

# Core Strategy

## 06 Wimborne and Colehill Proposals Background Paper

Pre-Submission Consultation  
2<sup>nd</sup> April – 25<sup>th</sup> June 2012



Prepared by Christchurch Borough Council and  
East Dorset District Council

April 2012



<b>1 Introduction .....</b>	<b>2</b>
<b>2 Formation of Pre Submission Options .....</b>	<b>3</b>
<b>3 Pre Submission Options .....</b>	<b>90</b>

## 1 Introduction

**1.1** This background paper is one of a number of papers produced as part of the Christchurch and East Dorset Local Plan (formerly the Local Development Framework) to inform the Pre-Submission Core Strategy. This particular paper sets out the refinement of policy options for the Core Strategy Wimborne and Colehill Housing and Town Centre Options chapter following consultation undertaken between October 2010 – Jan 2011 on the Core Strategy ‘Options for Consideration’ document. Specifically, the Wimborne and Colehill Housing and Town Centre Options chapter sets out policy options associated with the provision of new neighbourhoods to accommodate housing, open space and facilities. Additionally, it considers meeting the needs of the local community with the support and provision of facilities and services, with a particular emphasis in terms of maintaining a strong and diverse town centre

**1.2** Preparation of the Pre-Submission Core Strategy Wimborne and Colehill Housing and Town Centre Options chapter has involved consideration of the following:

- National and local policy;
- Core Strategy ‘Options for Consideration’ consultation and ongoing engagement;
- Sustainability Appraisal, Habitats Regulations Assessment, Health Impact Assessment and Equalities Impact Assessment;
- The Local Plan Evidence Base;
- Infrastructure delivery and viability.

**1.3** This background paper also identifies, where appropriate, strategic infrastructure requirements to support the policy options within the Wimborne and Colehill Housing and Town Centre Options chapter which feeds into the wider Core Strategy infrastructure delivery plan and preparation of the Community Infrastructure Levy Charging Schedule.

**1.4** This paper should be read in conjunction with the following key issue papers prepared in refining Core Strategy options from initial issues and options consultation undertaken in March 2008 to the ‘Options for Consideration’ consultation undertaken from October 2010 – January 2011.

- **Key Issue Paper:** Town, village and neighbourhood centres
- **Area Profile:** Wimborne and Colehill

## 2 Formation of Pre Submission Options

**2.1** This section provides a critical assessment of the options put forward for consultation in the Wimborne and Colehill Housing and Town Centre chapter of the 'Options for Consideration' Core Strategy and provides recommendations for the policy approach to be adopted in the Pre-Submission Core Strategy. The assessment process examines the consultation response received to the 'Options for Consideration' document and key issues arising from this engagement process. The formation of Pre-Submission policy options also considers any recent changes in national policy and updates to the evidence base which supplements the policy and evidence review undertaken within the key issue papers listed in the introduction. The assessment below also takes into account key conclusions of the sustainability appraisal, habitats regulations assessment, health impact assessment and equalities impact assessment undertaken for the 'Options for Consideration' Core Strategy. A summary of all the proposed Pre-Submission policy options for the Wimborne and Colehill Housing and Town Centre chapter is set out at the end of this paper.

### **Issue and Options Identified in 'Options for Consideration' Core Strategy:**

#### **2.2 The Housing Debate and maintaining a viable and vital town centre**

**2.3** The 'Options for Consideration' document considered that the main issues facing Wimborne and Colehill are the need for and location of any new housing, how to improve the provision of open space to encourage residents away from heathlands and increase access to the countryside, how to provide for the sporting and recreational needs of the area, and how to maintain and increase the vitality and viability of the town centre.

**2.4** The first section of this Paper considers the provision of housing, access to the countryside and the provision of sports and recreational facilities. The second part of the paper will consider the Options relating to the Town Centre.

#### **2.5 Consultation Responses**

**2.6** A small number of responses were received in respect of the introductory paragraphs to Chapter 8. The majority were from respondents supporting alternative locations for development to those identified as Options in the document. These responses are considered in more detail below, after an assessment of the Option sites. The remainder largely related to comments proposing that there should be no development in the Green Belt, that residential development should be concentrated in the existing built-up areas, and that the Green Belt Gap between Wimborne and Colehill along Leigh Road/Wimborne Road West should be retained at all cost.

**2.7** Dorset County Council Transport Planning Section commented on the traffic situation in and around Wimborne/Colehill and explained that a study had been carried out to assess the impact of the proposed developments on the traffic flows in the area. Those models conclude that all the sites are generally supported at this early stage subject to further work through the master planning process and future work with developers to reduce the traffic impacts of new development. The models have highlighted points on the network which will suffer increased congestion. Developers will be required to contribute towards improvements to the highway network, as well as to improvements in cycling and walking and public transport, to mitigate the effects of the developments.

### 2.8 Officer Response

**2.9** The Council has recognised that there is a significant housing need within the District to meet the social and economic needs of the area, but also recognises that there are limits to the environmental and infrastructure capacity of the area. The evidence to support the housing need of the area is set out in The Strategic Housing Market Assessment (2008 and 2012) and the Housing and Needs Surveys 2008. It has suggested, in Option KS1, that main settlements, such as Wimborne, should accommodate the majority of the development necessary to maintain these areas and be the focus of most development. To achieve this, some greenfield development is likely to be needed. This is supported by the Strategic Housing Land Availability Assessments (2009 - 2011) which indicate that the capacity of the existing urban areas is not sufficient to accommodate the housing need identified. Detailed matters relating to the need for additional housing and affordable housing in Wimborne and Colehill will be addressed in the Key Strategy Background Paper and the Meeting Local Needs Background Paper.

**2.10** Therefore, the Council is considering limited areas for residential development on land currently within the Green Belt. These areas have been carefully identified to have the minimal impact on the openness of the Green Belt, and which maintain the key Green Belt purposes, including the prevention of coalescence of settlements and the protection of the setting of historic towns. It is considered that the gap between Wimborne and Colehill, to the north of Leigh Road/Wimborne Road West should be protected from development as it fulfils the function of the prevention of coalescence of the two settlements. This area was recognised as an 'area contributing relatively more to PPG2 purposes of separation and setting of urban areas, and not otherwise covered by protective national designations' and identified as a 'Strategic Gap' and a 'Key Edge' in the South East Dorset Strategy Green Belt Review (2005). The Council therefore agrees with the comments urging protection of the gap between Colehill and Wimborne, but cannot agree with the request to prevent any Green Belt areas being considered for development.

**2.11** The Council appointed consultants, Broadway Malyan, to provide Master Planning advice about the most suitable locations for the proposed new neighbourhoods to be developed in the District. In their Housing Options Master Plan Report, published in 2010, the consultants considered two main areas of search in the Wimborne and Colehill area. The first was to the north and west of the settlements. This area was split into 3 sub-areas, a western area, central area and eastern areas. The conclusions for each area are as follows:

- Western sub-area - A major factor is the area's proximity to the town centre and its transport connections. Although it has a number of environmental designations within or around, these do not impact on development opportunities. Coalescence is not a major problem. This area should be considered for development.
- Central sub-area - Although there are few environmental designations in this area, its remoteness from the town centre and its potential coalescence issues are major factors. Only the south western parts are considered suitable for development.
- Eastern sub-areas - Although there are few environmental designations and no coalescence issues in this area, its remoteness from the town centre and other key services are significant factors. This area should not be considered for development.

**2.12** The second area of search was to the east of the town. This was split into two sub-areas, north and south. The conclusions for each are as follows:

- Northern sub-area - The area is remote from the town centre and although it lies in close proximity to the first schools and nurseries, it is remote from the main secondary school. The area is reasonably well connected and has few environmental constraints, although part is to be designated a Suitable

Alternative Natural Greenspace (SANG). The major issue is, however, that of coalescence between Colehill and Wimborne and the eroding of a critical Green Belt gap between the urban areas. This area should not be considered for development.

- Southern sub-area - The area is remote from the town centre and although it lies in close proximity to a first school and nurseries, it is remote from the main secondary school. The area is reasonably well connected and has few environmental constraints, although it does contain a Scheduled Ancient Monument (SAM). The major issue is, however, that of coalescence between Colehill and Wimborne and the eroding of a critical Green Belt gap between the urban areas. Whilst the southern sub-area should probably be discounted from development consideration (largely on the coalescence issue) it could play an important role in a wider spatial strategy for the town, in providing sports and recreational development. It is considered, therefore, that the western part of sub-area, closest to Wimborne Town centre, should be considered for leisure development with potentially an element of enabling residential development.

**2.13** The Council have accepted the recommendations of their consultants and have only identified possible housing Options sites within the areas identified above.

**2.14** The County Council's work in respect of the impact of development on the local transport network is very important as it demonstrates that the development of the Options under consideration, with developer-financed mitigation, will not lead to unacceptable traffic congestion in and around the town.

### **2.15 Housing Options**

**2.16** A set of Common Requirements were identified for each of the Housing Option sites, which are set out as follows:

- Suitable Alternative Natural Greenspace will need to be provided in perpetuity to mitigate the impact of people on nearby heathlands, with provision phased in advance of the occupation of dwellings on the site.
- If new neighbourhoods are provided it will be expected that at least 40% of the new homes will be affordable, i.e social rented or shared equity.
- The Green Belt boundary is to be revised to incorporate necessary land into the urban area of Wimborne required for development.

### Option WMC 1

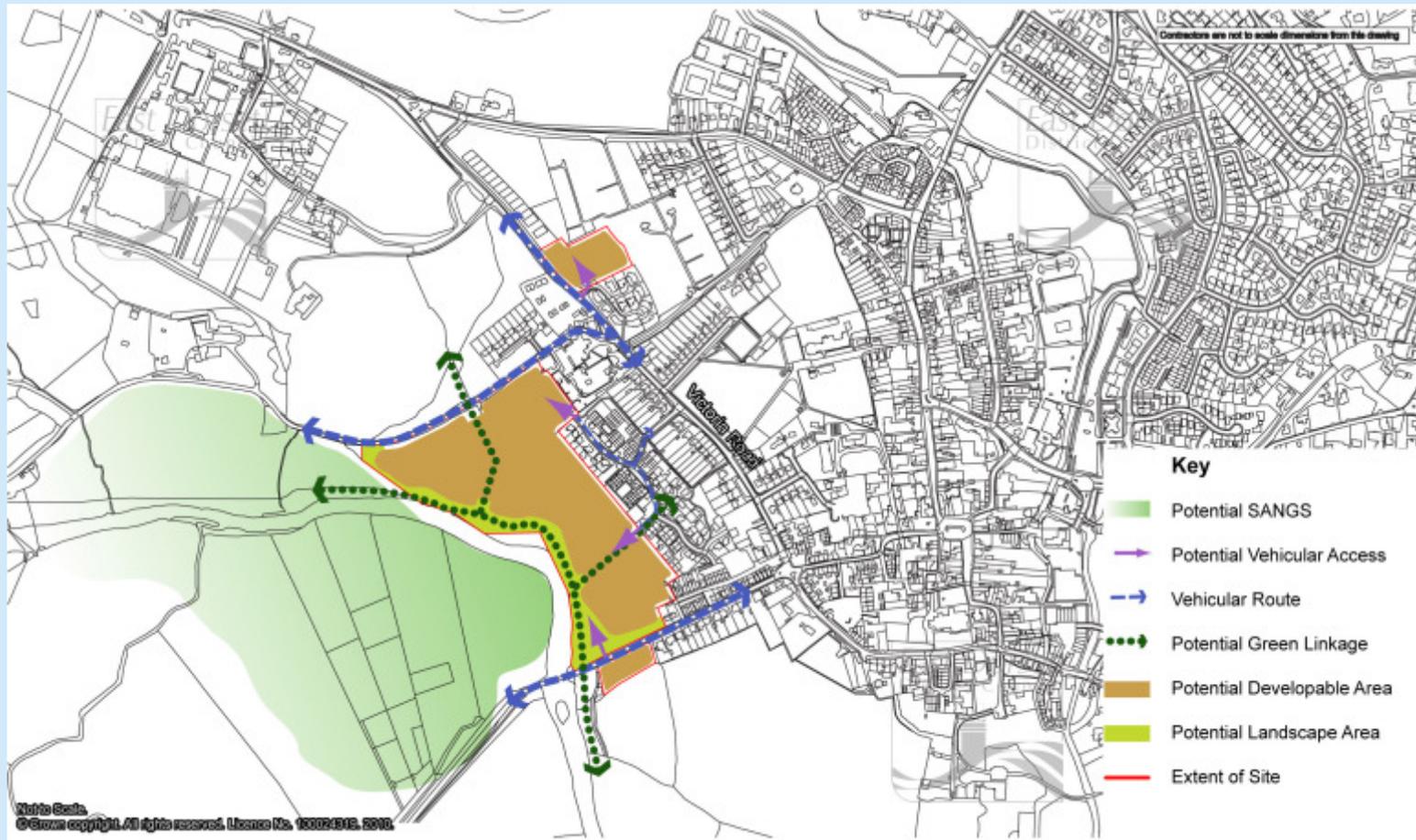
New neighbourhoods could be built at Cuthbury Allotments, including Cuthbury Close and Wimborne Football Club and at St Margaret's Close, to the west of Wimborne.

This would involve:

- The provision of about 170 new homes.
- Use of part of the Cuthbury area for possible extension of Victoria Hospital, and/or provision of a new medical centre.
- A green corridor along the River Stour.

Prerequisites for development would include:

- The relocation of the allotments before development commences.
- The relocation of the football club before development commences (See Option WMC 5).



Picture 2.1

**Consultation Response**

Option	Support	Object	No Opinion	Total
<b>WMC1</b>	<b>216 (34%)</b>	<b>286 (45%)</b>	<b>133 (21%)</b>	<b>635</b>

Option	Support	Object	No Opinion	Total
<b>Residents of Colehill Parish - 6760 (2010 Population Estimate - DCC)</b>	<b>67</b>	<b>55</b>	<b>-</b>	<b>122</b>
<b>Residents of Wimborne Parish - 6785 (2010 Population Estimate - DCC)</b>	<b>63</b>	<b>79</b>	<b>-</b>	<b>142</b>
<b>% of Colehill Parish Population</b>	<b>1.0%</b>	<b>0.8%</b>	<b>-</b>	<b>1.8%</b>
<b>% of Wimborne Parish Population</b>	<b>0.9%</b>	<b>1.1%</b>	<b>-</b>	<b>2%</b>

Table 2.1

**2.17** These figures represent an indication of the level of response by settlement. Responses giving 'No Opinion' were excluded for the purposes of the Parish breakdown.

**2.18** This Option generated less than 50% objection, with support and no opinion cumulatively being the majority view. However, it is a sensitive site on the edge of the main historic core of the town in a location which acts as a gateway into the settlement.

**2.19** The comments from key stakeholders and the general public in respect of this Option, and general comments on the principle of development in the Wimborne/Colehill area, have been grouped together into various themes and are as follows:

**2.20 Housing**

- DCP representing Wyatt Homes Ltd - support the proposal, including the St Margaret's Close option although their client has no interest in this piece of land. They argue that the Option will deliver affordable housing and will replace the unattractive existing housing part of the site, will provide additional

replacement allotments, relocate the football club and provide a SANG. They argue there is no need to allow land for the expansion of Wimborne Hospital.

- Colehill Parish Council - support the proposal, except for the development off St Margaret's Close which should be used as an extension to the Cemetery.
- East Borough Housing Association - Strongly support WMC1,2,4,5 and 9. The redevelopment of the existing tired social housing units would provide better accommodation for existing tenants.
- Synergy Housing Association - See no reason to disagree with the Local Authority's assessment and findings in each case. (Comment applicable to all Wimborne housing proposals)
- Wimborne Civic Society - support a limited development on the site which maintains most of the existing allotments. It is acceptable to redevelop the football ground and the existing social housing units for housing, with the allotments retained in the middle.
- *General Comments*
- There is a need for more affordable housing in the town.
- Do not see a need for affordable housing in the area.
- Affordable housing should be for local people only.
- Should only build affordable homes in Wimborne, which will reduce the amount of houses to be built and will meet a local need.
- Why are so many houses being proposed for Wimborne?
- Support the concept of concentrating development in the main urban areas.
- Increased housing on the scale proposed for Wimborne will swamp the pleasant market town and ruin its character and attractiveness to visitors.
- Wimborne needs an increase in population to support local traders and keep the town centre active outside the tourist season.
- The design of the developments should be of the highest standard.
- The proposal is good infilling of land adjacent to the town centre and all amenities.
- It is wrong to build new homes whilst second homes and investment properties exist.
- Develop in outlying settlements, such as Verwood, Corfe Mullen and Sturminster Marshall, and not cram development into existing towns.
- New properties should be of a decent size to live in, with sufficient private space and adequate parking. Many recent developments are too small to live in decently, which leads to a low quality of life for occupants and disputes with neighbours.
- There is a need for two bedroom houses in the area.
- New development should be energy efficient/low carbon, with adequate play spaces for children on site.
- Build smaller housing schemes in more places, rather than in larger schemes.

## 2.21 Environment and Historic Context

- Natural England- These Options offer opportunities for significant green infrastructure that could remove potential adverse effects on Dorset Heaths.(Comment applicable to all Wimborne housing proposals)

- Dorset Wildlife Trust - General support, but concerns about the impact on the River Stour. The development should be set back to avoid habitat loss along the river. Needs Sustainable Urban Drainage system and green infrastructure and enhancements to biodiversity in the river corridor. Need to consider the location of the alternative allotments.
- National Trust - Object - careful thought regarding environmental impact and sustainability is required.
- English Heritage - Concerned that the impact of the development of an important and sensitive site appears to have been underestimated. The site is adjacent to the 15th Century Grade 1 Listed Julian's Bridge and falls partly within the Wimborne Minster Conservation Area. The Stour Valley watermeadows are important too, as is The Leaze. We appreciate there may be an opportunity to enhance heritage assets, but a convincing case for the scale and extent of the development suggested has yet to be made.
- Terence O'Rourke Ltd on behalf of Stone Park - Reluctant support as the proposal will remove the obtrusive floodlights from the Football Club site. Any development will need to respect the historic setting of Stone Park (Grade II Listed Building) and its residential amenity. Do not support potential green linkage through the Estate from the development.
- RSPB - Object - until such time as an assessment of the potential impacts of the options on the European sites is determined. (Comment applicable to all Wimborne housing proposals)
- ETAG - This is an important gateway into Wimborne which will need a careful design. Concerns about the impact of buildings close to the river due to flooding and biodiversity issues. Need more greenspace. Support the relocation of the Football ground and its floodlights. The St Margaret's Close proposal - need to look at the possible historical importance of the orchard. This site could be used as an extension to the cemetery.
- Environment Agency - WMC1 is located in Source Protection Zone 2. Consideration and a risk assessment is needed to ensure that the risk to controlled water in this area from any new development will be low. Any development will have to provide a SUDs system, show consideration of flood risk/surface water drainage and water efficiency.
- *General Comments*
- Concerns about development adjacent to the river, both in terms of flood risk and impact on biodiversity.
- Need to keep green spaces for the existing population.
- No objection provided there are no flooding issues.
- Need to keep the river corridor access open to people.
- Need more open space, not more housing.
- If the design is right, this scheme could enhance the river frontage and the approach to Wimborne. The re-location of the housing association units on Julian's Road would actually improve the landscape and townscape.

### 2.22 Allotments

- Wimborne Allotment Association - Object to the loss of the allotments - they should be treated as an asset and not relegated to the outskirts of communities. Concerned about the possible re-location sites.
- Where will the allotments be re-located to?
- We are being encouraged to grow our own food, so why build on the existing allotments?

- New allotments won't be within walking distance for many existing allotment holders.
- No objection to relocating the football club, but do object to development on the allotment site.

### 2.23 Green Belt

- Object to the loss of Green Belt.
- Object to the St Margaret's Close site as it should remain in the Green Belt.
- The development would result in an encroachment of urban sprawl on the openness of the Green Belt.

### 2.24 Transport

- Highways Agency - The A31 and Canford Bottom roundabout are constrained and in need of improvements, however works to improve Canford Bottom are about to start. Support the development of an evidence base through South East Dorset Multi Modal Transportation Study. May still have concerns about large scale schemes due to their impact on the A31, but generally the eastern area of search is of greater concern than the northern as it is closer to the A31. (Comment applicable to all Wimborne housing proposals)
- DCC Highways - Support the proposal. Need to consider the access points to the site, improve pedestrian access and cycle links across Julian's Bridge and within the site, impact on Pye Corner, and a contribution towards a footway/cycleway on St Margaret's Hill.
- Transport improvements should be put in place before the development starts.
- Canford Bottom and the A31 cannot cope with more traffic. There is a need for a flyover at Canford Bottom and a dual carriageway from Ferndown to the A350.
- Concerned about the impact of additional traffic generated by the development on the locality.
- There is poor access from St Margaret's Close onto St Margaret's Hill.
- We need to address our dependence on the car and to improve public transport.
- Concerns that Julian's Bridge cannot accommodate additional traffic.

### 2.25 Facilities and Utilities

- Friends of Wimborne Hospital - Support the proposal to allow space for the hospital to grow - it provides a significant range of health services to the local community, and with changes to healthcare, is likely to expand.
- Headmaster, Pamphill First School - support as it would allow the school to operate at capacity.
- Wimborne Cemetery Joint Management Committee - the St Margaret's Close site should be used as an extension to the cemetery as there is only 50 -100 years' of land left in the existing one, and there is an increase in demand from Poole and Bournemouth due to the shortage of space there. The land could be used in the short term as allotments.
- Local infrastructure could not cope with increased population.
- Improvement of the medical facilities would be a benefit to all residents.
- Is there the employment capacity locally to employ new residents?

