Lytchett Matravers Parish Council Response

to the Dorset Local Plan Consultation 2025

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Appendix 1 : Lytchett Matravers Neighbourhood Plan Working Group Consultation Results 2025

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1 Introduction

Lytchett Matravers Parish Council has prepared this submission as a response to the Dorset Council Local Plan Options Consultation 2025. The submission is in three main parts;

1. a long-term vision for Lytchett Matravers,
2. a response to the consultation questionnaire
3. an assessment of the Housing the opportunity sites

These are all supported by a recent survey of all households in our Parish carried out by the Lytchett Matravers Neighbourhood Plan Working Group which is presented as Appendix 1.

Lytchett Matravers Parish Council appreciates the pressure Dorset Council are under to deliver high housing numbers imposed by Central Government but Lytchett Matravers Parish Council would ask that Dorset Council take on board the contents of this response as a robust and integral contribution to the process.

Lytchett Matravers Parish Council has also provided its own vision for the village, drawing partly from the recent resident's survey, along with the previous 2017 Neighbourhood Plan, taking into account the historical and forecast growth of the settlement.

Lytchett Matravers Parish Council questions the housing numbers for Dorset, and specifically for Lytchett Matravers on the grounds that the Governments methodology is both flawed and inappropriate given the topology and rural conditions of the county and the village. The terrain and current infrastructure inhibit and restrains building development as set out in the Dorset Council Local Plan and ignores the unique environment and corresponding infrastructure and networks.

Furthermore, Lytchett Matravers Parish Council not only challenges the actual numbers of houses proposed but the harm and detrimental impact to the natural landscape, historical and geological sites and the essence of rural communities. Additionally, Lytchett Matravers Parish Council wishes to highlight the unrealistic level of housing numbers and required infrastructure due to the lack of local building developers of proportionate size along with susceptible building material supply chains, economic vulnerability and lack of skilled trades nationally. However, Lytchett Matravers Parish Council does feel that there is some merit in backloading the delivery of houses as a compromise to the Dorset Local proposals and mitigate against opportunistic development in the wrong places.

Lytchett Matravers Parish Council questions the individual nature of the opportunity sites within the village of Lytchett Matravers and suggests a more detailed assessment and comparison with the Neighborhood Plan Survey (NPS) feedback from village residents. High among residents' feedback within the NPS was the retention and continuation of a "village" feel in particularly concerns around harm to the natural environment, impact on the character of the village, infrastructure implications and the overall negative consequences to the community. Additionally, to highlight the need to allow space for the Village Centre to develop and for future proofing of these facilities as the village enlarges over time.

Each site should have a detailed assessment as to its suitability for development including an impact statement to identify solutions to modify the development to improve its suitability. This method would guarantee that Dorset Council Local Plan reflects the planning history of each site in detail to ensure clarity and consistency with previous planning decisions.

Regarding the Flexible Settlements Policy there is potential for loss of control over development locations and their scale and, although it doesn't include Green Belt land, the policy is not fit for purpose and should be resisted. A comprehensive review and refresh of settlement boundaries is required with Neighborhood Plans containing a more flexible approach with clear criteria to follow for each site. Improved definition on what would be allowed in the Countryside is needed, especially in the Green Belt, and suitable controls developed in relation to the types of development allowed, particularly with regard to tourism development.

With respect to the proposed policies for Employment Space, Lytchett Matravers Parish Council believes that the thresholds for employment provision within mixed use developments are set too high and do not allow for the cumulative effects of a number of smaller developments failing to trigger an employment space provision.

The proposal to create a new village, Lytchett Garden Village stretching from Lytchett Minster westwards to Bulbury Golf Club and south of Lytchett Matravers is a significant expansion of the conurbation of Poole and Bournemouth into the Green Belt and open countryside. While siting some additional housing close to the conurbation makes sense on a number of grounds (e.g. close to existing employment sites, main roads, potential for active travel routes) as this response points out the basis on which the need for the numbers of additional houses proposed is seriously questioned. However, if the development does go ahead, at whatever scale is finally approved, it should be a community in its own right, surrounded by open countryside, with its own identity, and separated from and distinct from LM.

The addition of the proposed housing numbers for Sturminster Marshall and Lytchett Matravers (all in the Green Belt) close to the Lytchett Garden Village has profound implications for the nature of living in the area.

The cumulative impact of Dorset Council's proposals on the Green Belt is both excessive and disproportionate. The Green Belt is just 6% of Dorset by area. Yet the sites proposed include a minimum of 16,000 new houses within the Green Belt out of a total of 41,200. That is over 39% which clearly cannot be construed as exceptional circumstances. This disproportionate focus on GB needs to be adjusted to a proportionate level; 6% of 41,200 amounts to 2,472 houses.

2 Vision for Lytchett Matravers

Lytchett Matravers is a large village with a well-designed built environment, green spaces, surrounded by open countryside, comfortable as a self-contained and self-sufficient village community.

Reluctantly, Lytchett Matravers Parish Council acknowledges that considerable growth will come to the village. However, that growth should be done in a way which will be a model of a sustainable, well balanced modern village community. That was the intent of the adopted 2017 Lytchett Matravers Neighbourhood Plan and that aspiration remains relevant today.

Lytchett Matravers is perceived by its residents (as evidenced through its recent NP survey) as a village and residents wish to keep its feel of a village community with its own identity. The proposed additional housing numbers in the Dorset Council Local Plan Consultation raise concerns that this will be at risk. Dorset Council should do all in its power to ensure its plans are in tune with the villagers wishes.

The size of the village both in geographic spread, housing numbers and population has increased markedly in the years both before WW2 and particularly in more recent years. Currently there are approximately 1,650 houses and a population of 3,800. A further 150 houses are in PLP2. The Dorset Council Local Plan Consultation adds more that with windfall could mean an extra 650+ houses. If the Dorset Council Local Plan Consultation is adopted with the proposed housing numbers unchanged there is a 40% increase in both house numbers and population in a 17-year period coming to Lytchett Matravers. That is a rate of increase far faster than anything that has happened in the past. As is stated elsewhere in Lytchett Matravers Parish Council 's response, the numbers of houses being proposed are excessive and of great concern to all Lytchett Matravers residents and should be strongly resisted.

All the past major increases in housing numbers have been achieved by extending the village boundary into the Green Belt despite NPPF stating that incursions into the Green Belt should last longer than the plan period.

Facilities in Lytchett Matravers have not increased in the last 50 years since the Village Hall was built. Where there used to be a butcher, baker, two general stores. a wool and other shops there are now houses. No new space for all types of retail has been provided. With a much larger population existing retail sites must be preserved and additional space earmarked for increased provision.

Even with the current population, community facilities are stretched and in need of replacement or refurbishment and expansion. They are certainly inadequate for the projected large population increase being planned for. There are no guarantees that Lytchett Matravers will not be spared further expansion in the 20/30 years following the Dorset Council Local Plan Consultation plan period. Looking to a future 30+ years ahead it is essential that Dorset Council plan now to ensure that there is adequate space, not just for housing in the right places but employment, retail, facilities, infrastructure and amenities that will be needed.

Dorset Council should recognise that to keep the feel of a village it needs to set a Settlement boundary. This boundary should be one that keeps Lytchett Matravers separate from the proposed Lytchett Garden Village development by virtue of a wide green corridor that allows

Lytchett Matravers to maintain its own separate identity as a self-sufficient village community. The proposed Lytchett Garden Village development should be separate and discrete from any expansion of LM. It should be noted that one site has been mislabelled as part of Lytchett Minster and Town Council and that needs to be corrected.

Lytchett Matravers is, and will be, of a size that needs its own Village Hall, Youth facilities, Library, range of shops, Pubs, eating places, Sports facilities, Pharmacy, GP surgery, employment spaces etc. Some of these exist but they will need to be expanded and renewed. Others will be new build. It will take time for the projects these demand to come about. Adequate space must be provided for in the Dorset Council Local Plan Consultation now to make sure they can happen when funding and opportunity allows.

The existing Neighbourhood Plan from 2017 (now being revised) envisages a village centre, houses within easy walking distance of that centre, close access to the larger roads connecting to the A350 & A35, green spaces, trees, connected walking routes and facilities/infrastructure/amenities commensurate with the size of Lytchett Matravers. That is still the vision and its aspiration is

1) To retain the village feel and to ensure any development benefits the whole village
2) To retain and improve as many facilities as possible within the village, a) for residents' benefit, b) to reinforce community cohesion and c) to reduce the need for car travel.
3) To encourage employment opportunities within the village, a) for the benefit of residents and businesses, b) to minimise car travel and c) to generate a prosperous local economy.
4) To establish a safe route for 'active travel' between the village and the Lytchett Minster secondary school and onward to Poole for both employment and leisure purposes
5) To ensure a clear distinct green separation zone between the village and the new Lytchett Garden Village development, considered essential to maintain the strong village community identity and spirit.
6) To maintain a close relationship of the village with the surrounding rural landscape both in terms of views and accessibility."

Housing will be of many types to suit the needs of its residents. Varying densities and styles with green space close by will give a feeling of openness and be conducive to health & wellbeing. Design codes will guide the standards and appearance of the built environment and the Lytchett Matravers Neighbourhood Plan team has already participated in initial discussions.
The adequacy of the capacity of the various utility providers' infrastructure to cope with the increased housing numbers must have been dealt with ahead of developments taking place.

Public transport provision has decreased, year by year.. While there is little prospect of it ever being adequate to serve the destinations for work and lifestyle to which residents travel, additional provision must be planned.

Developments will provide adequate off-road parking, wide roads for access by utility vehicles and pavements. On road parking will not increase over current levels.

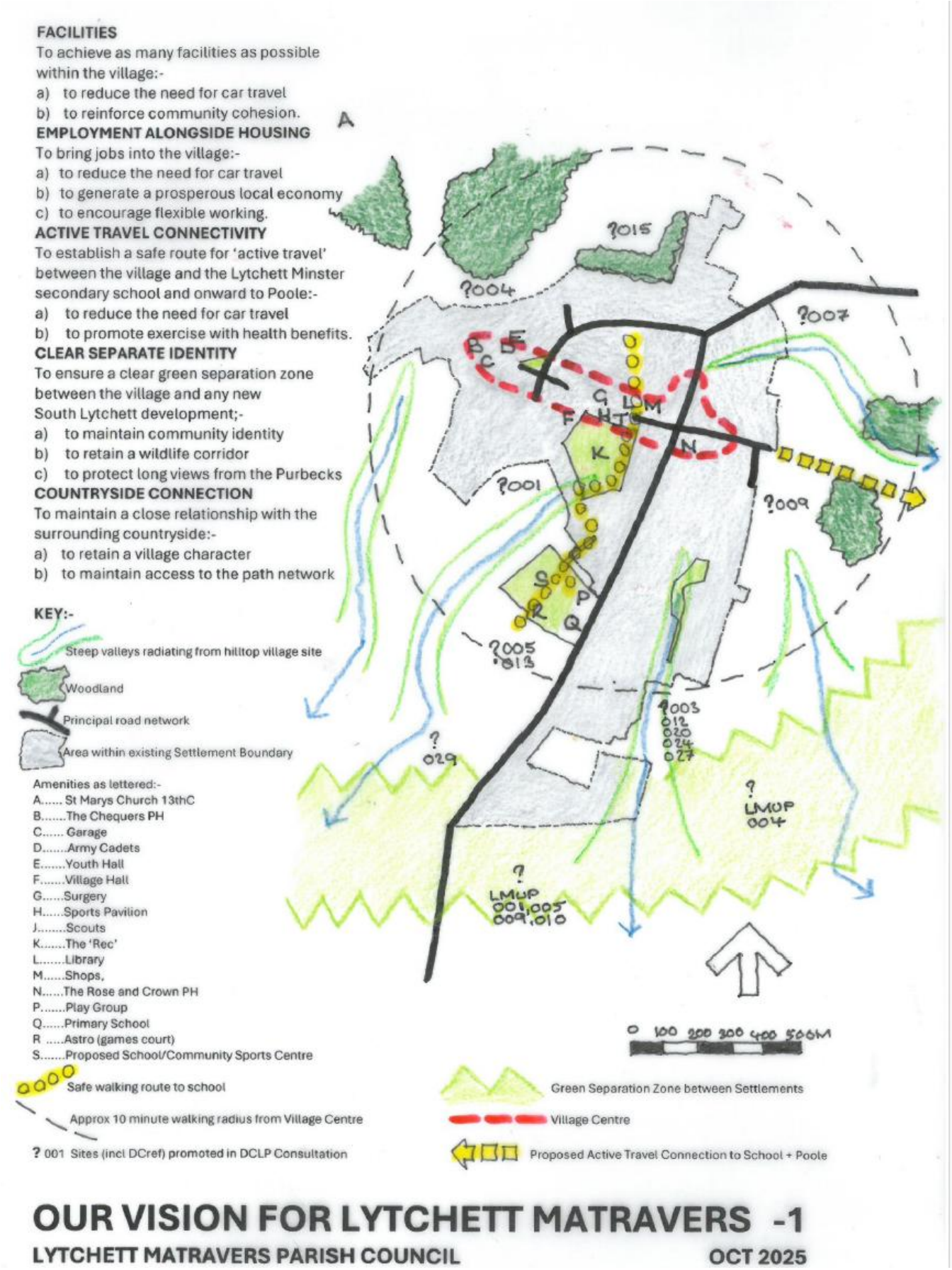
An expanded LM will increase the traffic accessing the A350 and A35. There will be significant traffic volume increases not only from Lytchett Matravers but Lytchett Garden Village and the developments adjacent to the A350 & A31 at Sturminster Marshall and Corfe Mullen. Appropriate road engineering, roundabouts and traffic lights must be provided.

Entry roads to Lytchett Matravers will have low speed limits. 20 mph zones and/or traffic calming measures will apply to much of the village. In particular this will affect Huntick Road,

and Foxhills Road in their entire length as well as Wareham and Wimborne Roads from the A35 and A350.

The Vision, in broad terms, is shown in the following plans. In making choices Dorset Council should take full account of the Vision for Lytchett Matravers. Dorset Council should be mindful of the wishes expressed by residents and the objective assessments of Opportunity sites.

3 Lytchett Matravers Village Centre Development Plan





HEART OF THE VILLAGE

OUR VISION FOR LYTCHETT MATRAVERS - 2

LYTCHETT MATRAVERS PARISH COUNCIL **OCT 2025**

4 Responses to Questions 1 to 45

Question 1:

Do you have any comments on the proposed vision for Dorset?

The vision is not strong enough on protecting and sustaining the character of Dorset's towns, villages, and rural areas. The substantial increase in the Housing Targets, reflected in the Housing Numbers proposed in the Dorset Local Plan will cause significant harm to the rural character of Dorset, have an adverse impact on the health and wellbeing of those who choose Dorset as a place to live and to visit, and to the tourism and agricultural sectors which are important to Dorset's economy. Environmental mitigation actions arising from the proposed high level of housing development will not compensate for the damage done.

The Dorset Council should be pushing back at the Government's changes to the standard methodology on the basis of both the significant harm that they will cause, and also the fact that the local and national construction industry and its supply chain cannot deliver the proposed housing numbers, which are more than double the annual volume that has been delivered in Dorset over the last 20 to 30 years.

In addition to this concern about protecting the character of Dorset, the Vision has a focus on towns which does not recognise the vital contributions from the villages and smaller settlements in Dorset. In particular, some of the larger villages in Dorset have grown over the last 40 years and are now larger than some of the smaller towns. The proposed Local Plan Housing Options will mean that some of these larger villages will grow substantially, particularly Lytchett Matravers, Lytchett Minster, Sturminster Marshall, and South Lytchett Village (a proposed new settlement). The focus on towns is reflected in the sentence in the fourth paragraph of the vision relating to employment opportunities, which must be modified to recognise the sustainability improvements that can be achieved by creating more employment opportunities in smaller settlements, for example by saying that employment opportunities "...will exist at the towns and larger villages...". For Lytchett Matravers and the other 3 nearby villages, this would be more sustainable than relying on travel to BCP for employment, which would add to the traffic on the local road network. See also the responses to Questions 8 and 20.

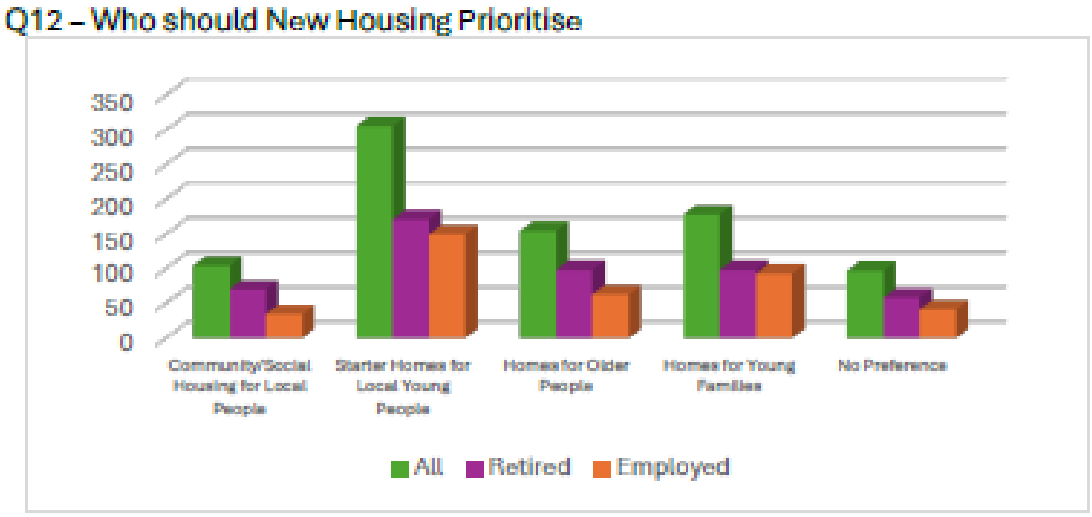
Question 2:

Do you have any comments on the proposed strategic priorities for the Local Plan?

Provide Affordable and High Quality Homes

The definition of Affordable Housing set out in Annex 2 of the National Planning Policy Framework (NPPF) is that such Housing can be for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following four categories (a) Social Rent (b) Other Affordable Housing for Rent (c) Discounted Market Sales Housing (d) Other Affordable Routes to Home Ownership, each of which is described in more detail. The descriptions typically require discounts of at least 20% to local market rents or house prices. Over the last 10 to 20 years housebuilders have been hit with a series of government imposed levies and supply chain cost increases including CIL, nutrient neutrality, Biodiversity Net Gain, and increases in labour and material costs. The Government has also now increased the %age of Affordable Housing to be delivered, adding to the financial pressure on housebuilders. To compensate for these cost increases and Affordable Housing requirements, housebuilders have shifted their focus towards more expensive houses to protect their profit margins.

Taken together, these factors have pushed house prices beyond the reach of first time buyers and elderly downsizers, despite the market discounts associated with Affordable Housing. It is therefore vital that planning policies should include a required housing mix to allow for young families and the elderly wanting to buy houses in the gap between Affordable Housing and the more expensive houses favoured by housebuilders. In this context, the Lytchett Matravers Neighbourhood Plan Working Group ran a survey of residents during the summer which included a question about the type of housing that should be prioritised (see Appendix 1). The responses are summarised in the chart below.



The chart shows that the dominant view of residents of Lytchett Matravers is that the village is in need of more Starter Homes for Local Young People, with the second choice of Homes for Young Families perceived to be at a lower level.

Grow our Economy

The proposed housing developments in the Local Plan will in itself boost the Dorset economy, providing a boost to the local construction industry, more income for the Dorset Council through CIL and Council Tax, more customers for local businesses, a growth in employment through the increase in population, and the associated improvements in infrastructure (including new schools, primary health care, etc).

To the extent possible, policies in the Local Plan should be designed to ensure that new employment space and infrastructure improvements are delivered in parallel with housing developments, rather than towards the end of the housing construction. This will assist in achieving the housing delivery targets by stimulating demand (new employment, schools, infrastructure, etc will make it more attractive for people to move to Dorset), and is also particularly important for settlements such as Lytchett Mattravers, where infrastructure such as the local road network, schools, GP surgeries, electricity networks, drainage systems, etc are already operating at full capacity. See also the response to Question 8.

The strategic priority to grow the economy should be modified to allow for the development of the centres of larger village, as well as the regeneration of town centres. The reasoning is that firstly over time the larger villages will transition to become towns, but also that developing the centres of larger villages will be more sustainable by reducing the need to travel to nearby towns for employment, leisure, shopping, eating out, etc. See also the response to Questions 21, 22, and 23.

The inclusion of larger villages should also apply to para 2.2.3, extending the focus for provision of employment space to include larger villages.

The scale of the proposed Housing development represents a significant risk to the Agricultural sector of the economy, which makes use of a substantial proportion of the land area in the Dorset Council area.

This will not only have an adverse impact on the Dorset economy, but also an impact on UK food security, and an adverse impact on the carbon footprint of our food supply if losing agricultural land in Dorset leads to an increase in food miles. It would be beneficial as part of the set of policies to grow the economy to include policies providing protection for agriculture.

Communities for All

It is vital that mechanisms are in place to fund developments in community facilities in towns and villages where significant new housing development is proposed. The experience in Lytchett Matravers over the last 40 years has been that while the village has grown in size by 60%, the funding mechanisms in place (primarily CIL) have not been sufficient to deliver the improved community facilities required. This is the case despite the fact that Lytchett Matravers was the first settlement in the Purbeck District to complete a Neighbourhood Plan (adopted in 2017), increasing the proportion of CIL paid to the Parish Council. This still leaves the bulk of the CIL collected (75%) being paid to the Local Planning Authority, and none of this has been invested in our Parish.

Many of the community facilities in Lytchett Matravers were constructed in the 1970s, when the village was much smaller. These facilities are now in need of both refurbishment and expansion, but existing mechanisms have failed to allow this.

The increased costs being levied on housebuilders, including Biodiversity Net Gain, Affordable Housing, the proposed Building Safety Levy, proposals to increase the charges for disposal of soil and rubble from development sites, as well as increased costs of labour and building materials will all put pressure on the viability of housebuilding.

These factors indicate that for this strategic objective is to be satisfied, changes are needed to the funding mechanisms used for community facilities, and that the pressures on viability must not be used as a reason to reduce the level of CIL payments.

Responding to the Climate and Nature Emergency

Policies in the Local Plan related to the Climate Emergency need to address both mitigation (e.g. renewable energy, low carbon domestic heating, improved domestic insultation, regenerative farming, tree and hedge planting, etc) and adaptation (e.g. not building near to areas subject to sea level rise, not building in areas subject to increased fluvial flooding due to the forecast increased winter rainfall, improved domestic design to avoid heat stress in the forecast hotter summers, etc).

A key driver towards the Nature Emergency is loss of habitat, which is related to the response given to Question 1 above, that the Local Plan needs to give more emphasis to protecting the rural character of Dorset.

Question 3:

The proposed settlement hierarchy lists the towns and villages that will be the focus for new homes. Are there other settlements where we should plan for new homes? Do you have any comments on whether a settlement is in the right Tier or not?

The Settlement Hierarchy provides a sound basis for decision making on the location of new housing and employment sites. The Settlement Hierarchy should also be adopted in the Local Transport Plan, to ensure that housing development is supported by upgrades to the transport network. See also the response to Question 8.

Lytchett Matravers has grown by more than 60% over the last 40 years, a trend which will continue if the housing opportunities proposed in the Local Plan Consultation go ahead. This will lead to an increase in the population from about 3,700 now to close to 5,000 by 2042. At some point in the future, it seems likely that the settlement which is now classed as one of the Larger Villages in Dorset will become a town. If Lytchett Matravers did become a town, it would enable the settlement to have a louder voice, and provide for the Parish Council to establish itself as a Town Council, with an ability to call on greater resources. In addition, as a village, despite being surrounded by Green Belt, changes made to the NPPF and Planning Practice Guidance have substantially reduced the protections provided in relation to the different purposes of the Green Belt (for example to prevent a merger with adjacent Towns). However, these protections would be restored if Lytchett Matravers became a town. What is more, the policies proposed for the Local Plan on Town Centre Development and Employment Sites (see responses to Questions 20, 21, 23, 24, and 25), which are focussed on Towns would then apply to Lytchett Matravers. To enable such transitions for Larger Villages, we suggest that the Settlement Hierarchy be modified to include a section for Larger Villages transitioning to become towns. At some point, Lytchett Matravers might be one of the settlements to move to that section.

