

Development at Crossways

At the exhibition in Crossways on the 4th September 2018, there were 71 attendees in total. We then received a total of 304 responses in relation to the Preferred Options Document specifically relating to Crossways. The individual comments were broken down as follows:

Number of comments made: 304
Object: 249
Support: 41
Neutral: 14

Specific and general consultation bodies	Key landowners / developers
<i>Broadmayne Parish Council</i>	<i>C & G Properties</i>
<i>Dorset County Council (Children's Services)</i>	<i>Woodsford Farms (Nexus Planning)</i>
<i>Dorset County Council (Environment & Economy)</i>	
<i>Dorset County Council (Flood Risk)</i>	
<i>Dorset County Council (Minerals & Waste)</i>	
<i>Dorset County Council (Transport)</i>	
<i>Dorset Poole & Bournemouth LAF</i>	
<i>Dorset Wildlife Trust</i>	
<i>Highways England</i>	
<i>Moreton Parish Council</i>	
<i>Natural England</i>	
<i>Wessex Water</i>	

Responses to the Introduction / Vision

Objections to Para 12.2.1

- Object to the statement that Crossways has a reasonable balance of homes, jobs and community facilities. Significant residential development is planned with few services or facilities. (Moreton Parish Council)
- Object to the statement that Crossways has a strong sense of identity and place, as one of the larger Dorset villages, reflecting its unique history. Its identity will be destroyed by proposed growth.
- Object to the statement that there are good transport links to Dorchester. (Moreton Parish Council)

Responses to the Development Strategy

Support for Housing Growth

- I support the development at Crossways as it has the potential to link better with Dorchester. There is the possibility to improve the station and create a small garden town with better facilities than at present.
- The extra allocation of housing to Crossways seems like a good idea as Dorset Green Technology Park (Winfrith) continues to create more jobs.

Objections to Housing Growth

- Sherborne, Blandford and Wareham should take their share - not just pushing development to Dorchester who dump on Crossways.
- Crossways would change from being a village similar to Puddletown to an actual town similar to Blandford (but without any of the amenities).
- There must be plenty of brownfield sites in West Dorset that could be used for re-development instead of using greenfield sites.
- Smaller developments should be divided amongst outlying villages to make things fairer.

Affordable Housing

- The plan should include adequate affordable housing for young families. The demographic most likely to be able to afford the proposed homes will be the retired from the wealthier parts of the country.
- There are existing houses for sale that young people cannot afford. There should be help from the Government to buy these houses instead of building new.
- More of the homes should be rental and affordable for young families not second homes.

Sustainable Building

- If development is to be allowed the sustainable building and living criteria should be much greater (e.g. car-free developments served by car share schemes, cycling and rail only, homes built to maximum sustainable homes standards and community infrastructure for combined heat and power or energy-positive homes which contribute net to the grid).

Employment

- There is a lack of jobs in the area.
- The introduction of employment automation will affect almost all activities. Distributed cloud based computing and 5G communications will greatly aid the spread of automation. (Moreton Parish Council)

Responses on Question 12-i: Former Policy CRS2 (now CRS1) has been amended to give a firmer commitment to masterplanning in the wider Crossways area. It also sets out the key issues that should be addressed through master-planning. Do you have any comments on new Policy CRS1?

Support for Joint Working / Masterplanning

- We support the commitment to master planning. (Dorset County Council: Transport)
- We support the approach to development planning at Crossways. (Dorset Wildlife Trust)

Objections to Joint Working / Masterplanning

- The Moreton / Crossways Joint Working Group has been ineffectual. It should be disbanded and the requirement for a masterplan deleted from the Local Plan Review. Joint planning should be devolved to Crossways and Moreton Parish Councils. (Moreton Parish Council)
- The three listed councils working together are shortly to become one unitary authority. (Broadmayne Parish Council)
- The new unitary authority is an opportunity for a more joined up plan for Crossways.
- After these plans (West Dorset & Weymouth Local Plan Review, Purbeck Plan and Minerals Sites Plan) have been adopted there will be almost no land left to develop in Crossways and Moreton and nothing to master plan. (Moreton Parish Council)