### 2.26 Sports Facilities

- Wimborne Football Club - We support the proposal to re-locate the club. It has outgrown its existing site and is a thriving community club.
- Support the principle of moving the football club to land off Leigh Road.
- Support the re-location of the sports facilities as both clubs need decent grounds and clubhouses.
- The re-location of the football club would have an adverse impact on the Green Belt in its new location.
- Suggest a proposal to re-locate the sports facilities and the allotments to the east and west side of Cranborne Road as part of an afforestation/Country Park proposal, which will also help to off-set carbon production and climate change issues.

### 2.27 Comments from the Wimborne and Colehill New Neighbourhood Focus Group Meeting October 2010.

- The proposal is seen as a natural, contained extension to the town within clear boundaries.
- The site has good access into the town, and is close to the hospital for the elderly.
- The development can make a good design statement to the entrance to the town.
- The scheme would provide open space with the river side access opened up.
- There is potential for the hospital to expand.
- A vital part of any re-development would be the replacement of the allotments.
- Concerns generally about the impact of additional traffic from the new developments proposed, especially on the A31 and the Canford Bottom roundabout.
- Concerns about the mechanisms to ensure that the football club (and rugby club) actually do re-locate and that these facilities are not lost.
- Cowgrove should not be used as a vehicular access into the site due to poor access onto St Margaret's Hill.
- The Cuthbury site is seen as part of the historic setting of the town, of Stone Park and Farr's house and it would be a shame to re-develop it.
- There is the opportunity to create an exciting riverside development.
- A new pedestrian bridge across the River Stour, possibly near Julian's Bridge, is desirable.

### 2.28 Officer Response

**2.29** The proposal to allow residential development on land currently occupied mainly by Cuthbury Allotments has given rise to a variety of comments - some strongly in support as this site is seen as being a natural rounding off of the settlement close to the town centre and all its amenities, and some strongly against due to concerns about the impact on the historic setting of the town and the loss of the allotments.

**2.30** This Option relates to the development of a visually important site on one of the principal approaches to the historic town of Wimborne. It is therefore critical that the form of any residential development on this site is sympathetic to, and enhances this important setting. The relationship of the site to the Listed Julian's Bridge and the Wimborne Conservation Area have been recognised by a number of commentators, some of whom are concerned that the full impact of the proposals have not been considered. In response, it is argued that with careful siting and design, the development of the site could improve this entrance into the town. There is the opportunity to remove some unsympathetic buildings and uses in the area and to replace them with developments

that add to the quality of the area. There is also an opportunity to provide a significantly improved public access to the attractive river frontage of the site and to increase public open space in the area. Part of the design criteria will be to ensure that the iconic views of the Minster Towers are not obscured by any new development in the area.

**2.31** There is an understandable concern about the loss of the existing allotments on part of the site, but any development could not take place until a suitable alternative location for the allotments is found. There is the opportunity through the development of this Option site and others within Wimborne and Colehill to provide more allotments than currently exist to meet the growing demand for this facility, and to provide greater security of tenure for users than the existing allotments.

**2.32** This Option proposes residential development in close proximity to the existing facilities within the town of Wimborne in a sustainable location. A number of the commentators recognise this and support the Option on that basis. This site provides the opportunity to produce a sustainable form of development which can reduce the need to travel by car and which will be well integrated into the existing urban fabric of the town, with good pedestrian and cycle links to the existing urban area. It also provides the opportunity to replace existing affordable housing that is reaching the end of its useful life as well as providing additional affordable housing in a sustainable location.

**2.33** The development of this site in the manner proposed gives the opportunity for two further benefits to the local residents: room for expansion of the Victoria Hospital and the re-location of the town's Football Club to a site where it has room to expand to meet its full potential. The removal of the football ground, with its floodlights, also benefits the setting of an adjacent Listed Building, Stone Park.

**2.34** The second site under consideration under this Option (land off St Margaret's Close) raised fewer individual comments than the proposals for Cuthbury Allotments. The main areas of concern here relate to the need for additional land for the cemetery, access from the site and loss of land from the Green Belt.

**2.35** The need for burial space within a settlement are acknowledged, but it is considered that there may be significant changes in the manner of burials in the future and it is not justified to prevent the development of a site for much needed housing on the basis of a shortfall of cemetery land 50 years in the future. It should also be noted that the development of land for cemeteries is one of the uses considered acceptable within the Green Belt.

**2.36** No site specific objection to the development was received from the Highways Authority and therefore the comments in respect of the access are considered to be unfounded. The principle of allowing development in the Green Belt is accepted because affordable housing needs cannot be met by building in the urban areas. The removal of this land from the Green Belt would cause minimal harm as it would not cause coalescence and a new strong boundary can be identified. The issues relating to the removal of land from the Green Belt to allow for development are dealt with in more detail in the Key Strategy Background Paper and Master Plan Reports.

### **Consideration of Evidence and Policy**

**2.37 Planning Policy Statement 3:** The policy approach in WMC1 remains consistent with PPS3 in respect of achieving the goal of ensuring that everybody has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

**2.38** The policy approach of WMC1 remains consistent with the Local Plan evidence base including the following:-

- The East Dorset Housing Needs and Demands Survey (2008)
- The East Dorset Housing Market Assessment (2008 and 2012)
- The East Dorset Strategic Housing Land Availability Assessment (2008, 2009 and 2011)
- The East Dorset Level 1 Strategic Flood Risk Assessment (2008)
- Wimborne Traffic Paramics Model (2011)

**2.39** The policy approach complies with the guidance set out in the Draft Planning Policy Framework, which states that (para10) 'For the planning system delivering sustainable development means:

- planning for prosperity (an economic role) – use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- planning for people (a social role) – use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
- planning for places (an environmental role) – use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.'

### ‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option WMC1
<b>Objective 1:</b> Protect, enhance and expand habitats and protected species	<b>NEUTRAL</b>
<b>Objective 2:</b> Make sustainable use of resources	<b>NEGATIVE DIRECT EFFECT</b>
<b>Objective 3:</b> Minimise pollution	<b>NEUTRAL</b>
<b>Objective 4:</b> Minimise factors contributing to climate change	<b>NEUTRAL</b>
<b>Objective 5:</b> Provide access to meet people's needs	<b>POSITIVE DIRECT EFFECT</b>
<b>Objective 6:</b> Provide a safe and secure environment	<b>NEUTRAL</b>
<b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles	<b>POSITIVE DIRECT EFFECT</b>

Relevant Sustainability Appraisal Objectives	Preferred Option WMC1
<b>Objective 8:</b> Help make suitable housing available and affordable for everybody	<b>STRONG POSITIVE DIRECT EFFECT</b>
<b>Objective 10:</b> Protect historic buildings and sites	<b>POSITIVE DIRECT EFFECT</b>
<b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	<b>NEUTRAL DIRECT EFFECT EFFECT</b> <b>POSITIVE SECONDARY</b>

Table 2.2

#### ‘Options for Consideration’ Habitats Regulations Assessment

**2.40** The assessment for this option was uncertain as the site lies within 5km of a European protected wildlife site.

#### ‘Options for Consideration’ Health Impact Assessment

**2.41** Relocation of the allotments would allow for their redistribution which may make access to them easier. An expansion of the numbers of allotments would record a positive score. The requirement to relocate the football ground is another prerequisite to the development taking place, therefore this coupled with the provision of a green corridor along the River Stour gives a positive score for Recreation. Development will increase traffic and thus have a negative impact on air pollution. Active travel and public transport must be promoted both within the site and to it. Construction provides short term employment. Whether an adaptation to the effects of climate change is included will depend on a design guide. Recreational, community, and health facilities will be provided in new neighbourhoods in line with the scale of the development and need.

#### ‘Options for Consideration’ Equalities Impact Assessment

**2.42** A new neighbourhood would benefit a wide range of people wishing to live in Wimborne. In particular, new dwellings would benefit older people and those with disabilities as a proportion can be built to meet their needs. Younger people may also benefit from the increased supply of housing, as some housing will be affordable. Community facilities would be to the advantage of a variety of groups.

**Infrastructure Requirements**

Site	Infrastructure	Timing	Funding	Responsibility
Cuthbury Allotments	Relocation of the allotments	before development commences	Developer	Developer
Wimborne Football Club	Relocation of Football Club	before development commences	Developer	Developer
Cuthbury Close	Relocation of social and private housing units	before development commences	Developer	Developer with Housing Association
Cuthbury	Green Infrastructure, including SANG	before dwellings are occupied	Developer	Developer

Table 2.3

**Conclusions**

**2.43** The proposal to provide residential development and land for the expansion of Victoria Hospital at Cuthbury and adjacent to St Margaret's Close set out in Option WMC1 should be pursued as a policy option. The scheme complies with emerging and existing national policy in that it provides for much needed housing, especially affordable housing, in a sustainable location close to the existing facilities of the town centre. With careful design it will not detract from the setting of the historic town and the views of the Minster Towers, and will also provide an opportunity to expand medical facilities in the town. The views expressed during the public consultation were fairly balanced for and against the scheme, with no overall majority either in support or objecting to the proposal. Although the land is presently Green Belt, development of this area would not result in coalescence of settlements and would be contained by strong defensible new Green Belt boundaries.

**Issue and Options Identified in 'Options for Consideration' Core Strategy:**

### **Option WMC 2**

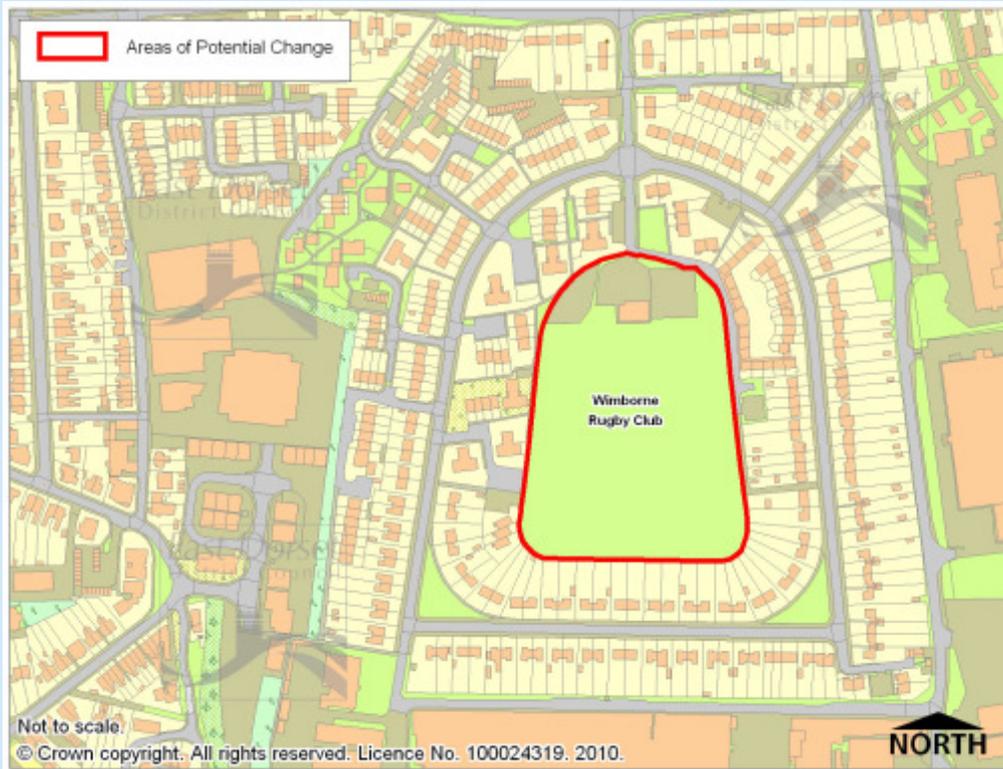
A combination of new homes and open space could be provided in Leigh Park at Wimborne Rugby Club.

This could involve:

- About 50 new homes.
- Open space with formal play equipment.

Prerequisites for development would include:

- The relocation of the rugby club before development commences (See Option WMC 5).
- Retention of the Leigh Park Children's Centre and the Community Centre.



Picture 2.2

**Consultation Response**

Option	Support	Object	No Opinion	Total
<b>WMC2</b>	<b>260 (43%)</b>	<b>186 (31%)</b>	<b>157 (26%)</b>	<b>603</b>

Option	Support	Object	No Opinion	Total
Residents of Colehill Parish - 6760 (2010 Population Estimate - DCC)	83	43	-	122
Residents of Wimborne Parish - 6785 (2010 Population Estimate - DCC)	75	47	-	122
% of Colehill Parish Population	1.2%	0.7%	-	1.9%
% of Wimborne Parish Population	1.1%	0.7%	-	1.8%

Table 2.4

**2.44** These figures represent an indication of the level of response by settlement. Responses giving 'No Opinion' were excluded for the purposes of the Parish breakdown.

**2.45** This Option generated a considerable degree of support, with less than a third of respondents formally objecting to the proposal. This Option has to be considered in tandem to the Option WMC5 which seeks a replacement location for the existing Rugby Club on the above site, as without a replacement for the Club, Option WMC2 is not possible.

**2.46** The comments from key stakeholders and the general public in respect of this specific Option have been grouped together into various themes and are set out below. Those comments which refer to the development of Wimborne in general are set out in respect of Option WMC1 above.

### 2.47 Housing

- Wimborne Town Council - Support - although the predicted growth appears to be large; in fact across the whole of East Dorset it is only 70/year for each of the 15 years, which is not thought excessive. Concerns about bringing land forward due to the costs of providing necessary infrastructure to support development. Leigh Park is largely residential - it is agreed, subject to the Rugby Club moving, that up to 50% of the undeveloped area could be housing, with the remainder as open space.
- Colehill Parish Council - Proposed development is acceptable, but concerns about the loss of open space in an area of some social deprivation.

- Wimborne Civic Society - Support, however housing will only work if the infrastructure is in place. Some of the site should be used to develop further facilities for local people following the success of the new community centre.
- *General Comments*
- This proposal represents good infilling of land adjacent to the town centre and all amenities.
- Good idea to move the rugby club to free space for affordable housing, near the town centre and which will help take the pressure off the Green Belt.
- Support the whole site being used for housing and more leisure/play/sports facilities developed on Option WMC5 site.
- Unacceptable infilling and taking away green space.
- To keep our town of Wimborne we need to build around the outskirts of the town enabling people to use the facilities.
- The homes must be affordable.
- With the Flight Refuelling re-development and this proposal, there will be too much traffic and the local roads, causing danger to children and animals and pollution from vehicles.
- Concerns about too high a concentration of affordable housing on Leigh Park, which already has a high proportion of affordable housing.
- Don't want housing on the rugby pitch as it will cause upheaval to local residents.
- Too many houses are proposed on the site.

#### **2.48 Sports Facilities/Open Space**

- Wimborne Rugby Club - Support the proposal as the club have a need for additional facilities, but are concerned that previous plans to re-locate have fallen by the wayside and have cost the club money.
- Leigh Park Residents Association - Support - The rugby club requires new premises and the field can easily be developed to accommodate many more homes and leave space for recreation.
- *General Comments*
- If the rugby club is moved the green space should be left for the enjoyment of residents.
- Concerned that siting the new sports clubs near the sewage works will not allow for their future expansion, if this is necessary.
- The Council should not spend public money on re-locating these sports clubs.
- Improve cycling and walking routes around the area and into the conurbation to reduce car use, and so school children can use these routes too.
- Why are you proposing to build on every area of green and sports ground around Wimborne?
- There are deeds held by Dorset County Archive that show Leigh Park as open space. It has been used as such for 50 plus years. It was given to the people of Wimborne as open space and we object to it being used for housing.
- Keep the existing pitch and clubhouse as it provides an existing facility. This would save the cost of re-location.

#### **2.49 Facilities and Utilities**

- Environment Agency - WMC2 is located in a Source Protection Zone 3 where a risk assessment will be required to show that the risk to controlled waters in this area will be low. Any development will have to provide a Sustainable Urban Drainage system, show consideration of flood risk/surface water drainage and water efficiency.
- Re-location of the rugby club will help reduce traffic congestion and noise in Leigh Park.
- Better access to the river would be nice.
- A31 doesn't have capacity for additional traffic.
- Is there enough employment in the area to support the new residents?
- Leigh Road/Wimborne Road West cannot cope with any increase in traffic.
- Need an improved bus service to the area.

### **2.50 Comments from the Wimborne and Colehill New Neighbourhood Focus Group Meeting October 2010.**

- Legal issues relating to Rugby Club - land gifted by Lady Wimborne.
- Rugby Club best left where it is.
- Loss of open space at the Rugby Club.
- Impact on existing residents.

### **2.51 Comments from the Leigh Park Event November 12th 2011**

**2.52** Leigh Park residents were invited to attend an event held in their Community Centre to allow them to put forward their views in some detail on the future use of the land currently occupied by the Rugby Club. This was planned to be an informal event to record ideas for the use of the land. A number of ways of recording ideas were set up, including maps, paper for writing, a computer and a game for small children. A low number of people attended but a variety of ideas were recorded. These ideas included a variety of dwelling types in different places, some built facilities such as an extended community centre, the use of the Rugby Club building for a cinema and stage, a variety of active recreation facilities, facilities for all ages of young people and green space ranging from allotments and gardens to sitting space. It was not intended to use the event to arrive at any statistical conclusion as the variety of recording methods did not allow for this. The only reliable way of recording responses would have been to use the leaflets which had contact details included. Only 15 leaflets were returned with names and addresses of Leigh Park residents. Of these one was from a child who wanted a skate park. Eight returns did not wish to see any housing built but six were in favour. An additional leaflet was returned after the event with no contact details and this recorded a wish to see some housing developed.

### **2.53 Officer response**

**2.54** This Option, which needs to be read in conjunction to Option WMC5, received a significant degree of support from the consultation process. It is acknowledged that the Rugby Club is successful and has out-grown its existing home on Leigh Park, and that its usage has given rise to problems of noise and parking to local residents on match days. The opportunity for the Rugby Club to be able to re-locate to bigger and better facilities within close proximity

of this site has been generally welcomed, as has the opportunity to provide much-needed open space and recreational facilities for use by the residents of the surrounding housing on the estate. Many commentators supported the concept of limited residential development on this site as it is close to the town centre and does not involve land currently in the Green Belt.

**2.55** Concerns were expressed about the status of Leigh Park, and whether it could only be used as open space for the residents of the surrounding housing estate. It has been clarified with the landowners, Wimborne Town Council, that there are no restrictive covenants on the land that would prevent it being re-developed. However, it is recognised that the removal of the Rugby Club from the site and its partial re-development for housing does give rise to an exciting opportunity to provide useful open space and other community uses in the area for a variety of different groups from the surrounding housing and beyond. The views of local residents were sought as to how the site should be used at an event in November 2011, which are set out above.

### **Consideration of Evidence and Policy**

**2.56 Planning Policy Statement 3:** The policy approach in WMC2 remains consistent with PPS3 in respect of achieving the goal of ensuring that everybody has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

**2.57** The policy approach of WMC2 remains consistent with the Local Plan evidence base including the following:-

- The East Dorset Housing Needs and Demands Survey (2008)
- The East Dorset Housing Market Assessment (2008 and 2012)
- The East Dorset Strategic Housing Land Availability Assessment (2008, 2009 and 2011)
- The East Dorset Level 1 Strategic Flood Risk Assessment (2008)
- Wimborne Traffic Paramics Model (2011)

**2.58** The policy approach complies with the guidance set out in the Draft Planning Policy Framework, which states that (para10) 'For the planning system delivering sustainable development means:

- planning for prosperity (an economic role) – use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- planning for people (a social role) – use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
- planning for places (an environmental role) – use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.'

**‘Options for Consideration’ Sustainability Appraisal**

Relevant Sustainability Appraisal Objectives	Preferred Option WMC2
<b>Objective 1:</b> Protect, enhance and expand habitats and protected species	<b>NEUTRAL</b>
<b>Objective 2:</b> Make sustainable use of resources	<b>NEUTRAL</b>
<b>Objective 3:</b> Minimise pollution	<b>NEUTRAL</b>
<b>Objective 4:</b> Minimise factors contributing to climate change	<b>NEUTRAL</b>
<b>Objective 5:</b> Provide access to meet people's needs	<b>DIRECT POSITIVE EFFECT</b>
<b>Objective 6:</b> Provide a safe and secure environment	<b>NEUTRAL</b>
<b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles	<b>STRONG POSITIVE EFFECT</b>
<b>Objective 8:</b> Help make suitable housing available and affordable for everybody	<b>STRONG POSITIVE EFFECT</b>
<b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	<b>DIRECT POSITIVE EFFECT</b>

Table 2.5

**‘Options for Consideration’ Habitats Regulations Assessment**

**2.59** The assessment for this option was uncertain as the site lies within 5km of a European protected wildlife site.

**‘Options for Consideration’ Health Impact Assessment**

**2.60** Development will increase traffic and thus have a negative impact on air pollution. Active travel and public transport must be promoted both within the site and to it. Construction provides short term employment. Whether an adaptation to the effects of climate change is included will depend on a design guide. Recreational, community, and health facilities will be provided in new neighbourhoods in line with the scale of the development and need.