Question 4:

Do you have any comments on the proposed strategy for the south eastern area?

The strategy adopted in the Local Plan is to focus development in two areas of Dorset, the Dorchester – Weymouth corridor and the South Eastern Dorset Area. There are clear sustainability arguments to support this, primarily to shorten journey distances from smaller settlements to the larger towns where there are greater employment, shopping, leisure facilities, and access to long distance public transport. The concentration of proposed housing sites in the South Eastern Dorset area , and particularly in a cluster of villages made up of Sturminster Marshall, Lytchett Matravers, South Lytchett Village (a proposed new settlement), and Lytchett Minster, provides opportunities to not only locate new homes near the BCP conurbation, but also to increase the sustainability of the settlements where the new homes are to be located. This can be achieved by ensuring that policies support the development of employment sites in the settlements concerned, as well as ensuring that Education, Employment, Health, Public Realm, and Transport infrastructure in those settlements is developed to reduce the need for travel between each settlement and nearby towns and villages.

However, the Dorset Local Plan Consultation proposes 18,783 new homes in the Southeastern area, i.e. 42% of the total number for the Dorset Council area. This seems grossly disproportionate, despite the sustainability arguments being in favour of development in this area. Of this total, 7,779 new homes are in clusters of sites in Lytchett Matravers and 3 nearby villages (Lytchett Minster, Lytchett Garden Village – a proposed new settlement, and Sturminster Marshall), representing a high concentration of new homes within a distance of just over 3.5 miles of Lytchett Matravers. The Housing Opportunities Sites proposed in these 4 villages are all currently in the Green Belt, so this represents a massive erosion of the Green Belt immediately to the west of the BCP conurbation. This incursion significantly weakens the contribution of this part of the Green Belt to the Green Belt purposes and also represents significant harm to the openness of the Green Belt.

In this context, it must be noted that paragraph 149e of the NPPF states that "*plans should …. be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period*." Successive plans in Dorset have utterly failed to comply with this element of National Policy, as evidenced by the almost continuous succession of significant housing developments in Lytchett Matravers since the South East Dorset Green Belt was established in 1980. The most recent of these were 3 sites allocated in the Purbeck

Local Plan adopted by the Dorset Council only last year, and here we are with a further 8 sites being proposed for adoption in the Dorset Local Plan only one year later.

The proposed concentration of new housing in the south eastern area will place enormous strains on the local transport infrastructure. If the A31, A35, and A350 are not significantly upgraded there will be a dramatic worsening of traffic congestion, with the resultant deterioration in journey times and journey time reliability. While the principle of active travel may be realistic in large towns and urban settings, it is not realistic in a rural village such as Lytchett Matravers except for short journeys within the settlement. Similarly, public transport is also less effective for journeys of any length between rural villages such as Lytchett Matravers and other nearby towns and villages. As a result, car travel is likely to continue to be the dominant transport mode, and the local road network must be upgraded to accommodate the increased traffic flows from housing developments.

See also the responses to Questions 8 and 20, the comments on selected proposed housing opportunity sites in and near Lytchett Matravers, and the Parish Council's response to the Local Transport Plan.

Question 5:

Do you have any comments on the proposed strategy for the central area?

No

Question 6:

Do you have any comments on the proposed strategy for the northern area?

No

Question 7:

Do you have any comments on the proposed strategy for the western area?

No

Question 8:

Is there any important infrastructure that needs to be delivered alongside new homes in the Western/Central/South Eastern/Northern area?

Infrastructure in Lytchett Matravers must accommodate (a) new housing in the village, (b) South Lytchett Village (a new settlement), and (c) new housing in Lytchett Minster. In total 5,918 new homes are proposed in these 3 villages.

Education - Primary schools - One or two new primary schools will be needed. Options include two completely new schools or an extension to the Lytchett Matravers Primary School and one completely new school. There is sufficient land at Lytchett Matravers Primary School to accommodate an extension built on the outside play space at the back of the school. This could be replaced through a joint project with the Parish Council to develop the field owned by Dorset Council to create a new shared use

recreation space providing play space and sports facilities. The Parish Council are willing to invest in this development, which would be enabled by transfer of the field to the Parish Council. This expanded new recreation space would be available to the school during school hours and to the residents of the Parish on evenings, weekends, and public holidays.

Extending the Primary School must address traffic congestion on Wareham Road at drop off/collection times, e.g. by creating an access road and car park on the south side of the school. A recent survey of residents (see Appendix 1) identified traffic congestion on Wareham Road as the Number 1 transport issue in the village.

Employment - See the responses to Questions 20, 21, 22, and 23.

Health - Heath Cottage surgery in the village is at full capacity. The Purbeck Local Plan adopted by the Dorset Council said that additional consulting rooms would be needed to accommodate the increase in the population of Lytchett Matravers associated with the 3 allocated sites in the village. To reflect the additional proposed growth in Lytchett Matravers and nearby villages now proposed in the Dorset Local Plan, the surgery will need yet more consulting rooms and common space to increase capacity. Consideration must also be given to other aspects of healthcare, including physiotherapy, minor injuries, dentist, pharmacy, etc.

Public Realm - The village centre needs to be developed to reflect the growth in Lytchett Matravers and nearby villages. This includes refurbishment and expansion of existing facilities such as the Youth Hut, Scout Hut, and Village Hall, additional retail spaces, and more recreation and sports facilities. See response to Questions 24 & 25.

Open Green Spaces and Trees – A survey of residents identified Open Green Spaces and Trees within the village as two of the most important factors that define its character (see Appendix 1). These need to be included in the Dorset Design Code. Housing developments of perhaps 50 homes or more must include an open green space, using the national standard developed by Fields in Trust and Natural England. Policies in the Local Plan need to ensure that Open Green Spaces and Tree Planting within new housing sites are delivered by Developers.

Children's Play Areas in open green spaces in housing developments give a kick start to Health and Wellbeing. Housing developments of 50 homes or more must include a Children's Play Area.

Footpaths - There is a network of footpaths throughout the village. To encourage active travel it is vital that wherever possible developments must include footpaths that link into this network, rather than a cul de sac arrangement relying solely on pavements alongside access roads.

Transport – Increase the capacity of the road network, and remodel the junctions where traffic from the villages joins the A roads (the A31, A35 and A350) to improve traffic flow at peak times. Widen Foxhills Road along its length to provide a more useable transport link from Lytchett Matravers to the A35 (hence reducing traffic congestion on Wareham Road) as well as a key part of the safe active travel route from Lytchett Matravers to the Lytchett Minster School, and improve the linkage between the 3 villages. Expand village centre car parks. Improve sustainability and reduce traffic congestion on the road network by increasing the frequency of bus services between Lytchett Matravers and nearby towns at peak travel times to facilitate journeys to work. In addition, consider provision of bus services in the evenings to allow young people to make journeys to and from nearby towns to make use of recreation and leisure facilities. Include Lytchett Matravers in the South East Dorset Rural Mobility Pilot (see Local Transport Plan Implementation Plan 1).

See the comments on sites LA/LMAT/029 and LA/LMAT/005.013, designed to reduce traffic congestion on Wareham Road.

Utilities – Increase capacity and connections for Water Supply, Drainage and Sewerage, Electricity Network, and Telecommunications (including mobile phone and fibre optic coverage).

Question 9:

The Local Plan sets out a strategy to meet the area's housing needs through allocating sites for new homes, the flexible settlements policy, new settlements and the efficient use of land. Are there any other measures could help to meet housing needs?

The adoption of a mix of policies to address the significant challenge of the new Housing Targets may make sense from the Dorset Council's point of view, but would represent substantial change for residents. The mix being proposed includes new types of policies, notably the flexible settlements policy, whose impact is almost impossible to foresee. Specific comments on the proposed Flexible Settlements policy are given in the answers to Questions 12, 13, 14, 15, 16, and 17 below.

The policies adopted need to ensure that the efficient use of land allows housing densities that reflect the characters of the different settlements in the Dorset Council area. The factors that define these characters not only include areas of low housing density, but also the inclusion of Open Green Spaces within settlements. These are key factors in making Dorset an attractive place to live, and also an attractive place to visit, supporting the economy through tourism.

Question 10:

To what extent do you agree or disagree with the Plan including a lower housing target for the first few years and a higher figure towards the end of the plan period to meet housing needs?

a. Agree
b. Disagree
c. I have another suggestion

I have another suggestion.
A lower housing target for the first few years only makes sense if the Government agree to a relaxation in the Housing Target for the Dorset Council area. If they do not agree, then a lower housing target for the first few years would mean that the Dorset Council area will have a shortfall against the required 5-year land supply than it otherwise would. This would mean that the balance on planning decisions would be in favour of development for a longer period.
There are three key questions here. First, is there sufficient market demand in the Dorset Council area to accommodate the new Housing Targets set by Government. Second, can the construction industry in Dorset step up to the deliver new houses at the higher level. Third, does the Dorset Council have the capacity to process planning applications at the rate needed to satisfy the targets it has to achieve.
The analysis presented in Figure 4.1 does not take into account house completions since the existing permissions were granted. The Housing Numbers Background Paper estimates completions of 3,200, suggesting that the total of 70,000 given in Figure 4.1 is overstated by this amount.

Question 11:

Where should a policy allowing sites for only affordable homes apply?

a. All of Dorset
b. Only around those towns and villages listed in the proposed settlement hierarchy
c. Only in the Green Belt

b. Only around those towns and villages listed in the proposed settlement Hierarchy

The use of sites developed solely for affordable homes is far from ideal in terms of ensuring integration with nearby settlements, maintaining settlement character, and providing community cohesion, and should be used as a last resort. Any opportunity must be taken to deliver a mix of housing on new developments.

Question 12:

We have suggested that the Local Plan will not include clear boundaries to define the edges of towns and villages. Instead, the flexible settlements policy would allow new homes to be built around certain towns and villages. How much do you agree or disagree with this approach?

a. Agree
b. Partially agree
c. Neutral
d. Partially disagree
e. Disagree
Please provide any further comments or reasoning…

Disagree.

The use of a settlement boundary is a well-established planning tool that is clearly understood by local communities. It enables clarity in terms of where new housing and other specified development is in principle acceptable, can be amended based on local circumstances, and provides greater opportunity to bring forward sites for affordable housing through rural exception site policies. It also provides reasonable certainty on the level of housing to be expected over the plan period, enabling more effective and timely planned for infrastructure delivery, and balancing this with consideration of employment opportunities.

There are also other issues relating to imposing such a policy which are explored in the following questions, but are summarised here:

1 Lack of clear relationship with the particular characteristics of each settlement
2 Difficulty in ensuring that the policy is not abused through amalgamation or subdivision of natural development parcels
3 Difficulty and potential inconsistency in determining what areas are sufficiently ‘densely developed’ to be part of the built-up area
4 Uncertainty regarding whether, in areas covered by Green Belt, the lack of a policy would result in more pressure on Grey Belt sites (in the event of housing delivery not meeting

the Government's imposed targets)

If a flexible settlements policy is adopted, it will need to include controls to avoid inappropriate development in rural areas. Removing settlement boundaries may lead to expansion of settlements driven by developers, so a limit on the size of developments under this policy is essential. There also needs to be controls on the aggregate effects from multiple small developments. A particular concern is that housing densities and location must not have significant adverse effects on settlement character. Expansion of small settlements may also lead to a need to upgrade local infrastructure, including the road network, which is not likely to be achieved through contributions from small developments.

Question 13:

We propose that the flexible settlements policy will include a limit of 30 homes per site. To what extent do you agree or disagree with this threshold?

a. **The limit of 30 homes is about right**
b. **There should be less homes**
c. **More homes per site should be allowed**
Please explain your reasoning

None of the above.
The answer to this question assumes that all towns and Tier 3 settlements have similar characteristics. A limit of 30 however may be too small to be effective for larger towns in those circumstances where the surrounding landscape is primarily large open fields, and the need for affordable housing particularly high, and may be too high for the smaller Tier 3 villages or settlements where the 'edge' is made up of much smaller parcels of land, and this would encourage amalgamation of these parcels to the detriment of the village character, and cumulatively could significantly alter its character.
In the case of Lytchett Matravers, adjoining fields range from under 0.5ha to over 5ha, with the majority being in excess of 3ha. It is not clear how this policy would work in relation to larger fields and the potential for a landowner to artificially divide up a field in order to bring the whole forward in consecutive smaller parcels that have no bearing on the settlement case of form.
There is no consideration of how this policy would work in creating a more sustainable Tier 3 village, as it does not enable the provision of essential services and new facilities, local employment opportunities (other than for the small builder) or specific needs for certain housing types, such as sheltered / care home accommodation. Multiple sites could cumulatively have a significant impact on local services which cannot readily be addressed as part of a speculative application.
There is also a subsequent question whether there should be a 10 home minimum to ensure the delivery of affordable housing, with smaller sites then being rural exception sites. However, without a settlement boundary this would not work as it would then apply an overly restrictive approach to infill sites. The impact of a minimum is also likely to have an impact on small local builders wanting to deliver sites smaller than 10 homes.

Question 14:

At a town/village, should one flexible settlement policy site be started, before another one is permitted?

a. Yes
b. No
Please provide any further comments

No.
It should be possible for more than one flexible settlement policy site to be built at a time. Otherwise, a delay on one site by one developer will delay all construction. However, there should be some control on the number of sites, the number of new homes that can be built across multiple sites, and the phasing of sites, in any one settlement. A possible situation to have in mind is a large field adjacent to a small settlement, where the land owner and/or developer could split the field up into a sequence of development sites, and over the course of time completely distort the shape of the settlement, and have significant adverse impacts on its character, potentially causing rifts in the community. The Flexible Settlements Policy must include suitable controls to address these issues.

Question 15:

We have suggested that the flexible settlements policy will only apply to the areas around certain towns and villages, these are those ranked as 'Tier 1, Tier 2 or Tier 3' in our settlement hierarchy. What do you think about the locations where we have suggested that the flexible settlements policy should apply?

There may be some merit in including smaller villages in the scope of the flexible settlements policy, but with lower limits on the size of sites, etc. This would allow smaller settlements to be renewed and refreshed with new housing, allowing incoming housebuyers to keep settlements alive, and possibly avoiding situations where smaller villages end up being abandoned. However, many smaller villages in Dorset have very attractive and distinctive characters, so that more stringent controls might be desirable to protect their attractiveness, including the involvement of the relevant Parish Council or similar Community organisation in the decision making process.

Question 16:

We have suggested that the flexible settlement policy should only be applied around the 'continuous built-up areas' (i.e. 'densely populated areas with high concentrations of buildings, infrastructure and paved roads') of certain towns and villages. Do you have any comments on our definition of this 'continuous built-up area'?

The limitation of the policy to sites around 'continuous built-up areas' (i.e. 'densely populated areas with high concentrations of buildings, infrastructure and paved roads') may lead to a significant constraint on its application. Many of the settlements in Tier 1, 2, and 3 of the Settlement Hierarchy (including Lytchett Matravers) either do not have the type of area described, or only have such areas towards the centre of the settlement rather than in the outskirts. This would tend to frustrate the intent of the policy, in particular as a result of using the wording "densely populated" and "high concentrations of buildings". These characterisations may limit application of the policy to limited sections of the larger towns.

In addition, the proposed definition of "a densely populated area with a high concentration of buildings, infrastructure, and paved roads" does not include clear parameters and will come down to planning judgement and therefore may be interpreted differently in differently locations. What is "densely populated" and a "high concentration of buildings" in an area such as Lytchett Matravers, where the density (measures in dwellings per hectare) typically lies below 25dph, may be different to the same parameters in the context of Blandford or other similar town, particularly given the pattern on the outer edges of many villages which softens the transition to the wider countryside.

Controls would be needed to mitigate the risk that a flexible settlement policy would allow developers to select and promote sites that would lead to an unbalanced expansion of the settlement concerned.

Question 17:

We have suggested that the flexible settlements policy should not be applied in the Green Belt. What are your thoughts on this?

Agreed.

The situation in the Green Belt is made more complex by various factors. Firstly, the proposed policy applies only to the Settlement Boundary rather than the Green Belt boundary, which suggests that the Green Belt boundary around settlements that are inset in the Green Belt will not be affected by the policy. If that interpretation is correct, then the policy would have limited impact in the Green Belt, except where settlements are washed over by the Green Belt rather than inset (which tend to be settlements other than those in Tier 1, 2, or 3 in the Settlement Hierarchy). In that case the impact of the policy in the Green Belt would be limited. Secondly, the introduction of Grey Belt is intended to provide a mechanism for enabling development around settlements in the Green Belt, albeit that it is limited to sites which do not contribute strongly to the purposes of the Green Belt. The introduction of the Grey Belt therefore already provides a mechanism similar to a flexible settlement policy.

The removal of the settlement boundary without a clear policy for Green Belt Tier 1 – 3 settlements would create uncertainty over what approach might apply to areas of the Green Belt adjoining those settlements that may be classed as 'Grey Belt'. Paragraph 155 of the NPPF states that:

"The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all of the following apply:

a. the development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;

b. There is a demonstrable unmet need for the type of development proposed

c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework, and

d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below."

Whilst footnote 56 makes clear that 'unmet need' for housing means the lack of a five year supply of deliverable housing sites, including the relevant buffer where applicable, this could be changed without warning, or broadened by the decision maker to include other factors.

The 'Golden Rules' that aim to deliver affordable housing and necessary infrastructure, as well as better green spaces, do not apply to non-major development. As a result, the need to comply with the NPPF would severely limit application of a flexible settlement policy in the Green Belt.

These factors tend to support the proposal that the policy should not apply in the Green Belt.

Question 18:

Away from the towns and villages listed in the settlement hierarchy, there may be types of development that we could support. Do you have any comments on this approach and on the types of development that could be supported in the countryside?

The consultation document suggests that there are two aspects to the proposed countryside development policy. The first is to place restrictions on development in the countryside away from Tier 1, Tier 2 and Tier 3 settlements, and the second is to enable development of certain types, including agricultural, equestrian, housing for rural workers, affordable housing, re-use of existing buildings, and recreation leisure or tourism. There are three areas of concern in relation to this proposed policy, as follows:

1 It is not clear whether the proposed countryside policy is only intended to apply outside the Green Belt. There are already restrictions oof this kind in the Green Belt, so that the first part of the proposed countryside development policy is not needed, and similar arguments apply to the second part as well. Overall, the policy might best be limited to land outside the Green Belt.

2 The types of development that could be supported listed in 5.8.2 above would be acceptable, except that use of the words recreation leisure and tourism are too broad. For example, allowing tourist accommodation such as hotels and static caravan parks should not be allowed. It would be best if developments for tourism in the countryside was limited to temporary use campsites and yurts.

3 Experience over many years with the Green Belt restrictions that apply to the countryside around Lytchett Matravers has shown that the arrangements are prone to abuse. This occurs by using the allowed types of development to obtain permission for construction of say an agricultural building. Then, after the relevant time period has passed, an application is submitted to convert the building into housing. This abuse could readily be avoided by establishing a policy to remove Permitted Development Rights at the point when an application for one of the allowed types of development is first submitted.

Policies relating to urban intensification need to ensure that housing densities reflect the characters of the different settlements in the Dorset Council area. The factors that define these characters not only include areas of low housing density, but also the inclusion of Open Green Spaces within settlements. These are key factors in making Dorset an attractive place to live, and also an attractive place to visit, supporting the economy through tourism.

Question 19:

We have suggested that the flexible settlements policy should not be applied in places with a recently made neighbourhood plan which includes allocations for new homes. What are your thoughts on this?

This proposal is reasonable. However, in relation to this proposal, Lytchett Matravers provides an example of the difficulties that arise should the Flexible Settlements Policy apply in the Green Belt. The fact that Lytchett Matravers is surrounded by Green Belt means that its Neighbourhood Plan is not able to allocate sites in the Green Belt. As a result, this aspect of the proposed Flexible Settlements Policy would essentially enable developments which the Neighbourhood Plan was prohibited from doing. This would represent a policy failure in terms of enabling communities to have their say in planning decisions as set out in the Localism Act 2011. Another reason why the Flexible Settlements Policy should not apply in the Green Belt.

Question 20:

The Local Plan will retain and protect existing key employment sites, identify new employment sites at locations close to more sustainable settlements, allow for expansion of existing employment sites and allow for new employment sites in suitable locations. Do you have any comments on this approach?

A recent study by the Lytchett Matravers Neighbourhood Plan Group identified over 100 businesses in the Parish; about half are home based, with the rest based in premises owned by the business or in rented premises. The businesses include a residential care home, a small number of retail premises, a garage, two pubs, a pharmacy, farms, construction companies, and a range of light industrial/commercial office based businesses located across the Parish. Just under half of these businesses have premises on enterprise/business parks.

Responses to a recent survey distributed to 78 of the businesses showed that most were relatively small (less than 10 employees), with just over 10% with more than 10 employees (see Appendix 1). Responses from a number of the businesses showed that they had outgrown their premises, and intended to move to larger units, but none are available in Lytchett Matravers

It is estimated that these businesses employ between 200 and 400 people. Employment within the village provides a more sustainable solution than relying on residents having to travel to the BCP conurbation and other nearby towns to work, and reduces traffic congestion on the surrounding major road network

The employment allocation shown on page 235 of Appendix A of the Consultation document was completed in 2010 and is fully occupied. A second business park is also fully occupied.

To enable growth in the number of businesses based in Lytchett Matravers, and retain those that outgrow their premises, it is essential that the Local Plan includes policies to protect existing employment sites and create new ones. These measures will improve the sustainability of settlements such as Lytchett Matravers by reducing the distances involved in home to work travel.

Question 21:

The Local Plan will enable employment land to be developed outside identified sites at certain towns and villages, subject to certain considerations. Do you agree with this approach?

Yes

Policies to encourage the development of employment land outside identified sites need to overcome the lower land value normally achieved from such development when compared to developments of new homes. One approach might be to identify selected areas within settlements in Tier 1, 2, or 3 in the Settlement Hierarchy as employment zones.

Question 22:

We have suggested that larger scale housing sites should be required to provide land for employment uses. Proposals for 300 homes or more would be mixed residential and employment developments, with a ratio of 0.25ha of employment space for every 100 homes. How much do you agree or disagree with this approach?

a. Agree
b. Partially agree
c. Neutral
d. Partially disagree
e. Disagree
Please provide any further comments or reasoning…

Partially Agree
A mixed use development policy is likely to be the most effective means to create new employment spaces, because development of employment space tends to yield lower land values than housing, leading landowners to prefer housing developments. The Lytchett Matravers Parish Council strongly supports the proposed Mixed Use development policy. However, there are two key factors to be considered, as follows:

1 The proposed threshold of 300 homes is too high to be effective in small towns or larger villages (Tiers 2 and 3 in the Settlement Hierarchy). To enable the proposed policy to succeed in larger villages and in smaller towns, the threshold for the policy to come into effect will need to be lower than 300 new homes. To determine what threshold might be chosen, the following presents a summary of developments in Lytchett Matravers over the last 40 years, including the 3 sites allocated in the Purbeck Local Plan:

Number of Sites Up to 30 homes	6
Number of Sites between 30 and 50 homes	3
Number of Sites between 50 and 100 homes	2
Number of Sites between 100 and 300 homes	1
Number of Sites over 300 homes	0

Based on the above, a threshold of 30 homes should be used for villages such as Lytchett Matravers. The creation of new employment space in Lytchett Matravers would create a more sustainable settlement by reducing the current dependence on employment in the BCP conurbation or other nearby towns.

2 A policy focussed on the number of new homes in a single development would frustrate the intent for any settlement where the majority of development sites fall below the threshold, whether this threshold is set at 300 homes, 100 homes, or 50 homes. This might be overcome if the policy also had a second threshold based on the cumulative number of homes from multiple small development sites.

Question 23:

We have suggested that the Local Plan should include policies to protect the most important existing 'key' employment sites.

a) Do you have any views on the strategy we have suggested for protecting employment sites?
b) What criteria should we consider when defining 'key' and 'non-key' employment sites?
a. Site size
b. Location.
c. Employment use type
d. Accessibility
e. Contribution to meeting economic objectives/needs
f. Market attractiveness
g. Opportunities for growth/expansion
h. The site's status in previous local plans
i. Other

It is important to protect existing employment sites generally, not limited to those judged to be key. There are clear difficulties in identifying which sites are key, since a site considered key in a village or small town may well not be key if it was located in a larger town, etc. In addition, limiting the policy to sites judged to be key leaves open the potential loss of sites that fall outside this, with a consequent potential for residents to have to undertake longer journeys to work where employment in a settlement is limited. This is of particular concern in villages such as Lytchett Matravers where the number of employment sites is small compared to the number of people of working age.