Comments on Allocations in West Dorset (Para 12.3.3)

- Policies CRS5 (Woodsford Fields) and CRS6 (Land West of Crossways) should be deleted. (Moreton Parish Council)

Comments on Allocations in Purbeck (Para 12.3.4)

- Homes proposed at Redbridge (Moreton) Pit should be included in any housing calculations for the growth of Crossways. (Moreton Parish Council)
- The allocation at Redbridge Pit should be reduced to 200 houses. (Moreton Parish Council)
- The possible development of the Caravan and Motorhome Caravan Site (in Purbeck) would result in the loss of an area which is quite unlike any other site. If no longer a caravan site it would make a fantastic recreation / open area for local residents.

Objection to Growth at Crossways

- Crossways is not a sustainable option for meeting the longer term needs of the county town (Dorchester). (Moreton Parish Council)

Transport General / Roads

- Whilst Crossways is further from the Strategic Road Network (SRN) than Dorchester (approximately 5 miles), a proportion of trips are likely to impact on the SRN around Dorchester which could potentially be significant especially given the site allocations at Dorchester. Given that there are already issues on the SRN, major upgrades to the junctions around Dorchester will be required to accommodate the levels of growth proposed. (Highways England)
- Extraction and transport of sand and gravel must be taken into account when deciding on residential development, as increased lorries, cars and delivery vehicles will increase the risk of accidents and congestion.
- Crossways is not a sustainable location for growth because 87% of its working population travel to work by car out of Crossways and only 5.6% travel to work in Crossways. (Moreton Parish Council)

- The transport infrastructure cannot cope with inadequate roads linking to areas outside Crossways for the expected level of traffic created by the proposed housing.
- Roads on housing estates should be wider as there are problems with parking for cars and with access for dustcarts and emergency vehicles.

West Stafford By-pass

- Dorset County Council plans to improve the connecting route with Dorchester through the construction of a link road to the West Stafford by-pass. (Broadmayne Parish Council, Moreton Parish Council)
- The construction of this link road was part of the planning approval for the Silverlake development and is not contingent on the Preferred Options. The text should make clear this distinction. (Moreton Parish Council)

Rail Transport

- Only 1.9% of the working population travel to work by train. (Moreton Parish Council)
- Transport between Crossways and Dorchester is easier by car than train. (Moreton Parish Council)
- The railway cannot be used to say we have adequate infrastructure at Crossways as South West Trains may reduce the service schedule.
- Any transport route must not include the level crossing as the increased traffic from housing, together with the increased quarry traffic will increase the risks of accidents.
- The two railway crossings should also be improved as part of any development.

Bus / Cycle / Pedestrian Transport

- The master plan for Crossways should include provision of bus services (Broadmayne Parish Council, Dorset County Council: Transport)
- There should be a continuous cycle path to Dorchester.
- We welcome references to the creation of 'additional cycle and pedestrian links'. The text should specify that these links will be dedicated as public rights of way. (Dorset Poole & Bournemouth LAF)

Rural Functionality Study

- WDDC published the Rural Functionality Study in about 2008. It was based upon questionnaires completed in a number of villages in West Dorset. It contains a number of conclusions on development in villages which contradict statements in the Preferred Options about development in Crossways. (Moreton Parish Council)

Community Infrastructure

- Once the proposed 1,604 houses have been built in Crossways it will have about as many houses as Wareham, but there are no proposals for any facilities in Crossways. (Moreton Parish Council)
- Where are the proposals for other facilities, including: small shops; a hairdresser; a pharmacy; a pub; a bigger church; and sports facilities?
- There will be a strain on stretched resources; shops, library, etc.
- There's not even a pub in Crossways.
- There is a lack of play facilities.

- Utility infrastructure including water, gas, sewage, electricity and broadband needs to be considered.

Education / Health

- School classes are over-subscribed.
- Doctors are over booked.
- The Clinical Commissioning Group has said that the new doctors' surgery will not be built and that new requirements will be met by expanding the existing health centre. (Moreton Parish Council)
- The existing Atrium Health Centre cannot cope with the existing population. The plan must include a suitable medical centre capable of adequately supporting the proposed increase in population.