## ‘Options for Consideration’ Equalities Impact Assessment

**2.61** New homes would benefit a wide range of people wishing to live in Wimborne. In particular, new dwellings would benefit older people and those with disabilities as a proportion can be built to meet their needs. Younger people may also benefit from the increased supply of housing, as some housing will be affordable.

### Infrastructure Requirements

Site	Infrastructure	Timing	Funding	Responsibility
Leigh Park	Replace Wimborne Rugby Club	Before development starts	Developer	Developer
Leigh Park	Youth Club facilities	Before occupation of the dwellings	Developer	Developer
Leigh Park	Provision of Open Space	Before occupation of the dwellings	Developer	Developer

Table 2.6

### Conclusions

**2.62** The proposal to provide residential development and land for open space at Leigh Park as set out in Option WMC2 should be pursued as a policy option. The scheme complies with emerging and existing national policy in that it provides for much needed housing, especially affordable housing, in a sustainable location close to the existing facilities of the town centre. The scheme would allow for the expansion of the successful Rugby Club on land nearby, and remove the existing conflict between users of this club and local residents in terms of noise and traffic issues. The development would provide dedicated open space and recreational facilities for the residents of Leigh Park, which would not have to be shared by another user. This proposal attracted a significant degree of support from respondents to the consultation, with less than one third objecting to the Option.

**Issue and Options Identified in ‘Options for Consideration’ Core Strategy:**

### **Option WMC 3**

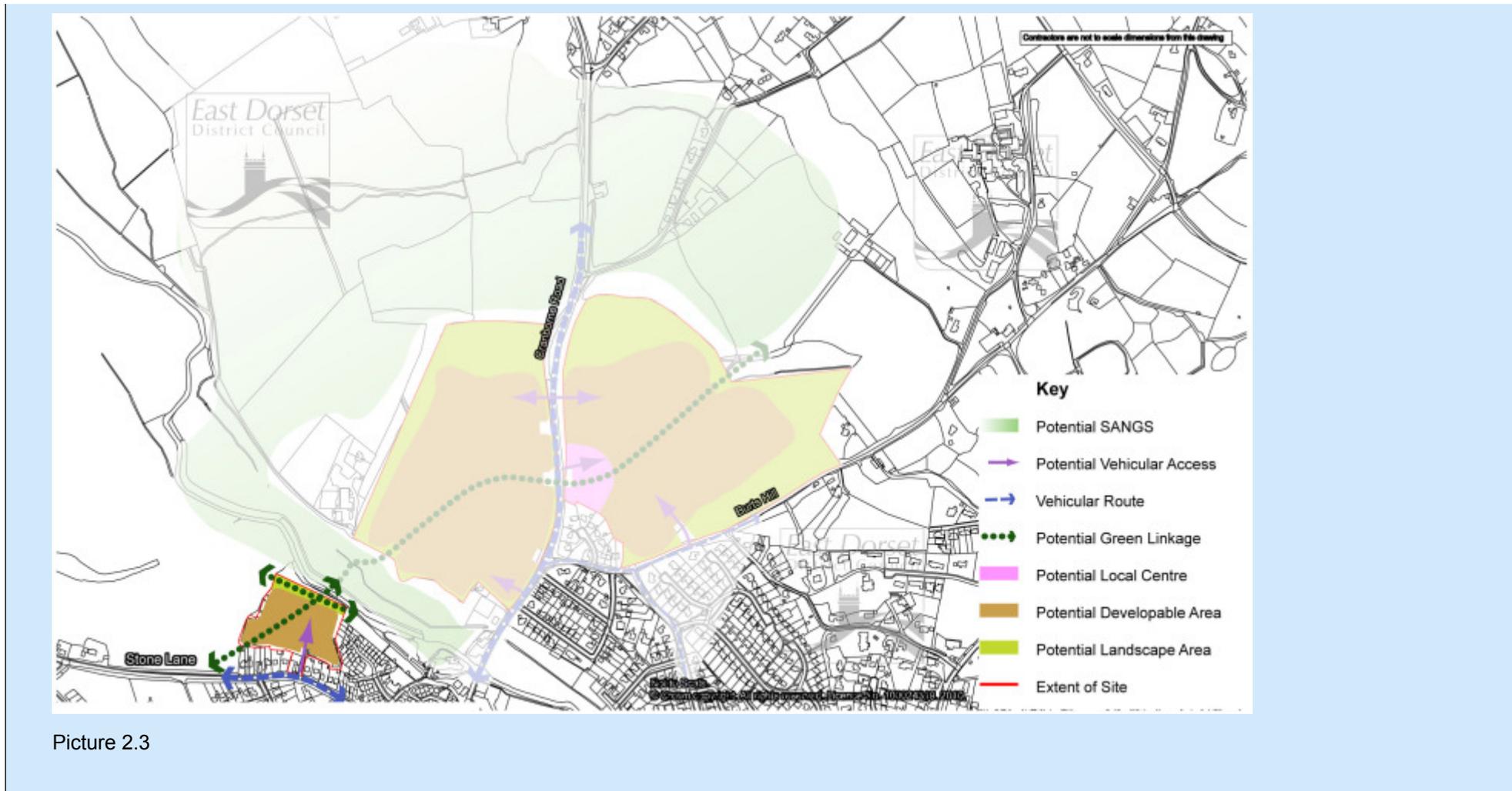
A new neighbourhood could be provided at Stone Lane Industrial Estate, Wimborne.

This could involve:

- About 35 new homes
- Open space with formal play equipment.

Prerequisites for development would include:

- Improved access to Stone Lane.



Consultation Response

Option	Support	Object	No Opinion	Total
WMC3	295 (49%)	138 (23%)	171 (28%)	604

Option	Support	Object	No Opinion	Total
Residents of Colehill Parish - 6760 (2010 Population Estimate - DCC)	76	35	-	111
Residents of Wimborne Parish - 6785 (2010 Population Estimate - DCC)	93	30	-	123
% of Colehill Parish Population	1.1%	0.5%	-	1.6%
% of Wimborne Parish Population	1.4%	0.4%	-	1.8%

Table 2.7

**2.63** These figures represent an indication of the level of response by settlement. Responses giving 'No Opinion' were excluded for the purposes of the Parish breakdown.

**2.64** This Option generated a considerable degree of support, with less than a quarter of respondents formally objecting to the proposal. This Option is on a brownfield site within the existing urban area of Wimborne and therefore does not result in an area of the Green Belt being lost to development.

**2.65** The comments from key stakeholders and the general public in respect of this specific Option have been grouped together into various themes and are set out below. Those comments which refer to the development of Wimborne in general are set out in respect of Option WMC1 above.

#### **2.66 Loss of Employment Land**

- Colehill Parish Council - Object - the site should be improved to provide local employment opportunities.
- Wimborne Civic Society - We feel that the Stone Lane Industrial Estate has more to offer Wimborne as a business site than as a housing site. It is acknowledged that work needs to be done to the site, but support the above comment.

- Savills, on behalf of a landowner on the site - Support the proposal, but wish to see the number of houses proposed increased from 35 in order to make this a viable and deliverable proposition. This is an important brownfield site which the Council should take care to ensure can come forward by allocating enough dwellings to make it viable.
- Ian C Spiers and Associates, on behalf of two landowners on the site - Support as it is difficult to re-develop or re-design the site for employment uses due to its close proximity to residential development, but object to the number of 35 units proposed. This is not enough to make the scheme viable.
- *General Comments*
- Moving businesses already on industrial estates in or near towns to out of town locations is counter productive in terms of jobs and accessibility.
- Object to the loss of existing industrial units, especially as there are locally-based businesses serving the local community.
- Why can't some brownfield sites be used instead?
- Support - this is good infilling of land adjacent to the town centre and all amenities, and the existing businesses can re-locate to nearby industrial estates.
- Development should be restricted to brownfield sites only, and development that impacts on environmentally sensitive areas such as the River Allen must be avoided at all costs. Object.
- Where are the units to be re-located? Are we to subsidise any re-location costs?
- I think it is important to retain employment land within towns, but recognise the constraints of access to the Stone Lane Industrial Estate.
- Oppose the loss of local businesses and local jobs when 46% of employees work locally (within 5km of home).
- Even though this is a brownfield site, we object to this re-development as there is a need for employment land close to the town to reduce car/vehicle journeys, unless the lost facilities can be replaced in an as sustainable location.
- **Environment**
- Dorset Wildlife Trust - general support, but some detailed concerns regarding the impact on the River Allen. There is a need to protect it via a Sustainable Urban Drainage system and consideration about the lighting.
- National Trust - Careful thought is required regarding the environmental impact and sustainability of the scheme, especially in this riverside situation.
- Environment Agency - WMC3 is located in Source Protection Zone 1 and 2 and therefore a hydrological assessment of the site will be necessary. Any development will have to provide a Sustainable Urban Drainage system, show consideration of flood risk/surface water drainage and water efficiency.
- Wimborne Town Council - A general comment - concerns that the infrastructure is not adequate.
- The River Allen is of high nature conservation interest, in particular for native crayfish, which are very rare.
- We must protect the Green Belt, therefore object.
- **Transport**
- DCC Highways - This site is in a good location, however access improvements are needed. The site will need linking with pedestrian and cycle infrastructure locally.
- Object as the proposal will generate more traffic.
- Support proposal to increase footway/cycleway links through the site and along the riverside.
- Provide a proper cycleway from the town to QE School.

- The proposal will cause problems with school traffic on Stone Lane and therefore there is a need for traffic calming measures.
- Stone Lane can't cope with the traffic now and it would be worse with this development unless there was access from Knobcrook Road as well.
- Loss of the units in Stone Lane and their replacement elsewhere will lead to an increase in vehicle movements, especially on the A31.
- **Housing**
- Support - there is a great need for housing in the area and the access for the Stone Lane Industrial Estate is difficult for lorries.
- This site is more appropriate as housing as it is a tired and ageing site.
- Smaller scale developments such as Stone Lane fit in better with the character of Wimborne than the larger proposals.

#### **2.67 Comments from the Wimborne and Colehill New Neighbourhood Focus Group Meeting October 2010.**

- The site suits housing rather than industrial development.
- The existing buildings are old and coming towards the end of their useful life.
- The existing access is poor and there is a potential danger from lorry traffic using the industrial estate to passing school children.
- There are opportunities for the access to be improved to facilitate residential development.
- Existing operators could relocate to other existing or proposed industrial estates in the locality so as not to lose local businesses.
- There is the possibility to create a pedestrian crossing across the River Allen to serve the North Wimborne sites.
- Concerns about loss of small businesses from the town.
- Will the site be viable due to possible contamination?
- Stone Lane is in Pamphill - need to address old Parish Boundaries that no longer represent the settlement boundaries.

#### **2.68 Officer Response**

**2.69** Just under half of the comments received in respect of this Option were 'support', with only 23% objecting to the proposal. It has been recognised by many commentators that this proposal is an opportunity to provide additional housing close to the town without needing to amend the Green Belt boundary to do so. A number of objectors, however, raise concerns about the loss of employment opportunities for local firms. In response, the site has been put forward as an Option following approaches from existing landowners on the estate concerned that the buildings on the site are starting to wear out and that a decision needs to be taken about the viability of replacing these structures or re-developing the site for an alternative use. Other Options elsewhere in the Core Strategy consultation document propose significant areas of land to be released for employment uses and it is envisaged that the existing operations on the Stone Lane Industrial Estate could re-locate to these new sites. The closest of the new areas under consideration is adjacent to the existing Ferndown Industrial Estate, which is within 5km of the existing site.

**2.70** This Option site gives an opportunity to provide improved pedestrian and cycle links to Option site WMC4, which in turn provides improved non-vehicular access to the QE School and Leisure Centre for existing residents of Wimborne and Colehill, as well as new residents of the development sites. The Highways Authority consider that the site is well located, but that access improvements are required to the entrance to the development. These necessary improvements can be achieved through the use of land currently in public ownership and therefore there are no physical obstacles to the development of the site.

**2.71** A number of commentators are concerned about the impact of any development of the site on the biodiversity and integrity of the River Allen. In response, any residential development of the site would be subject to the requirements of the Environment Agency and systems would have to be put in place to protect the quality of the adjacent river system. This is not an insurmountable issue.

### **Consideration of Evidence and Policy**

**2.72 Planning Policy Statement 3:** The policy approach in WMC3 remains consistent with PPS3 in respect of achieving the goal of ensuring that everybody has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

**2.73** The policy approach of WMC3 remains consistent with the Local Plan evidence base including the following:-

- The East Dorset Housing Needs and Demands Survey (2008)
- The East Dorset Housing Market Assessment (2008 and 2012)
- The East Dorset Strategic Housing Land Availability Assessment (2008, 2009 and 2011)
- The East Dorset Level 1 Strategic Flood Risk Assessment (2008)
- Wimborne Traffic Paramics Model (2011)

**2.74** The policy approach complies with the guidance set out in the Draft Planning Policy Framework, which states that (para10) 'For the planning system delivering sustainable development means:

- planning for prosperity (an economic role) – use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- planning for people (a social role) – use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
- planning for places (an environmental role) – use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.'

### ‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option WMC3
<b>Objective 1:</b> Protect, enhance and expand habitats and protected species	<b>NEUTRAL</b>
<b>Objective 2:</b> Make sustainable use of resources	<b>STRONG POSITIVE DIRECT EFFECT</b>
<b>Objective 3:</b> Minimise pollution	<b>POSITIVE DIRECT EFFECT</b>
<b>Objective 4:</b> Minimise factors contributing to climate change	<b>POSITIVE DIRECT EFFECT</b>
<b>Objective 5:</b> Provide access to meet people's needs	<b>POSITIVE DIRECT EFFECT</b>
<b>Objective 6:</b> Provide a safe and secure environment	<b>NEUTRAL</b>
<b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles	<b>POSITIVE DIRECT EFFECT</b>
<b>Objective 8:</b> Help make suitable housing available and affordable for everybody	<b>STRONG POSITIVE DIRECT EFFECT</b>
<b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	<b>POSITIVE DIRECT EFFECT</b>
<b>Objective 12:</b> Facilitate a sustainable and growing economy that creates employment and viable town centres	<b>STRONG NEGATIVE DIRECT EFFECT EFFECT                      NEUTRAL SECONDARY</b>

Table 2.8

### ‘Options for Consideration’ Habitats Regulations Assessment

**2.75** The assessment for this option was uncertain as the site lies within 5km of a European protected wildlife site.

### ‘Options for Consideration’ Health Impact Assessment

**2.76** Development will increase traffic and thus have a negative impact on air pollution. Active travel and public transport must be promoted both within the site and to it. Construction provides short term employment but this is must be set against the long term loss of the industrial estate. Whether an adaptation to the effects of climate change is included will depend on a design guide. Recreational, community, and health facilities will be provided in new neighbourhoods in line with the scale of the development and need.

**‘Options for Consideration’ Equalities Impact Assessment**

**2.77** A new neighbourhood would benefit a wide range of people wishing to live in Wimborne. In particular, new dwellings would benefit older people and those with disabilities as a proportion can be built to meet their needs. Younger people may also benefit from the increased supply of housing, as some housing will be available.

**Infrastructure Requirements**

Site	Infrastructure	Timing	Funding	Responsibility
Stone Lane	Access improvements to a standard agreed by Dorset County Council.	Commencement of development	Developer	Developer and DCC Transport Engineers
Stone Lane	Pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC5.	Prior to the completion of the development	Developer	Developer and DCC Transport Engineers
Stone Lane	Landscaped open space on the northern and western edges of the site to provide an attractive informal recreation area.	Prior to the completion of the development	Developer	Developer and EDDC Countryside Rangers

Table 2.9

**Conclusions**

**2.78** The proposal to provide residential development on land at Stone Lane Industrial Estate set out in Option WMC3 should be pursued as a policy option. The scheme complies with emerging and existing national policy in that it provides for much needed housing, especially affordable housing, in a sustainable brownfield location close to the existing facilities of the town centre. The re-location of the existing employment uses on the site could be accommodated within the proposed additional employment land allocations elsewhere in this Core Strategy, and therefore not be lost to the local economy.

**Issue and Options Identified in 'Options for Consideration' Core Strategy:**

### **Option WMC 4**

A new neighbourhood could be built on land to the north of Wimborne to the east and west of Cranborne Road.

This could involve:

- The provision of about 550 homes.
- A new first school.
- A new neighbourhood centre.
- Pedestrian and cycle access over the River Allen to Stone Lane.



Option	Support	Object	No Opinion	Total
Residents of Colehill Parish - 6760 (2010 Population Estimate - DCC)	35	96	-	131
Residents of Wimborne Parish - 6785 (2010 Population Estimate - DCC)	52	88	-	140
% of Colehill Parish Population	0.5%	1.4%	-	1.9%
% of Wimborne Parish Population	0.8%	1.3%	-	2.1%

Table 2.10

**2.79** These figures represent an indication of the level of response by settlement. Responses giving 'No Opinion' were excluded for the purposes of the Parish breakdown.

**2.80** This Option, which is the most extensive housing proposal for Wimborne, generated more objection than any other housing proposal in the town. However, it should be noted that only just over 50% of respondents raised objection to the proposal, and if the 'support' and 'no opinion' responses are added together this equates to 47% of respondents who were either positively in favour of the development, or had no strong feelings about it.

**2.81** The comments from key stakeholders and the general public in respect of this specific Option have been grouped together into various themes and are set out below. Those comments which refer to the development of Wimborne in general are set out in respect of Option WMC 4 above.

### 2.82 Housing

- Terence O'Rourke Ltd on behalf of Bloor Homes (prospective developer) - support the proposal. The site is within walking and cycling distance of the town centre to enable development here to make the best use of existing opportunities. The land at North Wimborne fulfils every one of the essential criteria for housing development allocation as stated in paragraph 54 of PPS3 in that it is available, suitable and achievable. The scheme can be developed in a strong landscape setting, with a significant green infrastructure framework. However, it is considered that the site has a greater capacity (up to 650 homes) than indicated in the consultation document.

- *General Comments*
- This scheme is too big - reduce it to the west side of Cranborne Road only.
- Why are we not considering West Moors or St Leonards? Why is additional development mainly being proposed in Wimborne?
- Development on this scale will ruin the nature of Wimborne as a small market town.
- How can we guarantee the homes, especially the affordable ones, are for local people and not be occupied by people who will commute up the M3, or be re-housed from areas of housing need elsewhere in the County?
- The site could support 300 homes.
- If sites WMC1, WMC2, WMC3 and WMC5 were built on, there would be no need to build on WMC4.
- 100 houses split either side of Cranborne Road would be acceptable.
- Large estates are out of character with the existing housing provision in Wimborne.
- Are there plans for more sheltered accommodation for the elderly in Wimborne?
- More houses are supported by the Council to get more council tax.
- There is a desperate need for affordable houses in the area. The provision of more houses should help to push house prices down to give young people a chance to get on the property ladder.
- Larger developments like this would benefit the town more than smaller ones.
- An excellent chance to create a well-planned community of which the residents and town can be proud instead of over-crowded infilling.
- Any development shouldn't exceed 2 storeys.
- No housing should be built on the site - any housing needed, especially affordable, should be provided elsewhere in and around Wimborne.

### 2.83 Green Belt

- Colehill Parish Council - Object - this is a Green Belt site, valuable floodplain, and has no provision of a middle school facility (existing schools are under strain). The major concern is the impact of traffic on Colehill.
- HLF Planning on behalf of the CPRE - Object. This is a Green Belt site which will lead to the coalescence of Wimborne and Colehill. The site is too big, the infrastructure of the town cannot cope with the increase, and it will cause transport problems. The visual impact on the town will be irreparable and the scheme would have a harmful impact on the Burt's Hill Conservation Area.
- Ken Parke Planning Ltd., acting for the prospective developer of land elsewhere in Wimborne - Object - the site would represent a significant urban encroachment into open countryside which would be highly visible and which will result in a significant erosion of the Green Belt and impact on the historic town of Wimborne.
- Keep Wimborne Green - Object - this site satisfies one of the Green Belt conditions ie preserving the setting and special character of historic towns.
- Wimborne Civic Society - This is the site we have least enthusiasm for. Building on the Green Belt and would bring considerable logistical problems, especially through building over land which is hydrologically sensitive. If there is the need for additional housing in Wimborne, we would find building on the west side marginally more acceptable than the east.
- *General Comments*
- Do not touch the Green Belt.

- I am against building what is in effect a whole new village in the Green Belt.
- There are many non-Green Belt sites in East Dorset that could be built on instead.