Where settlements are growing at the pace that Lytchett Matravers has over the last 40 years, and is due to continue if the proposed development sites around the village go ahead, it will be important to retain as many existing employment sites as possible, allow growth space to accommodate growing businesses, and add new employment sites to attract people to move to settlements where new homes are to be built. Public acceptance of new employment sites will be reinforced as the population and local economy grows.

Criteria such as Site size should not be related to absolute sizes such as 20 light industrial units, but by comparison with other employment sites in the same settlement. The loss of a relatively small employment in a settlement where it is the only employment site will have a disproportionately large effect, such that it should be considered "key"

Question 24:

How do you think we should plan to support town centres in the future?

While Town Centres have special provisions in the UK Planning system, there is also a need for villages to be able to develop their centres, both to improve sustainability by reducing the need for residents to travel to nearby towns, and in cases where a village has grown and will continue to grow. As villages grow, they may get to a stage where might become a town, and need to develop their centres to be recognised as towns. It would be helpful if the Local Plan included policies to support the development and protection of Village centres as well as Town centres.

The characterisation of Town Centres in the consultation document, citing changes in shopping patterns leading to empty units, etc, may be typical of some of the larger towns, but is not evident at all in Lytchett Matravers, where levels of demand for both the retail, public service, and community facilities in the village centre have been increasing as the village grows.

A significant barrier to enlargement of the Lytchett Matravers village centre is the availability of land and/or properties that can be developed/redeveloped to enlarge the retail, public service, and community facilities available to match the growing demand. It is therefore important that the Local Plan should include policies to enable the enlargement of village centres, as well as including policies to support the transition of Town Centres to different uses than those that have prevailed in the recent past.

Question 25:

What types of use do you think will be most important for the future of our town centres?

a. Shops
b. Cafes/restaurants
c. Leisure (e.g. cinemas)
d. Offices
e. Cultural (e.g. museums)
f. Community (e.g. libraries)
g. Hotels
h. Other...

All these types of use are relevant depending on the size of the town or village and its proximity to other settlements. The range of uses provided for in a Town or Village centre need to be accommodated in buildings which create an attractive public realm, readily accessible to all, and encouraging use of the different types of amenity/facility to the largest extent possible to maximise sustainability.

The Lytchett Matravers Parish Council has carried out a survey of all households in the Parish, including usage of different facilities in the village centre (see Appendix 1). The results clearly showed that the location visited most often by the majority of residents were the shops in the Purbeck Parade, with almost 20% of residents saying they visited daily. The second most frequently visited location was the Pharmacy. After that came the Pubs, the Library, the Recreation Ground, and the Village Hall. The survey also asked what was needed to encourage residents to visit the village centre more often, and over 50% of respondents said an increased choice of shops and places to eat (with a cafe/restaurant, a baker, a

takeaway, a butcher, and a coffee shop/tea shop the most popular suggestions). This clearly shows a level of demand for expanding the centre of Lytchett Matravers.

Question 26:

We are suggesting that retail impact assessments should be undertaken for retail development proposals outside the town centres defined in the Plan, that are over the size of a small food store (280 square metres net). How much do you agree or disagree with the introduction of a threshold of 280 square metres for retail impact assessments?

a. Agree
b. Partially agree
c. Neutral
d. Partially disagree
e. Disagree
Please provide any further comments or reasoning

Agree.
The proposals set out in the consultation document to protect Town and Village Centres by adopting policies to direct Town & Village Centre functions to be directed to Town & Village Centres, rather than being located at the edge of settlements are welcome. As part of this it makes good sense to introduce a Retail Impact Assessment on proposed new developments outside Town and Village Centres to confirm that they will not have adverse impacts on outlets in the centre.
The size threshold should not prevent new small local shops opening on street corners, which always add to the feel of a community.

Question 27:

Should the threshold also apply to leisure uses that are net 280 square metres? Yes/No

No

Question 28:

We are considering whether the Local Plan should include a policy which supports interim or temporary uses pending a permanent use for a vacant town centre building - we have called these 'meanwhile uses'. To what extent do you agree with the introduction of a meanwhile uses policy?

a. Agree
b. Partially agree
c. Neutral
d. Partially disagree
e. Disagree
Please provide any further comments or reasoning

Agree.

Such a policy is essential to retain and protect Town and Village centres from becoming taken over by housing, which would significantly reduce their attractiveness and community amenity value.

Question 29:

How else can we encourage development on brownfield land, whilst also planning positively to meet our needs for homes and employment land?

In addition to the measures identified in the consultation document, activities to promote the addition of more sites onto the Brownfield Land Register could be considered, together with the benefits of submitting new sites for inclusion. Do national policies provide scope for more detailed policies in Local Plans for Brownfield Sites, including a presumption in favour of development, or a fast track process for considering planning applications? Although the sites currently included in the Brownfield Register only have capacity for 2,500 homes, this would nevertheless be a useful contribution to securing a 5-year land supply if policies to encourage development of those sites can be identified and included in the Local Plan.

Question 30:

To what extent do you agree with taking land out of the Green Belt to help meet our development needs?

a. Agree
b. Partially agree
c. Neutral
d. Partially disagree
e. Disagree
Please provide any further comments or reasoning…

Disagree.
See the response to Question 4.
The Dorset Council need to demonstrate that its Housing Targets cannot be met with developments on Brownfield land, areas outside the Green Belt, and other areas where development is constrained such as National Landscape. If the Government's imposed housing targets were more realistic there would be some, but much less need, for releases of land from the Green Belt.
The proposal for a Lytchett Garden Village to the south of Lytchett Matravers is of significant concern to our community because of its scale and proximity to the southern edge of our village. This is likely to have a major impact on the character of Lytchett Matravers, causing harm to the rural setting of the village and important views from public places. It would also have significant implications for community facilities and infrastructure including the road network and utility connections that will affect the whole area.
The full picture will only emerge once the BCP/DC Green Belt study is complete and its results published. This study will provide a better understanding of the introduction of Grey Belt and its impact on delivery of new homes, as well as leading to clarity as to whether the BCP Council will submit a request for assistance in meeting its Housing Targets under the Duty to Cooperate arrangements.

Question 31:

We have suggested that the Local Plan should include a flexible settlements policy which would allow new homes around certain towns and villages. What impact, if any, do you think the proposed flexible settlements policy might have on opportunities for self-build homes?

a. High impact
b. Some impact
c. No impact
Please provide further comments or reasoning.

Policies designed to support self-build homes are welcome, because they create opportunities for small local builders which they might not otherwise have, and can add to the diversity of housing and character of a settlement. However, self-build needs to be considered as two distinct parts. The first relates to individual plots for self-build homes, and the second relates to larger parcels of land separated into multiple self-build plots, including co-housing. The Lytchett Matravers Parish Council is of the view that (a) the proposed flexible settlements policy may encourage a small number of self-build proposals, (b) this seems likely to involve parcels of land which are not on the Self-Build Register, and (c) policies need to provide more controls on larger schemes such as co-housing, which could include a role in decision making for the relevant Town or Parish Council.
To come to any real understanding of policies to encourage self-build it is necessary to examine any impediments to self-build that currently exist. This may either be on the demand side (not many people want to engage in self-build) or the supply side (not enough small parcels of land available). Analysis of these issues would allow more effective policies to be developed.

Question 32:

Is there anything else we should do to increase the supply of self-build plots?

See the response to Question 31.

Encouraging self-build projects allows for diversity in the housing stock, adding to the character of settlements beyond larger developments by developers which tend to be more uniform both in design and building materials. The proposals set out in the Consultation document, based on comments received in the 2021 consultation, are reasonable. If the proposed flexible settlements policy is adopted, it should also be made clear that this would be applied to self-build projects, including co-housing projects. If further encouragement was deemed desirable, the requirement for those proposing self-build projects to have a local connection could be relaxed.

Question 33:

We have suggested that housing requirements for neighbourhood plan areas should be finalised at the next stage of preparing the Local Plan. This is likely to involve consideration of sites with planning permission, local plan allocations and unplanned development. To what extent do you agree or disagree with the proposed approach?

a. Agree
b. Partially agree
c. Neutral

d. Partially disagree
e. Disagree
Please provide any further comments or reasoning…

Neutral.
This process is not relevant for settlements such as Lytchett Matravers which are surrounded on all sides by the Green Belt. For such settlements the Neighbourhood Plan Group has no real ability to develop policies to satisfy any housing requirement that is identified, and this responsibility falls to the Local Planning Authority. As a result, the Neighbourhood Plan Groups in such settlements have no real influence over the housing numbers or site allocation, which goes against the intent of the 2011 Localism Act.

Question 34:

Should the housing requirement figures for neighbourhood plan areas outside the Green Belt, include an allowance for sites that could come forward through the flexible settlements policy?

a. Yes
b. No
Please provide any further comments or reasoning.

Possibly.
If the proposed flexible settlements policy is adopted, Neighbourhood Plan Groups should be consulted on whether or not to include an allowance for such sites in their plans.

Question 35:

We have suggested that our Local Plan objectives for Travellers should be:

- **to reduce the numbers of unauthorised sites,**
- **to provide opportunities for sites to expand,**
- **to encourage new Traveller sites in sustainable locations, and**
- **to provide opportunities for Travellers to deliver their own sites.**

Do you have any comments on the objectives for meeting the need for Traveller sites?

No comments. The objectives seem reasonable.

Question 36:

To help ensure that enough pitches are provided to meet Dorset's needs, Traveller pitches could be delivered alongside homes for the settled community on large scale residential development. Are there any issues which you think we need to consider in locating Traveller pitches alongside new built homes for the settled community?

Mixed developments for settled and Travelling communities is not likely to gain support and may lead to ongoing friction between the two communities on the proposed mixed use developments.

Question 37:

We are suggesting that 5 Traveller pitches should be provided for every 500 homes on large development sites. Is this threshold correct?

a. Yes
b. No-it should be higher
c. No-it should be lower
Please provide any further comments or reasoning.

See answer to Question 36.

Question 38:

To encourage Travellers to deliver their own sites, we are suggesting that the Local Plan should include a criteria policy which takes account of the site's location, access, neighbouring development, environmental impact and management of the site. Do you think we need to add or change any of the suggested criteria?

No comment.

Question 39:

We have identified opportunity sites which could deliver more homes to help meet Dorset's housing needs. Do we need to change the approach to mitigating impacts on protected Dorset Heaths habitat sites as part of planning to meet increased housing needs?

a. Yes
b. No
Please provide further comments or reasoning.

Yes
The Thames Basin Heathland Study published in 2003, which provided part of the scientific evidence base for the omission of a proposed site allocation at Holton Heath from the Purbeck Local Plan, and also for the development of mitigation strategies including SANGs, is long overdue a thorough review to determine the effectiveness of such measures.
The potential development site at Holton Heath should also be looked at again in the light of the new NPPF and Housing Targets, and taking into account any changes in Heathland protection since 2003. The site has specific advantages in terms of local employment opportunities, a high capacity local road network and a mainline train station.
The reality of trying to mitigate the impact on Dorset Heaths and protected sites is that increased numbers of residents will add to the pressure. Experience suggests that SANGS/HIPS have limited impact as they are often too far away from people's homes for them to walk to, and as a consequence dog walkers and ramblers, etc, prefer to drive to places, e.g. Wareham Forest, where there is more space, better views and openness.
This suggests that larger strategic SANGs are more likely to be effective than small SANGs associated with individual developments.

It would be useful to carry out a re-assessment of the heathland protection arrangements, including the 400m and 5km zones. Many things have changed since 2003, including the depth of understanding of local ecosystems, and the impact of habitat loss in relation to the Ecological Emergency declared by the Dorset Council in 2019.

Question 40:

To what extent do you agree or disagree with development at Shapwick to enable the delivery of public benefits from investment in the Kingston Lacy Estate?

a. Agree
b. Partially agree
c. Neutral
d. Partially disagree
e. Disagree
Please provide any further comments or reasoning

No Comment

Question 41:

We have outlined some areas which could be appropriate for wind turbines, ground mounted solar panels and battery energy storage. To what extent do you agree or disagree with identifying broad areas of opportunity for wind, solar and battery energy storage?

a. Agree
b. Partially agree
c. Neutral
d. Partially disagree
e. Disagree
Please provide any further comments or reasoning

Partially agree.
The Government's Green Power 2030 builds on the 2008 Climate Change Act, and is locally supported by the Climate Emergency declared by the Dorset Council in 2019, and by a similar declaration by the Lytchett Matravers Parish Council. However, the siting of wind farms, solar farms, and storage battery parks needs to be subject to controls to take into account the impact on the landscape, important views, the attractiveness of Dorset as a place to live and visit, etc. Controls must also be in place with regard to wind turbine interference with bird and bat flight corridors, the impact of turbine rotation on health and wellbeing, and also on aircraft and airport systems.
Suggesting large areas of land where wind farms might be sited has the potential to cause undue concern, but at the same time recognises that the actual sites which Wind farm developers will select for their investments will be more limited and based on the specific wind patterns that will provide optimum returns.
Dorset is one of the best counties in England for solar power, but it is also a county with 2 National Landscapes, many conservation areas and national nature reserves, etc. A significant proportion of the

open space is utilised as farmland. The impacts on all of these from any of the renewable energy technologies must be considered. Solar Farms in particular have the potential to take up large areas of land. It is important that the impact of the latter is mitigated from a landscape point of view by controls which take into account the surrounding topography to limit visual impact from surrounding viewpoints. The county also has many bottlenecks in the operation of the electricity network, so that making best use of existing capacity through local balancing with battery storage parks makes good sense.

Question 42:

Since Roman times, the centre of Dorchester has had a prominent position in the landscape. One of the threats to this identity is at the eastern edge of the potential development area (near the A35). Would you support keeping this eastern area more green and open, even if that means fewer homes, facilities and jobs?

a. Agree
b. Partially agree
c. Disagree
d. Partially disagree
e. Neutral
Please provide any further comments or reasoning…

No Comment

Question 43.

Supporting jobs, homes and services all in one place is an essential part of the health of a town. Do you see new workspaces that are integrated into walkable neighbourhoods and local centres as an attractive part of Dorchester in the future?

a. Agree
b. Partially agree
c. Disagree
d. Partially disagree
e. Neutral
Please provide any further comments or reasoning…

No Comment

Question 44:

We believe that the valley at Pigeon House Farm can play an important role in encouraging access to nature and celebrating local landscape — What type of development, if any, do you think could help support this in a sustainable way?

i. A smaller scale of development
ii. A larger scale of development
iii. The use of the area as an undeveloped landscape buffer, for recreation, education and nature interpretation, without any housing development.
iv. A mixture of the above
Please provide any further comments or reasoning…

No Comment

Question 45: What are your priorities for a new east–west route?

No Comment

5 Housing Opportunity Sites

5.1 Site Assessment Methodology

Assessment Purpose

The aim of the assessment methodology is to evaluate how well an opportunity site aligns with the revised Neighbourhood Plan (currently in development). It only addresses the priorities in the Neighbourhood Plan and does not address areas such as environmental impact, which will be part of Dorset Council's in-depth evaluation. The intent is that Dorset Council can use the submission as an adjunct to their own assessments.

The assessment seeks to apply a consistent and objective methodology across all sites, and avoid any favouritism or "NIMBYism".

Assessment Criteria

In providing Consultation feedback on potential sites within Lytchett Matravers, a number of criteria have been used, primarily based on priorities expressed by residents during the recent Neighbourhood Plan consultation (see Appendix 1), supplemented by the Neighbourhood Plan Working Group's views.

Vehicle Access – Is there direct and safe vehicular access to the main traffic "arteries" (Wareham Road, Wimborne Road, Lime Kiln Road, Huntick Road (plus short 'spurs' into the adjoining parts of the High Street)?

Alignment	**Rating**
Direct access to artery route	
Access to artery route via suitable route	
Access to artery route via unsuitable route	

Pedestrian Access – Is there direct and safe pedestrian access to the village centre (preferably less than a 10-minute walk)? A "safe route" requires uninterrupted pavements/footpaths – crossing roads is permitted. Walking times are calculated using the shortest pedestrian route - this may involve roads with no pavements, so not necessarily currently a safe route. A walking speed of 3mph is assumed.

Alignment	**Rating**
Safe and close access to village centre	
Safe but more distant / close but without safe path	
More distant and without safe path	

Village Character – Are key aspects of the village character impacted (proximity of countryside, "village lanes", key public views, skyline topography, ancient woodland, etc)? A top priority from the residents' consultation was to retain the village character. A key reference document here is the Townscape Character Appraisal of Lytchett Matravers commissioned by Purbeck District Council in 2012. This appraisal concludes *"Although overall it provides a pleasant residential environment, its character is generally unremarkable. Its strongest character features are derived from its elevated position, three small valleys and a number of country lanes that have retained their informal rural characteristics and which provide a positive influence on the village's character and quality"*.

Alignment	Rating
Preserves village character	
Negative impact to village character	
Significant negative impact to village character	

Green Belt – Would development of the site reduce the separation between the village and neighbouring settlements? The village is surrounded by Green Belt so any development will result in encroachment.

Alignment	Rating
Not in Green Belt	
In Green Belt but does not erode separation	
In Green Belt and erodes separation	

Pathway Network – Does the site provide the opportunity to expand the footpath and cycle path network around the village? Obviously any site will include paths within its boundary – this criterion assesses scope to link up with other routes around the village. These routes may link key locations for active travel, or may just add to recreational opportunities.

Alignment	Rating
Potential to expand network for active travel	
Potential to expand network for recreation	
No potential to expand network	

Infrastructure Projects – Would the site impact (adversely or favourably) any proposed village infrastructure projects?

Alignment	Rating
Potential for positive contribution	
No potential for positive contribution	
Blocks potential for future infrastructure	

Commercial Use - Would the site impact (adversely or favourably) any proposed village commercial plans? Note that for most sites we do not currently have visibility of plans for commercial space.

Alignment	Rating
Includes commercial space	
Potential for commercial space	
Blocks potential for future commercial use	

Associated Infrastructure Needs

This section considers infrastructure needs specific to the site (e.g. footpaths). It does not address general needs (e.g. education, health, A350 & A35 junction improvements, SANGs) that are only driven by the number of new homes proposed. Also not identified separately are Section 106 contributions towards broader village infrastructure projects.

Other Factors

Cumulative Effects - Development of each site may be viewed as having a relatively minor impact on the village, but we must consider the cumulative impacts if multiple sites are selected for development. Likewise, some benefits for an individual site (e.g. path network) may only be realised if other sites are also developed.

Loss of Agricultural Land - Although encroachment on Green Belt is in itself undesirable, it also results in the loss of agricultural land within the parish. No assessment has been made of the quality of the agricultural land, so the "loss" relates solely to the area of the proposed site.

5.2 Assessment of the Housing Opportunity Sites Around Lytchett Matravers

This section presents the results of applying the Site Assessment Methodology to all 9 of the Housing Opportunity Sites in the Lytchett Matravers Parish, including Bere Farm (Parcel 3) which is mostly in Lytchett Matravers.

Site ID	**LA/LMAT/001**	
Location	Land south of Middle Road	
2024 SHLAA DC assessment	Unsuitable	
Overall size (ha)	2.61	
No. of houses	~41	
Existing use	Equestrian grazing	
Relationship to GB & Settlement Boundary	Within Green Belt. Outside but adjacent to Settlement Boundary.	
Assessment Criteria		
Vehicle Access	Is there direct & safe vehicular access to main arteries? *Vehicular access would be onto Middle Road south of The Willows, with >300m run to reach the Higher Cross junction. Narrow road, very few pavements, blind bend.*	
Pedestrian Access	Is there direct & safe pedestrian access to the village centre? *Potential for pedestrian access to Middle Road between Baker's Cottage & Castle View – no pavement currently. Walking time to village centre ranges from 7 to 10 minutes across the site.*	
Village Character	Are key village characteristics impacted (proximity of countryside, village lanes, key views, skyline topography, ancient woodland, etc)? *Middle Road is one of the "village lanes" and runs through one of the three noted valleys. Public views from Middle Road (inwards & outwards) and Old Pound Close would be adversely affected.*	
Green Belt	Would development of the site reduce the separation between the village and neighbouring settlements?	
Pathway Network	Does the site provide opportunity to expand the footpath and cycle path network around the village?	
Infrastructure Projects	Would use of the site impact (adversely or otherwise) any proposed village infrastructure projects?	
Commercial Use	Would use of the site impact (adversely or otherwise) any proposed village commercial plans?	
Associated Infrastructure	*Introduction of pavement on Middle Road and Eldons Drove.*	

Site ID	**LA/LMAT/003,012,020,024,027**	
Location	South of Deans Drove	
2024 SHLAA DC assessment	003 – Unsuitable, 012 – Developable (Affordable), 020 – Suitable subject to policy change, 024 – Unsuitable, 027 – N/A.	
Overall size (ha)	7.81 (question as to whether 003, 024 & 027 are available)	
No. of houses	~69	
Existing use	Equestrian grazing	
Relationship to GB & Settlement Boundary	Within Green Belt. Outside but adjacent to Settlement Boundary.	
Assessment Criteria		
Vehicle Access	Is there direct & safe vehicular access to the main traffic arteries? *Existing outline plan (Wyatt Homes) for 012 & 020 has main vehicle access onto Deans Drove. From here, it is >300m to the junction with Wareham Road (currently no pavements). Access onto Foxhills Road is not practical.*	
Pedestrian Access	Is there direct & safe pedestrian access to the village centre? *A short distance (~50m) without pavement along Deans Drove would need to be crossed before reaching the Foxhills Green Space footpath. Walking time to village centre ranges from 13 to 17 minutes across the site.*	
Village Character	Are key village characteristics impacted (proximity of countryside, village lanes, key views, skyline topography, ancient woodland, etc)? *Deans Drove is a "village lane". Public views to the south from Deans Drove would be impacted.*	
Green Belt	Would development of the site reduce the separation between the village and neighbouring settlements? *Erodes separation from Lytchett Minster, particularly if the Lytchett Garden Village project proceeds.*	
Pathway Network	Does the site provide opportunity to expand the footpath and cycle path network around the village? *Opportunity to connect to and through the development north of Glebe Road.*	
Infrastructure Projects	Would use of the site impact (adversely or otherwise) any proposed village infrastructure projects?	
Commercial Use	Would use of the site impact (adversely or otherwise) any proposed village commercial plans?	
Associated Infrastructure	*Introduction of pavement on Deans Drove (at least to the Foxhills Green Space, ideally to Wareham Road). Drop-off area at school would help to reduce traffic congestion at peak times (Deans Drove/Wareham Road junction).*	

Site ID	**LA/LMAT/004**	
Location	Dyetts Field	
2024 SHLAA DC assessment	Unsuitable	
Overall size (ha)	3.84	
No. of houses	~36	
Existing use	Equestrian grazing/Christmas tree growing.	
Relationship to GB & Settlement Boundary	Within Green Belt. Outside but adjacent to Settlement Boundary.	
Assessment Criteria		
Vehicle Access	Is there direct & safe vehicular access to the main traffic arteries? *Likely vehicular access would be onto the High Street, near the Jennys Lane junction. From there, it is 400m to the High Cross junction, with the first ~100m along a narrow stretch before the pavements are reached.*	
Pedestrian Access	Is there direct & safe pedestrian access to the village centre? *Pedestrian access would be onto the High Street, preferably adjacent to No.92. There is a run of ~75m along a narrow stretch before the pavements are reached.* *Walking time to village centre ranges from 9 to 12 minutes across the site.*	
Village Character	Are key village characteristics impacted (proximity of countryside, village lanes, key views, skyline topography, ancient woodland, etc)? *The site borders ancient woodland (Dyetts Coppice) and is close to two Grade II listed buildings. Public views to the north-west from the High Street would be impacted. Note - Previous applications for agricultural buildings have been refused.*	
Green Belt	Would development of the site reduce the separation between the village and neighbouring settlements?	
Pathway Network	Does the site provide opportunity to expand the footpath and cycle path network around the village?	
Infrastructure Projects	Would use of the site impact (adversely or otherwise) any proposed village infrastructure projects?	
Commercial Use	Would use of the site impact (adversely or otherwise) any proposed village commercial plans?	
Associated Infrastructure	*None - introduction of pavements on the High Street is not practicable.*	