Village Hall

- The existing village hall dates back to WWII. Surely the size of the proposed development at Crossways calls for something more modern?
- There is doubt when or whether a replacement village hall will be built. (Moreton Parish Council)
- The new village hall is being moved from the first to the fourth phase of the development south of Warmwell Road. This is unacceptable as this is a community hall and is regularly used.

Biodiversity

- We have wildlife in this area like deer, bats and frogs.
- This summer adders, slow worms and a smooth snake were seen.
- Ten years ago there were literally hundreds, if not thousands, of geese that would migrate here.
- Wildlife is being forced further and further away with numbers diminishing of geese, hedgehogs, deer and birds of prey.

Responses to the Town Centre Strategy

Retailing

- Crossways need a supermarket. The co-op is excellent but too small and no car park.
- If enhanced retail provision is provided then it must have adequate parking and delivery space. The Co-op shop on the B3390 is very popular but has inadequate parking and when large lorries are making deliveries they must park on the road which causes problems for drivers and other users on the B3390. (Broadmayne Parish Council)
- We need a public car park.

Responses on Question 12-ii: Former Policy CRS1 (now CRS2) has been updated to reflect its progress towards the grant of planning permission. Do you have any comments on new Policy CRS2?

Support

- We support this policy. (Dorset County Council: Environment & Economy)

CRS2 Criterion i): Allocation of the Site

- Paragraph 12.5.1 should be amended to refer to about 550 new homes. There is not a market for large dwellings in Crossways and to be attractive to the market the scheme should replace the larger 4/5 bedroom dwellings with smaller dwellings. This would result in an increase in both the number and density of the scheme. (C & G Properties)

CRS2 Criterion ii): Impact on Heathlands

- The landowner is prepared to allow some new areas of existing woodland to be approved as SANG. This would create a more varied and interesting SANG and would also enable some areas currently allocated to become SANG to be released for residential development. (C & G Properties)

CRS2 Criterion iv): Highway Improvements

- The proposal does not describe any highway improvements to cope with extra traffic from this and other nearby approved and proposed developments.

CRS2 Criterion v): Joint Masterplanning

- Reference to Dorset County Council, Purbeck District Council and West Dorset District Council should be removed. (C & G Properties)

CRS2 Criterion v): Community Infrastructure

- There needs to be explicit mention of contributions towards the development of educational infrastructure (3 tier) based on prevailing rates. (Dorset County Council: Children's Services)

CRS2 Criterion v): Community Hall / Doctor's Surgery

- It will be vital that a new sufficiently enlarged GP Surgery is built and opened at an early stage in the development and the new village hall is built at an early stage too.
- South of the main road is the wrong place for the proposed amenities (e.g. surgery, hall).
- The provision of a Health Centre has been dropped to the detriment of the village infrastructure. We have a high proportion of elderly and retired residents.
- Paragraph 12.5.1 should acknowledge the recent decision of the Dorset CCG to no longer require the provision of a new doctor's surgery on the site and the potential for the area where the doctor's surgery was going to be developed for alternative uses. This change of position could increase the viability of the development and aid in its delivery. (C & G Properties)
- It has been made clear to the Council that the delivery of the proposed replacement Village Hall within the first phase of the development is likely to render the delivery of the first phase unviable especially considering that this first phase will also be delivering the proposed new access from Warmwell Road and associated works to Warmwell Road and the proposed village green as well as 1/5 of the financial contribution sought. (C & G Properties)

CRS2 Criterion v): Links to Moreton Station

- Opportunities to improve and create new safe access routes from Crossways to Moreton Railway Station must be taken to reduce dependency on cars.

- The proposal assumes the location of Moreton Railway Station is relevant, when, in fact it is not because of its distance from the development and because less than 2% of journeys are by rail.