### 2.84 Environment

- Dorset Wildlife Trust - the proposal could have significant effects on the River Allen through disturbance, water and light pollution and direct damage during the construction phase. The river will therefore require adequate buffering, mitigation and enhancement works to protect the river and its wildlife. Need to ensure that the biodiversity integrity of the land proposed for Suitable Alternative Natural Greenspace eg Cately Copse Site of Nature Conservation Interest is preserved in the long term.
- Natural England - These Options offer opportunities for significant green infrastructure that could remove potential adverse effects on Dorset Heaths. We support the opportunities to integrate and link recreational access between WMC3 and WMC4.
- ETAG - High density development here could compromise the setting of the historic town, and create considerable additional traffic problems for Wimborne. Need to take account of the impact of any such development on the biodiversity of the area.
- Environment Agency - WMC4 is located extremely close to an abstraction borehole and a hydrological assessment will be required. Any development will have to provide a Sustainable Urban Drainage system, show consideration of flood risk/surface water drainage and water efficiency.
- *General Comments*
- The River Allen is important for wildlife, especially native crayfish, which are rare. Need a better buffer between the proposed development and the river.
- Will lead to increased flooding.
- There are problems with drainage from the existing fields.
- The proposal is close to the Burt's Hill Conservation Area.
- Wimborne cannot grow substantially, or at all, without losing its character and/or suffering serious congestion.
- Object as the site is on prime agricultural land.
- With good design, this scheme could enhance the view of Wimborne when approaching down the Cranborne Road.
- Land to the east of Cranborne Road is only suitable for pasture due to poor soils, including clay. There are associated problems of surface water runoff in the area. Development and hard surfacing will exacerbate this problem.
- The site should be used to off-set the impact of climate change - land east of Cranborne Road can be used as a solar farm, and deciduous trees can be planted to the west of the Road to capture carbon. Land between the forest and Cranborne Road could be used for replacement sports facilities, along with replacement allotments.
- There would be a significant visual impact of the development when viewed from Stone Lane and Burt's Hill.

### 2.85 Traffic

- Holt Parish Council - Object - 550 homes will increase the traffic through Holt and beyond and will have an immediate effect on Holt Heath.

- Wimborne Town Council - Support, although there is potential for traffic from the site going south and east to be a problem to Colehill and Wimborne unless a satisfactory alternative route could be established.
- Highways Agency - considers that the eastern area of search to be of more concern than the northern area, since the eastern area adjoins the A31 directly. General support.
- DCC Highways - This site will definitely need a mix of uses to reduce unnecessary trips into the town centre. The scheme will need to be permeable within it and to the existing surrounding areas. Impacts on the town will need to be considered, via modelling and mitigation, in a sustainable way.
- *General Comments*
- The scheme needs a new road link across the River Allen to Stone Lane.
- Severe problems likely with traffic flow from the development into Wimborne. Walford Bridge and Knobcrook junction are poor now.
- This scheme is too big and traffic will have an adverse impact on Colehill.
- There should be no access off Burt's Hill.
- The new junction off the B3078 seems sensible, subject to it's design.
- Strongly support the pedestrian/cycleway green link through the sites.

### **2.86 Facilities**

- How will services and utilities cope?
- Need to take care with the siting of the school, play areas etc relative to existing properties to avoid noise, disturbance and overlooking.
- No jobs in Wimborne to support 550 homes.
- It is pointless to complain that Wimborne Minster is dying and that traders are suffering - as many people do - and at the same time object to every proposal that would bring more customers to the town and its environs.
- Such a large increase in the population of Wimborne (by about 20%) is too great a risk to the fabric of society.
- A new school would discourage integration with the existing community.
- Oppose the new neighbourhood centre as it is not needed and may take trade away from existing local facilities/services, and will again discourage integration with the existing facility.

### **2.87 Comments from the Wimborne and Colehill New Neighbourhood Focus Group Meeting October 2010.**

- This development would prevent the coalescence of settlements.
- Need to re-draw the parish boundaries to benefit Wimborne.
- Site is within walking distance of the town centre.
- Cranborne Road is good.
- Good access to the countryside.
- Scale - opportunity to provide facilities such as open space, green infrastructure and education.
- Land not special for biodiversity.

- Can provide a large number of social houses.
- Offers good scope to design comprehensively.
- Can provide open space and Green Infrastructure link along the River Allen green corridor.
- Developer contributions could help with transport eg public transport.
- Preserves most attractive countryside.
- Easy to deliver - one ownership.
- Opportunity for soft green fringe.
- Traffic problems of access through town - traffic diverted to avoid Canford Bottom in rush hour.
- Site is currently in the Green Belt. If developed need to establish a robust and defensible Green Belt boundary.
- No public transport locally - needs to be improved.
- No natural boundary to limit development.
- Impact on the Conservation Area and views of The Minster.
- Considerable rainwater runoff and groundwater issues - will need Sustainable Urban Drainage system
- May need sewage pipe upgrade.
- Viability of development - it can't pay for everything.
- Concerns about visual impact.
- Problems of traffic going through Colehill.
- Coalescence of Dogdean with Furzehill.
- Parking pressures on the town centre.
- Important part of rural Wimborne.
- Burts Hill very attractive, but should not be used for access - prevent it being used as a rat run.
- Need to provide for families, not executive homes.
- Need a local centre.
- Improve footpath and cycle links.
- Put in key facilities from the start.

### 2.88 Officer Response

**2.89** This Option, which is the most extensive housing proposal for Wimborne and Colehill, generated more objection than any other housing site in the town. However, it should be noted that only just over 50% of respondents raised objection to the proposal, and if the 'support' and 'no opinion' responses are added together this equates to 47% of respondents who were either positively in favour of the development, or had no strong feelings about it. A number of the objections related to the scale of the development proposed, rather than to the principle of any form of development in this area, and some suggested that if the numbers were reduced or only specific parts of the site were to be developed, then no objection would be raised.

**2.90** It is considered that this Option offers the chance to provide much needed housing, and gives the opportunity to provide a range of facilities on the northern edge of Wimborne that will be of benefit to the existing residents of the area as well as to the new residents of the area. There will be a requirement to provide a new first school, which will be a replacement to an existing first school in Wimborne which no longer has room for expansion. This will facilitate the integration of the new development with existing residents as the school will not be exclusively for the children of the new housing. There will also be the opportunity for a new local centre to be established as a focal point of the new scheme. This could provide retail and some employment opportunities, again for nearby existing residents as well as the occupiers of the new homes proposed. The principle of allowing development in the Green Belt is accepted because affordable housing needs cannot be met by building in the urban areas. The removal of this land from the Green Belt would cause minimal harm as it would not cause coalescence and a new strong boundary can be identified.

**2.91** The development will provide for extensive areas of open space around and within the housing, and will facilitate access to the wider open countryside surrounding the site than exists at present. The site could also provide allotments and a community orchard that will benefit the wider population, as well as additional footpaths and cycle routes to link to the Pamphill area to facilitate safer routes to QE School and the Leisure Centre, as well as the wider countryside beyond. This could be achieved partly with a new crossing of the River Allen away from Walford Bridge.

**2.92** It is recognised that the scale of the development proposed will have an impact on the existing town of Wimborne, but it is considered that with careful planning and design, the proposals will enhance the entrance to the town from the north and will help provide much-needed housing, especially affordable housing, to the area. The extent of the development will be set within existing natural and well-defined landscape features such as the ridge line and strong tree belt on the western side of Cranborne Road, and the fall of the land and the Burt's Hill Conservation Area boundary on the eastern side. The views of the Minster Towers when entering the town from the north will be preserved, and a new public vantage point for the historic town centre will be created within the site. The development of this site will not lead to the coalescence of settlements, which is an important Green Belt consideration.

**2.93** The management of the traffic generated from the site will be a major consideration. Any development of the site will need careful design to ensure that a rat run is not established along Burt's Hill as this rural country lane is wholly inappropriate to accommodate substantial additional traffic. The development will be close enough to the facilities and services within the town centre to encourage walking and cycling rather than driving. Also traffic modelling by DCC shows that there will not be a significant problem caused by the new neighbourhoods.

**2.94** The site does not lie within the floodplain, as stated by some respondents, although it is close to a major water abstraction facility. Any development of the site will have to take full account of the existing local and national environmental policies, but to date no statutory body has indicated that there is an insurmountable problem to the development of the site. Initial drainage information shows that there are engineering solutions based on Sustainable Urban Drainage systems that will prevent there being a flood impact on the River Allen.

### **Consideration of Evidence and Policy**

**2.95 Planning Policy Statement 3:** The policy approach in WMC4 remains consistent with PPS3 in respect of achieving the goal of ensuring that everybody has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

**2.96** The policy approach of WMC4 remains consistent with the Local Plan evidence base including the following:-

- The East Dorset Housing Needs and Demands Survey (2008)
- The East Dorset Housing Market Assessment (2008 and 2012)
- The East Dorset Strategic Housing Land Availability Assessment (2008, 2009 and 2011)
- The East Dorset Level 1 Strategic Flood Risk Assessment (2008)
- Wimborne Traffic Paramics Model (2011)

**2.97** The policy approach complies with the guidance set out in the Draft Planning Policy Framework, which states that (para10) 'For the planning system delivering sustainable development means:

- planning for prosperity (an economic role) – use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- planning for people (a social role) – use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
- planning for places (an environmental role) – use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.'

### 'Options for Consideration' Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option WMC4
<b>Objective 1:</b> Protect, enhance and expand habitats and protected species	<b>NEUTRAL</b>
<b>Objective 2:</b> Make sustainable use of resources	<b>NEGATIVE DIRECT EFFECT</b>
<b>Objective 3:</b> Minimise pollution	<b>NEUTRAL</b>
<b>Objective 4:</b> Minimise factors contributing to climate change	<b>NEUTRAL</b>
<b>Objective 5:</b> Provide access to meet people's needs	<b>POSITIVE DIRECT EFFECT</b>
<b>Objective 6:</b> Provide a safe and secure environment	<b>NEUTRAL</b>
<b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles	<b>POSITIVE DIRECT EFFECT</b>

Relevant Sustainability Appraisal Objectives	Preferred Option WMC4
<b>Objective 8:</b> Help make suitable housing available and affordable for everybody	<b>STRONG POSITIVE EFFECT</b>
<b>Objective 10:</b> Protect historic buildings and sites	<b>POSITIVE DIRECT EFFECT</b>
<b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	<b>NEUTRAL DIRECT EFFECT EFFECT</b> <b>POSITIVE SECONDARY</b>
<b>Objective 12:</b> Facilitate a sustainable and growing economy that creates employment and viable town centres	<b>POSITIVE DIRECT EFFECT</b>

Table 2.11

#### ‘Options for Consideration’ Habitats Regulations Assessment

**2.98** The assessment for this option was uncertain as the site lies within 5km of a European protected wildlife site.

#### ‘Options for Consideration’ Health Impact Assessment

**2.99** Development will increase traffic and thus have a negative impact on air pollution. Active travel and public transport must be promoted both within the site and to it. Construction provides short term employment. Whether an adaptation to the effects of climate change is included will depend on a design guide. Recreational, community, and health facilities will be provided in new neighbourhoods in line with the scale of the development and need.

#### ‘Options for Consideration’ Equalities Impact Assessment

**2.100** A new neighbourhood would benefit a wide range of people wishing to live in Wimborne. In particular, new dwellings would benefit older people and those with disabilities as a proportion can be built to meet their needs. Younger people may also benefit from the increased supply of housing, as some housing will be affordable. Community facilities would be to the advantage of a variety of groups.

**Infrastructure Requirements**

Site	Infrastructure	Timing	Funding	Responsibility
Land north of Wimborne	First School	1st phase of the development?	Developer	Developer and DCC
Land north of Wimborne	New Neighbourhood Centre	1st phase of development?	Developer	Developer
Land north of Wimborne	Pedestrian and cycle access into Wimborne	1st phase of development?	Developer	Developer
Land north of Wimborne	SANGs	Before the dwellings are occupied	Developer	Developer
Land north of Wimborne	SUDs scheme	Before the dwellings are occupied	Developer	Developer
Land north of Wimborne	Improved vehicular access into Wimborne	1st phase of development?	Developer	Developer

Table 2.12

**Conclusions**

**2.101** The proposal to provide residential development on land north of Wimborne on land east and west of Cranborne Road set out in Option WMC4 should be pursued as a policy option. The scheme complies with emerging and existing national policy in that it provides for much needed housing, especially affordable housing, in a sustainable location close to the existing facilities of the town centre. It will also provide facilities within the site for both new and existing residents of the area, and will provide significant areas of open space and allotments, again which will be to the benefit of the existing population who live in close proximity to the site. It is acknowledged that this would be a large development on the edge of the town, but it is argued that with good

planning and design, the scheme will act as an attractive entrance to the town from the north and with successful traffic management, will not have a detrimental impact on the existing town centre. Although the land is presently Green Belt, development of this area would not result in coalescence of settlements and would be contained by strong defensible new Green Belt boundaries.

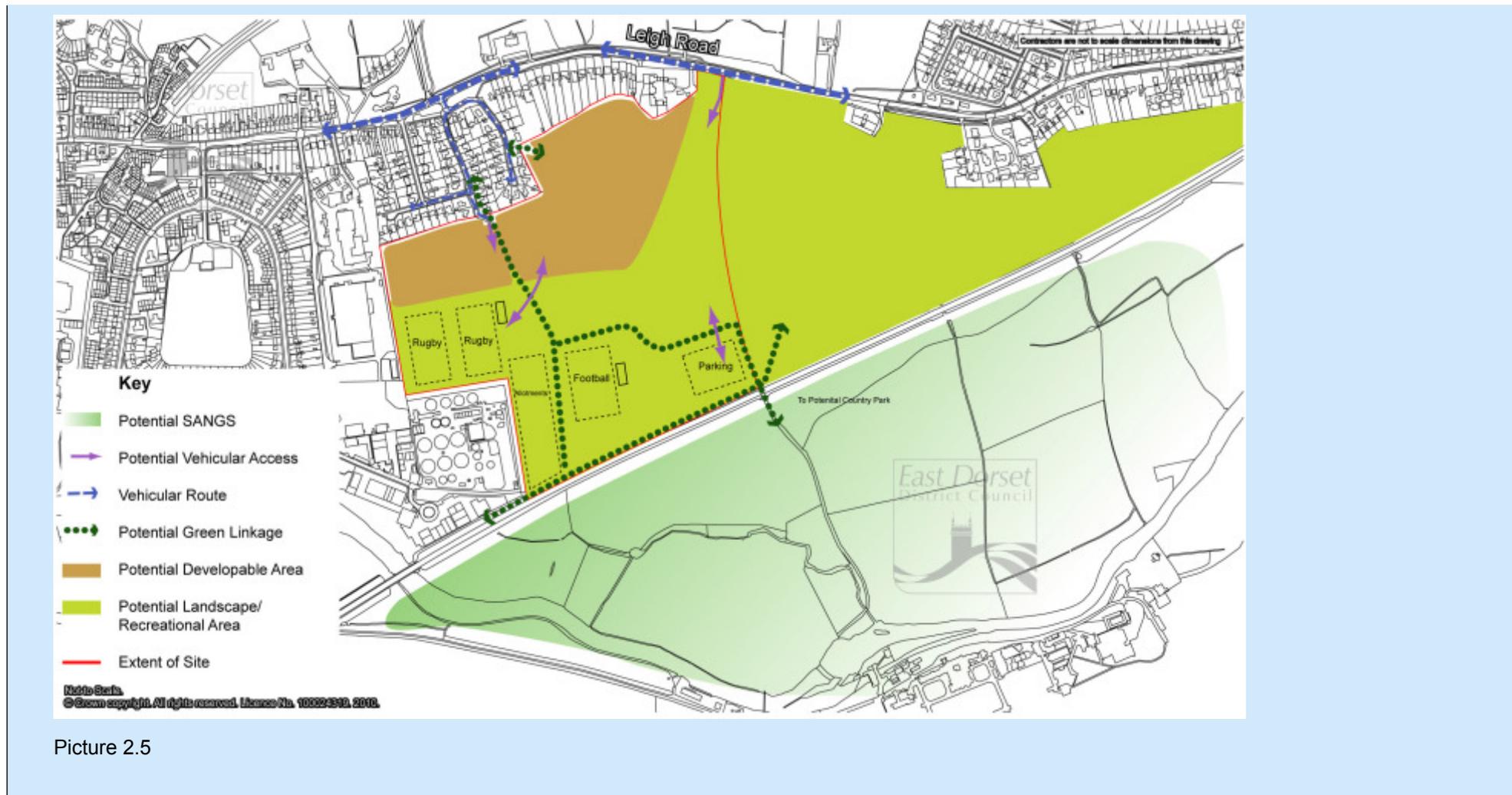
**Issue and Options Identified in ‘Options for Consideration’ Core Strategy:**

### **Option WMC 5**

A combination of new homes and sports play area could be provided to the south of Leigh Road.

This could involve:

- About 200 new homes.
- New Ground for Wimborne Football Club.
- New Ground for Wimborne Rugby Club.
- Allotments
- Playing pitches
- Country Park



Picture 2.5

Consultation Response

Option	Support	Object	No Opinion	Total
WMC5	289 (46%)	204 (32%)	137 (22%)	630

Option	Support	Object	No Opinion	Total
Residents of Colehill Parish - 6760 (2010 Population Estimate - DCC)	76	68	-	144
Residents of Wimborne Parish - 6785 (2010 Population Estimate - DCC)	93	40	-	133
% of Colehill Parish Population	1.1%	1.0%	-	2.1%
% of Wimborne Parish Population	1.4%	0.6%	-	2.0%

Table 2.13

**2.102** These figures represent an indication of the level of response by settlement. Responses giving 'No Opinion' were excluded for the purposes of the Parish breakdown.

**2.103** This Option, which proposes a 'sports village' and substantial area of open space, as well as enabling residential development, generated a significant degree of support, with 46% of respondents in support, and less than a third (32%) objecting to the scheme. The development of this site is closely linked to the proposals set out in WMC1 and WMC2 as it provides a new location for the Football Club, Rugby Club and some of the Cuthbury allotments.

**2.104** The comments from key stakeholders and the general public in respect of this specific Option have been grouped together into various themes and are set out below. Those comments which refer to the development of Wimborne in general are set out in respect of Option WMC1 above.

### **2.105 Housing**

- Gleeson Strategic Land Ltd (prospective developer) support the Council's option of allocating land here for residential development and associated sports facilities and open space, including a country park, but propose that the development should be for 500 dwellings, not the 200 proposed by the council.
- *General Comments*

- Too many units proposed.
- Object to 200 homes, but support the sports facilities which are generally acceptable in the Green Belt.
- Concerned that the houses will overlook the existing bungalows in the Parmiter area.
- If this site and others in Wimborne were built on, there would be no need to build on WMC4.
- WMC4 is a better option than this scheme.
- No services, little or no public transport in the locality. The development would be dependent for all facilities and services in Wimborne Town Centre which is a mile away.
- Houses are desperately needed for young families at a price they can afford and near schools, shops and places of employment etc.
- WMC5 has no current significant views into the old town and is an obvious area for town expansion. The bypass is a self-evident natural southern boundary of the town, and the housing density would be low with the sports facilities included.
- A smaller number of houses would be acceptable.
- A number of objectors propose that land off the A31 at St Leonards should be used for development instead of Wimborne.
- Houses should not be built near sewage works.

### 2.106 Sports Facilities and Open Space

- DCPlanning representing Wyatt Homes (prospective developer) - support - this scheme is necessary to allow the delivery of Option WMC1, as it is the site for the re-located football ground and allotments. Details of exactly how the site will be laid out need to be considered in more detail.
- Colehill Parish Council - support- Parmiter Road residents have expressed concerns about the access to the sports facilities, noise and light pollution from the sports activities and it is suggested that these need to be sited at the southern end of the site, Greatly support the allotment proposals as there is a great need for these in Colehill where the Parish Council have been unable to find a suitable site.
- Wimborne Town Council - Supports the proposal to create a sports park, enabling the much-needed re-location of the football and rugby clubs, in turn allowing for the growth of the hospital and residential development in an existing residential area. The re-located allotments are welcomed too.
- Wimborne Civic Society - The most promising option for Wimborne. It will allow the sports clubs to move to better facilities, provide additional allotments, and a valuable green infrastructure, including a Country Park.
- Wimborne Town Football Club - fully support the proposal - their vision is to act in partnership with the local community in providing a safe and structured environment in which people of all ages can take part in, and watch, football.
- Mr Chissell - landowner - supports the proposal and is offering a large area of land as a Country Park in conjunction with the Gleasons proposal, and comments that this is an opportunity to fulfil housing need, re-invigorate the town and benefit the community.
- Allendale Football Club - support the proposal and would like to move from Redcotts to the area to have some facilities they can call their own.
- Wimborne Rugby Club - support the proposal, subject to the Club being able to establish sufficient facilities to warrant moving from Leigh Park.
- Mr and Mrs Purchase - landowner - support the proposal. They are making their land available for the re-location of the Football club, and are working in partnership with a local developer.
- DCC Countryside Ranger service - this site could provide the 'missing link' for the Castleman Trailway.
- *General Comments*

- Good location for sporting/recreational facilities, less satisfactory location for enabling development due to the proximity to the sewage works, bypass traffic and distance from town centre.
- Excellent development combining housing and recreational facilities in a location close to town.
- Object to sports facilities due to noise, light pollution, traffic, local roads can't cope. Object to the loss of Green belt for housing.
- This area is already used by dog-walkers, so why does it need to become a Country Park? It also supports wildlife.
- Support the need for a new ground for the football club.
- The bypass is too busy and noisy for the area to be a Country Park.
- Please ensure that any new allotments are not more expensive than the existing ones in town and are available to all.
- Why do we need new sports facilities? There appear to be adequate facilities locally and children could use the QE Sports Centre and the local schools more.

