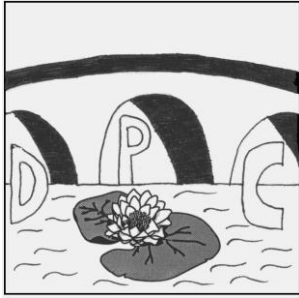


DOGMERSFIELD PARISH COUNCIL



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19th September 2011

Dear Sir

Response to Hart District Council Consultation on LDF Core Strategy

I give below Dogmersfield Parish Council's input to the above consultation. Please note it has been prepared in a format which is not compatible with the questionnaire. I have been advised that this is not an issue.

Dogmersfield Parish Council has studied the Hart Local Development Framework Core Strategy Development Plan Document and has a number of comments and significant concerns which are set out in this response.

The Parish Council recognises that the Core Strategy sets out the vision and spatial planning objectives for the area and that it does not contain detailed proposals about where specific development sites should be located as these will be identified in later development plan documents and supplementary planning documents once the Core Strategy has been adopted.

We agree with and support the Core Strategy conclusion that proposed development in surrounding areas may have impacts on Hart and that this significant growth in surrounding areas creates the perception of Hart as an important green, rural hinterland that should be protected.

We welcome the thrust of the Core Strategy vision, which is to maintain Hart's overall character as an essentially green and sylvan suburban set of towns in the east, with an attractive and essentially rural hinterland to the west. Also of major importance for Dogmersfield is the stated principle that where new development takes place the Strategy will respect the separate character and identity of Hart's settlements and landscapes.

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Given this a major concern for the Parish Council is that a number of the developments set out in the Framework will erode the separation between Dogmersfield and Fleet putting the separate character and identity of Dogmersfield at increasing risk.

In particular the proposal to allow approximately 250 new homes adjacent to the Edenbrook development, the replacement Leisure Centre along with additional sporting facilities, the 450 dwellings at Grove Farm, the extension and expansion of Calthorpe Park School and reservation of land for a future Primary School represent a significant expansion of the Fleet urban area into the green field space that currently separates Dogmersfield and Fleet.

Dogmersfield is also covered by the Core strategy 'rural area' allocation of 350 dwellings within, or on the edge of, existing villages which represents a significant increase to the historical pace of development in such areas.

The Parish Council considers that these two factors represent double jeopardy for our community. Although any objections that we might raise to the westward expansion of Fleet are unlikely to be a material consideration we do feel that the adverse impact of the reduced separation should be taken into account when considering development in Dogmersfield itself. The Parish Council believes that for this reason none of the 350 rural dwellings should be earmarked specifically for our village.

The Parish Council notes that within the Core Strategy the outstanding 2,440 dwellings will be delivered broadly through a combination of residential development at the identified strategic locations (1,450 dwellings) with a further 990 dwellings on unplanned 'windfall' sites and sites allocated in a subsequent Development Plan Document. Hart will prepare a Site Allocations and Development Management DPD to address the provision of these remaining 990 dwellings drawing on the evidence in the Council's Strategic Housing Land Availability Assessment (SHLAA).

The Government's proposed National Planning Policy Framework and its presumption in favour of sustainable development could represent a significant threat to the character and identity of Dogmersfield. The Parish Council supports early approval of the LDF and identification of the sites for the full 2,440 dwellings as we are hoping that the approved LDF and subsequent planning documents will provide some degree of protection against unplanned development in our area.

The Parish Council notes the Core Strategy recognition that in the past, infrastructure provision has not kept pace with development to the extent that the perception is that Hart's main centres cannot absorb further growth without significant capital infrastructure expenditure. We also note that Hart will therefore prepare an Infrastructure Delivery Plan to set out which infrastructure is needed, what it will cost, how it will be funded and which bodies are responsible for delivery.

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The preparation of this Plan is a welcome step. However, the Parish Council believes that development approvals must be conditional on firm commitments from infrastructure providers. The Core Strategy proposal that the phasing of development will be considered in light of feedback from infrastructure providers does not provide sufficient reassurance that the current unsatisfactory situation will be addressed.

We note that the expected scope of infrastructure improvements includes local highway improvements and in particular traffic management on the roads to the south through Crookham Village and Dogmersfield and on towards the A287 Farnham/Odiham Road and funding to provide additional parking at Fleet Station. This scoping completely misses the impact that additional housing in Fleet will have on Winchfield Station. For many Fleet commuters Winchfield already offers a much more attractive rail entry point with home to station travel over country roads (mainly via Dogmersfield) and more accessible car parking. In fact, prior to the recession, the car park was full on most days.

The Parish Council considers that the Transport and Infrastructure Assessments that will follow adoption of the Core Strategy must take account of the likely impact on routes from the proposed new developments to Winchfield Station and the need to increase parking provision at this location. The provision of a more direct route between Fleet and Winchfield bypassing Dogmersfield should not be ruled out.

As we are aware Hart currently secures infrastructure, or financial contributions towards new infrastructure, from developers through the use of planning obligations and that the Government is proposing to replace the existing framework for planning obligations, Section 106 agreements, with a Community Infrastructure Levy (CIL). We have noted that Hart are proposing to adopt and implement CIL immediately after the adoption of the Core Strategy.

The Parish Council seeks assurance that when distributing the CIL proposals to mitigate the impact of new developments, adequate, identified and quantified allocations of money will be given to the Parishes affected by development

Yours faithfully

Christine Toms
Parish Clerk