Comments on cumulative impacts of growth at Crossways, in particular sites CRS3, CRS4, CRS5 and CRS6

Transport

- The proposed developments at Crossways will cumulatively impact on the Five Ways Junction and Lewell Bridge and put further pressure on the need for the extension to the West Stafford Bypass and the consequential closure of the level crossing. Thought should be given to how CRS4, CRS5 and CRS6 and any subsequent development sites should contribute to required improvements. (Dorset County Council: Transport)
- There is potential for the cumulative development at Crossways (including land adjacent to Oaklands Park: CRS3) combined with proposals at Dorchester, to have an impact on the strategic road network. Junction upgrades on the A35 are likely to be required. (Highways England)
- The expansion of Crossways provides the opportunity to improve bus services to the area, linking employment sites in Dorchester and at the Dorset Innovation Park. (Dorset County Council: Transport)

Education

- We welcome the plans that incorporate the need to allow the current Frome Valley First School to expand to 3 FE – which would include additional adjoining land. There needs to be explicit mention of contributions towards the development of the educational infrastructure (3 tier) based on prevailing rates with new planning permissions potentially contributing to nursery and special educational needs provision. (Dorset County Council: Children's Services)

Minerals

- The reference to sand and gravel resources in the area and the potential need for prior extraction of viable deposits are noted. All three sites are located within the Minerals Safeguarding Area (MSA) and the sand and gravel resource blocks are identified in the Minerals Strategy (2014). We would expect assessment and prior extraction of this resource where available. (Dorset County Council: Minerals & Waste)

Environment

- Natural England has no objection to the preferred options at Crossways. For clarity, we recommend that a clause is added to the policies, or supporting text, requiring any necessary mitigation measures to secure nutrient neutrality in relation to the Poole Harbour international sites. (Natural England)
- Paragraph 12.8.4 outlines that the level of SANG proposed on land to the west of Frome Valley Road (CRS4) and to the west of Crossways (CRS6) should provide sufficient headroom to accommodate the requirement from land at Woodsford Fields (CRS5). In total, CRS4, CRS5 and CRS6 are allocated to deliver 565 dwellings. There is sufficient SANG proposed on land to the West of Frome Valley Road and land to the West of Crossways to accord with Natural England's guidance. (Woodsford Farms)

- All three of the preferred options sites have the potential for biodiversity enhancement. We would like to see the words 'along with other biodiversity enhancement measures' inserted in each case. (Dorset Wildlife Trust)

Responses on Question 12-iii: New Policy CRS₃ reflects the grant of planning permission on this site. Do you have any comments on new Policy CRS₃?

CRS₃ Criterion i): Allocation for Housing / Employment

- Businesses do not want to set up / relocate because of the road infrastructure, not just in Crossways and surrounding area but also linking to the major transportation nodes in the South of England (i.e. the ports of Dover / Southampton / Portsmouth).

CRS₃ Criterion iii): Impact on Heathlands

- The promise of Suitable Alternative Natural Greenspace (SANG) is a nonsense and will not off set the loss of habitat and biodiversity to 'internationally designated heathlands'. This is not an acceptable trade off for something that is internationally designated, and already badly fragmented.

Education

- There needs to be explicit mention of contributions towards the development of educational infrastructure (3 tier) based on prevailing rates. (Dorset County Council: Children's Services)

Responses on Question 12-iv: New Policy CRS₄ has been updated to reflect the grant of outline planning permission on this site for 85 homes and the proposed increase to 140 new homes. Do you have any comments on new Policy CRS₄?

Support

- We support draft Policy CRS₄ in principle. (Woodsford Farms)

Paragraph 12.7.4: Minerals

- CRS₄ is located within a previously permitted minerals site (Warmwell Airfield). Paragraph 12.7.4 is welcomed. However its provisions should be reflected in the criteria of Policy CRS₄. (Dorset County Council: Minerals & Waste)

CRS₄ Criterion i): Allocation for Housing

- A resolution to grant permission has been secured for 140 dwellings and 5.6 hectares of Suitable Alternative Natural Greenspace, with associated landscaping, open space and infrastructure. The resolution to grant and extensive technical work that has been undertaken demonstrates the site's suitability for housing development with associated informal open space provision. (Woodsford Farms)
- Please look at brownfield sites.