Site ID	**LA/LMAT/005,013**	
Location	West of Wareham Road	
2024 SHLAA DC assessment	Suitable subject to policy change	
Overall size (ha)	1.6	
No. of houses	~39	
Existing use	Equestrian/Agricultural	
Relationship to GB & Settlement Boundary	Within Green Belt. Outside but adjacent to Settlement Boundary.	
Assessment Criteria		
Vehicle Access	Is there direct & safe vehicular access to the main traffic arteries? *Direct vehicular access onto Wareham Road. Note, however, that the site is adjacent to the school and sports facility and already very busy at times.*	
Pedestrian Access	Is there direct & safe pedestrian access to the village centre? *Yes, assuming that a pedestrian connection can be made to the existing footpath just south of the school. Walking time to village centre ranges from 10 to 12 minutes across the site.*	
Village Character	Are key village characteristics impacted (proximity of countryside, village lanes, key views, skyline topography, ancient woodland, etc)?	
Green Belt	Would development of the site reduce the separation between the village and neighbouring settlements?	
Pathway Network	Does the site provide opportunity to expand the footpath and cycle path network around the village? *May be able to connect to Eldons Drove via the sports facility and rear of the school (creating a route parallel to the Wareham Road pavements).*	
Infrastructure Projects	Would use of the site impact (adversely or otherwise) any proposed village infrastructure projects? *Need to take into consideration the possible improved school drop-off area.*	
Commercial Use	Would use of the site impact (adversely or otherwise) any proposed village commercial plans?	
Associated Infrastructure	*Drop-off area at school would help to reduce traffic congestion at peak times.*	

Site ID	**LA/LMAT/007**	
Location	Land at Blaneys Corner (“Phase 2”)	
2024 SHLAA DC assessment	Suitable subject to policy change	
Overall size (ha)	3.85	
No. of houses	~35	
Existing use	Equestrian grazing/Agricultural	
Relationship to GB & Settlement Boundary	Within Green Belt. Outside but adjacent to Settlement Boundary.	
Assessment Criteria		
Vehicle Access	Is there direct & safe vehicular access to the main traffic arteries? *Direct vehicular access onto Wimborne Road.*	
Pedestrian Access	Is there direct & safe pedestrian access to the village centre? *Footpath along Wimborne Road would need to be extended about 30m from Poppy Place (believed to be included in the existing proposal). Alternatively, access through “Blaneys Corner Phase 1” development to Wimborne Road and/or Wareham Road.* *Walking time to village centre ranges from 8 to 10 minutes across the site (would be reduced if access provided through Phase 1).*	
Village Character	Are key village characteristics impacted (proximity of countryside, village lanes, key views, skyline topography, ancient woodland, etc)? *The eastern boundary is largely screened by mature trees so there would be relatively little visual impact.*	
Green Belt	Would development of the site reduce the separation between the village and neighbouring settlements?	
Pathway Network	Does the site provide opportunity to expand the footpath and cycle path network around the village? *The site abuts the Jubilee Walk footpath and could provide a connection across to Wareham Road. May also be an opportunity to provide a path through the woodland to the north of Rozalia Meadow.*	
Infrastructure Projects	Would use of the site impact (adversely or otherwise) any proposed village infrastructure projects?	
Commercial Use	Would use of the site impact (adversely or otherwise) any proposed village commercial plans?	
Associated Infrastructure	*Extension of pavement on Wimborne Road from Poppy Place.*	

Site ID	**LA/LMAT/009**	
Location	Land east of Foxhills Road ("Catesby")	
2024 SHLAA DC assessment	Unsuitable	
Overall size (ha)	6.09	
No. of houses	~48	
Existing use	Equestrian/Agricultural	
Relationship to GB & Settlement Boundary	Within Green Belt. Outside but adjacent to Settlement Boundary.	
Assessment Criteria		
Vehicle Access	Is there direct & safe vehicular access to the main traffic arteries? *Vehicular access will be via Foxhills Road about 170m onto Huntick Road. On this stretch, Foxhills Road is wide with a footpath (one side only).*	
Pedestrian Access	Is there direct & safe pedestrian access to the village centre? *Pedestrians would need to cross Foxhills Road to reach the footpath.* *Walking time to village centre ranges from 6 to 8 minutes across the site.*	
Village Character	Are key village characteristics impacted (proximity of countryside, village lanes, key views, skyline topography, ancient woodland, etc)? *Public views to the south-east from Foxhills Road would be impacted.*	
Green Belt	Would development of the site reduce the separation between the village and neighbouring settlements? *Extends the settlement boundary towards Lytchett Minster.*	
Pathway Network	Does the site provide opportunity to expand the footpath and cycle path network around the village? *The site abuts the bridleway running south-east from the top of Foxhills Road towards Lytchett Minster.*	
Infrastructure Projects	Would use of the site impact (adversely or otherwise) any proposed village infrastructure projects? *May contribute towards the cycle route to Lytchett Minster School.*	
Commercial Use	Would use of the site impact (adversely or otherwise) any proposed village commercial plans?	
Associated Infrastructure	*None.*	

Site ID	**LA/LMUP/011**	
Location	Bere Farm (Parcel 3)	
2024 SHLAA DC assessment	Unsuitable	
Overall size (ha)	169 (incl. LA/LMUP/004)	
No. of houses	~1,720	
Existing use	Agricultural	
Relationship to GB & Settlement Boundary	Within Green Belt. Outside but adjacent to Settlement Boundary.	
Assessment Criteria		
Vehicle Access	Is there direct & safe vehicular access to the main traffic arteries? *Direct access to A35.*	
Pedestrian Access	Is there direct & safe pedestrian access to the village centre? *Route unclear.* *Walking time to village centre ranges from 22 to 35 minutes across the site.*	
Village Character	Are key village characteristics impacted (proximity of countryside, village lanes, key views, skyline topography, ancient woodland, etc)? *Remote from the village itself.*	
Green Belt	Would development of the site reduce the separation between the village and neighbouring settlements? *Major erosion to the south-east.*	
Pathway Network	Does the site provide opportunity to expand the footpath and cycle path network around the village? *Beyond the village.*	
Infrastructure Projects	Would use of the site impact (adversely or otherwise) any proposed village infrastructure projects? Opportunity to extend active travel route to Lytchett Minster School.	
Commercial Use	Would use of the site impact (adversely or otherwise) any proposed village commercial plans?	
Associated Infrastructure	*None.*	

Site ID	**LA/LMAT/015**	
Location	Castle Farm Road	
2024 SHLAA DC assessment	Unsuitable	
Overall size (ha)	3.98	
No. of houses	~54	
Existing use	Agricultural	
Relationship to GB & Settlement Boundary	Within Green Belt. Outside but adjacent to Settlement Boundary.	
Assessment Criteria		
Vehicle Access	Is there direct & safe vehicular access to the main traffic arteries? *Vehicular access would be via Castle Farm Road onto Lime Kiln Road, about 300m. Most of this is a narrow lane with no footpaths. No real scope to widen.*	
Pedestrian Access	Is there direct & safe pedestrian access to the village centre? *Pedestrian access would be via Castle Farm Road onto Lime Kiln Road, about 300m. Most of this is a narrow lane with no footpaths. No real scope to widen.* *Walking time to village centre ranges from 9 to 12 minutes across the site.*	
Village Character	Are key village characteristics impacted (proximity of countryside, village lanes, key views, skyline topography, ancient woodland, etc)? *Castle Farm Road is a "village lane". Approaching the village from the north, the development would obscure the woodland at Ten Acre Row. Views across farmland/woodland to the east would also be impacted.*	
Green Belt	Would development of the site reduce the separation between the village and neighbouring settlements?	
Pathway Network	Does the site provide opportunity to expand the footpath and cycle path network around the village?	
Infrastructure Projects	Would use of the site impact (adversely or otherwise) any proposed village infrastructure projects?	
Commercial Use	Would use of the site impact (adversely or otherwise) any proposed village commercial plans?	
Associated Infrastructure	*None - introduction of pavement on Castle Farm Road is not practicable.*	

Site ID	**LA/LMAT/029,026**	
Location	North of Halls Road. Land south of LMAT/013 (inc LMAT/026)	
2024 SHLAA DC assessment	N/A	
Overall size (ha)	8.89	
No. of houses	~150	
Existing use	Equestrian/Agricultural	
Relationship to GB & Settlement Boundary	Within Green Belt. Outside but adjacent to Settlement Boundary.	
Assessment Criteria		
Vehicle Access	Is there direct & safe vehicular access to the main traffic arteries? *Direct vehicular access onto Wareham Road.*	
Pedestrian Access	Is there direct & safe pedestrian access to the village centre? *There is a footpath on the east side of Wareham Road, but the road would need to be crossed. Alternatively, connect through LMAT/013.* *Walking time to village centre ranges from 12 to 19 minutes across the site.*	
Village Character	Are key village characteristics impacted (proximity of countryside, village lanes, key views, skyline topography, ancient woodland, etc)? *Entering the village from the south, there is currently housing all along the east side of Wareham Road but very little on the west side. Development of this site would fill in the west side, but is obscured from the road by high hedging.*	
Green Belt	Would development of the site reduce the separation between the village and neighbouring settlements? *Potentially, by broadening the boundary with Lytchett Garden Village, should that project proceed.*	
Pathway Network	Does the site provide opportunity to expand the footpath and cycle path network around the village? *May be able to connect to Eldons Drove via LMAT/013, the sports facility and rear of the school (creating a route parallel to the Wareham Road pavements). Link to Middle Road/Halls Road bridleway.*	
Infrastructure Projects	Would use of the site impact (adversely or otherwise) any proposed village infrastructure projects?	
Commercial Use	Would use of the site impact (adversely or otherwise) any proposed village commercial plans?	
Associated Infrastructure	*Improved drop-off area at school would reduce peak time traffic on Wareham Road.*	

6 Opportunity Sites for Gypsies, Travellers, and Travelling Showpeople

No Comment

7 Employment Opportunity Sites

No Employment Opportunity Sites are shown in Lytchett Matravers, and as a result the questionnaire provides no facility to express an interest in new sites being established in the Parish.
There are 4 existing agricultural/industrial estates/business parks in Lytchett Matravers, namely Freeland Park, Sunnyside Park, Selby's Yard, and Bokers Farm. The employment allocation shown on page 235 of Appendix A of the Consultation document is Freeland Park, which was completed in 2010 and is fully occupied.

Over the last 40 years the village of Lytchett Matravers has grown by about 60%, with little or no growth in local employment space.

Appendix 1 : Lytchett Matravers Neighbourhood Plan Working Group Consultation 2025

1 Summary

A Consultation was carried out in June and July 2025 by the Neighbourhood Plan Working Group. This included a survey of residents of the Parish, a survey of businesses identified as being based in the Parish, and 2 Open Days.

The Residents Surveys were available both as paper copies (distributed by hand to all households in the Parish) and online using Survey Monkey. The Business Survey was in paper copy form and was distributed by hand to 78 businesses identified primarily through Google, whose addresses could be found online, and which were based in the Parish (businesses with virtual addresses in the Parish were excluded). Paper copy survey questionnaires were provided with Freepost envelopes to facilitate return to the Parish Council office.

The Open Days were held on 28th June in the Village Hall (alongside the Lytchett Matravers Mid-Summer Festival) and on 29th June in the Library. A set of 10 posters were used for the Open Days, covering the past housing and population growth in Lytchett Matravers, the South East Dorset Green Belt, changes in the UK planning framework, the emerging Dorset Local Plan, the role of Neighbourhood Plans, forecast numbers of new homes to be built in Lytchett Matravers during the period of the Neighbourhood Plan, and initial ideas for policies to include in the Neighbourhood Plan. Members of the Working Group were in attendance throughout both days to answer questions.

The response to the consultation has been very good, with just under 30% of households completing and returning questionnaires, and 27% of the businesses surveyed.

This paper presents an analysis of the results from the surveys, which includes suggestions to be used for the following purposes:

- Development of policies for the Neighbourhood Plan
- Preparation of responses to the consultations to be run by the Dorset Council in 2025 on the Local Plan and Local Transport Plan
- Engagement with developers to influence the design of housing developments
- Development and implementation of Infrastructure and Facilities Improvement projects by the Parish Council

2 Participation & Representativeness

2.1 Residents Survey

- 480 responses have been received, with 434 paper copies, and 46 responses through Survey Monkey.
- 58% of the respondents were from households with at least one person who had retired (in 25 such households there was at least one other person who was in employment), and 42% from households of people either in work or who are homemakers & carers or people who are unemployed. For comparison, the 2021 census results showed that 26.4% of the population of Lytchett Matravers were aged 65 and over, and 54.6% were of working age (aged 16 to 64). This shows that the survey respondents included a much higher proportion of retirees than in the population of the Parish. To take this into account, some of the analysis presented gives a breakdown showing the responses from households with at least one person who has retired (referred to as “Retired”) and households of people either in work or who are homemakers & carers or people who were unemployed (referred to as “Employed” for the sake of brevity). This allows differences in the responses from these two groups to be considered.
- The information requested in the questionnaires included the post code of the respondents. This allows a check on whether respondents are from diverse parts of the community. There are 93 active post codes in the Parish, 4 of which only cover one household, through to a post code for part of Wareham Road which covers 121 households. Analysis shows that the responses received are from households from a substantial number of the active postcodes, giving a good degree of confidence that many different geographic parts of the Parish are represented. 14 respondents did not provide a post code, 8 provided incomplete post codes, and 2 provided incorrect post codes.

- For post codes inside the Settlement Boundary responses have been received from 30% of households. For post codes outside the Settlement Boundary responses have been received from 27% of households. This means that the results represent both the community within the village and those who live in the Green Belt.
- The number of responses, and their diversity in terms of geographic area, gives a good degree of confidence that the responses can be considered to be representative of the Parish.

2.2 Business Survey

- 21 responses have been received, out of 78 businesses which are based in the Parish to which the Business Survey was delivered.
- These businesses cover a diverse range of industry sectors, a range of sizes in terms of numbers of employees, and are based in different parts of the Parish. This gives a fair degree of confidence that the responses will give a reasonable representation of the businesses based in the Parish, despite the relatively small number of responses.

3 Survey Results

3.1 Residents Survey

Q1 – How many years have you lived in Lytchett Matravers



The responses show a tendency for residents in Retired households to have lived in the Parish for an extended period, indicating that people who move to the Parish to retire make up a small proportion of households. This will mean that the Retired households will have memories of the Parish as it was 20 years or more ago. In contrast, the responses from Employed households show that there has been a continuous movement of working age households into Lytchett Matravers over the last 30 years.

Q2 How Many People Live in your Home



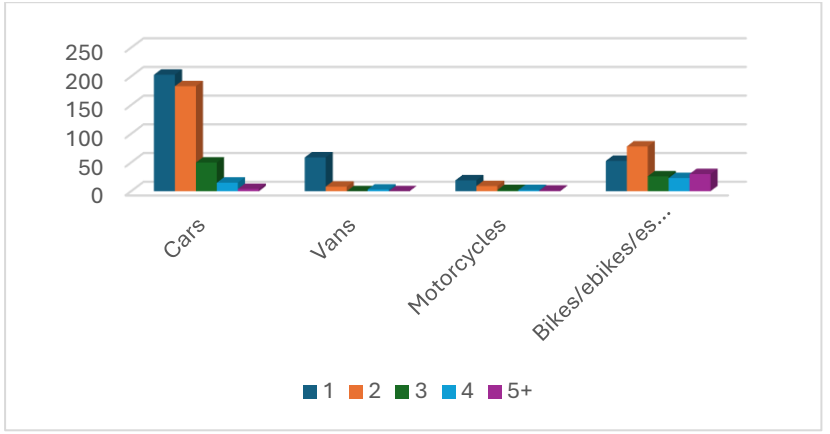
The responses show that Retired households tend to be smaller than Employed, with averages of 1.9 and 2.4 people per household respectively. It is worth noting that amongst the respondents there are 70 Retired households occupied by single people. The total number of people living in Retired households is 525, to be compared with a result from the 2021 census of 973 people aged 65+. This suggests a scaling factor of about 1.85 to calculate the number of retired single person households across the Parish, which gives an estimate of 130.

Q2 – How many Bedrooms are there in your Home



The responses show that most homes in the Parish have either 3 or 4 bedrooms (overall average 3.3 bedrooms per house). They also show that homes with 5+ bedrooms tend to be occupied by Employed households.

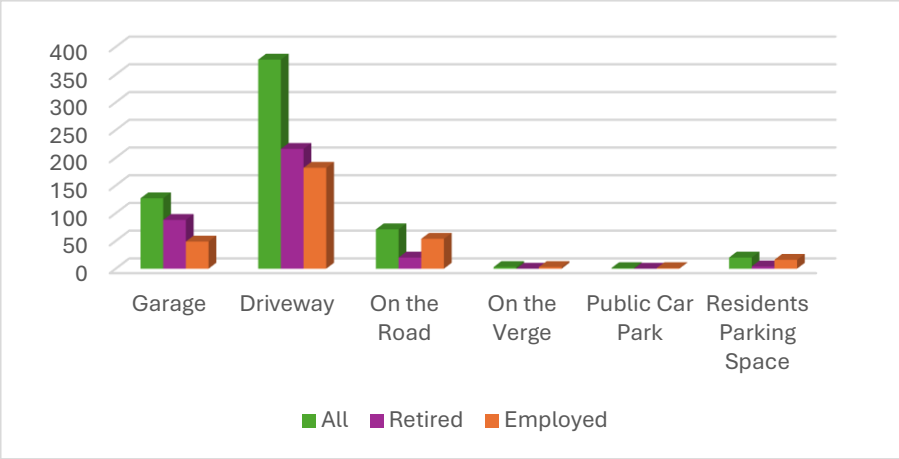
Q2 – How many Cars, Vans, Motorbikes, and Bikes/ebikes do you have



The responses show that virtually all households own at least one car, with many having 2. The overall average amongst respondents is 1.7 cars per household. This is relevant when considering parking provision, both in developing policies and the Design Code.

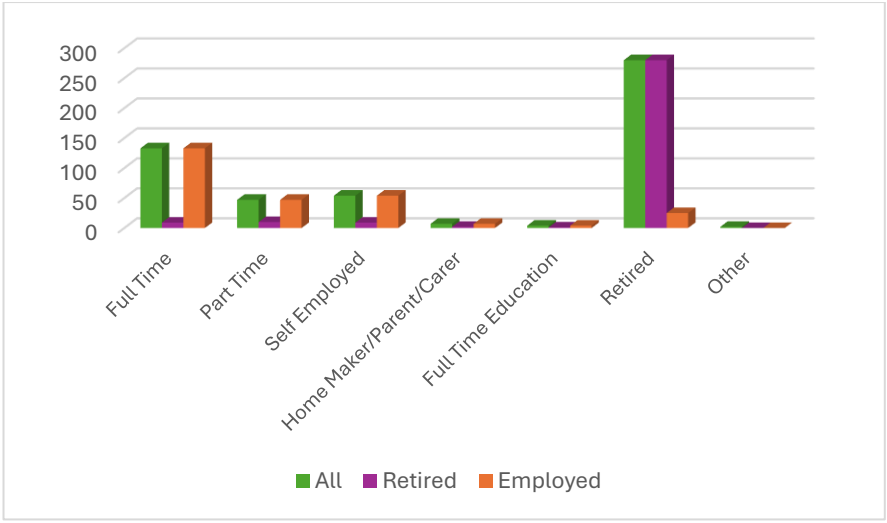
It is also notable for that a significant number of households have at least one, and more often two bicycles, ebikes, or escooters.

Q3 – Where are your Vehicles kept Overnight



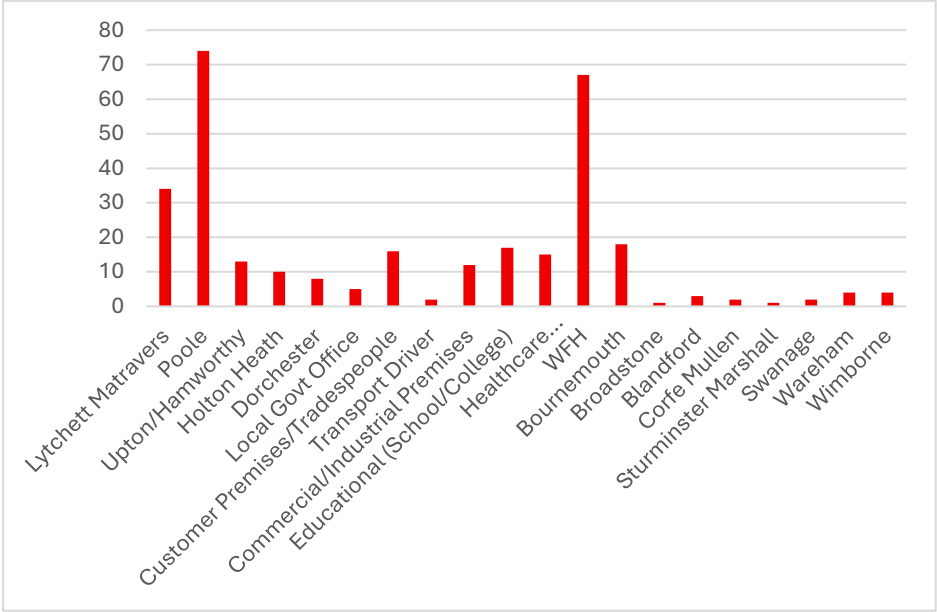
The responses show that most households keep their vehicles on their driveway, although a significant number, 128, use their garage (some of which also use their driveway). 71 households report keeping their vehicle on the road, and 3 keep vehicles on the verge. This is relevant for parking provision, particularly in light of the substantial transport issues related to on road parking and parking on the pavements and verges shown in the responses to Question 17.

Q4 – What is your Current Employment Status



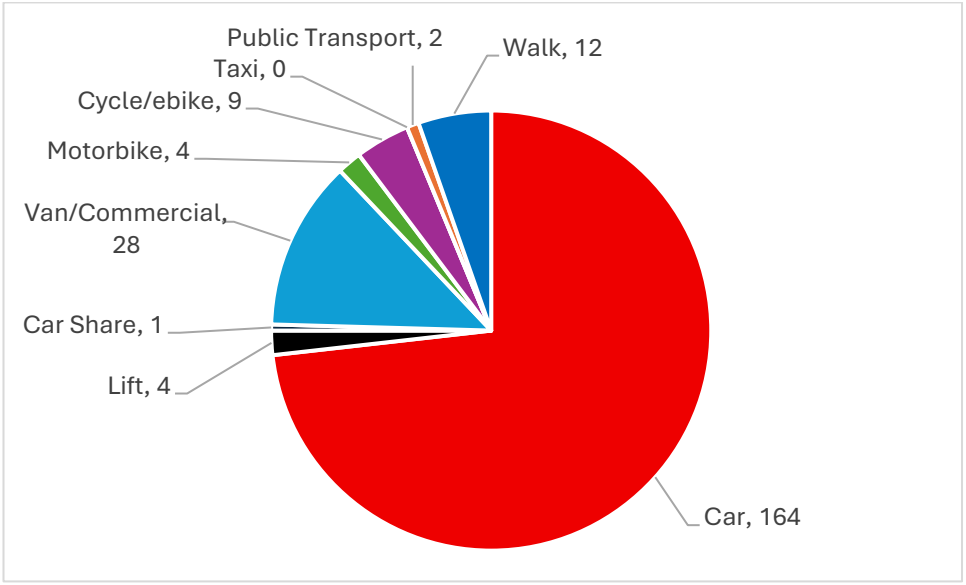
The responses show a mix of employment, across Full Time, Part-Time and Self-Employed. A very small number of households report members being in Full Time Education, which is an anomaly. It is possible that the household members who completed the survey were primarily considering those of working age when responding to this question. Two households reported being unemployed (one with a single occupant and one with two occupants), which is recorded in the "Other" column.