### 2.107 Environment

- Wessex Water - There are planned improvements to the sewage treatment works proposed in 2013 - 2015, which have taken into account the level of development proposed in the emerging Core Strategy. No problems are anticipated if this level of growth occurs.
- Dorset Wildlife Trust - The impact on biodiversity should be assessed to inform this proposal.
- Natural England - These Options offer opportunities for significant green infrastructure that could remove potential adverse effects on Dorset Heaths, and further opportunities exist to integrate development under this Option to a potential country park centred on the Stour Valley.
- ETAG - potential for light pollution, and smells from the sewage works. If flooding and odour is a problem, then the Suitable Alternative Natural Greenspace is less usable and another facility will be needed elsewhere.
- Terence O'Rourke Ltd on behalf of Cobham plc - please be aware that Cobham plc have recently constructed a noisy test-rig site on the land to the east of Brook Road. It has not been constructed in such a way as to avoid noise impact on any future housing in the vicinity.
- *General Comments*
- The site is too wet for development.
- Concern about the impact of smell from the sewage works on the proposals.
- Concerns that the proposals are in the floodplain.
- Will this development prevent any necessary expansion of the sewage works in the future?
- I would like to see priority given to projects which have a higher concentration of social housing and also include a higher green energy/renewable energy provision, family areas, playgrounds and social/community facilities.
- This is good agricultural land and should not be lost to development.
- The area could be used as a solar energy farm if the sports facilities were re-located elsewhere, for example the land identified at WMC4. Land to the east could be used for housing, which could be accessed off the A31.

### 2.108 Green Belt

- Annette Brook, MP, on behalf of residents of Parmiter Drive - Significant concerns about the proposed housing in the Green Belt, although some residents are less concerned about the proposed housing if there is a sufficient buffer between the new and existing properties. Residents expressed great concern about traffic and where the access would be located, and had mixed concerns about moving the sports pitches. There were issues with noise and light pollution. General support for the allotments. Issues were raised about smells from the sewage works and the high water table.
- Ken Parke Planning Ltd., acting for a prospective developer of land elsewhere in Wimborne - objects - concerns about the impact of the sports facilities on the Green Belt. Would be very visible with its floodlights, car parks, buildings etc.
- *General Comments*
- Object to the loss of Green Belt.
- Need to protect the narrow Green Belt gap between Wimborne and Colehill. This development would threaten it.

### 2.109 Traffic

- DCC Highways - The site is more remote from the Town Centre than other Options, but it is still within easy cycling distance. The main access should be to Leigh Road.
- Highways Agency - The A31 and Canford Bottom roundabout are constrained and in need of improvements, however works to improve Canford Bottom are about to start. Support the development of an evidence base through South East Dorset Multi Modal Transportation Study. May still have concerns about large scale schemes due to their impact on the A31, but generally the eastern area of search is of greater concern than the northern as it is closer to the A31.
- *General Comments*
- Access to the site must be off Leigh Road, not through the Parmiter Road area.
- The A31/Canford Bottom can't cope with the additional traffic.
- Significant amount of objection to any access off Parmiter Road area.
- Good opportunity, with the Country Park, to increase cycle routes in the area and into Poole - a useful route to work.
- Leigh Road is too congested for additional traffic.
- Bythway area was rejected for additional sports facilities partially on traffic grounds. The same applies here.
- Public transport improvements are a necessity.
- The reason for supporting WMC5 only is that conceivably the majority of traffic movements may not go through the town to reach Poole, Bournemouth and beyond.

### 2.110 Comments from the Wimborne and Colehill New Neighbourhood Focus Group Meeting October 2010.

- Green infrastructure promoted with the development.
- Less sewage infrastructure required. Potential for expansion of the sewage works in the future, if needed (establish if land needed now).
- Good access to public transport/road network.
- Noise and traffic issues relating to joining old and new development.

- Coalescence of Wimborne and Colehill.
- Within walking distance of town.
- Impact on existing residents.
- Need close dialogue with Wessex Water to overcome odour issues.
- Ensure design fits with surroundings and is not regimented.
- Primary school potential if all sites come forward.
- Opportunity for off road walking and cycling links into town.

### **2.111 Officer Comments**

**2.112** This Option, which proposes a 'sports village' and substantial area of open space, as well as enabling residential development, generated a significant degree of support, with 46% of respondents in support, and less than a third (32%) objecting to the scheme. The development of this site is closely linked to the proposals set out in WMC1 and WMC2 as it provides a new location for the Football Club, Rugby Club and some of the Cuthbury allotments.

**2.113** The 2007 PPG17 Open Space Study has identified that there is a shortfall of formal sports pitches within the Wimborne and Colehill areas. This Option provides the opportunity to not only provide the town's two main sports clubs with new facilities which will enable them to grow in the future, but to provide the shortfall in formal sports pitches in the area that were identified in the above study. On top of this provision, the scheme proposes the creation of a Country Park to the south of the A31 and will contain informal open space in and around the proposed housing development.

**2.114** A number of commentators expressed concerns that the residential development would lead to a coalescence of Wimborne and Colehill, contrary to Green Belt policy. In response it is argued that the allocation of substantial sports pitches and other forms of open space in this critical Green Belt gap will not lead to the coalescence of the two settlements in this location, but rather will strengthen the gap between them and safeguard it from any future development threats. However, it is acknowledged that matters such as floodlighting, club houses and any spectator requirements will need to be carefully considered and sited to minimise the impact on the openness of the Green Belt. Any residential development needed to enable the provision of the sports facilities will be carefully located so as not to impede on the Green Belt gap. The principle of allowing development in the Green Belt is accepted because affordable housing needs cannot be met by building in the urban areas. The removal of this land from the Green Belt would cause minimal harm as it would not cause coalescence and a new strong boundary can be identified.

**2.115** The new housing proposed lies adjacent to existing dwellings, which are mainly bungalows. A number of local residents have raised concerns about the impact of new residential development on their amenities, especially possible overlooking from two storey houses. These are understandable concerns, and any development planned on the site would have to pay due respect to the residential amenities of the occupiers of the existing dwellings. It may be possible to have a buffering land use between the new and existing properties, such as the replacement allotments.

**2.116** The site does lie adjacent to the Wimborne Sewage Works. Care will need to be taken to ensure that any land use in the vicinity of this site is compatible with its use. Wessex Water Authority, the operators of the site, have advised that the development of the site in the manner envisaged will not impact on the operations at the plant, and that they have taken the growth potential set out in the Options document into account when planning for the expansion of the facility.

**2.117** A number of comments have been received which express the concern that access to the site should not be via Parmiter Way and surrounding roads as these are quiet residential streets and their use to access the housing and sports facilities would have an adverse impact on residential amenities. Comments have also been received about the suitability of the local highway network to accommodate further traffic. The views expressed by local residents are understandable, and care will need to be taken during the planning of any of the elements of the scheme to minimise the impact on neighbouring properties. It is likely that there will be no vehicular access through the Parmiter area, except for emergency access only. It is acknowledged that this site is the closest residential scheme to the Canford Bottom junction on the A31, which is heavily constrained. However, the Highways Agency do not raise objection to the scheme, and DCC comment that the site is close enough to the town centre for residents to be able to cycle to facilities rather than use the car.

### **Consideration of Evidence and Policy**

**2.118 Planning Policy Statement 3:** The policy approach in WMC5 remains consistent with PPS3 in respect of achieving the goal of ensuring that everybody has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

**2.119** The policy approach of WMC5 remains consistent with the Local Plan evidence base including the following:-

- The East Dorset Housing Needs and Demands Survey (2008)
- The East Dorset Housing Market Assessment (2008 and 2012)
- The East Dorset Strategic Housing Land Availability Assessment (2008, 2009 and 2011)
- The East Dorset Level 1 Strategic Flood Risk Assessment (2008)
- PPG17 Open Space study (2007) which identified the need for an additional 8ha of formal playing pitches in the vicinity.
- Wimborne Traffic Paramics Model (2011)

**2.120** The policy approach complies with the guidance set out in the Draft Planning Policy Framework, which states that (para10) 'For the planning system delivering sustainable development means:

- planning for prosperity (an economic role) – use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure

- planning for people (a social role) – use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community’s needs and supports its health and well-being; and
- planning for places (an environmental role) – use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.'

### ‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option WMC5
<b>Objective 1:</b> Protect, enhance and expand habitats and protected species	<b>NEUTRAL</b>
<b>Objective 2:</b> Make sustainable use of resources	<b>NEGATIVE DIRECT EFFECT</b>
<b>Objective 3:</b> Minimise pollution	<b>NEUTRAL</b>
<b>Objective 4:</b> Minimise factors contributing to climate change	<b>NEUTRAL</b>
<b>Objective 5:</b> Provide access to meet people's needs	<b>POSITIVE DIRECT EFFECT</b>
<b>Objective 6:</b> Provide a safe and secure environment	<b>NEUTRAL</b>
<b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles	<b>STRONG POSITIVE EFFECT</b>
<b>Objective 8:</b> Help make suitable housing available and affordable for everybody	<b>STRONG POSITIVE EFFECT</b>

Relevant Sustainability Appraisal Objectives	Preferred Option WMC5		
<b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	<b>NEUTRAL DIRECT EFFECT</b> <b>POSITIVE SECONDARY EFFECT</b>		

Table 2.14

**‘Options for Consideration’ Habitats Regulations Assessment**

**2.121** The assessment for this option was uncertain as the site lies within 5km of a European protected wildlife site.

**‘Options for Consideration’ Health Impact Assessment**

**2.122** Development will increase traffic and thus have a negative impact on air pollution. Active travel and public transport must be promoted both within the site and to it. There is a need to link this site to the town centre by means other than the car. Construction provides short term employment. Whether an adaptation to the effects of climate change is included will depend on a design guide. Recreational, community, and health facilities will be provided in new neighbourhoods in line with the scale of the development and need.

**‘Options for Consideration’ Equalities Impact Assessment**

**2.123** New homes would benefit a wide range of people wishing to live in Wimborne. In particular, new dwellings would benefit older people and those with disabilities as a proportion can be built to meet their needs. Younger people may also benefit from the increased supply of housing, as some housing will be affordable. New sports facilities would be to the advantage of young people in particular.

**Infrastructure Requirements**

Site	Infrastructure	Timing	Funding	Responsibility
Land south of Leigh Road	Replacement Wimborne Football Club	Prior to development of Site WMC1	Developer	Developer

Site	Infrastructure	Timing	Funding	Responsibility
Land south of Leigh Road	Replacement Wimborne Rugby Club	Prior to development of Site WMC2	Developer and CIL	Developer
Land south of Leigh Road	Replacement allotments	Prior to development of Site WMC1	Developer	Developer
Land south of Leigh Road	Public sports and recreational facilities	Phased with housing development	Developer	Developer
Land south of A31	Country Park	Phased with housing development	Developer	Developer

Table 2.15

## Conclusions

**2.124** The proposal to provide residential development and sports and play areas on land to the south of Leigh Road set out in Option WMC5 should be pursued as a policy option. The scheme complies with emerging and existing national policy in that it provides for much needed housing, especially affordable housing, in a sustainable location close to the existing facilities of the town centre. It also provides an opportunity to re-locate the town's football and rugby clubs to new, expanded premises, to provide for the existing shortfall in formal sports pitches in both Wimborne and Colehill, and to provide for a significant area for a Country Park to the south of the A31. Although the land is presently Green Belt, development of this area would not result in coalescence of settlements and would be contained by strong defensible new Green Belt boundaries.

### **2.125 Alternative development options submitted as part of the the Options for Consideration Consultation**

**2.126** A number of respondents to the Core Strategy Options for Consideration Consultation proposed alternative sites for development to those outlined in that document. Each will be examined in turn below.

### **2.127 Land off Cobbs Road/Wimborne Road, Colehill**

**2.128** Colehill Parish Council and landowners have proposed that an area of land off Cobbs Road/Wimborne Road, Colehill be allocated for a small number of dwellings, with 40% being affordable homes for local people, and an area for allotments, and an area of car parking for existing residents of Wimborne Road.

**2.129** Officer Response

**2.130** This site lies within the Green Belt and is also within the Burt's Hill/Merrifield Conservation Area which was designated in 2006 to protect groupings of listed and unlisted humble cob and thatch buildings which sit in an intimate landscape of small fields, high hedges and great oaks accessed by an irregular network of deeply cut lanes, tracks and footpaths. The majority of the area once formed part of the Kingston Lacy Estate, but parts of the area have now been sold off since the Estate came into the hands of the National Trust in the 1980's. This area is therefore very sensitive to development. The development of the land for allotments would be suitable in this location, and would not require a change to the Green Belt boundary to accommodate them as allotments are one of the uses considered appropriate within the Green Belt, as set out in PPG2 Green Belts. The Core Strategy Pre-Submission Option LN4 sets out a list of settlements where exceptions may be made to allow for the development of affordable housing for local need outside the recognised settlement boundary. These settlements are areas where there is no significant development proposed. Colehill has significant development proposed at the North of Wimborne New Neighbourhood (WMC 4). This site has poor accessibility to services and facilities provided in Wimborne Town Centre.

**2.131** Land to the North of Wimborne (WMC 4)

**2.132** Mr P Spencer and Mr A Spencer both put forward alternative uses for the land at north Wimborne identified under Option WMC4, proposing that the land be used for the replacement sports facilities, and additional facilities, included as part of Option WMC5, and/or for means of generating carbon - neutral energy supply. Both respondents argue that these uses would be as an alternative to residential development on Option site WMC4. Mr A Spencer also proposed that currently undeveloped land south of Leigh Road and east of WMC5 should be used for housing instead of WMC4, with part of the Option site WMC5 being used as a solar farm.

**2.133** Officer Response

**2.134** Both responses are understandably looking to propose alternative land uses to housing on Option WMC4 as the gentlemen concerned would be affected by the proposals, and a significant degree of thought has gone into both arguments. However, neither alternative proposal is likely to be viable. The replacement football facilities required if Option WMC1 is adopted can currently only be delivered by the prospective developer of that site at land east of Brook Road due to land options. The land, the subject of Option WMC4 is either owned by or optioned to a development company and is therefore very unlikely to become available for the non-residential uses proposed as an alternative. The main purpose of Option WMC5 is to provide for the re-location of sports facilities displaced by other housing options in the plan, to provide for the shortfall in sports and open space facilities in the town and to safeguard the critical Green Belt gap between Wimborne and Colehill. Additional residential development to the east of the site would be at some distance from the facilities within the main town centre in an unsustainable location, which would encroach on the Green Belt and is not considered acceptable.

**2.135** Land north of Leigh Road

**2.136** Turleys, acting for Bellway Homes, are promoting land north of Leigh Road to the east of Bytheway for residential development of approx 150 homes. They argue that this site will not impact on the Green Belt and will not result in coalescence of the two settlements of Colehill and Wimborne. Ken Parke Planning Associates, acting for a prospective developer, is promoting land north of Leigh Road, to the north of Bytheway, and is putting forward similar arguments. Christopher Undery, acting on behalf of the owners of Leigh Farm, is also promoting this land for residential development and argues that the site is well related to the existing built up area of Wimborne close to existing facilities, and close to a main bus route.

**2.137** Officer Response

**2.138** The Council appointed consultants, Broadway Malyan, to carry out master planning work associated with the formation of the housing options for the Core Strategy, and part of their remit was to consider the development potential of land east of Wimborne between the town and Colehill. The conclusion of the consultants was that the land north of Leigh Road, which had been identified as a 'strategic gap' and a 'key edge' in the Dorset Green Belt Review undertaken on behalf of the former Regional Assembly, should not be considered for development as development in this area would erode that gap and result in coalescence of Wimborne and Colehill. The above three areas of land being promoted by prospective developers/landowners would cumulatively erode a significant portion of this 'strategic gap' and would lead to a definite coalescence of the settlements of Wimborne and Colehill, contrary to national and local Green Belt policy.

**2.139** **Land north Wimborne to Furzehill**

**2.140** Sibbot Gregory suggest that there are opportunities for a mixed use development in the area between the northern boundary of Wimborne and Furzehill with additional housing on the land to the south of Furzehill linked by footpaths and cycleways to a Suitable Alternative Natural Greenspace between the extended Furzehill and the extended Wimborne.

**2.141** Officer Response

**2.142** This proposal would result in a significant area of land being taken out of the Green Belt for development and would represent a substantial expansion of the town of Wimborne. It would project into open countryside beyond the natural confines of the existing settlement and would lead to a coalescence of settlements contrary to national and local Green Belt policy. It is considered that a development of such a scale would be totally inappropriate in this location.

**2.143** **Heath Close, Colehill**

**2.144** A number of landowners and interested parties have suggested an area of land off Heath Close, Colehill, for housing and possible community facilities. This site was the subject of a recent planning appeal, where the appellants wished to provide 60 private and a proportion of affordable homes and access to Forestry Commission land. The land owners suggest the site is well located close to local facilities, near a bus route and local schools, and they would be willing to offer a community facility such as a Health or Day Centre, for which they believe there is a great demand for in this area

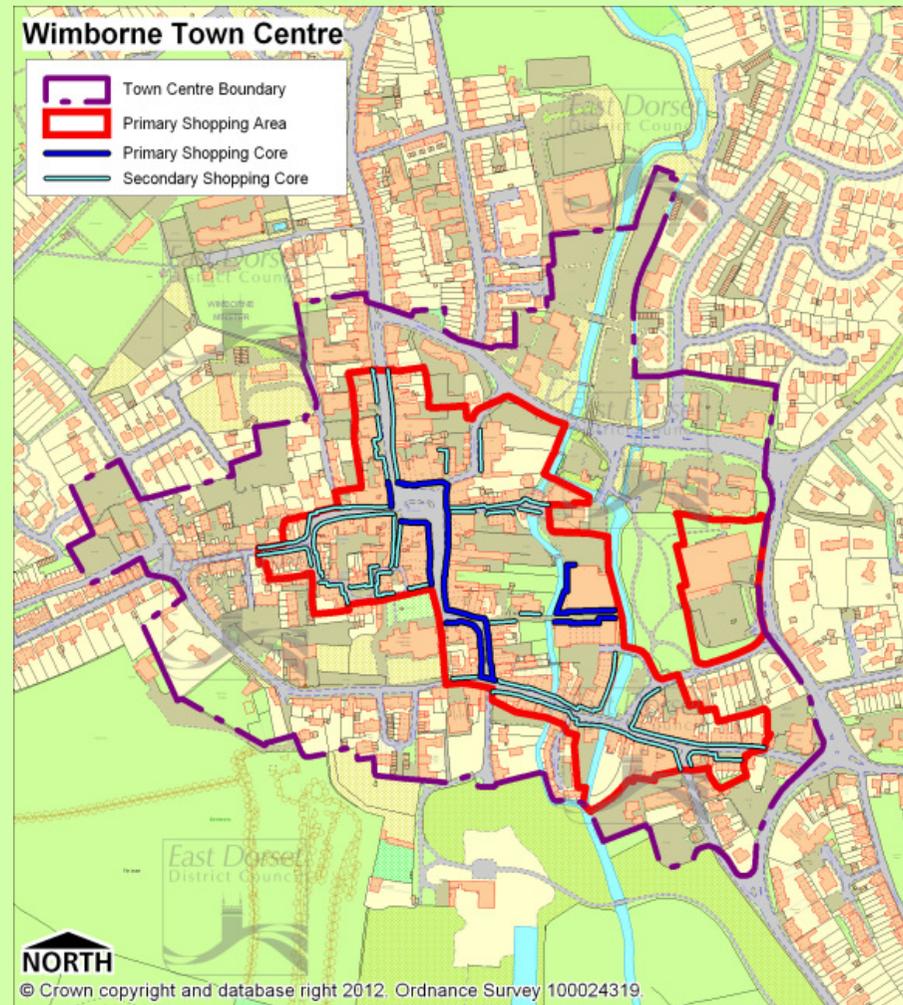
**2.145** Officer Response

**2.146** The recent planning appeal dismissed this proposal on the grounds of the significant loss of trees, the impact on the Green Belt and the landscape, the proximity of badgers on site and the percentage of affordable dwellings of the total was insufficient to meet the adopted policy. It is our view that these objections have not been suitably overcome in the meantime, and this site would not be able to provide a significant strategic housing allocation to necessitate the removal of the land from the Green Belt. Additionally, this land is not well located within the settlement to locate a Health or Day Centre for the community, and is distant from services and facilities.

### **Issue and Options Identified in ‘Options for Consideration’ Core Strategy:**

**2.147 Issue: What should be the extent of the Wimborne Town Centre boundary?**

## Preferred Option WMC 6



Picture 2.6

**Consultation Response**

Option	Support	Object	No Opinion	Total
WMC 6	7 (100%)	0	0	7 (100%)

Table 2.16

**2.148** There was overwhelming support for this option from land owners and agents in the town centre, Keep Wimborne Green and the Dorset County Council Transport Planning Officer. Comments included:

- My client is supportive of the preferred option which would result in the Wimborne delivery office remaining situated within the town centre boundary (Nigel Pugsley, BNP Paribas Real Estate for The Royal Mail Group PLC)
- Mill Lane Precinct area together with the actual links between the Allendale area and the Crown Mead shopping area should be included within the red line indicating the shopping areas within the Town Centre....The Mill Lane Precinct houses 17 retail outlets and provides a pedestrian link not only with the Allendale Centre and associated town centre car parks but also with the Crown Mead complex. It is also the venue for a successful Farmers Market held on a monthly basis and there is an extant permission for a more regular Town Market which can be held on 3 days a week. (Ian C Spiers & Associates for the Slocock Trust)
- We would be pleased to see further expansion of Wimborne providing that the expansion is sympathetic to Wimborne's historic past. (Keep Wimborne Green)

**2.149** Concern was expressed by the Environment Agency, regarding the level of flood risk associated with any new development, as the Town Centre is located within a Source Protection Zone 2. They would need to be satisfied that the risk to controlled water in the Town Centre Source Protection Zone area from new development would be low.