CRS₄ Criterion ii): Impact on Heathlands

- Criterion ii) requires 7.4 hectares of SANG, although the development has been approved to provide 5.6 hectares. Nevertheless, this combined with land to the West of

Crossways (CRS6) equates to a total SANG provision of 13 hectares across the two sites. (Woodsford Farms)

- No development should be proposed which impacts upon internationally designated heathlands. The promise of a 7.4 hectare replacement SANG is a nonsense and will not offset the loss of habitat and biodiversity.

CRS₄ Criterion iii): Impact on Poole Harbour

- Criterion iii) is supported. The shadow Appropriate Assessment concludes that the development can be considered nitrogen neutral. (Woodsford Farms)

CRS₄ Criterion iv): Retention of Trees and Hedgerows

- Existing areas of woodland, trees and hedgerows will be retained in accordance with criterion iv) as part of the SANG provision. A landscape and visual appraisal will be provided at the reserved matters stage. (Woodsford Farms)
- We find it unacceptable that the retention of significant features is optional.
- It will spoil the surrounding landscape, trees and hills.

CRS₄ Criterion v): Links to Footpath Network

- The approved outline application's illustrative masterplan demonstrates that there are four proposed pedestrian footpaths. (Woodsford Farms)
- This area is too far from the hub of the village (i.e. shops, village hall, etc.) which will require the use of cars and increased traffic.

Transport

- The site is estimated to provide 140 dwellings, of which there is an extant permission for 85. Whilst the additional 55 units is relatively small, the cumulative impacts at Crossways and Dorchester are likely to mean junction upgrades on the A35 are required. Modelling outputs will reveal further details of the necessary highway interventions to support this growth. (Highways England)
- Infrastructure improvements are needed as the roads are already under pressure from traffic.
- There should be only small scale development to allow for sufficient off-road car parking for the planned houses. Frome Valley Road already has cars parked all along one side of this curved road, meaning access is already difficult so adding further car journeys to this road will make this more hazardous.
- How can cars from the proposed site turn in safely; quite apart from buses, school buses and large farm vehicles? Bin trucks find it difficult to turn round.

Environment

- The area of water meadows is a beautiful landscape of biodiversity and historic interest.

Responses on Question 12-v: New Policy CRS₅ allocates this site for housing, informal open space provision and an extension to the adjacent first school. Do you have any comments on new Policy CRS₅?

Support

- We support the policy. (Dorset County Council: Environment & Economy)

- We support Policy CRS5 subject to some proposed amendments. (Woodsford Farms)
- In general, we prefer Option CRS5 for further development as it would put the existing school and church in a more central position for easier access.

General Comments

- Technical work has been undertaken for the land at Woodsford Fields including studies on: ecology; landscape and visual appraisal; transport appraisal; waste water study; and flood risk and drainage. (Woodsford Farms)
- The word 'should' needs to be replaced by 'must' within the policy.

Paragraph 12.8.6: Minerals

- CRS5 is located within a previously unworked area. Paragraph 12.8.6 is welcomed. However, its provisions should be reflected in the criteria of Policy CRS5. (Dorset County Council: Minerals & Waste)

CRS5 Criterion i) Allocation for Housing / Primary School Expansion

- I object to the unfair amount of housing proposed for Crossways and specifically Woodsford Fields (CRS5).
- The land at Woodsford Fields is not required to meet the needs of Crossways. There are currently 689 outstanding homes with planning permission (outline / full) in the village.
- This preferred option (CRS5 for 275 houses) should be deleted (Moreton Parish Council)
- Paragraph 12.8.1 should be amended to seek the delivery of 387 dwellings at Woodsford Fields. (Woodsford Farms)
- The number of dwellings proposed for development should be reduced to 225. (C & G Properties)
- We are in agreement that the allocation will seek to deliver the expansion of the primary school and an area of land has been safeguarded for this. (Woodsford Farms)
- CRS5 is located at the northern most edge of the village and (with exception of the primary school) is located considerably further from the existing local facilities and services than the land south of Warmwell Road. (C & G Properties)
- If this land has to be developed this should not be done too densely.