Q5 – Where is your Place of Work



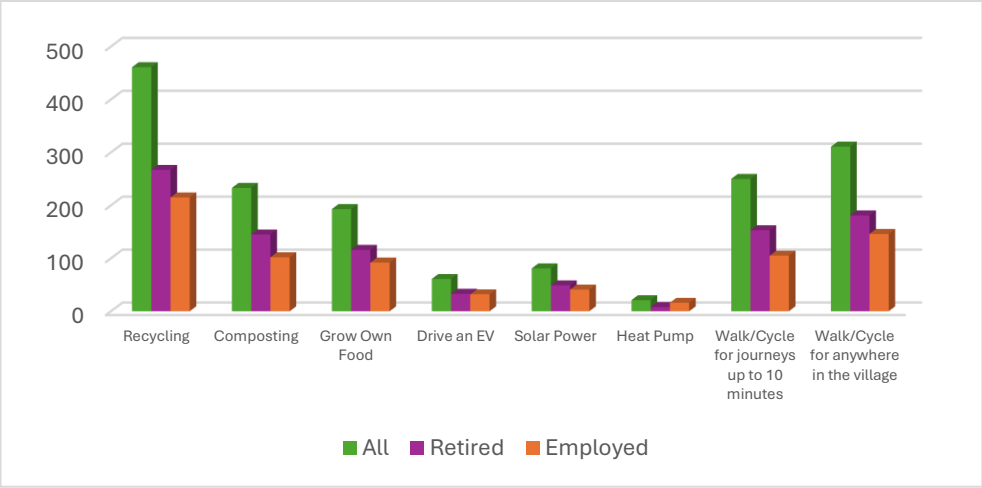
The responses show that the most common place of work is Poole, with Working from Home being second, and Lytchett Matravers third. Responses written in the "Other Location" option in the question were used to provide the analysis of locations from Bournemouth to Wimborne which were not identified as options on the questionnaire. Responses in the "Other Location" option also show people commuting to locations not shown on the chart including London, Winchester, Redhill (Surrey), Bristol, Exeter, and even South Africa, some on a regular basis and some occasional. In many cases individuals who commute also Work From Home some of the time. It is worth noting that 34 responses were for employment in Lytchett Matravers. If this is scaled up using the 2021 census results for the working age population across the Parish it gives an estimate of 142 people employed in Lytchett Matravers (scaling factor of 4.2).

Q6 – If you go to Work between 06:30 and 09:00, how do you Normally Travel



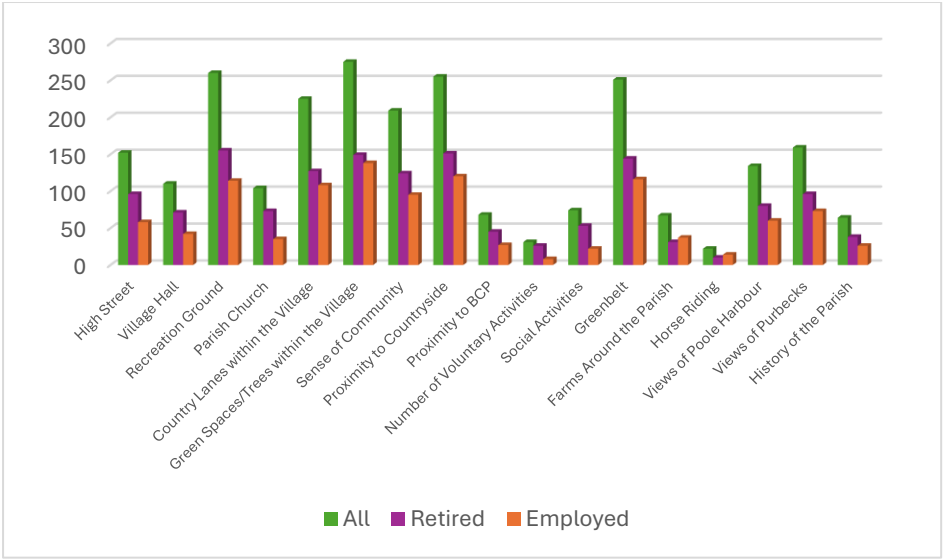
The responses show that the dominant mode of travel to work is by car, and that very few people car share or take a lift. The next most common mode of travel is by van for those who are involved in working at Customer Premises or at Commercial/Industrial premises. The responses show that Public Transport is of little use to residents who are Employed, with the responses to Question 17 suggesting that this is due to a combination of inconvenient frequency, timing, and destinations of bus services.

Q7 – Which if any Environmental Activities do you Personally Undertake



The responses show that virtually all households are engaged in Recycling, probably largely through the kerbside collection. Significant numbers of people also walk or cycle round the village, whether for short journeys of up to 10 minutes or longer journeys. Use of electric vehicles is reported by 61 households, with 81 households using solar power, and 21 having heat pumps (note that heat pumps are more frequent amongst Employed households, perhaps due to them being fitted in new homes). If these numbers are scaled up to the number of households across the Parish it gives estimates of 213 for EVs, 283 for solar power and 73 for heat pumps (scaling factor of 3.5). These numbers, together with the number of households engaged in Composting and Growing their own food suggest a community that is environmentally aware and engaged in taking action. This is equally true of Retired households as of Employed households, and is also reflected in the answers to Question 8.

Q8 – Which of the Following are the 5 most Important in Defining the Character of the Parish



The responses show that the top 5 factors considered to be important are:

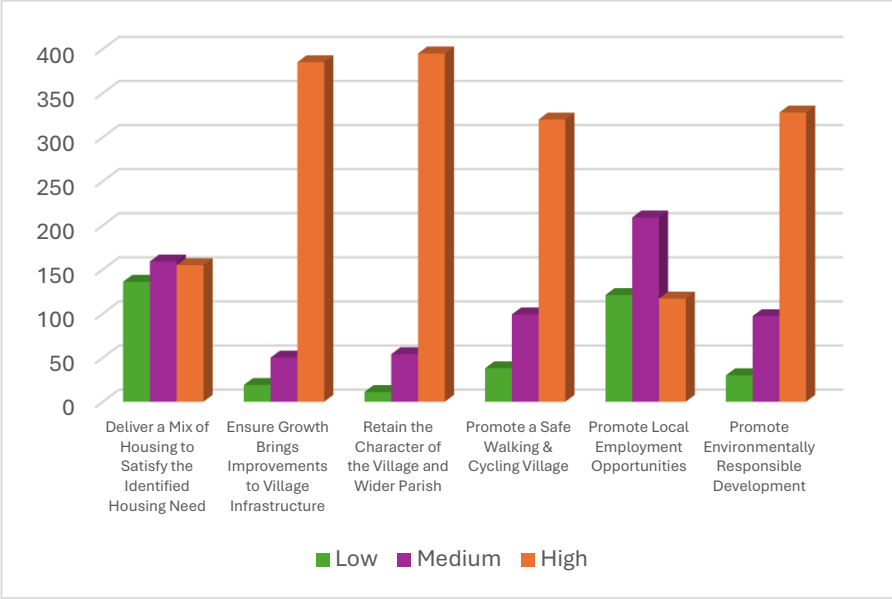
- Green Spaces/Trees in the village
- The Recreation Ground
- Proximity to the Countryside
- The Greenbelt
- Country Lanes within the village

These are supported by both Retired households and Employed households. The next most important factors include the High Street, the views of the Purbecks, and the views of Poole Harbour.

It is worth noting that 474 households responded to this question, with 89% selecting 5 or less factors, and 11% selecting more than 5 (2 households selected all 17 factors).

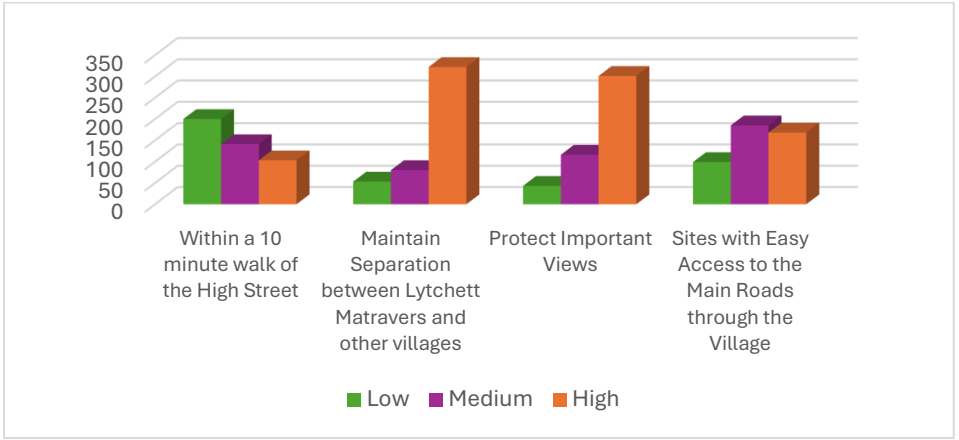
The question also had an "Other, please specify" option, which yielded the 28 responses presented in Appendix A.

Q9 – How Important are each of the Following Possible Objectives for the Neighbourhood Plan



The responses show broad support for the Objectives that the Working Group have developed for the Neighbourhood Plan, with the exception of the objectives to "Deliver a suitable mix of new homes to satisfy the identified housing needs", and to "Promote local employment opportunities". The former is probably due to a broad desire that no new homes should be built in Lytchett Matravers. The text responses to the "Other" options on questions 8, 15, 16, 17, and 18 suggest that many households see new homes as having a negative impact on the character of the village, the sense of community, traffic congestion, capacity of the shops, and capacity of the school and GP surgery. The background to responses with regards to Local Employment are not so clear, but perhaps relate to perceptions of Industrial Estates. In this context some visitors to the Open Days were not aware of the existence of Freeland Park.

Q10 – How Should Sites for New Housing be Selected

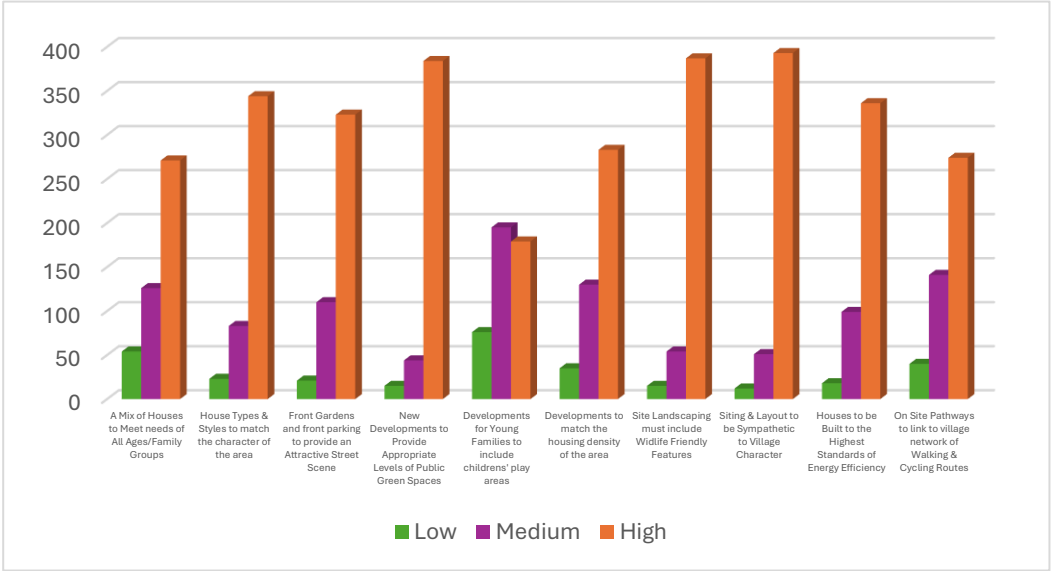


The responses give strong support for the following site selection criteria:

- Maintain Separation between Lytchett Matravers and other villages
- Protect Important Views

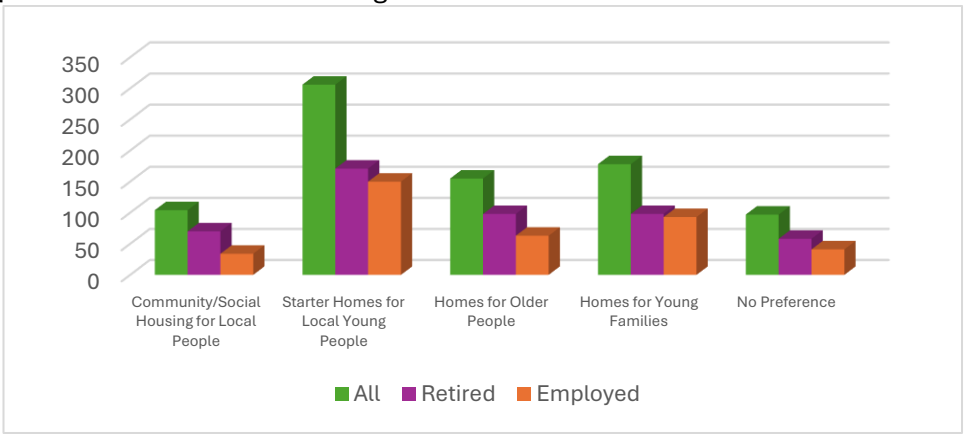
The responses show more mixed support for the other proposed criteria. For these other criteria to be adopted as policies in the Neighbourhood Plan, alternative evidence will need to be identified and documented to support them.

Q11 – What Factors are Important in Designing New Housing



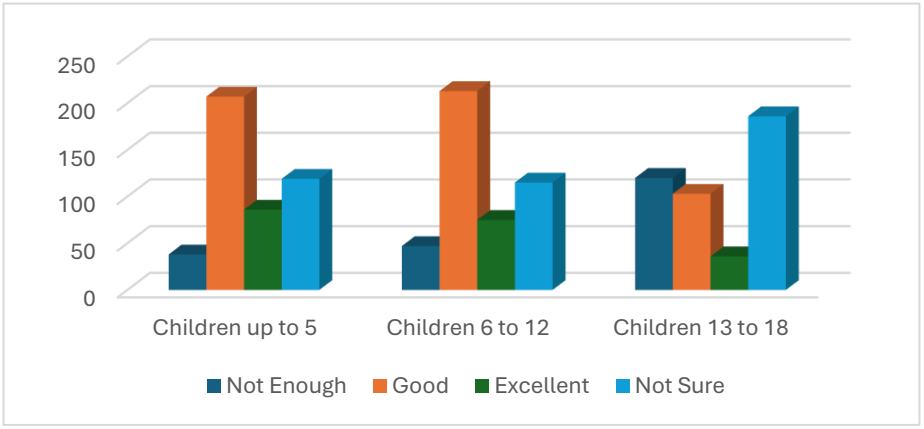
The responses give broad support across the range of design elements, with the exception of "Developments designed for young families to include children's play areas". The underlying response data shows that this view about play areas is equally true of Retired households as Employed households. Comments made by visitors to the Open Days suggest that this may relate to a perceived nuisance impact from play areas close to houses, both from noise and also from teenagers gathering in such areas in the evenings. These factors can perhaps be overcome through the location of play areas.

Q12 – Who should New Housing Prioritise



The responses show that the dominant view is that the village is in need of more Starter Homes for Local Young People, with the second choice of Homes for Young Families perceived to be at a lower level.

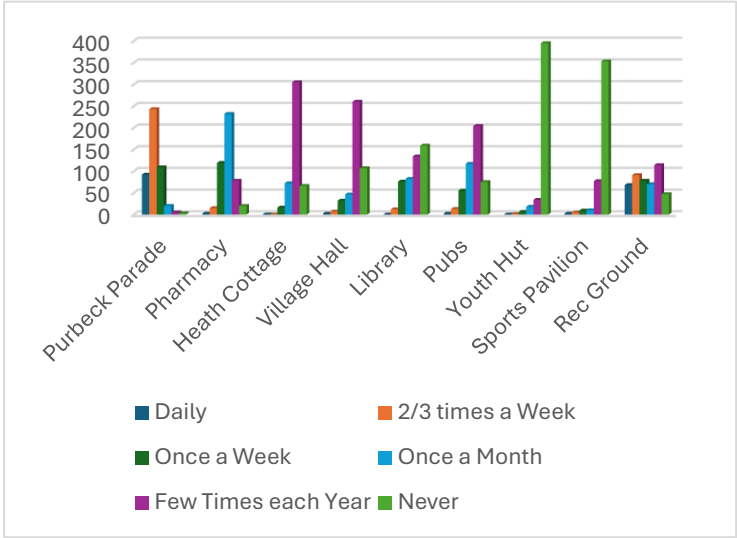
Q13 – Are Children's Playground and Recreation Facilities Adequate



The responses show that the facilities for children up to age 12 are adequate, but there is uncertainty about facilities for children aged 13 to 18, with a larger number saying they are Not Enough.

The question included a "What Else do You Think is Needed" option, which yielded the 64 responses presented in Appendix B. These suggest a wide range of improvements, with suggestions including activities such as Tennis Courts, Padel courts, more skateboard ramps, multi-use play areas, social activities for teenagers, and improved bus services into Poole. The responses which are listed in Appendix B, include some which suggest a lack of awareness of existing facilities in the village. The contents of Appendix B need to be analysed in more detail as part of the Neighbourhood Plan project, and by the Parish Council.

Q14 – How Frequently do you Visit the High Street Facilities

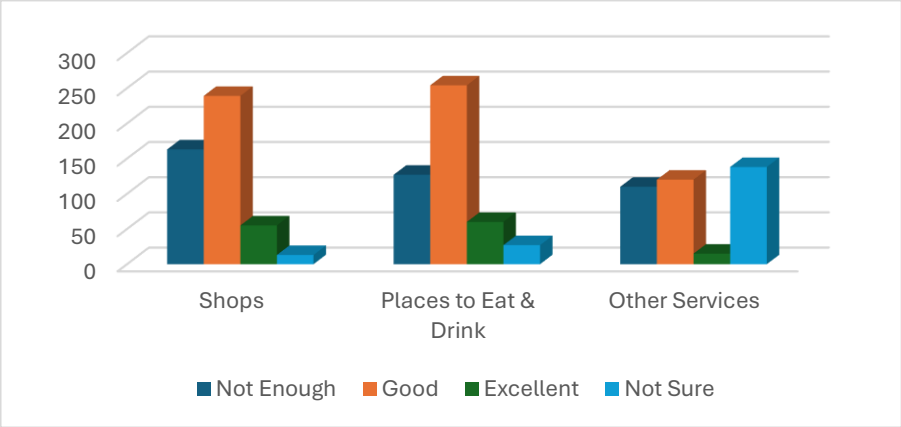


The facilities visited most frequently (once a month or more) by respondents are:

- The Purbeck Parade shops
- The Pharmacy
- The Pubs
- The Library
- The Recreation Ground

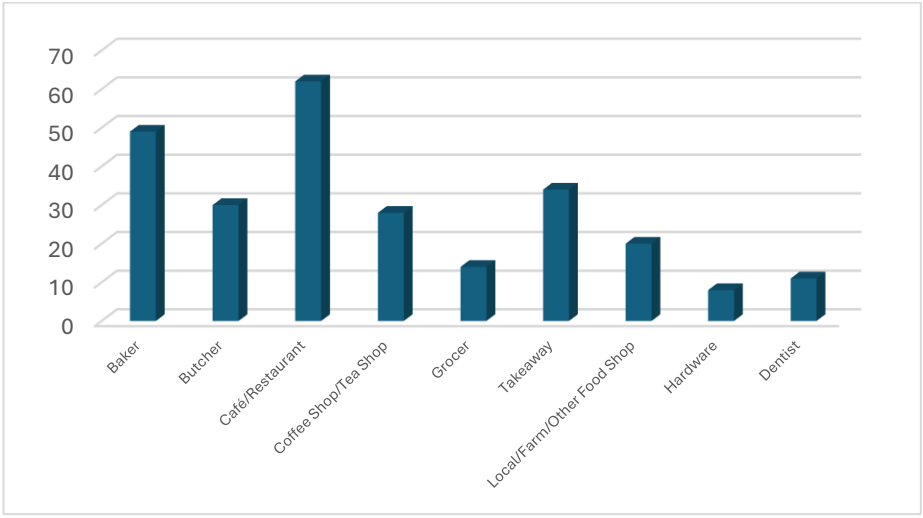
The low visit rates reported for the Youth Hut and Sports Pavilion may indicate a lack of awareness of the activities available in those facilities. Proposed investment in the Youth Hut needs to take the responses shown into account.

Q15 – How do you Rate the Balance of Shops, Places to Eat, and Other Services

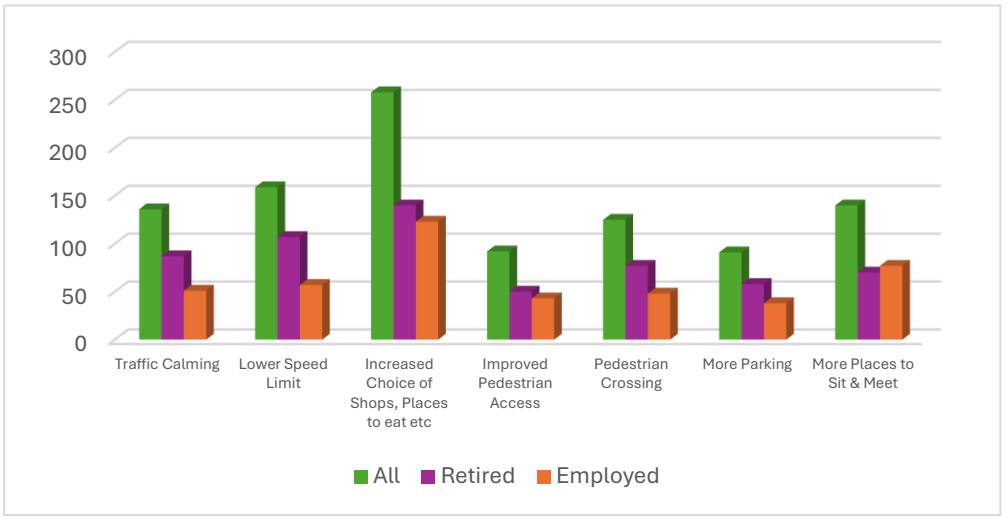


The responses show a general view that facilities are Good, but also that there are Not Enough. The background to the responses on Other Services are not clear, but there are a significant proportion of "Not Sure" responses, perhaps showing that respondents were uncertain about what the term Other Services covered.

The question had an option to say "What Else is needed". There were 112 responses to this, which are listed in Appendix C. The suggestions listed in Appendix C have been analysed to identify the most popular suggestions, which are shown in the chart below.



Q16 – What would Encourage you to Visit the High Street more Often



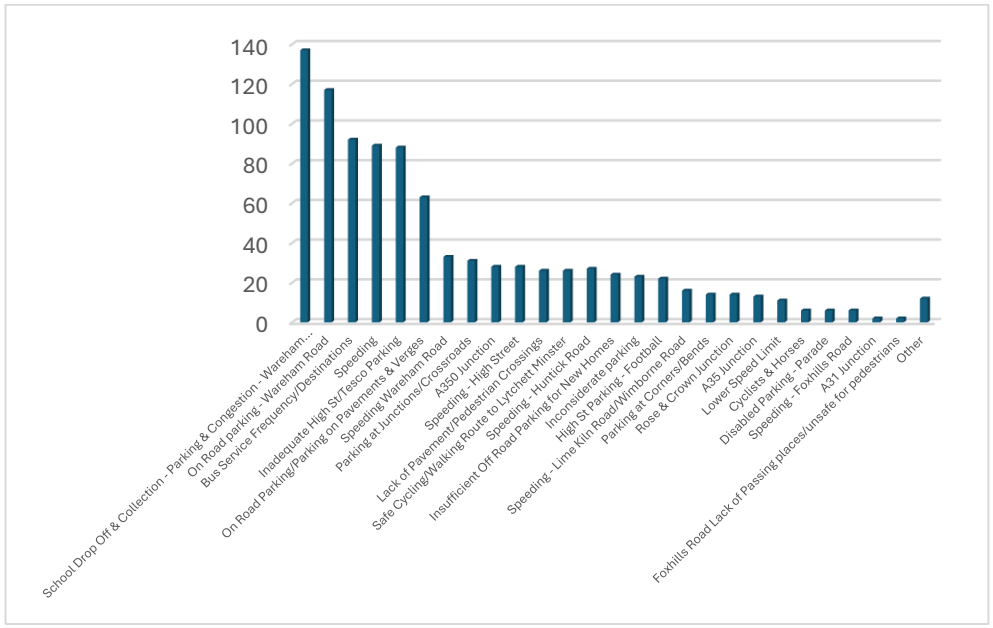
The responses show the strongest support to be for an Increased Choice of Shops, Places to Eat, etc., with lower level support for a Lower Speed Limit, More Places to Sit and Meet, Traffic Calming, and a Pedestrian Crossing. There are minor differences in levels of support by Retired and Employed households, most notably for Traffic Calming and Lower Speed Limit, and also for More Places to Sit and Meet (the only one favoured more by Employed households).