**2.150 Officer Response**

**2.151** There is clear support for this option which will strengthen the town centre and help to support the local economy. Concern about the risks associated with flooding are understood, and the Environment Agency will advise on impact with any planning applications made. Strategic Flood Risk Assessment Level 2 are likely to be undertaken within the town centre of Wimborne for any site specific proposals as part of background work for the Core Strategy. The red lines propose the Primary Shopping Areas which contain commercial units, and the comments made in support of extending this into Mill Lane seem to be justified in including this small additional area of shops. Crown Mead and Mill Lane and the area used for the Farmer's Market are already sited within the proposed Primary Shopping Area boundary. The Allendale area is not a shopping area, but it is proposed to lie within the Town Centre boundary.

## Consideration of Evidence and Policy

**2.152** This option is in line with PPS4 and PPS6 and continues to be supported in the Draft National Planning Policy Framework below:

**2.153** 'Planning polices should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Local planning authorities should:

- Recognise town centres as the heart of their communities and pursue policies to support the viability and vitality of town centres
- Define a network (pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes
- Define the extent of the town centre and the primary shopping area, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites
- Allocate appropriate edge of centres sites where suitable and viable town centre sites are not available, and if sufficient edge of centre sites cannot be identified, set policies for meeting the identified requirements in other accessible locations; and
- Set policies for the consideration or retail and leisure proposals which cannot be accommodated in or adjacent town centres.'

**2.154** The Joint Retail Assessment (2008) produced by Nathaniel Lichfield and Partners concluded that the primary retail frontage could be expanded to include Crown Mead. It also recommended that secondary frontage is also designated within the centre to cover such areas as East Street, Leigh Road, West Borough, Cook Row, Mill Lane, West Street, West Row, Church Street, East Borough and Park Lane. These changes have been incorporated into the proposed revised town centre boundaries set out in the Options for Consideration consultation.

**2.155** The Portas Review (December 2011) offered 28 recommendations to support Town Centres, including reducing red tape to businesses, the use of free parking schemes, empowering small businesses, encouraging Business Improvement Districts and community identity, the introduction of Town Teams and market stalls, business support and mentoring for small businesses and incentives to remove vacant premises.

## 'Options for Consideration' Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Preferred Option WMC 6
Objective 5: Provide access to meet people's needs	Positive Direct Effect

Relevant Sustainability Appraisal Objectives	Preferred Option WMC 6
<p><b>Objective 9:</b> Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture</p>	<p><b>Positive Direct Effect</b></p>
<p><b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	<p><b>Positive Direct Effect</b></p>

Table 2.17

**‘Options for Consideration’ Habitats Regulations Assessment**

**2.156** The assessment for this option was uncertain as the site lies within 5km of a European protected wildlife site.

**‘Options for Consideration’ Health Impact Assessment**

**2.157** The HIA identifies a neutral impact for the Town Centre and no adverse impacts.

**‘Options for Consideration’ Equalities Impact Assessment**

**2.158** Expansion of the retail offer, town centre functions and accessibility would benefit those in disadvantaged groups, although those without transport living in the rural area would have no benefit.

**Infrastructure Requirements**

**2.159** There are no infrastructure requirements associated with this option.

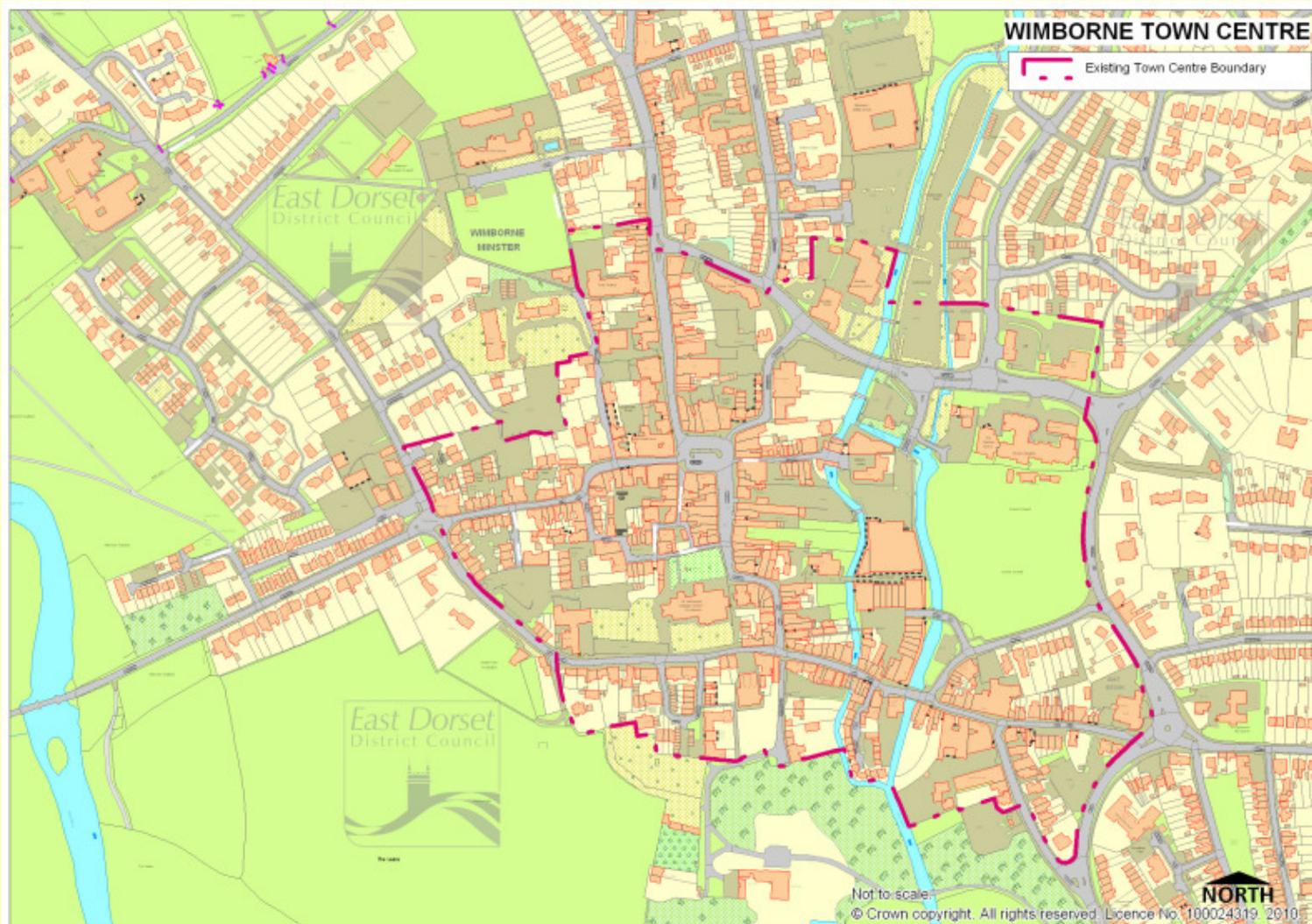
**Conclusions**

**2.160** The Town Centre boundary for Wimborne as Preferred Option WMC 6 should be pursued as a policy option. This option was widely supported by respondents in the consultation, and continues to be in line with PPS4, PPS6 and the National Planning Policy Framework, which supports vital and viable town centres. The main Town Centre boundary should remain unchanged as suggested in the Option. Two amendments are suggested to the Primary Shopping Area boundary - it should be redrawn to include the shops at Mill Lane beside the River Allen; and the small area of Redcotts Lane which primarily contains flats, should be excluded.

**Issue and Options Identified in 'Options for Consideration' Core Strategy:**

**2.161** Retain the existing Town Centre boundary for Wimborne, as shown on the plan.

### Non Preferred Option WMC 7



Picture 2.7

## Consultation Response

Option	Support	Object	No Opinion	Total
<b>Non Preferred Option WMC 7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>

Table 2.18

**2.162** There was a limited response to this policy option with just one supporting comment. Comments made in association with this option centred on the risk of flooding in the Town Centre area, and the need to reduce the impact of traffic from new development.

**2.163** Officer Response

**2.164** These are valid points reflecting the environmental constraints of the town centre , but they do not refer to the detail of the Town Centre boundary itself.

## Consideration of Evidence and Policy

**2.165** This option supports the existing Local Plan Town Centre boundary as adopted in 2001. Since then, PPS4, PPS 6 and the Draft National Policy Planning Framework have been introduced. In view of these changes to policy guidance, it is considered that this option no longer accurately reflects the economic Town Centre area, and should therefore be re-drawn to show the new boundary as suggested in Preferred Option WMC 6 above. The new boundary proposes the inclusion of the Allenvie area of the centre, Old Road car park and the Green Man Pub and land to the south west of King Street including Wimborne Model Town.

## 'Options for Consideration' Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Non Preferred Option WMC 7
--	----------------------------

Table 2.19

<b>Objective 3:</b> Minimise pollution	<b>Positive Direct Effect</b>
<b>Objective 4:</b> Minimise factors contributing to climate change	<b>Positive Direct Effect</b>
<b>Objective 5:</b> Provide access to meet people's needs	<b>Positive Direct Effect</b>

<p><b>Objective 9:</b> Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture</p>	<p><b>Positive Direct Effect</b></p>
<p><b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.</p>	<p><b>Neutral Direct Effect</b></p>

Table 2.20

**‘Options for Consideration’ Habitats Regulations Assessment**

**2.166** The assessment for this option was uncertain as the site lies within 5km of a European protected wildlife site.

**‘Options for Consideration’ Health Impact Assessment**

**2.167** The HIA identifies a neutral impact for the Town Centre and no adverse impacts.

**‘Options for Consideration’ Equalities Impact Assessment**

**2.168** Changes to the retail offer, town centre functions and accessibility would benefit those in disadvantaged groups, although those without transport living in the rural area would have no benefit.

**Infrastructure Requirements**

**2.169** There are no infrastructure requirements associated with this option.

**Conclusions**

**2.170** This option no longer reflects national guidance or the changed local situation of the Town Centre boundary of Wimborne, since the Local Plan was adopted in 2001. The extent of the Town Centre has changed in recent times and a new boundary is considered necessary to reflect these changes as suggested in Preferred Option WMC 6 above. This option should no longer be pursued.

**Issue and Options Identified in ‘Options for Consideration’ Core Strategy:**

**2.171** What should the vision for Wimborne Minster Town Centre?

## Preferred Option WMC 8

It is proposed that Wimborne Minster will continue to act as a key town centre in the District and together with Ferndown will be the main focus for retail development. This is because it is well served by public transport and there are more development opportunities within the centre. The shopping environment will be improved to provide a more pleasant pedestrian townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location for residents and visitors to the town.

To achieve this vision:

- 1: The range of retail uses will be supported and improved, to continue to provide a niche range of quality comparison goods shops to appeal to the residents and large number of visitors to the town.
2. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Tivoli Theatre, Walford Mill, the Allendale Centre and the Library. These will be retained, supported and where possible enhanced to support the vitality of the town centre. The Allenview area will be re-developed to provide a new civic hub.
- 3: The evening economy uses such as restaurants, cafés and pubs will be supported in the secondary shopping locations to enhance the vibrancy of the afternoon and evening economy of the town.
4. The townscape quality of the town centre will be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
- 5: Higher density residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment.
- 6: In order to improve pedestrian safety, traffic movement and improve the ambience of the public realm, the proposed enhancements to Wimborne Square will be introduced in a phased programme.
7. The townscape quality in and around Crown Mead will be improved, and the opportunity for redevelopment to improve links through the town will be promoted.
8. In order to improve the vitality of the town centre and improved pedestrian safety around the town, traffic management and calming measures will be considered to reduce pedestrian/vehicular conflict.
- 9: New development, shopfronts and advertisements in the town centre will be of the highest standard of design and in good quality materials, to reflect the architectural and historic significance of the town centre.

10. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported.

### Consultation Response

Option	Support	Object	No Opinion	Total
Preferred Option WMC 8	6 (75%)	2 (25%)	0	8 (100%)

Table 2.21

**2.172** There was a majority of support for this option, from the Highways Agency, Keep Wimborne Green and local residents.

#### 2.173 Supporting Comments

- The Agency supports the proposal for Wimborne to continue as a key town centre in the District because it is all served by public transport. Enhancements to local services and facilities should encourage self containment, but should be limited in scale so not to significantly increase the number of vehicle trips on the Strategic Road Network. (Highways Agency)
- We are pleased that the enhancement to Wimborne Square is being included in this option. (Keep Wimborne Green)
- My client is supportive of the preferred option which seeks new high-density residential and commercial development within Wimborne Minster Town Centre. (Nigel Pugsley, BNP Paribas for The Royal Mail Group PLC)

#### 2.174 Other Comments and Objections raised

- Objection to detailed wording of the policy - positive support should be given to encouraging residential and business development within the Town Centre to support the vitality and viability of the centre. (Lynne Evans, Southern Planning Practice for Hall and Woodhouse)
- Objection to new building in the Allenview Area, other than replacement of the Allendale Centre. Every opportunity should be taken to enhance the attractiveness and ecosystem function of the River Allen, both upstream and through the Town. The chalk stream should be used as an asset for Wimborne's tourism and biodiversity. Public green space would permit the creation of a more natural setting (not manicured town centre lawn and flower beds please). (ETAG)
- Although we support sub-section 8 in principle, we are OPPOSED to the pedestrianisation of The Square under this heading. It is of STRATEGIC importance that Wimborne, and particularly the Town Centre, retains a public transport (bus and taxi) 'hub', and The Square is the only place for that. (Mr and Mrs Andrew Patrick)
- The current plans to extend the 'cafe culture' into The Square is in conflict with WMC 8 sub-section 3. (Mr and Mrs Andrew Patrick)
- Derelict listed buildings should be repaired by the landowners; the old Conservative Club could become an Abbeyfield House.

### 2.175 Officer Response

**2.176** The Vision for Wimborne is wide ranging and the over arching objective is to support and enhance a growing sustainable and viable historic Town Centre. The option positively supports higher density commercial and residential development in the Town Centre (sub-section 5), but does not prevent other development. Comments on the redevelopment of the Allendale Area are noted, and the opportunity to enhance this area is supported.

**2.177** The need for a dedicated Transport 'Hub' is noted and will be considered further, to ensure the town remains accessible to all users. The proposed enhancements to The Square will provide an attractive public realm and encourage the use of sustainable transport (sub-section 6) in this outstanding historic Town Centre, and are well underway. Cafes will be primarily supported in the secondary shopping areas, and The Square will become a focus for the community to sit and enjoy the ambience of the historic town.

### Consideration of Evidence and Policy

**2.178** This option is in line with PPS4 and PPS6 and continues to be supported in the Draft National Planning Policy Framework below:

**2.179** 'Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Local planning authorities should:

- Recognise town centres as the heart of their communities and pursue policies to support the viability and vitality of town centres
- Define a network (pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes
- Define the extent of the town centre and the primary shopping area, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites.
- Allocate appropriate edge of centres sites where suitable and viable town centre sites are not available, and if sufficient edge of centre sites cannot be identified, set policies for meeting the identified requirements in other accessible locations; and
- Set policies for the consideration of retail and leisure proposals which cannot be accommodated in or adjacent town centres.'

**2.180** The Portas Review (December 2011) offered 28 recommendations to support Town Centres, including reducing red tape to businesses, the use of free parking schemes, empowering small businesses, encouraging Business Improvement Districts and community identity, the introduction of Town Teams and market stalls, business support and mentoring for small businesses and incentives to remove vacant premises.

**‘Options for Consideration’ Sustainability Appraisal**

Relevant Sustainability Appraisal Objectives	Preferred Option WMC 8
<b>Objective 3:</b> Minimise pollution	<b>Positive Direct Effect</b>
<b>Objective 4:</b> Minimise factors contributing to climate change	<b>Positive Direct Effect</b>
<b>Objective 5:</b> Provide access to meet people’s needs	<b>Positive Direct Effect</b>
<b>Objective 9:</b> Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	<b>Positive Direct Effect</b>
<b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	<b>Positive Direct Effect</b>

Table 2.22

**‘Options for Consideration’ Habitats Regulations Assessment**

**2.181** The assessment for this option was uncertain as the site lies within 5km of a European protected wildlife site.

**‘Options for Consideration’ Health Impact Assessment**

**2.182** The HIA identifies a neutral impact for the Town Centre and no adverse impacts.

**‘Options for Consideration’ Equalities Impact Assessment**

**2.183** Expansion of the retail offer, town centre functions and accessibility would benefit those in disadvantaged groups, although those without transport living in the rural area would have no benefit.

## Infrastructure Requirements

Site	Infrastructure	Timing	Funding	Responsibility
Allendale Area (in conjunction with WMC 9)	New Community Centre and enhanced public open space/gardens	During the life of this plan	Unknown	EDDC/Private Sector
Crown Mead	Enhancement to the public realm and better links through the town - including the new bridge to Waitrose from Crown Mead.	During the life of this plan	Bridge - £150,000 contribution from Waitrose	Owner of Crown Mead/Waitrose/EDDC
High Street	Phased enhancements to the High Street - subject to funding becoming available	During the life of this plan	Unknown	DCC Highways/EDDC
At various sites throughout the town	Widened pavements, traffic management and calming measures will be considered to reduce pedestrian/vehicular conflict.	During the life of this plan	Unknown	DCC Highways/EDDC
Transport Interchange facility	Provision of a dedicated Transport Interchange within the Town Centre - subject to a suitable site and funding becoming available.	During the life of this plan	Unknown	Transport Service Providers/ DCC Highways/EDDC

Table 2.23

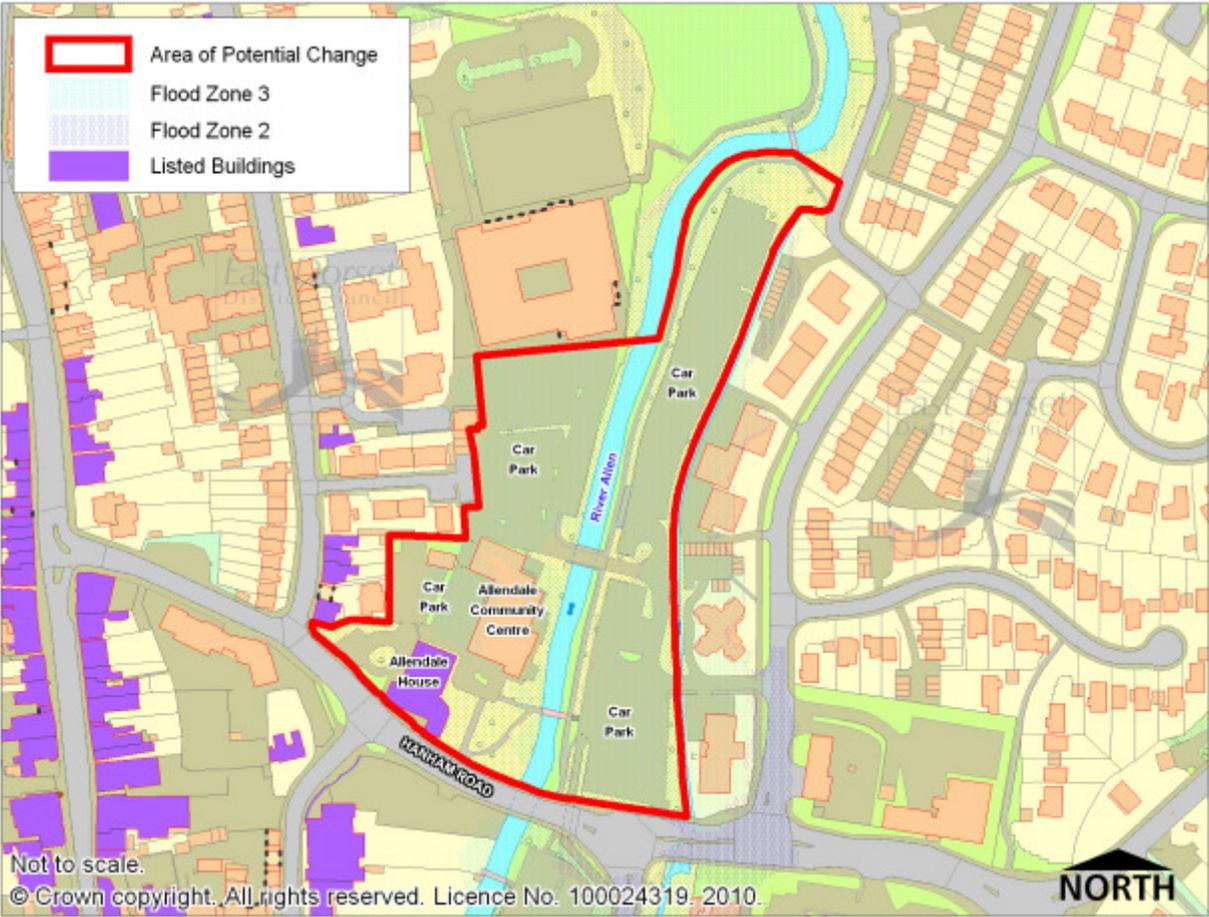
## Conclusions

**2.184** This option is in line with the emerging guidance of the National Policy Planning Framework, which supports vital and viable town centres, PPS4 and PPS6 and the recommendations of the Portas Review. The majority of respondents were favourably in support of the option, to create a Vision for Wimborne.