CRS5 Criterion ii): Impact on Heathlands / Informal Open Space Provision

- There is spare capacity in the proposed SANG for land south of Warmwell Road which was allocated in preference to this site when the adopted local plan was being prepared because it was closer to the majority of existing local facilities and services and also provided more of an opportunity for a development which enhances the character of the settlement and provides more of a community focus. (C & G Properties)
- The site can comfortably accommodate up to 387 dwellings with 3.04 hectares of open space and land for an expanded primary school. (Woodsford Farms)
- The development should seek to address the shortfall in green infrastructure by creating new greenspaces between the existing development and the new housing so that it provides additionality and helps to integrate the new and old housing areas.

CRS5 Criterion iii): Impact on Poole Harbour

- It is agreed that the development will seek to incorporate measures to secure effective avoidance and mitigation of any potential adverse effect of additional nutrient loading upon the Poole Harbour internationally designated sites. (Woodsford Farms)

CRS5 Criterion iv): Trees and Hedgerows

- Development will spoil the surrounding landscape, trees and hills.

CRS5 Criterion v): Flooding / Drainage

- Para 12.8.8 should be amended to read 'There are two areas of surface water flood risk on the site upstream of the culverts under the railway, which will be a factor in the site design. Built development should seek to avoid these areas as part of any scheme.' (Dorset County Council: Flood Risk)
- A Scoping Flood Risk Assessment confirms that the Woodsford Fields site is entirely in flood zone 1. (Woodsford Farms)

CRS5 Criterion vi): Footpath Links

- We agree with Criterion 6. (Woodsford Farms)
- An opportunity should be taken to provide a new footpath and cycle path direct to Moreton Railway Station.

Transport

- Given the overall level of proposed development at Crossways, combined with proposals at Dorchester, there is potential for this site to have an impact on the strategic road network. Junction upgrades on the A35 are likely to be required, for which the analysis of modelling outputs undertaken by Highways England will provide information. (Highways England)
- The extension of the West Stafford By-pass should be built before development takes place.
- Providing another access road off Dick o' th' Banks Road would make that road more congested than it already is and even more traffic serving the expanded school would take it well beyond its capacity.
- If this land has to be developed there have to be sufficient off-road parking spaces.

Responses on Question 12-vi: New Policy CRS6 allocates this site for housing and informal open space provision. Do you have any comments on new Policy CRS6?

Support

- We support Policy CRS6. (Woodsford Farms)
- We agree and support paragraphs 12.9.1 – 12.9.9. (Woodsford Farms)

General Comments

- Technical work has been undertaken for land west of Crossways through an outline application, which was withdrawn in January 2018. Studies undertaken include: a transport assessment; noise survey; air quality report; arboricultural impact assessment; archaeological desk based assessment, ecological assessment; flood risk assessment; and a sustainability assessment. (Woodsford Farms)

Paragraph 12.9.5: Minerals

- CRS6 is located within a previously worked permitted minerals site (Warmwell Airfield). Paragraph 12.9.5 is welcomed, however its provisions should be reflected in the criteria of Policy CRS6. (Dorset County Council: Minerals & Waste)

CRS6 Criterion i): Allocation for Housing

- This allocation (for 150 houses) should be deleted from the Preferred Options. (Moreton Parish Council)
- There is already planning permission for: 400 properties south of Warmwell Road; 85 houses off Frome Valley Road; and the Oaklands Park development. This is more than enough expansion for the village.
- This area shouldn't be developed as the adjacent land already with planning permission for housing has not yet been developed leaving unsightly temporary fencing and a half-constructed road.