The question included an "Other, please specify" option, which yielded 46 responses which are listed in Appendix D. These include some duplication with the responses to Question 15, but also covered a range of improvements including:

- a need to make the High Street more attractive
- issues related to Drop Down kerbs being misaligned with the road surface causing problems for those using mobility scooters
- more disabled parking
- problems with on road parking on the High Street
- problems with parked vans and lorries causing visibility issues
- insufficient parking space for disabled people, with the space outside Tesco often occupied by others
- facilities to park bicycles

Q17 – What are the Top 3 Transport, Parking, Traffic and/or Congestion Issues

This question attracted a lot of responses, with 411 household identifying 956 transport issues. These responses are listed in Appendix E, and have been analysed to identify the main areas causing concern. This has yielded the 26 different transport issues shown in the chart below into which the 956 responses have been grouped.

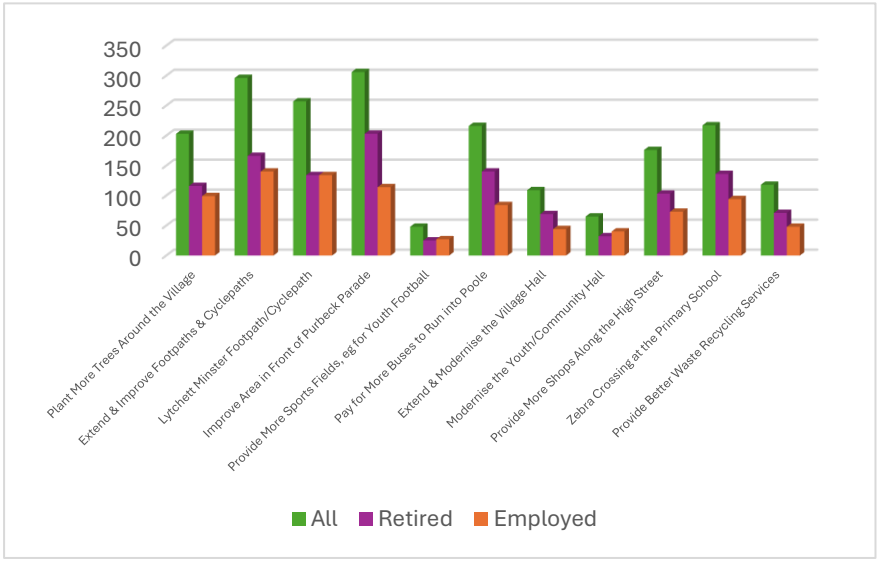


The top 6 transport issues identified by survey respondents are:

1. Traffic congestion around the Primary School on Wareham Road and side roads at drop off/pick up times
2. On Road Parking on Wareham Road
3. Inadequate Bus services, in terms of frequency, timing, and destinations
4. Speeding
5. Inadequate High Street/Tesco parking
6. On Road Parking & Parking on Pavements on Verges (the latter causing particular problems for those dependent on wheelchairs and mobility scooters).

Looking across the 26 transport issues, many of them can be grouped into 2 generic factors, namely parking and speeding. Of these, parking provision and parking behaviour in various locations was cited in 55% of all responses (with suggestions to mitigate including provision of more off-road parking – particularly on the High Street and in new housing developments - and application of double yellow lines), while speeding (both as a general concern but also on a number of specific roads) was cited in 20% of responses (with suggestions to mitigate including lower speed limits, traffic calming, and speed cameras).

Q18 – Which are the 5 Most Important Improvements in Parish Facilities and Infrastructure



The responses show strong support for the following Infrastructure and Facilities Improvements:

- Improve Area in Front of Purbeck Parade
- Extend and Improve Footpaths and Cyclepaths
- Lytchett Minster Footpath/Cyclepath
- Pay for More Buses to Run into Poole
- Zebra Crossing at the Primary School
- Provide More Shops on the High Street

These are supported by both Retired households and Employed households.

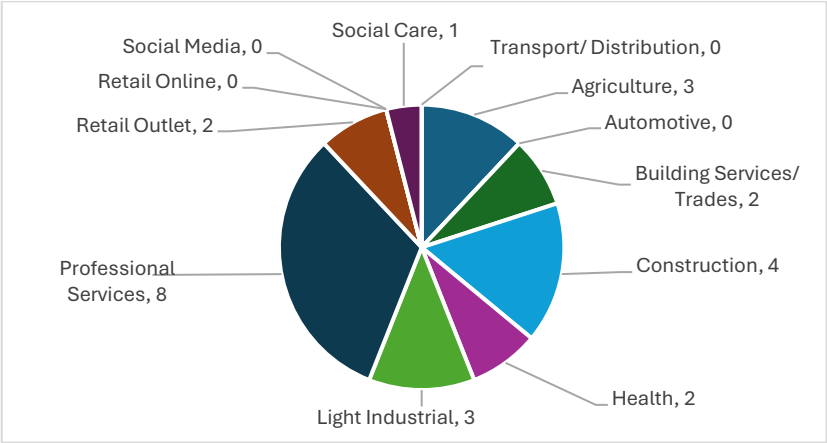
The question included an “Other, please specify” option, which yielded 93 responses which are listed in Appendix F. These include significant duplication with the responses to Questions 15, 16, and 17, and suggest many of the improvements already identified.

It is worth noting that 472 households responded to this question, with 97% selecting 5 or less factors, and only 3% selecting more than 5.

3.2 Business Survey

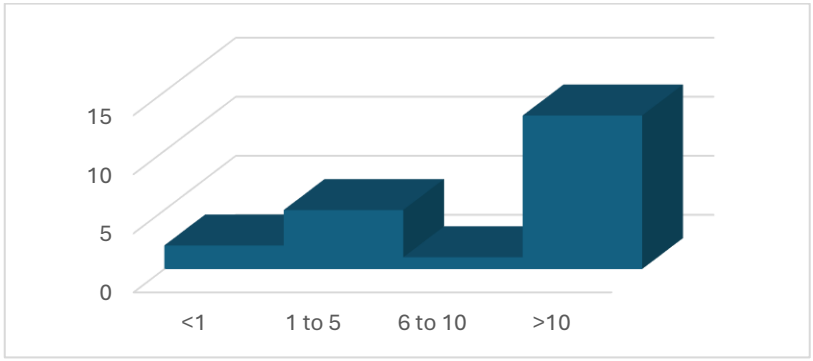
The businesses which submitted responses are listed in Appendix G. The Business Survey questionnaire was designed to gather information from which policies for the Neighbourhood Plan could be developed. These policies might relate to improvements that will benefit the businesses already based in the Parish, or be designed to encourage more employment opportunities in the Parish. The charts show that the businesses operate in a number of sectors, many are relatively small, and use a range of different types of premises (many being carried out by people working in office space at home).

Q2 – Which sector is your business in



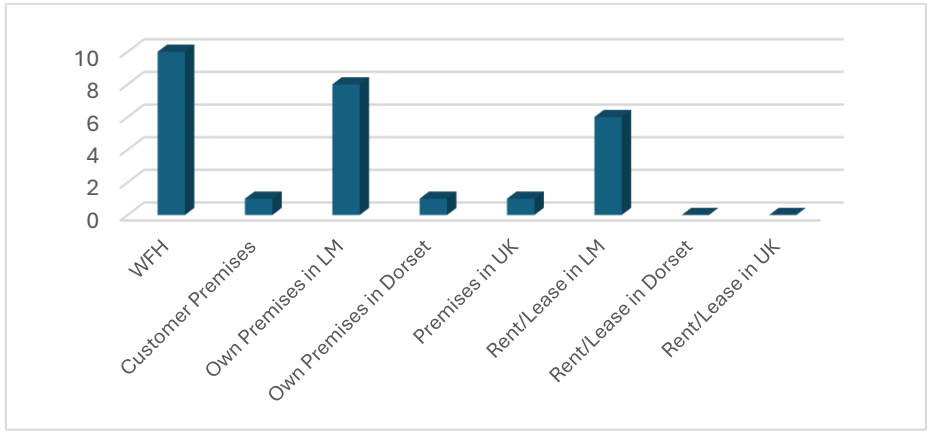
The broad range of sectors represented in the Parish suggest that a range of policies may be needed to encourage more sustainable employment opportunities for residents, i.e. not limited to ensuring new premises are created.

Q3 – How Many Years has the Business been Operating in Lytchett Matravers



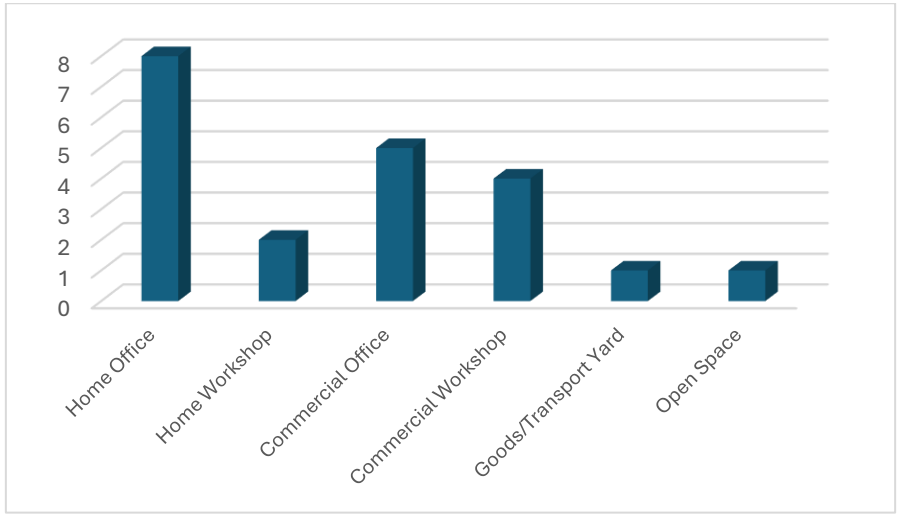
The responses show that half of the businesses that responded to the survey have operated in Lytchett Matravers for 10 years or more.

Q4 – Where are the Premises the Business Operates in

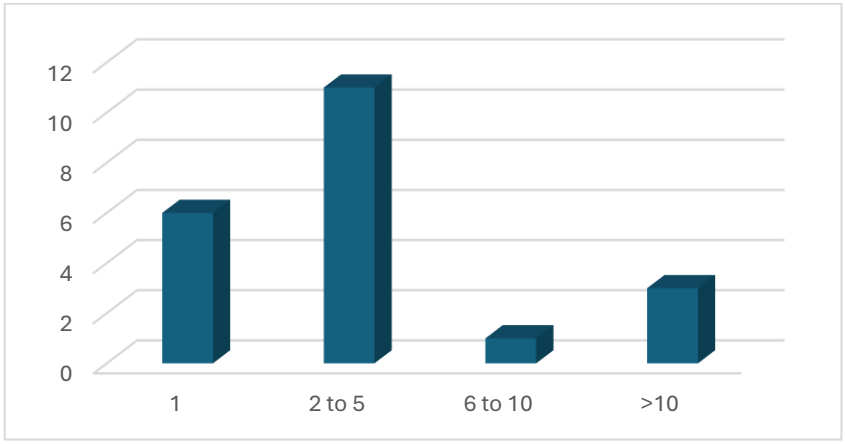


The responses show that most of the businesses which responded to the survey are small enterprises located in the Parish. Only 2 businesses indicated that they also had premises elsewhere. The businesses which use Working From Home are not limited to self-employed individuals, but also include small networks of people working from their own homes, and small businesses run from home-based facilities.

Q5 – What Type of Premises Does the Business Operate in

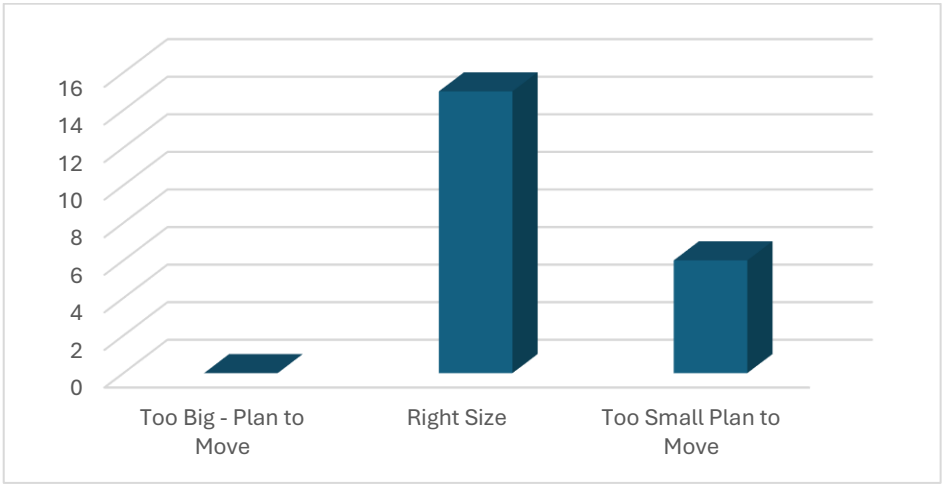


Q6 – How Many People are Employed in the Business



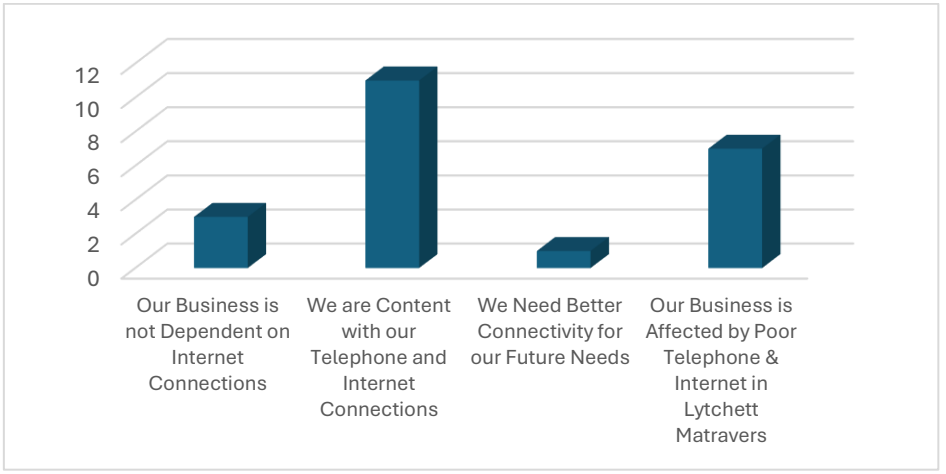
The responses suggest that the 21 businesses which responded to the survey have between 60 and 100 employees. There is no straightforward way to estimate from this how many people are employed by the 78 businesses to which the Business Survey was delivered, or indeed other businesses not included in the survey. However, it is likely to be in the range 200 to 400, somewhat higher than the estimate arrived at from responses to Question 5 in the Residents Survey.

Q7 – Are the Premises Large Enough



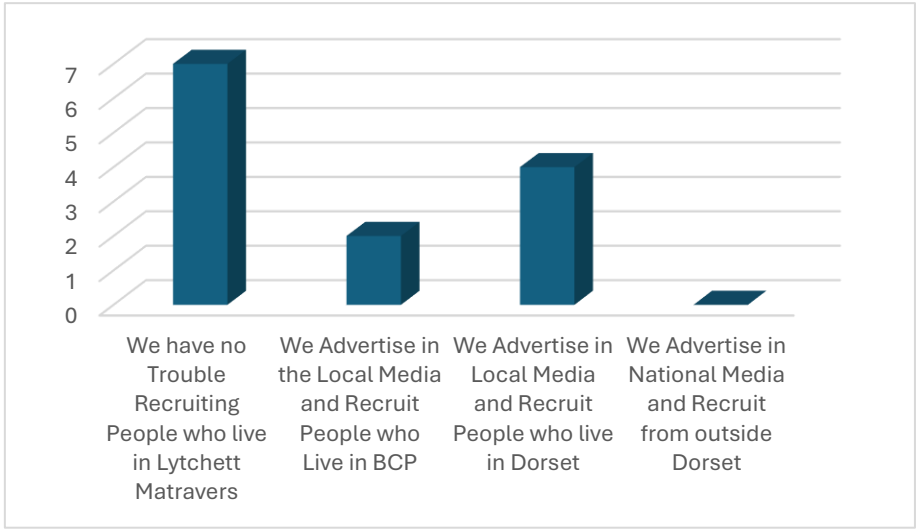
The responses highlight the potential for businesses to relocate from Lytchett Matravers if they need larger premises and none are available. It may be possible to mitigate this by developing policies to enable expansion space, whether on brownfield sites or elsewhere in the Green Belt.

Q9 – Do the Premises the Business Operates in have Good Connectivity



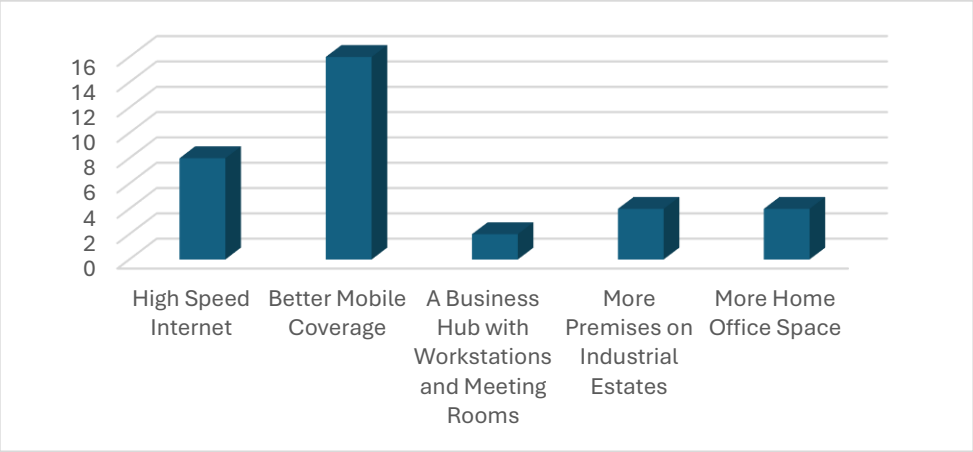
The responses show that a significant number of businesses are affected by poor connectivity in Lytchett Matravers. Comments made on the survey forms suggest that poor mobile phone reception is as much an issue as low internet speed/capacity.

Q10 – What About Finding New Employees



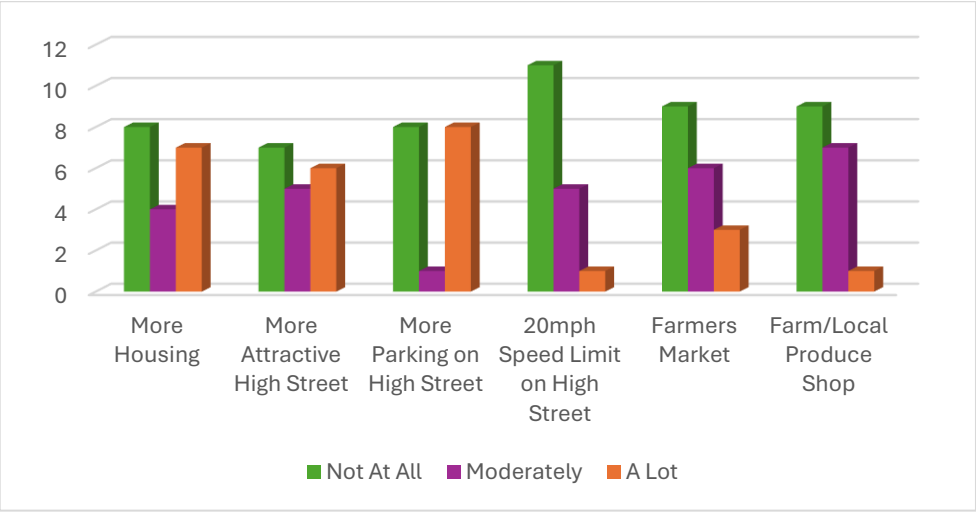
None of the respondents suggested there were problems finding new employees.

Q12 – Which of the Following is Needed to Attract more Businesses



Responses suggest the main improvements needed to attract more businesses relate to connectivity, with better mobile phone coverage given more emphasis than high speed internet. The third option chosen, "More Premises on Industrial Estates", had a relatively low response, perhaps explained by the fact that out of the 21 businesses that responded to the survey, only 4 are based on Industrial Estates. If so, policies to encourage the development of more employment space on Industrial Estates/Business Parks need to be considered.

Q13 – How Much Would Your Business Benefit from each of the Following



The main factors seen as bringing benefits to businesses in the Parish are:

1. More Parking on the High Street
2. More Housing
3. A more attractive High Street

Ralph Watts

August 2025

Appendix A – Text Responses to Q8 – “Which are the 5 Most Important in Defining the Character of the Parish” – “Other, please specify”

The aesthetic appeal of new build
The Pubs – Community
Really, all of the above are important
High Level of social trust. This is not a community of strangers. Hyper-diversity is a weakness
Vineyard
The Schools, GP Practice
It’s a village not a town
Library
It’s a village
Village pubs
Pub
School (LMPS)
Sports Pavilion
Ability to exit the village straight into countryside
Beach
Size of village
Not building more homes
No Parking in Wareham Road, nightmare - use drives
Library and Pharmacy
Dog walk tracks - lead free (not the small area on the Rec though this is also useful)
Quiet
General proximity to beach, Wareham, Wimborne., etc
Peace within the village
The pubs
As I'm not going to be here for much longer, I must leave any thoughts on the future of the village to the next generation
We love living in Lytchett Matravers. It’s a happy place
Doctors surgery & pharmacy
Locality to Secondary School

Appendix B - Text Responses to Q13 – “Are Childrens’ Playground & Recreation Facilities Adequate” - “What Else Do You Think is Needed”

Picnic Benches, Youth Club
Supervised Youth Centre
Play Areas for Young Children
Community Youth Centre for Teens, Stop Anti-Social Behaviour and Play Area
Somewhere for teenagers to hang out, activities to stop boredom then maybe vandalism would reduce
There are too many
More Play Equipment
Better Skating area, visible areas, MUGA too hidden
Park for older children
Larger area for skateboarding
Tennis Courts, Sports Court in the Village Hall, Drainage for Rec in winter
Youth Club
Social Groups, e.g. non-competitive sports clubs
Better playground equipment, different sporing options, i.e. tennis courts. Cycling routes throughout. More park space
Youth club
Open Youth Shelter with Green Space for 13 to 18
Teenagers Sports Facilities (football, tennis)
Clean, Safe Playgrounds for up to 5 yrs
Please don't waste public money installing a zip wire as Morden did and it’s not used
More spaces for young people
Social Areas safe for them to congregate
Play equipment varied for all ages, all weather flooring, sport area multi-use
Youth evening activities
Wheelchair accessible playground
Tennis Court & Pickle ball on the Rec
Nothing for teenagers in village and inadequate bus service to Poole and surrounding areas
As far as I am aware there are only 2 playgrounds and a MUGA around the village. More areas around the village
Village gym or outdoor gym facilities like Poole Park
Youth club
Tennis Courts/Padel/Table Tennis
Skate Park/Paddling Splash Pool
Better facilities in Youth Hut
Organised activities all year
Nothing in the village for the older teens
Good with Youth Club but presume voluntary
Tennis Court, Netball, Cricket Nets
Social activities for teenagers
Social Events
More for under 5s
More playparks & facilities needed
More age appropriate play equipment. Sports Centre
More areas
There isn't anything for 13 to 18 year olds
Permanent Football goal. More ramps for skateboards/scooters
Increase in play zones, Multi sport area, Field football goals
Youth Centre, More activity spaces for older children/teenagers
Updated equipment and suitable flooring so can be used all year round & not be a mud bath
Inclusive activities
Better and More Play Equipment
3G Football cage on the Rec Ground
A creative/music space for youth
Natural adventure area
Health club, social meeting place
More need for children and young people's activities
A sports hall and Swimming facility
More club options
Padel Tennis Youth Club
More variety of equipment and designated area for older children
Dens / meeting point in nature
Any significant developments should include play areas.
More adventure type facilities needed.

better skate park, properly managed BMX track (not on the rec), wide mix of sports courts (tennis, basket ball, etc), proper connecting safe/dry underfoot walks around village to facilitate safe walking and jogging
More sports such as tennis court, cricket nets, badminton
Requirement for more green spaces for children

Appendix C - Text Responses to Q15 – “How do You Rate the Balance of Shops, etc……” - “What Else Do You Think is Needed”

Larger Tesco
Vape Shop
Village Maintenance, i.e. grass verges, flowers, shrubs, e.g. bit of grass outside Tesco
Variety, Wine Bar
Bus service is minimal
Shops of Any description
A variety of small private shops. I don't like our pubs - would like something better
Card Gift Shop
More Shops
More housing means more shops needed
Toilets
A more approachable GP Surgery
A general mix
Nursery
The fish & chip shop promised 40 years ago
Full time fish & Chip shop. More buses
Need a bigger shop (Tesco)
Alternatives to pubs, local hubs for elderly and young people
Food trucks we used to have Kebab, Indian, Pizza
Deli
Medical care not easy to access. Poor public transport - as a result little used
Garage
More corner shops
More Buses going to more places
Pharmacy is poorly staffed, GP Surgery never open
Chinese or Indian
Village Market
More shops, better Dr's surgery
Varied Local Shops
All facilities need increasing in line with size of developments
Ok as it is

Better GP Facilities
More
Florist
Supermarket
Larger Supermarket
Larger supermarket
Opticians
No chemist available on Saturday
Access to more medical services in LM. Bus frequency & destinations
More doctors to cater for any increase in population. The current surgery is not sufficient for existing needs
More buses
Individual shops
Bigger shop or more
Local competitive grocery shops
An alternative to Tesco for food
Vet
A proper supermarket - current Tesco inadequate for village of this size
Larger Tesco
Originally we had a baker and a butcher - sadly small local shops no longer make a living
Wider selection of shops
More fresh food. Tesco fresh food is days old
Better bus service
Larger Doctors Surgery needed
Petrol Station
Chemist opening times including Saturday
Poor buses after 5pm
Another bigger supermarket
Independent shops
Shops other than by Parade
A variety of independent shops
More shops by Halls Corner way
More small independent shops

More variety of shops needed, not just Tesco
Tesco Express is not adequate for current population. Doctors surgery is often fully booked and we have to go to other surgeries. Council housing for disabled is totally inadequate.
General Store
Need better mobile phone signal
Proper Supermarket
Dentist, Extended GP, Pharmacist
Takeaway offering a wide range of cuisines
A variety of menus, e.g. Indian/Chinese
More variety
Fast food. Chippy. Co-working hubs
Improve mobile phone reception
More bus services
Sports facilities - cyclepaths & footpaths surrounding village
More variety
GP Surgery - Lack of appointments
Better bus service
Another shop other end of village
More frequent buses
Vets
Alternative to Tesco, Petrol station
Food shop other than Tesco, Vets
Tesco needs some competition
Plant supplier
Wet fish
NHS Primary Care
Drop in Centre
A good pub
Takeaways
Butchers, Another convenience store if more houses, coffee shop
Hopper bus, dentist, central café
Butcher, bakery, coffee shop
New developments should include commercial construction.