**2.185** Some changes to the Vision are suggested. Item 2 should include reference to a riverside park along the River Allen at the Allenvue area. Item 6 should be deleted concerning the enhancements to Wimborne Square, as the works are now taking place. It is proposed that enhancements to the High Street should be included in the Vision, as should the widening of areas of narrow pavements across the town in conjunction with traffic management measures. The buses continue to circulate around the narrow streets in the town centre, and the provision of a dedicated bus or travel interchange could help improve pedestrian safety and help provide ease of movement for pedestrians and passengers at a single interchange. This will also be included in the Vision.

### **Issue and Options Identified in 'Options for Consideration' Core Strategy:**

#### **The Allendale Area**



Picture 2.8

**Option WMC 9**

The Allenview area will be used as:

- A new home for East Dorset District Council in conjunction with other public services.
- Reduced number of car parking spaces.
- A new community centre.
- Public gardens

**Option WMC 10**

The Allenview area will be used for a:

- New community centre
- New Wimborne Market, but reduced in size compared to the existing premises
- Reduced number of car parking spaces
- Public gardens
- Commercial development

**Consultation Response**

Option	Support	Object	No Opinion	Total
<b>WMC 9 (Public Service Hub &amp; Community Centre)</b>	<b>204 (34.4%)</b>	<b>214 (36.1%)</b>	<b>174 (29.4%)</b>	<b>592 (100%)</b>
<b>WMC 10 (Relocated Market &amp; Community Centre)</b>	<b>193 (32.6%)</b>	<b>243 (41%)</b>	<b>156 (26.4%)</b>	<b>592 (100%)</b>

Table 2.24

## Issues Raised

### 2.186 New offices for EDDC and other public services

- Consideration and risk assessment will be required to show that the risk to controlled water in these areas from any new development will be low. Much of the site lies within Flood Zones 2 and 3. Demonstration of the 'Sequential Test' for example should be highlighted early in the process to 'validate' the options presented. (Environment Agency)
- No justification (Colehill Parish Council)
- Would support partial relocation of some services where face to face contact is desirable. (Keep Wimborne Green)
- Central location, highly accessible, so good for community uses; moving Council offices would make them easier to access; moving the Council Offices and not the Market would not increase the housing stock; public access to services should be in the Town Centre; moving Council Offices would increase car parking demand in the Town Centre; need to improve public transport to Council Offices rather than move the offices – regular main bus service at least an hourly service. (Wimborne New Neighbourhood Focus Group 28.10.10)
- Strongly support - relocate public service hub, including police etc and develop Furzehill - yes Green Belt but so are other sites. LA should capitalise on its own site and benefit the public. (East Dorset Housing Association)
- The provision of sustainable transport from Wimborne to the Council Offices at Furzehill would result in lower carbon emissions than rebuilding offices in the Town Centre and demolishing and rebuilding the present facilities for some other purpose. (ETAG)
- On behalf of the St John Ambulance Brigade whose headquarters are in the far corner of the Allenvue Long stay car park. We rent the premises from EDDC. Will our building remain? Where will access be gained if the building did remain? If the building is lost where would we be housed? Could we have rooms in the new building?
- Entirely unnecessary and a waste of resources and with only 12% of residents without a car, the case for moving EDDC from Furzehill is not conclusive. (Wimborne Civic Society)
- *General Comments*
- Best place to develop is behind the Allendale Centre, near East Borough.
- There should be a clear identified use for the current council facilities - should be cost neutral at least.
- Lack of detail and no indication what range of public and community bodies might make up the public service hub, nor does it show how great a need for such a thing in this place or anywhere else in the town.
- Central site would be advantageous.
- Hard to balance the public gain from such a facility against its environmental costs.
- Great public expense - ridiculous proposal.
- Undesirable and unwarranted.
- Will increase congestion in central Wimborne.
- Increased pressure for on-street residential parking.
- Current site is very accessible during and out of hours, and parking is easy.
- No plans indicated for Furzehill space vacated - affordable housing might be appropriate or a recycling facility.

- Sustainable location but need more car parking to support it.
- Must be preceded by improved road infrastructure.
- Provide a Park and Ride at the old market site or at Furzehill.
- No objection to a public service hub but think this could be achieved within the existing structures.
- Why has it taken all these years for the Council to realise that they want to be more accessible to the public and move to Wimborne, especially with all the modern technology we have at our disposal?
- Updating the Allendale Centre with the Council offices makes a lot of sense. Should have been relocated long ago.
- Good suggestion and will enhance the town, easy access to Council and public gardens will be very well received.
- If the EDDC is so wealthy it can afford to relocate their offices, then may we suggest they build more affordable houses with the surplus money and so there are less unwanted market homes all over our Green Belt.
- If the Council Offices were to move to Wimborne, Wayleaze Copse, the small but valued woodland at the Furzehill Offices, would be vulnerable to damage from any redevelopment.

### 2.187 New Indoor Market

- It is recognised that the present location of the Wimborne Market does not enhance trade within the town, and that relocation nearer the centre could be beneficial. The suggested alternative site is currently a car park, and the loss of this would need to be compensated. Nevertheless, this option is very attractive because it provides potential for extra housing in an essentially residential area, and links along a river frontage with Leigh Park and Cobham Park. (Wimborne Minster Town Council)
- No justification. (Colehill Parish Council)
- This will make Wimborne Market easier to access for all residents and tourists, and more importantly by moving the Market, a brownfield site is made available for the development of affordable housing (195 homes according to SHLAA) (Keep Wimborne Green)
- Development on the market site would be on brownfield land; relocation of the market into the town centre would resolve issues of traffic getting to the market; would enable people to combine market and town centre visits; would be insufficient car parking for the Market to relocate into the Town Centre; is the gain from developing the Market site less than moving it to the Town Centre?; Use Market site for a supermarket. (Wimborne New Neighbourhood Focus Group 28.10.10)
- Wimborne Market is flourishing and provides a commercial aspect to the Leigh Park area. (Wimborne Civic Society)
- *General Comments*
- Market shopping is never department store comfort to customers and stall holders. Present hall is no worse than many British and continental ones, and has parking.
- Indoor market would not be economic and would attract unwelcome traffic.
- Already in the right location.
- Relocation of the market means facility will be under-utilised most of the week.
- Market relocation would enhance trade in the Town Centre.
- Would bring more customers to the Town Centre.

- Shoppers prefer cheaper goods - disaster for town shops.
- Inadequate small site.
- Relocation would be the death knell for the market - too congested at the Allenview area.
- People come from miles for the market - to move it or reduce its size is economically unsound
- Good idea to move the market and free up another building site.
- It is pointless to complain that Wimborne Minster is dying and traders are suffering – as many people do – and at the same time to object to every proposal that would bring more customers to the town and environs.
- The current market brings in a lot of trade to the town and the current site has excellent parking.
- I do not want the market moved to this small and inadequate area.
- Moving market is a good idea but only if parking is not affected. Perhaps a 2 storey building.
- The market would cause massive jams and not enough parking unless an ugly multi-storey car park was built – yuk!
- I like the idea of an undercover Wimborne Food Market selling local Dorset produce close to the Town Centre along the lines of a traditional indoor market - much can be learnt from 'The Exchange' in Sturminster Newton.

### 2.188 New Community Centre

- New Community Centre would allow more use into more flexible accommodation. (Wimborne New Neighbourhood Focus Group 28.10.10)
- The Allendale Centre could be refurbished at much lower cost. (Wimborne Civic Society)
- *General Comments*
- Imaginative scope to re-develop Community Centre, but car parking needs to be maintained.
- Allendale House and Allendale Centre provide excellent facilities for the town and should be the centre of support for the Council. Funds should not be wasted on a new community centre.
- Improved community facilities are welcomed.
- Replacement building is long overdue.
- As the Allendale Centre needs to be rebuilt rather than repaired, it needs to be enlarged by adding another storey, and a larger hall for shows, conferences and pantos etc.
- Could it be repaired?
- Costs too high for a new community centre to be paid from the public purse - should be self-financing facilities.
- How can we afford to pull down and rebuild the Allendale Centre when it is less than 40 years old?
- Do not accept any community centre/halls or leisure centre as a corporate inducement from developers....they hardly ever work and cost a great deal in subsidy for councils each year
- Why do we need a need community centre or indoor market?
- Update the Allendale Centre. I use it every week and the back car park is always full.
- Continuing need for this or similar facility – mixture of large hall and small meeting rooms for a wide range of groups.

### 2.189 Public Gardens/Open Space

- Space around the Allendale Centre could be better used; green space in the town linking north and south. (Wimborne New Neighbourhood Focus Group 28.10.10)
- Opportunity to create a strategic nature area for the River Allen for native wildlife - crayfish - seize opportunity to create a green space on the former water meadows for the community. (Dorset Wildlife Trust)
- Every opportunity should be taken to enhance the attractiveness and ecosystem function of the River Allen both upstream of and through the Town. The chalk stream is one of the jewels in East Dorset's crown and it should be used as an asset for Wimborne, and for its tourism and biodiversity. ETAG recommends that a management and enhancement plan is prepared for the River Allen and its corridor through Wimborne. (ETAG)
- The advent of Riverside Park at Waitrose has reduced the need for a public garden. (Wimborne Civic Society)
- *General Comments*
- All gardens could be enhanced by better planting.
- Not long ago this site was dominantly green space in the form of riverside meadows and the riverside gardens of Allendale House. The loss of this natural and designed riverside green infrastructure, largely for car parking, was a sorry loss indeed - both for public amenity and for wildlife. Wimborne has only a riverside walk - and much of that now encased in concrete. Both these schemes are attempting to squeeze new forms of development onto the site leaving minimal scope for green anything - and limit the use thereof to public 'gardens'
- Area needs to be improved.
- Need a new garden area.
- The riverside path along the Allen, adjacent to the Allenvue car park is very much used and one of the loveliest paths in the town. It would be a great shame if this were to be spoilt by the building of a new market centre.

### 2.190 Magistrates Court and Police Station

- Allendale House, Police Station and Magistrates Court are underused. Move essential public bodies to these with existing car parking facilities.
- Market should go on the Police Station and Cowl House area.

### 2.191 Car Parking

- Could put 3 level car parking on Allendale West – perhaps 300+ spaces – could then close Westfield car park and develop at a high density; loss of car parking; Chamber of Trade do not wish to lose spaces; Waitrose staff can't park off site; Coach parking – not used to capacity – but still important (Wimborne New Neighbourhood Focus Group 28.10.10)
- If the aim is to increase economic activity through tourism and other means, reducing the availability of parking would be a very short sighted measure. (Vale of Allen Parish Council)

- It is far too soon to be considering reducing the number of car parking spaces in Wimborne. If it is shown that parking space can be released, it should be used to re-create riverside habitat (not formal city gardens) that reflect Wimborne's historic origins, can be linked to the educational role of the Priest's House Museum and through here to the area at Crown Mead so that it provides a welcoming area of greenspace that is of both amenity and wildlife value. (ETAG)
- There is a premium on car parking spaces. (Wimborne Civic Society)
- *General Comments*
- Car park not big enough.
- Car parks are required for tourist car parking and coach parking.
- Existing market site could provide additional car parking for the town.
- Waitrose cannot compensate for loss of car parking.
- Allenview Road and Lacy Drive has not benefited from extra parking spaces at Waitrose. Waitrose staff use this road to park in whilst at work. Parking is horrendous for residents in this road due to town users using it as a free all day car park now. If car park is lost, restrictions should be introduced in Allenview Road.
- More residents from new housing growth will require more not less car parking spaces.
- Underground car parking needed to accommodate development at the Allendale area.
- Car parking is vital for The Tivoli - Westfield Car Park is nearly always full during the day.
- Redcotts Parking area required.
- Retention of coach parking necessary at Allenview or other suitable Town Centre site
- It is often hard to find short stay parking in Wimborne and additional housing will increase the need for additional short stay parking.
- Allenview area is good for car parking and with social facilities in the centre and the house.
- A new service hub or a new market will need parking spaces for access to either of them, but it is precisely these car parking spaces that will be sacrificed for the new project – it doesn't make sense.
- Why not make Allenview car park free – you will soon find the spaces are used (and not Allenview Road).
- Car parking must be increased slightly in the town centre not decreased.
- Had it been proposed there would be no net gain in spaces in town when the Waitrose plan went in, I expect it would have been thrown out. There are indeed adequate spaces in Wimborne most of the time – this encourages trade. If you squeeze the spaces so that it's an effort to find them, people from outlying villages who have a choice of shopping destination will go elsewhere.
- Waitrose spaces are not conveniently situated, Allenview spaces are much more central.
- Provide a Park and Ride facility at the Julian's Road roundabout to serve tourists and visitors alike on an extended circular bus service.
- Make all streets 'Priority' parking for residents outside their homes in Wimborne and Colehill - issue residents with free parking permits.
- The coach and adjacent car parks provide an essential facility to many local organisations as a picking up and setting down place for the numerous coach outings arranged by these organisations.

#### 2.192 Wimborne New Neighbourhood Focus Group 28 October 2010 (Additional Comments)

- Need to test the viability of the options.
- Issues of car parking around the Town Centre and how the car parks are used – need to be careful as to how the car parks are managed.
- Reconcile funding of new uses with the timescale of the plan.
- Need to look at the Town Centre public buildings/assets to see if there is any redevelopment potential.

### **2.193 Officer Response**

### **2.194 Commercial Development**

**2.195** This is suggested in Option WMC10, but there were no direct comments made on this strand of the Option.

### **2.196 New EDDC Offices**

**2.197** The comments made regarding WMC9 are fairly evenly balanced, with a similar number in support of a new Public Service Hub (34.4%), and slightly more respondents (36.1%) against the idea.

**2.198** Some local people could see the potential advantages of relocating EDDC to the town centre and sharing a 'hub' with other public services, being more accessible to the community and offering a chance to rebuild and upgrade the existing Allendale Centre. Much concern was expressed about the costs of such a move, the loss of central car parking and increased town centre congestion and what might happen to the Furzehill site as a result. Due to the partnership working with Christchurch Borough Council, there is the potential for East Dorset District Council to relocate its offices into the Allendale area during the lifetime of this Plan. It is therefore important that the future use of the existing offices at Furzehill is clarified.

### **2.199 New Indoor Market**

**2.200** The opportunity to relocate Wimborne Market has caused a great deal of interest. The majority view was to object to the proposal on the grounds that the current site was popular, well located and the proposed site at Allenvie would be too small, there would be insufficient car parking, and correspondingly increased traffic congestion. However, there was still significant support for the relocation of the market, with 32.6% of respondents supporting the idea. The main reason given being that this would help to boost Town Centre trade, would create a better indoor market experience, and free up the existing site for development. However, the main drawback to the relocation of the market is the capacity for car parking in the Allenvie area when other uses are also proposed and increased traffic congestion in the area as a result.

**2.201** The Market providers have indicated they do not wish to pursue this Option further in the Core Strategy.

### **2.202 New Community Centre**

**2.203** There have been many passionate comments expressed about the Allendale Centre, and its popularity as a facility for the town. There were a number of comments which welcomed the opportunity to create a new centre for the town in conjunction with other public services. There were equally many suggestions that the existing premises should be repaired. Certainly the overriding view was that a community hall in one form or another was required in Wimborne with sufficient car parking for the users of it.

#### **2.204 Public Gardens/Open Space**

**2.205** There was generally positive support for maintaining and enhancing the public open space around the River Allen. Views ranged from tidying up the existing to creating a managed wildlife habitat that connected through the town centre of Wimborne. These views will be explored through the preparation of the Core Strategy.

#### **2.206 Magistrates Court and Police Station**

**2.207** There were only a few comments received about this particular site, but the view was that the site could accommodate other public services or a relocated indoor market.

#### **2.208 Car Parking**

**2.209** There have been many comments received about this subject, involving the current levels of usage of the car parks in the town; the issue of on street parking in residential roads - particularly Allenvie Road and Lacy Drive; the potential loss of spaces at the Allenvie Car Park should either the Council Offices or Wimborne Market relocate there; and greater congestion in the town centre and implications for the town's economy if there are fewer car parking spaces in Wimborne.

**2.210** Clearly this is a very emotive subject and these comments will be considered carefully as the Core Strategy progresses. Any changes to the car parks, and loss of spaces will have implications for the options suggested above. The subject will be considered corporately, and any options taken forward will attempt to balance the conflicting issues.

### **Consideration of Evidence and Policy**

**2.211** These options are in line with PPS4 and PPS6 and continue to be supported in the Draft National Planning Policy Framework:

**2.212** 'Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Local planning authorities should:

- Recognise town centres as the heart of their communities and pursue policies to support the viability and vitality of town centres
- Define a network (pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes

- Define the extent of the town centre and the primary shopping area, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites.
- Allocate appropriate edge of centres sites where suitable and viable town centre sites are not available, and if sufficient edge of centre sites cannot be identified, set policies for meeting the identified requirements in other accessible locations; and
- Set policies for the consideration or retail and leisure proposals which cannot be accommodated in or adjacent town centres.'

**2.213** The Portas Review (December 2011) highlights key areas where change is needed in town centres. Whilst the report focuses on retailing, it is fundamentally about breathing new life and energy in to the high street. In particular, the idea of creating a hub and reason to visit towns is discussed, as are car parking charges, and the impact vibrant markets and festivals can have in town centres. The Portas Review supports the imaginative use of the town centre as a cultural destination, providing services and commercial activity as a focus of vitality for the community and visitors.

### ‘Options for Consideration’ Sustainability Appraisal

Relevant Sustainability Appraisal Objectives	Option WMC9	Option WMC10
--	-------------	--------------

Table 2.25

<b>Objective 2:</b> Make sustainable use of resources	Positive Direct Effect	Positive Direct Effect
<b>Objective 3:</b> Minimise pollution	Positive Direct Effect	Neutral Direct Effect
<b>Objective 4:</b> Minimise factors contributing to climate change	Positive Direct Effect	Positive Direct Effect
<b>Objective 5:</b> Provide access to meet people’s needs	Positive Direct Effect	Positive Direct Effect
<b>Objective 6:</b> Provide a safe and secure environment	Positive Direct Effect	Positive Direct Effect

<b>Objective 7:</b> Create conditions to improve health, promoting healthy lifestyles		Positive Direct Effect
<b>Objective 9:</b> Help communities to support social cohesion through a reduction in the fear of crime and the provision of basic services and facilities, learning, training, skills knowledge and culture	Positive Direct Effect	Neutral Direct Effect
<b>Objective 10:</b> Protect historic buildings and sites	Positive Direct Effect	Neutral Direct Effect
<b>Objective 11:</b> Maintain and enhance local distinctiveness and create places, spaces and buildings that work well, wear well and look well	Positive Direct Effect	Positive Direct Effect
<b>Objective 12:</b> Facilitate a sustainable and growing economy that creates economic and employment opportunity, as well as providing for vital and viable town centres.	Positive Direct Effect	Positive Direct Effect

Table 2.26

### ‘Options for Consideration’ Habitats Regulations Assessment

**2.214** The assessment for this option was uncertain as the site lies within 5km of a European protected wildlife site.

### ‘Options for Consideration’ Health Impact Assessment

**2.215** WMC9 -The proposal would reduce travel to the District Council Offices and make them more accessible by modes other than the car.

**2.216** WMC10 - The HIA identifies no adverse impacts on this site.

### ‘Options for Consideration’ Equalities Impact Assessment

**2.217** WMC9 -Easier access to the Council Offices would benefit everyone but the minority groups in particular, although those without transport living in the rural area would have no benefit.

**2.218** WMC10 - Expansion of the retail offer and town centre functions would benefit the minority groups, although those without transport living in the rural area would have no benefit.

**Infrastructure Requirements**

Site	Infrastructure	Timing	Funding	Responsibility
The Allendale Centre	Build a new Community Centre and provide a community hub for public services, including EDDC offices.	1 - 10yrs	Unknown	EDDC
Public Car Parks	To review the use and capacity of the Town Centre Car Parks, in conjunction with redevelopment of the Allendale Centre.	1 - 5yrs	Unknown	EDDC
Public Open Space at The Allendale Centre	To carry out enhancements of the public space around the Allendale Centre and Allendale House in conjunction with the rebuilding of the Allendale Centre, subject to funding becoming available.	1 - 5yrs	Unknown	EDDC
River Allen	Enhancement of the River Allen to provide an attractive riverside park for the community.	5 - 10yrs	Unknown	EDDC/ Environment Agency/Dorset Wildlife Trust
Police Station	Redevelopment of the Police Station for other Town Centre uses	1 - 5yrs	Unknown	DCC/EDDC/Private Developer
Magistrates Court	Redevelopment of the Magistrates Court for other Town Centre uses	1 - 5yrs	Unknown	Govt Office/EDDC/Private Developer

Table 2.27

**Omissions**

**2.219 WMC9 and WMC10**

**2.220** It has been suggested that the Allenvie Car Park be redeveloped to incorporate a well designed multi-storey car park with The Market potentially occupying the ground floor. The car park could have 300 spaces - which equates to the combined total of Allenvie West (140 spaces) and Westfield Road (160 spaces). Westfield Road Car Park could be redeveloped to provide high density affordable and sheltered housing, which would be very sustainable and help to meet the local need.

**2.221** Park and Ride Facility at Julians Road near to the A31.

### **2.222 Officer Response**

**2.223** The Wimborne Car Parks, the need for a Park and Ride facility and traffic management in Wimborne, will be reviewed through the Core Strategy and in line with a corporate review of the Council's assets.