CRS6 Criterion ii): Impact on Heathlands

- Criterion ii) is supported. 7.38 hectares of SANG has been proposed in order to compensate for development at Land West of Crossways (CRS6), Land at Woodsford Fields (CRS5) and Land to the West of Frome Valley Road (CRS4), totalling a provision of 13 hectares of SANG for an estimated generated population of 1,625 people. (Woodsford Farms)

CRS6 Criterion iii): Impact on Poole Harbour

- The Shadow Appropriate Assessment produced for the Frome Valley Road site (CRS4) confirms that the majority of nitrogen is generated from agriculture. As 7.38 hectares of existing land is to be converted to SANG and other associated landscaping, this will bring about a reduction, which will have a substantial impact on Poole Harbour. (Woodsford Farms)

CRS6 Criterion iv): Trees and Hedgerows

- We support Criterion iv). As part of the SANG provision, the development will seek to retain and enhance existing trees and hedgerows. (Woodsford Farms)

CRS6 Criterion v): Flood Risk

- Sustainable drainage methods are required to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere. (Dorset County Council: Flood Risk)
- Sustainable drainage methods will be implemented in order to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere. (Woodsford Farms)

CRS6 Criterion vi): Footpath Links

- Although the application for development on this site was withdrawn, it demonstrated that a pedestrian access is viable and therefore an access point can be used to connect with the wider pedestrian network. (Woodsford Farms)

Transport

- Given the overall level of proposed development at Crossways, combined with proposals at Dorchester, there is potential for this site to have an impact on the strategic road network. Junction upgrades on the A35 are likely to be required. (Highways England)

Community Infrastructure

- No surgery, shops or communal facilities are mentioned. A surgery is proposed in CRS2 but this is the wrong side of the main road and may not go ahead.

Education

- The First School can't cope. Creating 2 new entry forms (para. 12.9.9) does not stop the creation of mixed aged classes in years above, leading to dilution of teaching effort (and that assumes the classrooms are physically big enough to take extra pupils).

Sewers

- There are existing rising mains which border the eastern side of the site, these should be accurately located on site to inform masterplanning / the protection of public sewers. Due to the location of our existing infrastructure it is likely that an off-site connecting foul sewer will be required to service the development with the point of connection to be agreed. We anticipate that the proposed development and increase in foul flows is likely to prompt a review of Environment Agency consent at the receiving pumping station. (Wessex Water)

Biodiversity

- Sufficient mitigation should be made to preserve some of the exceptional wild flowers around the edge of this field including Yellow Bartsia (*Parentucellia viscosa*).

Heritage

- Sufficient mitigation should be made to preserve the historic aircraft hangers.

Alternative Sites

Land North of Crossways: Summary of Proposed Development

- The opportunity should be taken to create a new town at Crossways, north of the railway, as an alternative to the very unsuitable North Dorchester proposal. (Woodsford Farms)
- It would include about 4,000 new homes. (Woodsford Farms)
- Approximately 269 hectares of green infrastructure, including open space, and new and improved biodiversity habitats would be provided. (Woodsford Farms)
- A new mixed-use local centre with a range of services and facilities, retail and leisure and employment floorspace would be provided. (Woodsford Farms)
- Primary and secondary school provision would be made. (Woodsford Farms)
- An enhanced public transport offer, including the relocation and enhancement of Moreton Station, would be made. (Woodsford Farms)

Land North of Crossways: Summary of Transport Infrastructure Proposals

- A link would be provided through the site that would reduce the traffic through Crossways and enable the closure of the level crossings across the railway line. (Woodsford Farms)
- Moreton Station would be relocated to the west, siting it more centrally to the existing and proposed communities at Crossways, enabling easier access by a greater critical mass. This also creates opportunities for enhanced station facilities (parking) and twin-tracking of the line. (Woodsford Farms)
- A connected layout of functional streets, footpath and cycleways would be provided. (Woodsford Farms)
- The footway crossing of the railway would be replaced with a new footbridge, improving connectivity from Crossways. (Woodsford Farms)
- The local cycle network would be improved, further enhancing accessibility of the site via sustainable transport modes. (Woodsford Farms)
- The local bus service would be enhanced by providing more frequent connections to desirable locations within the locality, introducing demand responsive transport. (Woodsford Farms)

Crossways Solar Farm

- One option is to remove the recently established solar panels at Crossways.

Puddletown Road, Purbeck

- There are better alternative areas such Puddletown Road in Purbeck, where ex-quarries have available land.