Bakery, Butcher
Community Café
It would be lovely to have a few more local cafes
Existing infrastructure will need expanding should more houses be built.
Takeaway
Improved bus services, small independent shops, e.g. bakery, coffee shop. Also GP too overloaded.
We need a cafe or takeaway of some sort at least
Other services - question/statement is too vague to answer. what sort of other services do you mean?
A good green grocer
Takeaway
Cafe, bakery, greengrocers
A bakery, butchers etc would be a real benefit
A cafe, bakery, green grocers
An alternative to Tesco, Charity Shop

Appendix D - Text Responses to Q16 – “What Would Encourage You to Visit the High Street…. “ - “Other, please specify”

Café or Coffee Shop
Its fine as it is
Safe place to leave dogs
More Car Parking when Big events held on the Recreation Ground/Village Hall
Nothing in the High St to visit! Shop in Tesco out of necessity
Fine As It Is
Pharmacist present when shop open. Saturday opening
More Police to curb speed, especially cyclists
20mph like other villages
Don't waste money on cycle lanes
More character as a centre
Disabled Parking only in front of shops, Deliveries only
Independent shops. Not Tesco
Speed Limit applies to cyclists
More attractive High St buildings
Make it more attractive
Footpath from Wimborne Road into the village
Pedestrianisation of High Street
Dropped kerbs access mobility scooters
Stop parking outside shop as people park on pavements
Cars/vans/lorries not parking along the High Street outside Tesco/the Library. Visibility for crossing is often restricted and impaired, which is dangerous - an accident waiting to happen
Limited car road parking in Wareham road - move to other areas
Spruce it up
Limit parking on the road
Improved entrance to Tesco
Improved bicycle parking High St and elsewhere
No on road parking
Remove the island by Tesco - make it a car park with adequate disabled bays for wheelchair users
Redesign current parking outside shops to make it easier
Safe pedestrian paths to Lytchett Minster and Bere Farm/Organford
Less parking on roads
Car parking adequate, but folks need to use it
Double yellow lines
Milk from Co-op/Sainsbury
Pavements need improving
Less of all of the above. We are not a town
A tidy & pretty High Street
Remove on road parking to avoid traffic congestion
The drop down kerbs in the village tend to be misaligned with the road surface, making it very difficult for people who rely on mobility scooters to get around. In addition, the lack of level footpaths along many of the roads in the village makes it very difficult for those dependent on mobility scooters to make their way around the village.
More affordable prices
Police the existing speed limit within the village especially Foxhills Road & Huntick Road. If more houses, then definitely more car parking
Waitrose or M&S
Improved disability (wheelchair) access
more green space. Less urbanised.
but really - who cares? Why do I have to visit the High Street more often? It's congested enough. These question are badly written. The answer boxes are too small (set them to expandable next time). You obviously didn't test it out & its full of things you're doing already (e.g. school crossing/High St crossing/Tesco island) so fake news!
AN INDEPENDENT BAKERY

Appendix E – Text Responses to Q17 – "What are the Top 3 Transport, etc. issues affecting you in the Parish"

School Pick Up & Drop Off - Ridiculous	Cycling	Speeding
Speeding	Speeding	Speeding
School Pick Up/Drop Off Times		
More Regular Bus Service	Increase Parking for Rec (football days)	
Wareham Road Congestion at School Times	Better Bus Service	
Speeding Vehicles	Parking on Pavements	Parking on Private Entrances
Speed Limit too fast on Wimborne Road	Lack of Pavement along Wimborne Road	Too much traffic idling at Junction of Wimborne Road & A350
Inconsiderate Roadside Parking	Doing a Slalom down Wareham Road	People Driving too Fast
Parking in High Street		
Parking in Wareham Road	School Times	Speeding Traffic
School Parking!!!!		
Traffic Speeding in Lime Kiln Road	Inadequate Bus Services	Lower the Speed Limit to 20mph in Village
On Street Parking in Wareham Road	School Congestion	Traffic Speed
Speed	Congestion at Wareham Road	
Houses built with not enough off-road parking	Foxhills Road bad passing spaces/lack of	
Bus Services and Inadequate. Not Enough!	I walk where possible, so not personally affected by parking issues	
Access to A350 at Peak Times		
Speed of Traffic		
Poor Public Transport - Bus Service	School Traffic Parking on Wareham Road	
Cars Parked on Lime Kiln Road new the High Street junction	Cars parked on Castle Farm Road new Limekiln junction	Double Yellow lines required in many places now, unfortunately
School Run	Speeding in High Street	
Bus service not very good	Parking on roads to collect children from school	Parking at junctions
Parking at Tescos		
Too much on street parking - causes constant stopping and waiting		
Wareham Road School Parking/Congestion & Surrounding Roads	A350/Wimborne Road Safety	A35/Wareham Road Safety
Car Parking on or near corners and blind bends		
Wareham Road general parking day and night	Wareham Road school parking at junctions Spinney/ Cecil Place/ Deans Drove /Burbidge Close/ Entrance/ Exits	Wareham Road congestion
Parking for School in Deans Drove	Horrible Smell when Farmers Spray the Fields	
Limited Bus Routes to other towns		
Too many cars parked on High Street	Cyclists on Huntick Road	Too many cars parked on Wareham Road

Fast cars	Congestion trying to squeeze between parked cars along Wareham Road	No safe crossings for pedestrians
Too many drivers speed	Wareham Road too congested with on-road parking	Parking outside Tesco is not well designed
Parking at the top of Cecil Place by the rude ignorant parents is a hazard	Wareham Road is too congested at School times	
Speeding on High Street	Parking on Saturdays in Particular	Junction to Main Blandford/Poole Road
Exiting onto the main road (A350)	Need speed bumps coming into village from Huntick Road	
Bus service to Poole	Remove parking (unless disabled) outside shops	Speed
Parking outside school	Speed in Wareham Road and Huntick Road	Poor national bus service
On road parking in our cul de sac is very congested	High Street parking on a Saturday morning	
Wareham Road - too busy, need speed cameras	High St - by shops - dangerous to cross	Small side roads - too busy
Parents parking adjacent to school	Speed of traffic	
Wareham Road	Not enough buses	
Speeding along Huntick Road	Parking on the corner of junctions	Cyclepath to and from the Manor improvement
Traffic Speeding in Lime Kiln Road	Rose & Crown crossroads	Chaos outside school after school
Traffic	Congestion	
School drop off and collection times	Excessive parking on Wareham Road	Speeding through the village - particularly Wareham Road
Parking on side of the road	Horses!	Cyclists not following HC
Not enough safe walking routes (e.g. no pavements)	LMPS parking on Wareham Road havoc at drop off/pick up	
Junction to A350 Congested	Parking at Junction of High St & Lime Kiln Road creates hazard	Parking along Lime Kiln Rd creates hazard
Cars driving too fast	Outside Parking at Tesco should be limited to disability only	Reduce parking outside school
More frequent buses		
Urgent need for traffic calming	Traffic Lights High St/Wareham Road	Parking
Hard to park with children	No crossing to get from Tesco across the road	No double yellows to stop people parking in dangerous places
Too much parking on Wareham Road	Too much parking at top of Spinney	Too much parking at most junctions
People drive very fast along Wareham Road	Dangerous walking children to school as pavements not wide enough	No crossing at school
Vehicles parked 24/7 in Wareham Road	School Parking	Junction to A31 and A350
Parked cars on Wareham Road - yellow lines please	No direct buses to Blandford	Overgrown hedges on narrow lanes
Poor school parking	Foxhills Lane - speeding	Wareham Road excess speed
Speeding vehicles on Middle Road		
Speed of Traffic on Wimborne/Lime Kiln Road	Large lorries using village roads	
Congestion on Wareham Road	Poor bus service	
School Traffic in Wareham & Deans Drove	Stationary parked vehicles in Wareham Road	Traffic going over 30 mile speed limit

Speeding on Wareham Road	Speeding on Wimborne Road	Cars & goods lorries using as a cut through
High speed cars & Motorbikes on High St	Bike Peletons with no Warning	Wareham Rd Congestion
People often park on High St when going to Tesco, instead of car park opposite	On some nights I can hear someone tearing through the village with high speed on a bike of car	Lots of people park on High St, causing traffic jams on the higher end
Cross roads opposite Rose & Crown	Speed of Traffic on Wareham Road	Speed on Traffic on High St down Huntick Road
Bus service		
Wareham Rd cars park make it difficult to get down without having to pull in multiple times		
Traffic noise passing house	Increased volume of traffic with new houses	Increased congestion with new houses
Dangerous parking creating blind spots	Parking in Wareham Road	Traffic lights needed at A350 junction and A35 junction
LMPS Traffic/Parking at School	No cycle lane on footpath to Manor School	
Bus Service		
People not driving at 30 through village	Too many cars on country lanes now	A lot of cars parking near school at drop off/collection
Parking on Wareham Road	Traffic on Wareham Road	Wareham Road at school in and out times - to be avoided
Too many cars for the roads to cope with	Speeding in vehicles	School traffic
High St junction with Lime Kiln Road (Parking in Lime Kiln Road)	High St	Wareham
Dangerous access to A350 and A35	New estates have too little parking - creates danger and congestion	Limited public transport - results in limited use
Parent Parking outside school	Wareham Road & Huntick Road used as short cuts	
Access from Wimborne Road onto A350	Out of Hours Bus Service Needed	Parking on Pavements/Verges
Speeding vehicles - should be 20mph village	Large HGVs going down Wareham Road should not be allowed	Terrible traffic and parking during school runs
Buses (evening & regularly)	Pot Holes	People Speeding
Lack of Transportation to other places except Poole	Parking along Wareham Road	School drop off/pick up congestion
Speeding	Parking on High St (especially football days)	Speeding
Off road parking & congestion is high	School run safety	
Not enough buses & destinations	Football parking	School parking
Speeding, especially on Wareham Rd/Wimborne Rd	Inconsiderate parking e.g. near junctions (Rose & Crown)	Lack of Bus Service (needs to run longer hours to Poole, and other destinations e.g. Wareham
Horse Riding on roads	Cyclists on Pavement	Too much on road parking
Getting out of Wimborne Rd to A350 - nightmare	Travelling down Wareham Rd always congested	Wareham Rd not safe at school pick up time
Wareham Road - School - issue of parking raised before school was built and totally ignored	Saturday morning - Rec - Red Triangle	Residents not using garages & drives to park their vehicles
Roadside parking Wareham Road - Minor		

Very poor public transport	Inconsiderate parking at junctions	Speeding
School	Shops	Poor parking at junctions (can't get out of the Spinney due to parking too close to junction)
Not enough car parking for houses	Cars parked on street	People parking in my car park slot during the day
Lack of Speed Limit between Parish and One Elm	School Traffic	Parking on Wareham Road
Vehicles parking too close to road junctions around Anncott Close/High St	Not enough Buses	Footpaths around village
Parking near School	Traffic Speed in Wareham Road	Proposed School Crossing causing more parking chaos
Parking		
Speed - too fast everywhere	Congestion on Wareham Road	Parking on corners and narrow areas
Vehicles parking in Wareham Rd opposite Eldons Drove - Dangerous	Vehicles parking around War Memorial crossroads - Dangerous	Vehicles parked the length of Wareham Rd
Wareham Rd not wide enough for cars to park outside houses		
Not enough convenient buses - in the afternoon		
People parking on road when they have driveways	People not caring where they park, i.e. at junctions, on bends	Congestion of Wareham Rd school drop off/collection time
Congestion on Wareham Road	Parking on Corners	No plan for traffic
Buses only go to Poole, go alternative directions	No new Houses without on site parking	Teach parents to park properly at school
People parking illegally on or almost on street junctions	Outside Purbeck Parade - the Kidney shaped island is visually poor and not respected	
Residents having too many cars	People parking outside Tesco rather than using the car park	Poor bus links. Need a bus to Bournemouth
Bus Service	Parking	
Better Bus Frequencies	Zebra Crossing by the school will make parking for residents near the school even worse. Some of us work shifts and need to be near our houses	
Insufficient Bus Service	Speeds too high on local roads	Wareham Road during school runs
People parking on the corner of junctions	Not using driveways	No regular public transport available
Traffic in the primary school road and parking	The crossroads at the Rose & Crown - people don't use it properly	Parking directly around Tesco - people parking on the grass
Parking on Pavements	Driving too fast	Abuse of Disabled Parking
Parking near crossroads, particularly High Cross	Traffic/Parking at the school	Lack of Bus Service
No double yellow lines on the left side turning from High St. Cars parked there on bends are very dangerous to overtake	Football tournament parking	
Speeding	Inconsiderate/ dangerous driving	Lack of good public transport
No safe route down to Lytchett Minster School	Parking on Roads causing passing issues	Lack of regular public transport for young people to use
School time down Wareham Road is a disaster & will get worse	Parking & driving down by Tescos can be bad	A bigger primary school car park would be great

On street parking on Wareham Road	Joining A35 in summer months	Limited Bus Service
Parking, especially around school		
Parking in Wareham Road - not even any gaps to pull in anymore	Parking around corner at Village Hall top entrance	Football Parking - not even enough room to drive on the road - because they double park on the High Street
Parking around Tesco	Speed Limit on Huntick Rd to be reduced	
Too many cars on roads	School traffic ridiculous	School times grid locked
School Parking	We live in Glebe Road, speeding is an issue	
On street parking, e.g. on Wareham Road	Accessing Main Roads when leaving village	Too many cars and people
Traffic along Wareham Rd, particularly school times	Poor crossing on Wareham Rd/High St with high pedestrian use.	Parking along Wareham Rd & High St - poor visibility for pedestrians to cross
Inadequate parking provision on newer housing estates		
On road parking in High St	On road parking on junction Wimborne Road & High Street	On Road parking generally throughout village
Car parking on both sides of roads	Maintenance of hedgerows	Speed Limit
Wareham Road, parking and great difficulty driving down it	Top of High St, parking from Old Pound Close to Chequers Inn	Lime Kiln Road, dangerous parking near High St from bend
Bad parking	Low frequency of Buses & No evening service	
We live at the bottom of Lime Kiln Road, where people cross the road, & the speed of traffic is terrifying, and it is difficult for us to get in and out of our drive	There is still severe congestion around the High St facilities	The mess that is Wareham Rd could be improved if people parked on their own drives
Wareham Road needs lower speed limit	Double yellow lines on Eldons Drove and Deans Drove junctions with Wareham Rd	
The bus service finishes way too early		
Wareham Road	High St	Huntick Road
Excess Speed on Side Roads		
Cars parking on pavement restricting pedestrian access	Congestion issues/parking issues when Saturday football	
School Run	Parking on Wareham Road	School Parking
Poor Bus Service. Link to Blandford and Faster service to Poole	Poor road surfaces (apart from High St)	Roundabout at A350 junction
Parking on Wareham Road		
Car Speed		
Speeding traffic up High Street	Parking	
Speeding by shops	Parking by shops	Parking Wareham Road
The busy roads that lead to the village - Wimborne Road!	The speed of traffic	The road by the school is too hectic - busy
Speeding down Wareham Rd, especially in the morning rush-hour	Parked cars on Wareham Road making it difficult to see when exiting side roads	Parked cars on High St around the shop
Cars parked along Wareham Road cause congestion		
Speed through the High St/Huntick Road, Middle Road	Parking on High St (especially football days)	Parking on Wareham Rd

Exiting Wimborne Rd to join A350	Parked cars on Wareham Rd	Cycling, walking not safe to school - Manor or Primary
20mph within the circled area shown on front of questionnaire		
More buses	More parking	Considerate parking
Every new home built has severely insufficient parking	Too Many cars parked on roads due to point 1	Selfish drivers parking dangerously
Rose & Crown junction	Shopping parade parking	
Would be good to have bus to Broadstone, Wimborne	Leave the parking & school lollipop crossing as it is. Zebra crossing will make no difference to school crossing times	Some traffic is too fast on High St
School Traffic & Parking		
Driving too fast	Too many cars	School
Wareham Road		
Speeding	Inconsiderate on road parking, making roads through the village difficult to navigate	
Parking on Pavements	Double parking on narrow estate roads	Wareham Road congestion, school times
Increase in Traffic Volume and speed along Foxhills Road	Traffic by school	Footway parking, indiscriminate parking
Vehicle Speeding	Congestion at the Primary School due to inconsiderate parking by school parents	Loss of verges due to too many large vehicles passing
Car parking close to junctions	No direct bus to & from Poole. No other destinations	Car Parking on High St, near shops & Colehill end of High St
The slalom/congestion on Wareham Rd, especially around school times with far too many people driving	Lack of cycle infrastructure, particularly to protect on hills	Rose & Crown overspill parking on streets
Parking down Wareham Road		
Speed of cars on Wareham Road, especially during school pick up/drop off	Pedestrian crossing on the High St - between Rec & Library	Safe pedestrian/cycling route to the Manor
Parking new War Memorial cross roads on Lime Kiln & High St	Parking on Wareham Rd	Castle Farm Lane edges
Thoughtless parking too close to road junctions & crossroads	Speeding drivers particularly High St	Parking in Wareham Road
Speeding		
Bus service is inadequate. One bus an hour at 7:30 is ridiculous to get to work	Too many cars for narrow roads. Congestion at A350 junction	Speeding - residents do not drive with respect to villagers
Stop the parking on the green spaces by Tescos	Speed restriction in the High Street	Yellow lines around the school
Speeding Drivers	Access past the school	Lack of off road parking
School Parking - they need a car park	More buses to more destinations	
School Traffic	On Road parking Wareham Road	
Not Enough Bus connections		
Cars parked on east side of Wareham Rd making southbound driving difficult (effectively single lane)	A35/Wareham Rd junction queues	Too much school traffic
Parking of cars on main roads	Lanes being used as rat runs	Speed limits not being observed
Wareham Road		

Congestion at Jubilee Cross	Parking outside Tesco	No pavement along Wimborne Road
Lack of safe cycle routes/footpaths to Lytchett Minster/Upton	High speed limit for Huntick Road (national speed limit)	Lack of safe crossing places on High Street (by Rose & Crown crossroads)
Chaos at school times. We live in Wareham Road	People with drives parking on the road	New Houses built without drives. People don't use car parks provided
Cycle Lanes		
Cars to drive at 30mph on the High Street at all times	Pedestrian crossing at High Street at Rose & Crown - at present it is an accident waiting to happen	
School drop off & pick up traffic and parking	Parking on road along Wareham Road	Speeding on lower part of Wareham Road
On pavement parking	Speeding in village and surrounding lanes	
Lack of Parking Spaces weekend mornings	Difficulty of turning out onto A350	Lack of visibility at top of Jennys Lane when turning onto High Street
Speeding cars/bikes	Poor parking around LMPS	Parking in dangerous areas, e.g. corners & pavements
Access for Mobility Scooters	More car parking	
School Traffic & Parking	Parking by shops	
Evening Bus service to village from Poole	Cycle path to Lytchett Minster	
Parking on Wareham Road	Parking on Corners - Lime Kiln etc	Blocking view turning from Wareham Road onto A35 turning left for Poole. They don't use visibility splay so can't see left
Wareham Road parking all the way along		
Parking on Junctions		
Lack of Buses		
Parking along Wareham Road, especially during school run	Speed of vehicles on Lime Kiln Road, especially at Castle Farm Road corner	Parking outside Tesco - just remove the island
People using village as rat run to avoid main roads	Speed excessive	Parking issues Wareham Road, nightmare to get up or down, especially school time
Dangerous High Street parking (opposite car park entrance & exit) - double yellow lines		
Link between Lytchett Matravers and Lytchett Minster school		
Cars parked on pavements, or two wheels on pavements	Car parking along Wareham Road	Parking of vans, particularly where visibility is poor, and the sheer number
Not enough public transport	Many roads are too narrow for these times	Parking on road and poor parking
Wareham road congestion and parking - street houses need front private parking	School morning & afternoon access	getting to barn café - public footpaths
On street parking	Inconsiderate driving/parking	Speed of Traffic on Wimborne Road
Not enough cyclepaths	Limited Bus Service	Junctions with A350 needs traffic lights or lighting & lower speed limit
Severe congestion on Wareham Road		
Parking at Tesco	No safe way via Huntick Road except via car	Rose & Crown crossroad hazard/limited sight of oncoming traffic

Safe route to the Manor	Better buses into Poole	Safe access for cars out onto main roads
Lack of public transport	Lack of accessible access for disabled scooter & disabled people	Need traffic lights at both ends of the village
School Area	Cars parking on pavements	
Boy racers Wareham Road	Fix the paths	
Congestion at school run times	Speeding through the village	Inappropriate/inconsiderate parking
Transport	Parking	Traffic
Street parking	Speeding	High St congestion
Chaos by Tesco during deliveries	Large vehicles blocking the line of sight on the High St	Parking too close to junction on Lime Kiln Road near the War Memorial
Not enough buses	School traffic on Wareham Road & Deans Drove	
Congestion	Traffic	Parking
Vehicles parked on the pavement	Wareham Road is always blocked with parked cars	
Increased traffic that will go down Flowers Drove because of SANG	Increased pedestrians traffic down rural roads because of SANG	SATNAVs directing drivers into village through minor rural roads
Parking outside school at pick up/drop off	Poorly maintained Back Roads	General congestion on Wareham Rd
More frequent Buses	Buses connecting to other villages	Cycle parking at shops/High St & elsewhere
Wareham Road Parking		
Bus service	Crossing From Car park to Shops/Library	
The school run times	Places to park at all times of day	Nowhere to park at our own home
Not enough buses	Speed limit (lowered)	Cyclepaths required (more)
Speeding along Huntick Road		
Parking on the side of the road when the Rec is busy	Parking in Old Pound Close/High St to pick up from the Youth Hut (Monday after 9:30pm)	
Inadequate Primary School Parking Facilities	Parking congestion around Deans Drove/Wareham Road Junction	Dangerous & inconsiderate parking practices & speeding
Some houses could convert their front lawns into useable driveways to take cars off the road		
Speed Wareham Road/High St	Heavy lorries Wareham Road/High St	School Parking
Parking at school times		
Wareham Road Parking too many cars parked	Top of the Spinney parking too near entrance cannot see	Not enough disabled parking
Congestion down Wareham Road		
No designated parking at High Street	Road surfaces are poor	Road visibility due to vegetation
High St Queues	Speeding Drivers	
Not enough parking	Not enough buses	Congestion around the school road, should be double yellow lines
Parking on Wareham Road	Cyclepath on Huntick	Verges cut so you can safely pull out
Lack of Parking	Narrow roads	Speed
Too many cars	Over development with not enough parking on the properties	School disaster. Need parents to look after children when in the school area
Wareham Road - Number of vehicles parked on side of road	Poor Bus Service	