## **Conclusions**

**2.224** These options raise many local issues which East Dorset District Council will need to consider corporately and with the local land owners before the options can progress further. The options do however remain in line with national guidance which seeks to support vital and viable town centres.

**2.225** The Allenvie area offers an opportunity site for the town and further consideration will be given to the various options before moving forward. A Flood Risk Assessment will be required for the Allenvie area as the site is at risk of flooding. This will be undertaken before proposals progress further. The impact on Allendale House (Grade II Listed Building) will also need to be assessed, an assessment of public car parking in Wimborne Town Centre, and an assessment of community facilities in the town will also need to be undertaken. The redevelopment of the Allendale Area could provide a sustainable and accessible public service hub for the community, in association with the provision of a new Community Centre for the town, subject to satisfactory assessments and funding. This Option will continue to be supported in the Core Strategy.

**2.226** If the District Council were to move its offices to the Allendale area, it is important that the future use of the existing offices at Furzehill is clarified. The Pre-Submission document will introduce a Policy RA2 which will set out the criteria against which any re-development of this site will be judged, and will propose the re-alignment of the Furzehill Village Envelope to incorporate the Council Offices and surrounding buildings. Any re-development will have to reflect the site's location in the Green Belt, respect and retain the attractive wooded areas, provide for a community hall, and help to fund traffic calming measures through Furzehill.

**2.227** The Wimborne Market providers have indicated they do not wish to pursue their potential relocation to the Allendale Area any further at present. This option will therefore be dropped from the Core Strategy.

### 3 Pre Submission Options

**3.1** The following policies for the Wimborne and Colehill Housing and Town Centre Options have been established following consideration of consultation responses, stages 1 and 2 of master planning process, viability appraisal and sustainability appraisal, habitats regulations assessment and the health and equalities impact assessment. Please refer to Stage 1 and 2 master planning reports and viability assessments which are available on [www.dorsetforyou.com](http://www.dorsetforyou.com).

**Wimborne Minster Town Centre**

#### Policy WMC1

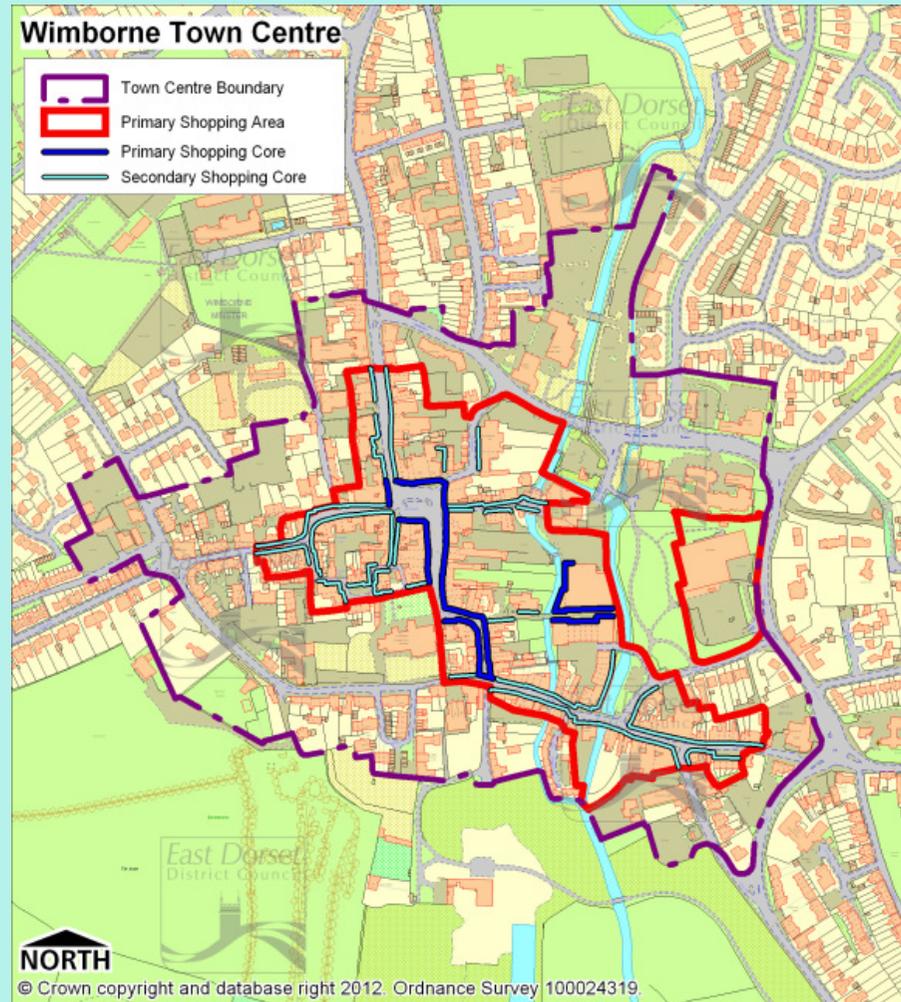
##### **Wimborne Minster Town Centre**

Wimborne Minster will continue to act as a key town centre in the District and together with Ferndown will be the main focus for retail development. This is because it is well served by public transport and there are more development opportunities within the centre. The shopping environment will be improved to provide a more pleasant pedestrian townscape, public transport routes will be supported, and facilities and services will continue to be located in this central location for residents and visitors to the town.

To achieve this vision:

1. The range of retail uses will be supported and improved, to continue to provide a niche range of quality comparison goods shops to appeal to the residents and large number of visitors to the town.
2. Residents will continue to have access to a variety of community services and cultural facilities in the town centre, such as the Tivoli Theatre, Walford Mill, the Allendale Centre and the Library. These will be retained, supported and where possible enhanced to support the vitality of the town centre. The Allenvue area will be re-developed to provide a new civic hub and riverside park.
3. The evening economy uses such as restaurants, cafés and pubs will be supported in the secondary shopping locations to enhance the vibrancy of the afternoon and evening economy of the town.
4. The townscape quality of the town centre will be enhanced; only high quality development proposals that respect and enhance the local character of the centre, and improve ease of movement and legibility will be permitted.
5. Higher density residential and commercial development will take place alongside the projected requirement for retail to provide for a balanced, mixed use environment.
6. In order to improve pedestrian safety, traffic movement and improve the ambience of the public realm, enhancements to the High Street will be introduced in a phased programme, subject to funding.
7. The townscape quality in and around Crown Mead will be improved, and the opportunity for redevelopment to improve links through the town will be promoted.
8. In order to improve the vitality of the town centre and improved pedestrian safety around the town, traffic management and calming measures will be considered to reduce pedestrian/vehicular conflict.
9. New development, shop fronts and advertisements in the town centre will be of the highest standard of design and in good quality materials, to reflect the architectural and historic significance of the town centre.
10. To minimise congestion and air pollution, the use of sustainable modes of transport will be supported with a transport hub created in the Town Centre to support this and pedestrian safety.

The town centre as defined by the town centre boundary will be the focus for town centre uses including higher density residential, employment, retail, leisure and entertainment, offices, arts and culture and tourism development subject to compliance with other national and local policy.



Picture 3.1

**The Allendale Area**

## Policy WMC2

### **The Allendale Area of Potential Change, Wimborne**

The area shown on the Proposals Map is identified as an area for potential change to enable the delivery of a civic hub to include:

1. A new Allendale Community Centre.
2. District Council Offices.
3. Offices for other public bodies.
4. A riverside park.
5. Public car parking.

This is planned in an Area Brief which will provide a comprehensive overview of how to deliver the potential changes. To enable any change to take place the following information must be provided:

- A Flood Risk Assessment.
- A conservation assessment of the impact of development on the historic setting of Allendale House.
- A public car parking assessment for Wimborne Town Centre.
- An assessment of need for community facilities.



Picture 3.2



**Cuthbury Allotments and St Margaret's Close New Neighbourhoods**

### Policy WMC3

#### **Cuthbury Allotments and St Margaret's Close New Neighbourhoods, Wimborne**

Areas south of Julians Road, at Cuthbury allotments, at Wimborne Town Football Club and to the east of St Margaret's Hill are allocated to provide New Neighbourhoods including 260 homes, open space and 0.4 hectares of land for a future extension to Victoria Hospital. To enable this the Green belt boundary will be amended to exclude the land identified for new housing and the hospital.

#### **Layout and Design**

- The layout and design of the schemes must be consistent with the principles set out in the Masterplan.
- A design code will be agreed by the Council, setting out the required high standards.
- Development must be sympathetic to the gateway location of the sites and their proximity to the Wimborne Minster Town Centre Conservation Area.

#### **Green Infrastructure**

- Land running alongside the river is to be set out as parkland, to provide an attractive informal recreation area.
- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.
- New replacement allotments are to be provided in an easily accessible location within the Town or Colehill Parish. Land is identified to the south of Julians Road and as part of Policy WMC4 to meet the needs of the allotment holders.

#### **Transport and Access**

- The main access for the Cuthbury site is to be delivered from Julians Road with a secondary access from Cuthbury Gardens. Only pedestrian and cycling access is to be provided from Cowgrove Road.
- Access for the St Margaret's Hill site will come from St Margaret's Close.
- The Cuthbury development must contribute to delivering a traffic light controlled system to improve safety at Julian's Bridge.
- Improved pedestrian and cycle access must be provided across the River Stour to enable access to wider countryside, the town centre and the settlements to the south.

#### **Phasing**

- Prior to development of land occupied by the Football Club a new ground must be made available as identified in Policy WMC4.
- Suitable new allotments are to be made available before allotment holders have to vacate the existing site.



Picture 3.3

---

**Stone Lane Industrial Estate New Neighbourhood**

## Policy WMC4

### Stone Lane New Neighbourhood, Wimborne

The Stone Lane Industrial Estate is identified as suitable for redevelopment for housing with the opportunity to provide about 90 homes.

#### Layout and Design

- The layout and design must be consistent with the principles set out in the Masterplan reports.
- A design code will be agreed by the Council, setting out the required standards.
- Development must be sympathetic to the gateway location of the site and its proximity to the Wimborne Minster Town Centre Conservation Area, as well as the Area of Outstanding natural Beauty.

#### Green Infrastructure

- A landscaped open space area is to be provided on the northern and western edges of the site to prevent visual harm impacting on the nearby Area of Outstanding Natural Beauty and to provide an attractive informal recreation area.
- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME3.

#### Transport and Access

- The existing access to the site on to Stone lane must be improved to standards agreed by Dorset County Council.
- The development must enable a pedestrian and cycle access across the River Allen to link with the New Neighbourhood allocated in WMC3.



Picture 3.4

---

**Cranborne Road New Neighbourhood**

## Policy WMC5

### **Cranborne Road New Neighbourhood, Wimborne**

Approximately 16.7 hectares is allocated to provide a New Neighbourhood to the east and west of Cranborne Road, north of Wimborne. This will include about 600 homes, a First School and a local centre, along with significant areas of greenspace. To enable this, the Green Belt boundary will be amended to exclude the land identified for new housing, the local centre and the school.

#### **Layout and Design**

- The New Neighbourhood will be set out according to the principles of the Masterplan reports
- A design code will be agreed by the Council, setting out the required standards.
- Development must be carefully planned to avoid a negative impact on the Burts Hill Conservation Area and the historic character of Wimborne Minster.
- The built form of the New Neighbourhood must not impact on the wider countryside. It will therefore be contained by the ridgelines to the north and east. To the west the strong tree line must be further strengthened to mitigate visual harm that development could cause to the Area of Outstanding Beauty.
- A clear open gap must be maintained between the north of the development and buildings on Dogdean.

#### **Green Infrastructure**

- The implementation of a generous green infrastructure strategy, along with a Suitable Alternative Greenspace strategy, in accordance with Policy ME3, is a fundamental requirement. This is to ensure that the New Neighbourhood provides major informal recreational opportunities along with landscaping to ensure the scheme blends into the gentle and attractive landscape. Key features to be included include:
- Suitable Alternative Natural Greenspace utilising the River Allen Valley and land to the north of the housing.
- A green corridor running east to west through the housing area linking with the local centre and school and utilising the existing farm lane in the east.
- A park within the Burts Hill Conservation Area.
- Provision of allotments.

#### **Transport and access**

- Vehicular access is to be provided primarily from Cranborne Road with a single access coming from Burts Hill.
- Traffic management measures will be required along Cranborne Road to limit speeds to less than 30 mph. Additionally, further measures will need to be put in place to the east of the new Burts Hill junction to make this an unattractive route for those wishing to access the A31(T).

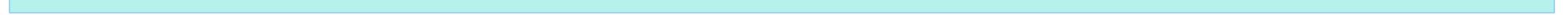
- Public transport routes are to be provided through the scheme.
- A network of dedicated pedestrian routes are to be provided throughout the scheme, including across the Allen Valley to link to Stone Lane, and also towards the town centre.

**Drainage**

- A Sustainable Drainage Scheme must be agreed with the Council and Environment Agency with the aims of preventing flooding problems for neighbouring properties and on the River Allen as well as protecting and enhancing nature conservation quality.



Picture 3.5



**South of Leigh Road New Neighbourhood and Sports Village**

### Policy WMC6

#### South of Leigh Road New Neighbourhood and Sports Village, Wimborne

About 75 hectares of land is allocated for a New Neighbourhood to the south of Leigh Road, east of Wimborne Minster. This will include the following:

1. 350 new homes
2. A Sports Village with a new home for Wimborne Minster Football and Rugby Clubs, 8 hectares of other active sports pitches, with changing facilities and an area for teenage activity.
3. New allotments
4. A local centre providing for day to day needs
5. Land for a First School
6. About 37 hectares as a country park to the north and south of the A31(T)

#### Green Belt

- The Green Belt boundary is amended to remove the land required for the new housing. The boundary runs directly south from Brookside Manor and its amendment is not to narrow the sensitive gap between Wimborne Minster and Colehill/Little Canford. Additionally, the buildings associated with the Rugby and Football Clubs are removed from the Green Belt.

#### Layout and Design

- The New Neighbourhood will be set out according to the principles of the Masterplan reports.
- A design code is to be agreed by the Council, setting out the required standards.

#### Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing, as required by Policy ME3.
- Suitable land is to be made available to enable the relocation of Wimborne Football and Rugby Clubs. This will include new clubhouse facilities, pitches and associated car parking. Lighting of pitches is to be carefully designed to have the minimal possible impact on dark skies as possible.

#### Transport and Access

- Vehicular access is to come from Leigh Road to the east of Brookside Manor. Emergency vehicular access only will be made from Parmiter Drive. However, until the new access is provided from Leigh Road a temporary access will be allowed to enable the Football Club to relocate. Pedestrian and cycling access is to be provided throughout the New Neighbourhood, including the country park.

- Improvements for walking/cycling to link the development to the existing network towards the town centre and the Castleman Trailway.



Picture 3.6

---

**Leigh Park Playing Fields**

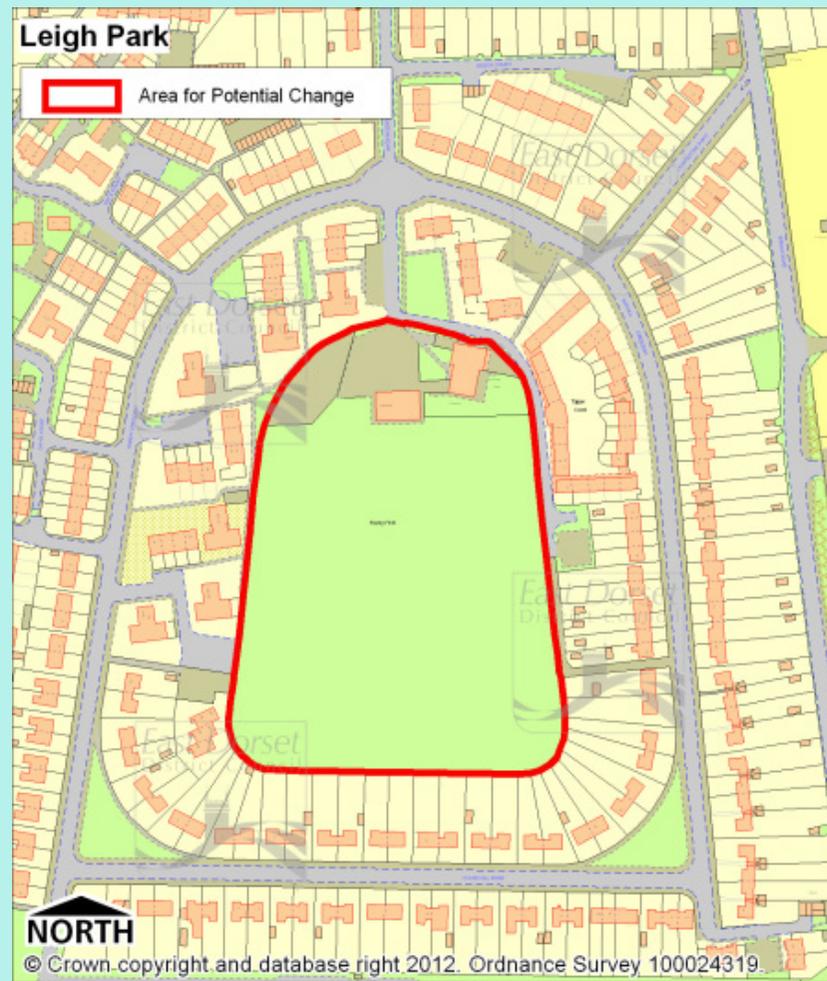
## Policy WMC7

### **Leigh Park Area of Potential Change, Wimborne**

If Wimborne Rugby Club relocates to the area identified in Policy WMC4 their existing home should be used to benefit the Leigh Park Community. This is to include:

1. The retention of 1.5 hectares of land to be used as open space, within which a multi use games area is to be provided.
2. Youth club facilities.
3. Housing to provide for the needs of residents with local connections to Leigh Park.

An Area Brief is to be agreed with the Council to set out how best to achieve the greatest benefit for residents of Leigh Park.



Picture 3.7

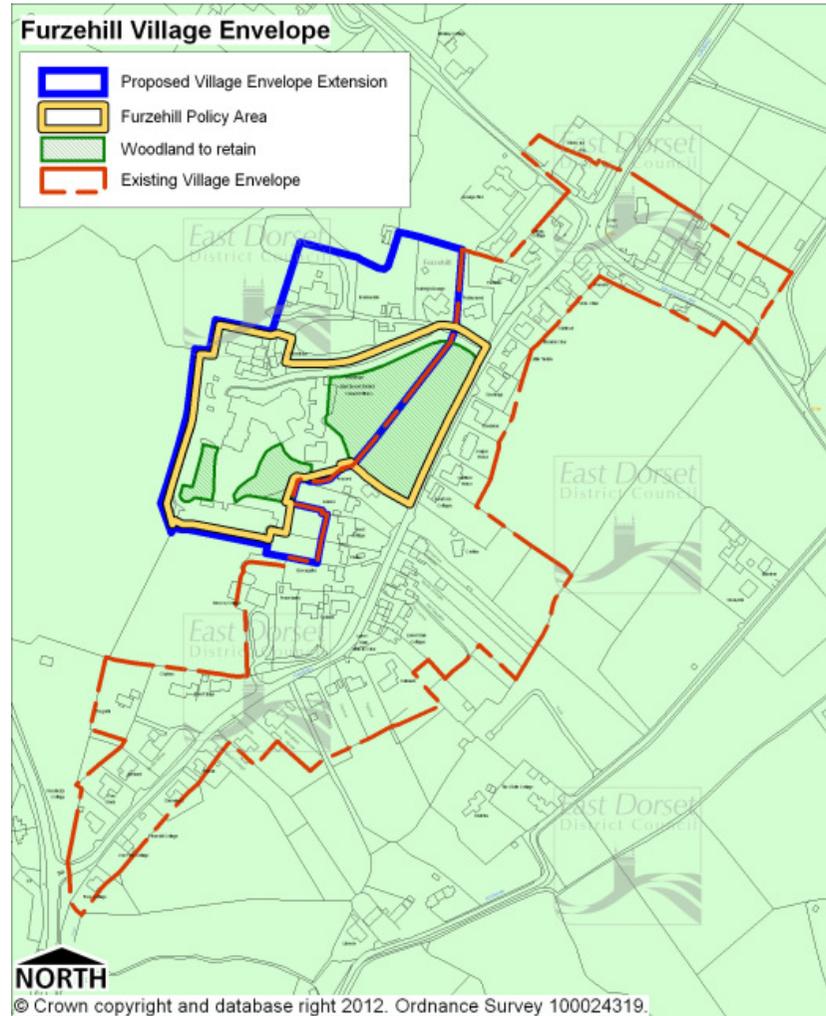
## Policy RA2

### **Furzehill Village Envelope**

The Village Envelope will be amended at Furzehill to include the Council Offices and neighbouring buildings.

Redevelopment of the site for residential, offices, residential institutions, non residential institutions, hotel and/or community uses will be acceptable to support the provision of new Council Offices elsewhere. The following requirements must be met:

- a) Replacement buildings will not exceed the current floorspace of existing buildings and will not exceed their height.
- b) The wooded areas of the site should be retained.
- c) A landscape screen should be provided on the western edge of the site, so that views from the wider countryside, including the Area of Outstanding Natural Beauty are not harmed.
- d) Redevelopment of the site should provide a community hall for the village.
- e) Redevelopment should support the implementation of traffic calming measures through the village.



Picture 3.8