burridge		CSO19379	5.29	Object		The suggestion of further residential development in Highcliffe must surely be a joke as the Council has already expressed concerns of excessive development of flats in Wortley Road.			397
360841	Mr Bryan Taylor		CSO258	Preferred Option CH 10	Support					400
359945	Mr Geoff Bantock		CSO937	Preferred Option CH 10	Object		More frequent pedestrian crossings will increase congestion. Perhaps an alternative would be to have a 20mph limit which might encourage more commercial vehicles to use Ringwood Road in Walkford. High density residential development will encourage even more retired people to come to Highcliffe adding to the strain on medical and care facilities. More social housing is required for young people so they can provide	4. The townscape quality of the centre will be improved: the objective is to secure a high quality environment that will give the centre a distinct character and enhance its sense of identity. This will be achieved by providing new street furniture and planting in an effort to create an attractive, welcoming and pedestrian friendly environment. The pedestrian-vehicular conflict, apparent on the		400

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							carers for the elderly population.	A337 Lymington Road will be minimised by the introduction of appropriate traffic calming measures (such as 20 MPH speed limit). 5. Social housing residential development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment and to provide carers for the many elderly residents in Highcliffe.		
360597	Mr Gordon Wheeler		CSO3113	Preferred Option CH 10		General Comment	There is a need to provide a permanent site to accommodate a weekly market to support our local farmers and food growers There is also a requirement for a youth centre and internet cafe to provide local and visiting youths a meeting place. (This could be sponsored)			400
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17651	Preferred Option CH 10	Support		The Agency supports the vision to enhance retail provision as well as restaurants, cafes and pubs in Highcliffe as this will aid self containment and reduce the need to travel. We welcome the intention to encourage the use of sustainable modes of transport as part of this vision.			400
507546	Mr Nigel Pugsley	Senior Planner BNP Paribas Real Estate	CSO17983	Preferred Option CH 10	Support		My client is supportive of the preferred option which seeks to enhance the function of local centres. However it is considered that more emphasis should be placed on the important role that community facilities (such as post-offices) play in creating sustainable communities.			400
534465	Cllrs John Lofts and Myra Mawbey	Highcliffe Ward Councillors	CSO19347	Preferred Option CH 10		General Comment	There is already a high concentration of flats and apartments along and to the south of the Lymington Road. Nearly three quarters of households in this			400

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections - Reasons why you support or object	Suggested Amendments	Officer Response	Order
							<p>area are flats or apartments. In general, further developments of flats and apartments should be resisted except for a few sites where there are limited opportunities for intensification without adverse effects. For example, there would be value in developing the unsightly south side of the secondary shopping core more intensely with a feature at the SE corner of Sea Corner in sympathy with the other three corners.</p> <p>Elsewhere the emphasis should be on retaining potential family properties. The aim should be to obtain a better balance of the demographic profile where the evidence indicates that 57% of the 2001 population in Highcliffe were in the age range 60 to 84. A high proportion of these live in flats and apartments.</p>			
360841	Mr Bryan Taylor		CSO259	Preferred Option CH 11	Support					403
359945	Mr Geoff Bantock		CSO938	Preferred Option CH 11	Support		This is the only viable option			403