Wareham Road - stop/start for parking	Eldons Drove used as a cut through	Lack of Parking for houses on main roads. If reduce main roads to 20mph also reduce side roads
Parking on Wareham Road	Traffic	
Volume of on road Parking on Wareham Road	Limited Buses	Double yellow lines enforced at top of Deans Drove to improve visibility
Crossing from Library to Rec Ground	Rose & Crown Crossing	
Speed on access roads into village	Lack of regular bus to Wareham	Parking on Wareham Road & High St
On road parking on Lime Kiln Road opposite the bus stop area up to the bend	Speeding Drivers	Anti-social driving/parking
Lockyers Way	Parking by school - congested	Football Rec - Saturdays
Poor Bus Link/Frequency	Wareham Road - Too many parked cars	Safe Walk/Cycle Route to Minster School
Wareham Rd parking on road - very bad	Better Bus Service - More frequent	Possible Traffic Lights at the Junction of A350
Bus Service to/from Poole	Good access to A350 and A35	Having appropriate speed restrictions
Parking at school start/finish times	Parking on road at shops instead of using car park	Speed limit should be lowered within village
Wareham Road is a nightmare to get down	High Street is too busy with cars	Hard to get out of the village on to A35 and A350
Wareham Road Parking	Shop Parking	Lime Kiln Road parking towards Cross Roads (High St - Middle Road)
Speed Limit too high in Flowers Drove	Too much traffic in High Street	Too many blind corners on Flowers Drove
Too many cars parked on busy main roads	School Road dangerous	Speed Limit must be reduced to 20 or speed bumps required
Speed of Traffic	Congestion on school days	Fly tipping/rubbish from cars
Very limited bus service		
Cars Parked along Wareham Road	Access to Shops/Pharmacy	Horse Riders on Main Roads
Parking along Wareham Road	Speed Limit - reduce to 20mph	Pot Holes, road repairs - resurfacing
Lack of disabled bays outside Parade	Speeding down High St	Blue Badge Bays Only
Speeding	Joining A350	Noisy Motor Bikes
Exiting to A350	Parking on Both Sides of High St	
Speeding along Wareham Rd	Inconsiderate parking	Vegetation overhanging pavements
Traffic calming into village on Huntick Road	Traffic calming at crossroads at Rose & Crown	No buses into and out of village in the evening
Safe pedestrian paths to get to other Bus Services	Poor parking on Football Tournament days	
Wareham Road congestion	Parking at school run times - My road becomes a car park	Wareham Road unsafe for children walking to school
Congestion of traffic at school arrival & departure		
Parking outside school	Lack of public transport from village	
Cars/Motor Bikes speeding - accidents waiting to occur	Parking in High St when car park freely available	Cars parking in streets without caring about danger to other road users
Parking along High Street - near shops	Parking on pavements making it difficult for people with pushchairs and those who use mobility scooters	Lower speed limit required on high street, Lime Kiln and Wareham Road
Car parking on roads	Inadequate bus service. Buses to Wareham and Wimborne.	

High St/Purbeck Parade congestion	No safe route to Lytchett Minster school	Poor bus service
Terrible Parking/congestion near shops. Dangerous behaviours	School run	Drivers going too fast
Speeding Motorbikes	Electric scooter/bike danger	Approach roads - speed
Amount of cars parked on roads	Inconsiderate/illegal parking	Speed of Traffic
On road parking		
Parking	Congestion	
Amount of parking on roads	Close the service road in front of shops. If the Tesco access doors were wider people would drive through them in order not to have to walk from the car park	
High Street by Tesco	Wareham Road by the school	
Traffic	Congestion	
Speeding in country lanes	Congestion on High Street	
Transport - Dreadful bus times - does not encourage me to stop using my car	Village gets affected badly by closures of main roads	
Inconsiderate parking on corners (along Wareham Road), especially during school runs	Lack of Public Transport at certain times of the day	The ridiculous speeds at which some cars are driven along Wareham Road, the High Street and Huntick Road
People parking illegally in disabled space outside shop	Lack of use of car park and piling into shop crescent	Cars parked inconsiderately on streets around village
Saturday parking is disgraceful	Parking around junctions affects visibility	
Congestion - Wareham Road	Parking - Top of Lime Kiln Road	Parking - High Street
People parking badly	No yellow lines	No safe crossings
Traffic Speed on High Street	Road parking	Cars Blocking driveway
Inconsiderate parking at junctions	Speeding on country lanes and Wareham Road	Cut back verges around junctions
School Congestion - needs better bike/walk access	People not driving properly - parking near shops	
Parking on Wareham Road should be made one way	More parking near Purbeck Parade shops	A35 and A350 junctions dangerous - need traffic lights
Dolmans Hill Potholes	Saturday morning football - High St	Wareham Road on street parking
Speeding Traffic		
More footpaths	More running/cycle paths	
On street parking near junctions		
Speed of Vehicles	Parking on Wareham Road	Crossing for Children on Wareham Road
Speed of Traffic throughout the village	Provide a Community bus for a small fee	People parking non-EV vehicles in EV spaces when I needed a charge
Speeding Cars	Erratic driving	Too many cars parked on roads - not enough off road parking
Congested school run	New parking for school traffic back of field	Full pathway from Rose & Crown through to Manor school up Huntick
Use of Wimborne Rd/Wareham Rd as rat run between A350 & A35	School parking	High St parking
Parking too close to corners near junction		
Wareham Road parked cars slowing traffic	Parents driving children to school	Junctions at A350 & A35 cannot take more traffic at busy times
Too many cars and lorries	Roads are so busy - Wimborne Road is so busy	

Football weekends - Lack of Spaces	Speeding	
Congestion outside school		
Speeding	Cars parked on road	Lack of parking for school pick up/drop off
Increased Traffic/Road users over past few years	High Street Safety - Speeding/Congestion around shops	More Homes/Development will only worsen these issues
Too much on road parking, its dangerous	Football clubs fill all parking then no access to shops	Dangerous parking at school times
Walking to & from school on Wareham Rd	More footpaths	Footpath from Lytchett to Lytchett Minster school
On street parking near junctions	Difficult traffic congestion in Wareham Rd & High Street	Traffic calming measures needed to moderate speed
Wareham Road/school traffic	Speeding	
Wareham congestion	High St Speeding	
The amount of vehicles parked on the High Street		
Speeding on Huntick Road	Parking on Wareham Road	Lack of white lines on all approaches to the village
Parking	Traffic	
Road by the Primary school	No pavement down to Secondary School	Need lower speed limit on Huntick Road
Houses built without adequate parking		
Lack of Bus Services	Speed of Through Traffic	Parking at Purbeck Parade
Business of Wareham Road	Parking by the shops/on High Street	
Speed calming measures in Foxhills Lane/Road. One bad accident already, dangerous when walking down lane	Parking outside the school	
Football Parking	Speeding	Rural lane driving - poor
School Parking	Parking on the Wareham Road	Not enough buses
Congestion especially when diversions in place	Parking - on street parking is increasing	Public Transport - not regular enough, should include direct to Bournemouth Hospital
Speeding	Wareham Road Congestion	
Parking on road near to school/Deans Drove	Congestion Wareham Rd/Through Traffic	Speed from Huntick Rd into village
Not enough Buses	Parking in High Street	Congestion in High St
No crossing on High Street to the Rec Ground	Lack of paths around village	Poor parking around High Street, local roads and school
Off road in High Street Inadequate		
Parking		
No Zebra crossing at the Primary School	Speed of cars through the High Street	Lack of traffic lights at the A350 junction
Lack of safe school crossing	Speeding on High Street	Safe cycle/walk path to Lytchett Manor School
On road parking restricting free flowing traffic (especially Wareham Road)	Active speed monitor on Lime Kiln Road	
Widen Road at Tesco High Street		
Too many commercial vehicles parked in residential roads	High Street crossroad needs Crossing	Reduce speed limit on High Street

Excessive speeding	Overhanging hedges etc on pavements	Cars parked on pavements
Exceeding the speed limit	Congestion near the school at the beginning and end of the day	Inappropriate parking in residential areas
Parking in the High Street, adjacent to shops where there is a Car Park opposite		
Wareham Road school times is a chronic traffic jam	Parking on Wareham Road should not be allowed	Spinney lack of parking for the many cars
Not enough buses		
School Parking	Live in Deans Drove - parking am & pm blocks Deans Drove	Improve school access
Wareham Road- too many cars parked along it	Eldons Drove - dangerous parking near Wareham Road at school times	Deans Drove - dangerous parking at school times
School parking pick up and drop off	Wareham Road Parking	Poor Bus service
Lack of Public Transport	People parking on corners	Congestion on Wareham Road
Parking on Wareham Road		
Traffic in Wareham Road	Cars Parked along Wareham Road	Access to A35 & A350
Speed of Traffic, especially in Flowers Drove	Extra Traffic caused by extra housing	Parking on roads when they have a driveway. The main road by the school is bad, for example
Public Transport is poor, so a car is essential	High St congestion around shops	School open/close times
Too many houses without parking - the High St is full of cars parked on the roads	Junctions at the High St need to be double yellow lines	Serious lack of hedges and verge cutting, causing health/safety issues. Cannot see around corners
When traffic is diverted through the village from A35 to A350	Parking - grants should be available to help people convert front gardens for parking spaces	
Parking	Double yellow lines at junction of Lime Kiln Road and High St	
Speed of Traffic through village - High Street, Huntick Road, Wareham Rd	Lack of safe pedestrian/cycle routes down Huntick Rd to Lytchett Minster	Chaotic car parking near Tesco
Bus service to Wimborne		
On street parking		
Not enough Buses	Speed of cars, especially Wareham Road	Parking on Wareham Rd - needs yellow lines
Wareham Road & school	High St because people will not use car park	Bus to Wareham to connect to Purbecks
Not enough bus services generally	A bus service to Wimborne	Too many cars generally
The Rose & Crown junction is dangerous	Traffic calming on most roads - Foxhills Rd, Huntick Rd, Wareham Rd	Traffic easing strategy for school drop off and pick up times
School parking is dangerous	Lack of cycle routes to school	Poor parking on corners
Parking by Tesco	Parking for use of the Rec Ground	Not a single pedestrian crossing in the village
School parking is dangerous	Getting out of village A35 & A350	Parking on Wareham Road
Speed of traffic down Eldons Drove. This has worsened with widening & better visibility round bend	Congestion - parking on Wareham Road	Loss of verges for pedestrians and lack of safe walking spaces to the A350 and A35 bus stops
Safe walking/cycle route to Poole	High St traffic speed	School parking
Bus to Dorchester		
Rose & Crown crossroads	Wareham Road parking	

Larger vehicles - parking on curbs - damaging	Speeding up Huntick Rd/High St	Vary busy round shops
Speeding by noisy cars	Lorries	Congestion Wareham Rd
Unsightly parking on verges		
On road parking causes congestion - mainly High St/Wareham Rd	Increasing use of country lanes by commercial/larger vehicles	Poor maintenance of country lanes in disrepair (crumbling tarmac at road edges has caused narrowing of lanes - and traffic congestion where cars/vans have to pass each other)
Disability accessibility. This includes parking on pavements and verges which make routes unpassable for those in mobility scooters.	High St, surrounding streets and car park congestion due to football matches	Speeding on all the main village roads, and even lanes, with little consideration for horses, cyclists, walkers, etc.
Speeding along long straight roads into the village	Rat run through the village	Infrequent buses to and from Poole
More frequent bus routes	More off road parking on estates - to ensure emergency vehicles access	
Limited evening bus service	Parking around Primary School pick up/drop off	Speeding on country lanes/roads
Speed of traffic Wareham Road	Parking close to junctions Wareham Road	Speed of traffic Huntick Road - for Cyclists
Traffic	Parking	
School	Speeding	Cars parked all along Wareham road as no parking in the houses
Wimborne Road needs a proper footpath	Right turn from Wimborne Road on to A350 needs traffic lights	
Single lane traffic on Wareham Rd	Not enough off Road parking	Not enough buses
Speeding down Foxhills Road. This is a 30mph area yet cars regularly go up/down at 40/50mph. There is no deterrent	Car Parking around the shop area and car parking on Wareham Road around the school.	Lack of buses serving the village.
Village being used as a cut-through	New houses do not have enough off-street parking	Cars not abiding by the speed limits
Lack of regular bus times	More bus routes	Drop off and pick up after school causing congestion
Speed	Poor parking	
People driving too fast down Lime Kiln Road	Road needs to become safe for cycling into the village	Speed limit needs to be reduced on Huntick Road...dangerous for cyclists
Parking on Wareham Road from Rose and Crown to primary School effectively makes this a single carriage way.	Excessive speed along Huntick Road	Excessive speed along Foxhills Road
Cars blocking pedestrian crossing from car park to library.	Wareham Road carparking for school	Cycle park at the school
Safety of the roads (speed especially)	School Run congestion	Bakers arm flooding
Traffic- too many houses now in the village causing an unnecessary increase in traffic	Speeding on the outer country lanes- I have horses and young children and propel drive far to fast through the village it dangerous. Speed limits should be lowered on outer country lanes	
Two much Street parking in Wareham road		

Too much on road parking on village roads.	Too little parking adjacent to the recreation ground when sporting events are on.	Wareham Road with it's Primary School is totally unsuitable as a diversion route when accidents occur on the A35 or A350.
Speed of traffic	No thought to pedestrians on lanes that have no footpaths	No thoughts to pedestrians on roads that have no footpaths
speed of traffic on some routes in and out of village	parking around the shops	driving up and down Wareham road especially at school times
School run traffic around Deans Drove / Wareham Road	Congestion on Foxhills Road	Speed driven on the roads (not legal)
Traffic - negotiating parked vehicles Wareham Road	Parking school traffic meaning that twice a day it is near impossible to leave or return home	Increasingly difficult to exit the village to the orthodox or South any future development should include amelioration of these junctions
Huntick road is too fast and dangerous	Parking outside the youth hut hinders vision	Parking along Wareham road by the school is too heavy
Lack of traffic calming measures. The 30mph limit is rarely adhered to and traffic speed is far too high.	No safe walking route from the village to Lytchett Minster School. Foxhills is not a safe walking route in my opinion as in winter there is no street lighting and no pavement. The only alternative is to pay for a bus pass which is very costly over the year.	There is a lot of on street parking along Wareham Road which makes it difficult to travel along and is particularly busy during school collection times.
On street parking in the area of the school and high street	Would like more bus links to other areas	
Speed	Wareham Road congestion especially southbound due to parked cars	Foxhills lane passing spaces need improvement
School parents parking in our road	Driving along Wareham road during school pick up/drop off times	
Paths not suitable for wheelchair users		
none		
Too many cars parked on the main through routes	not enough buses (frequency)	speed through the main thoroughfares (Lime Kiln Road, High Street, Huntick, past the school
Highly depleted bus service to Poole	Lack of bus routes to other centres, e.g. Broadstone, Wimborne for opticians etc.	Car/van parking, particularly on bends junctions giving poor sight lines, e.g. near Blaney's corner and war memorial crossroads
Wareham Road congestion/parking at school times	High Street parking near shops	Roadside parking near junctions (limiting sight lines)
People not using the main car park and clogging high street		
Speeding. Cars go too fast because the speed limit is 'national' in so many areas. Doesn't need 20; but shouldn't be 60.	Parking on both sides of the street causes chaos on occasions, because, on most roads, there are no markings to prevent it. The High St comes to a stop some days. We call it thoughtless parking. but it legal. so put some lines or waiting controls in places. a few lines will not spoil the 'country aesthetic'	very unsafe walking down Foxhills to get to school path. narrow. fast. badly lit. Path badly maintained and overgrown. All this could be sorted by the PC with the huge amount of cash you have syphoned off from villagers. It not your money - its ours and stashing £4-500k is criminal. (& don't say its for cycle path as that's dead in the water - DC don't have £1+m)

Parking	Cars not driving approximately in lanes	
Fast speeds and no footway on road from A35 / Barn Cafe to the village	Fast speeds on road to Courtyard Craft Centre	Congestion at School Drop Off
People parking both sides of the high street	Not enough off road parking high street	Motorbikes speeding down high street
Speeding down Wareham road	parking during football tournaments	Not enough public transport means more cars in village
Parking across driveways and in high street due to football matches and training	Speeding	Junction at rose and crown
Most working people have to travel out of the village	Lack of public transport	
20 speed limit in village	Speed bumps by school	Improve junction bottom of Huntick road
speed	heavy goods vehicles trucks	boy racers
Cycle paths / lanes on Wareham Rd & Huntick Rd needed. Also safe cycle route to Lytchett minster school would be a huge improvement especially after serious accidents involving young cyclists	Speed of vehicles on lower section (still residential) of Wareham Rd	Safe walking / cycling link to Wareham Forest
School parking and traffic	Lower the limit on the Wareham road especially near the school	Traffic through village when flooding
The proposed Sang at the end of a rural road without pavement	Increased traffic down the same rural road is dangerous	
Wareham road	High street	
Speed of traffic down the High Street		
Traffic coming in and out of the village is horrendous	Stop building houses to reduce traffic	Roads in the village are not designed for the traffic. Accidents will happen very soon.
No safe foot access to Lytchett school	Not enough car parking for homes	School traffic dangerous on Wareham Road
Speed	Dangerous curb parking	
You can't get a bus from the train station in Poole to the village	Bus Links & Routes in general	No Cycle Lane into Poole
Speeding Wareham Road - Traffic Calming Urgently Needed	Congestion at School Times	

Appendix F – Text Responses to Q18 – "Which are the 5 Most Important Improvements …" – "Other, please specify"

Padel Courts
More Buses Please
Dogs Loose on Rec Still a problem & mess
Pavement along Wimborne Road to A350 & Bus Route there x8. Road unsafe to walk along
Car Parking/Drop off for school
Bus Routes to other destinations
Parish Council to negotiate with local bus company to provide better bus route to Poole. Should be able to get to Wareham, Broadstone, even Corfe Mullen to pick up the Wimborne bus, all from Lytchett as they are all quite near
Hedge Maintenance
Cycleway from top of Foxhills Road for school children (as road not wide enough for bikes and cars)
Traffic calming in Wareham Road/Wimborne Road
More allotments, people are waiting for plots!
Traffic Calming
The roads are already gridlocked at school times, Wareham Road in particular
Road surface - Lime Kiln Road
The facilities. We don't want any more houses built in our village. It's Green Belt - the clue is in the name
Need dedicated school run parking - drop off/pick up site - Its Painful
Put in crossing to get from Car Park to Shops/Library
More buses in afternoon/evening
Cut verges and tidy up Lytchett - always looks a mess and overgrown
Maintain the Library
As in Previous Plans Preserve Green Belt & Valleys extending from centre of the village
Improve Mobile Phone reception, cut grass verges and shrubs near where cars park and walkways
Stop building where already dense. Build towards church to include in the village
No access to church on foot, Nimbyism, Lack of Protection of Trees & Hedgerows
Would love more events like the summer festival - bonfire, Halloween, Xmas
Better options for pick up at the primary school. More doctors at the surgery
Have permanent speed indicators at village entrances, i.e. not all sharing one
Lower Speed Limit on Huntick Road to 40mph

Tennis Courts. Stop building.
Bus to go to Wareham
Preserve the character of the village before it's too late
It's all good as it is
Keep our lollipop lady
School Parking
Pavement down Middle Road between High St & Eldons Drove
Parking fines for dangerous parking/driving. Traffic calming measures on roads that people speed on, i.e. Foxhills Road, Huntick Road, before someone gets killed
Go back to bus route for Poole using one route down and come back to village the other direction. Bus to Broadstone & Wimborne
Buses to Wimborne/Blandford with decent footpath to A350 to pick up x8
More balanced approach to site selection for new developments - so far all east of Wareham Rd
Speed Restrictions
Alleviating issues on Wareham Road - getting/walking, active travel, walking bus, etc for school
Pedestrianise the High St - too many cars parking here
Better access to surgery
New shops don't have to be in the High Street
Pedestrian Crossing at Rose & Crown
Pressure on County to improve safety at Wareham Rd/A35 junction
Need to improve infrastructure, i.e. doctors surgery, schools
Don't build more homes - the village can't cope! + Green Belt
Reduce Speed Limits
Buses to Wimborne/Broadstone
Residents should be required to maintain the public facing boundaries of their properties and clear vegetation encroaching on pavements/highways.
Open field spaces outside village - walking areas - views benches
Promote venues/inclusivity at current properties/assets
Pedestrian crossing on the High Street
GP service that can cope
Lollipop lady at school times. Buses back limits working in Poole and visiting on bus - need later bus from Poole
Improve bridleways

Keep lollipop lady. Library very important
Promote better Mobile Reception
School Parking off Wareham Road - Make field/Sports area suitable for parking like at Sandford School
Increase capacity to develop a modern health centre
Leisure Centre with a pool
Keeping village small, no urban extension
Certain village vibe, feel, history, and character
Improve Mobile Phone Reception
Improve road surfaces & visibility of side roads at junctions
Improve & extend Library to include local history section
Keep dogs on leads on Rec Ground
More open spaces around village for walking/nature
Recycle soft plastic waste
Internet connection
To not build any more houses in/around the village. Current development plans/recent housing projects have already ruined the character of the village, increased traffic, noise & congestion
Requirement to tidy the verges around the village, e.g. the cyclepath down Huntick Rod from the Rose & Crown pub
General maintenance to existing hedges around the village
Provide more allotments
Don't build any more houses here!!!
Better footpaths to encourage schoolchildren to walk to and from school.
To keep bushes and large trees regularly in check, especially the green area alongside Gibbs Green
Connection to the Swanage, Dorchester, and Blandford Bus routes
Tennis Court
Improve local NHS primary care service to cope with possible village enlargement. Existing GP appears to struggle with current population level.
Footpaths along Wimborne Road to the A350
Full fibre internet to all the village
Speed humps on Wareham road
Bus service to Wimborne including evenings (& Poole in evenings)
Provide local amenities closer to new development

Improve and maintain verges and flower beds around the village. Repair and maintain the passing places along Foxhills Road down to the A35.
Funding to help increase size of doctors surgery. Understand impact on electricity substations from expansion of housing.
A fruit and veg shop would be nice and improved bridleways for horse riders as lots not maintained so can’t use and off-road riding is terrible round the village
Community Café
Traffic calming measures coming into the village along Huntick Road. Either speed bumps of speed camera. Vehicle speeds are far too high.
LM Cyclepath via Huntick is not structurally possible. Our kids need a decent walkable/cycle route down Foxhills & across to Post Green. why can't you work with Upton & DC to make it happen.
More places to walk dogs off lead
More Allotments in SE Corner

Appendix G – Businesses that Responded to the Survey

Adam Practice
Castle Farm Retirement Home
CBI Equipment
Diane Hudson Accountancy Ltd
Dorset Sharpening Services
Dottys
Emma's Elegant Hair & Beauty
Everyou Healthcare - Lytchett Matravers Pharmacy
Greenfields Financial Management
JT O'Sullivan Building Services
Kevin Brown Solicitor
Loyal Studio
Mursells Estate Agents
Sarah Brooker
Sue Warren Medicals
Sutcliffe Play (South West)
Tesco Express
TK Design
Total Landscaping Works
Vivian School of Dance