

CS Options

Events: Core Strategy Options for Consideration Chapter 7 – Bournemouth Airport and Business Park

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
359514	Mr Edward Gerry	Planning Policy Manager New Forest District Council	CSO18779	7		General Comment	New Forest District Council (NFDC) has not previously objected in principle to the proposals for development of Bournemouth Airport and the adjoining employment areas. However, NFDC has always stressed the need for a direct link to the A338 Bournemouth Spur Road and for improved public transport to the airport, in order to minimise adverse impacts on the roads in the western part of the New Forest District. The link road to the A338 Bournemouth Spur Road is considered in the Alternative Preferred Option BA8 and the Alternative Preferred Option BA 11. NFDC supports all efforts that are made to seek funding and obtain developer contributions to enable the link road to be built.			461
524374	Mr Jon Hockley	Bournemouth Airport (Safeguarding)	CSO18551	7	Support		It is not entirely clear from the document whether the Councils intend to produce a separate development control policies document to accompany the draft Core Strategy. In the absence of such a document then the following comments apply. If the Councils intend to cover the issues raised in a separate development plan document then I would be grateful if you could inform us of this and of likely timescales and interim solutions. At present the draft document contains no details of airport safeguarding. Planning Circular 01/03 states that "Local plans...should include a policy stating that officially safeguarded areas have been established for a particular airport or technical site, that certain planning applications will be the subject of consultation with the	Inclusion in the Chapter of policies relating to aerodrome safeguarding and public safety zones (unless alternative arrangements apply - see paragraph 1 of the response above).		461

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							<p>operator of that aerodrome or technical site and that there may be restrictions on the height or detailed design of buildings or on development which might create a bird hazard, as described in this Circular. The outer boundary of safeguarded areas should be indicated on proposals maps accompanying local plans.”</p> <p>Given the presence of Chapter 7 in the draft Core Strategy which is dedicated entirely to Bournemouth Airport, it may be useful to include a relevant policy in this section as required by the Circular in this section. The policy should cover the categories of development referred to in the Circular; buildings, structures, erections and works; ‘Bird strike’ hazards; wind turbines, other aviation uses; and road and rail. The safeguarded area should also be shown on any proposals maps shown or proposed.</p> <p>The document also contains no details of Public Safety Zones. Circular 01/2010 states that “Local plans should include a policy stating that Public Safety Zones have been established for a particular airport and that there is a general presumption against most kinds of new development and against certain changes of use and extensions to existing properties within the Zones, as described in DfT Circular 01/2010. The extent of Public Safety Zones and any 1 in 10,000 individual risk contours should be indicated on proposals maps accompanying local plans”.</p>			
474971	Mr Peter Durant		CSO681	7.1	Object		<p>It is too early to predict the effect that global warming may have on air travel. It is possible that a tax will be imposed on fuel which could have substantial effect on the numbers using aircraft. It is likely that the concerns about the emissions of aircraft which are particularly damaging may lead to a reassessment of air travel.</p>	<p>Avoid references to expansion of airline services from the airport. In the short term there has already been a reduction in aircraft movements. It is unwise to make predictions.</p>		463

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524338	Mr Kenneth Brooks		CSO18540	7.1	Object		<p>This Section begins with the statement:- "Bournemouth Airport is a key asset for the region, one of the UK's fastest growing airports and is projected to grow to approximately 4 million passengers per annum by 2030." Many local residents living within a 10 mile radius of the Airport do not consider the Airport a key asset and certainly do not wish to see substantial growth to anything approaching 4 million passengers per annum. Indeed, there is widespread concern over increased aircraft noise, particularly night flights.</p> <p>In any event, the quoted Government policy on airports set out in the 2003 White paper is well out of date, and I understand the Coalition Government intends to publish a new airports policy White Paper early in 2011. Current Government transport policy clearly favours high speed rail services in preference to increased airport capacity.</p> <p>This Core Strategy document makes no reference to the fact that several of the Airport's operators including Ryanair and Thomson have suspended most of their routes from Bournemouth this winter and Palmair are hiring aircraft because of insufficient business to operate their own. This is, indeed, rather embarrassing news so soon after opening the new Terminal this summer.</p> <p>In 1995, Christchurch Borough Council approved plans to increase the length of the runway by 25% without any Section 106 Agreement attached. Again in 1998, a planning application for a new Terminal was approved by a public inquiry without and Section 106 Flying Controls Agreement being attached. However, by 1999, a Flying Control Agreement was signed, but based on previous agreements at Heathrow, Gatwick and Stansted. Both Christchurch Borough Council's senior officers and their Councillors</p>			463

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							<p>must have been well aware the 1999 Flying Controls Agreement would actually enable a substantial increase in the number of night flights rather than control or reduce them.</p> <p>When the Manchester Airport Group, the current owners of Bournemouth Airport, submitted a planning application in 2007 for "refurbishment and expansion of the Terminal buildings" I was shocked to see the very same, obsolete, 1999 Flying Controls Agreement was eventually attached, almost as an afterthought. This Planning Application, Ref 9/07/0065, was approved by Christchurch Borough Council's Planning Control Committee on 21st June 2007. A Report by East Dorset District Council dated 19th June 2007 considering "the implications of the Passenger Terminal Expansion for East Dorset and its residents" was submitted to Christchurch Borough Council. This report recommended objections on the grounds that:- "increased air traffic will create unacceptable noise levels in part of East Dorset". Para 12.1 points out that "night flights, even in compliance with a noise quota system, could result in more disturbance to residents of East Dorset living under the flight paths." Para 12.3 points out:- "noise emanating from an aircraft is often transitory, with quiet periods of inactivity interspersed with short intense periods of relatively high noise levels. It is this characteristic which makes the noise potentially annoying and which the averaging over a 16 hour day or an 8 hour night tends to mask. This Report should have been taken seriously, but I have not been able to establish that Christchurch Borough Council responded in any way. As a resident living beyond the boundaries of Christchurch Borough Council I was quite accustomed to not being taken seriously, but for an adjoining Local Authority to be treated with such disdain is</p>			

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							<p>deplorable. Now East Dorset District Council are partners with Christchurch Borough Council, sharing one Chief Executive and merging departments and facilities, surely we can expect to see East Dorset District Council having a much greater influence on the operations and development of Bournemouth Airport.</p> <p>In July 2009, in accordance with the Government's Environmental Noise Directive, Bournemouth Airport were required to produce a draft Noise Action Plan, detailing their objectives and plans for the next 5 years. In the Forward to the draft document, the Airport's Managing Director acknowledged:- "We accept that noise at night, when background noise levels are lower, is the least desirable aspect of aircraft noise, and our noise mitigation programme will continue to ensure that, where it is appropriate to do so, special measures are imposed to minimise noise impact at night." With such a promising introduction it is even more disturbing to read the conclusions:- "The Airport has concluded that the current controls are adequate. With the adoption of the comprehensive noise control programme set out in the Airport's Section 106 Agreement there is a locally determined and robust system of noise control in operation." No-one reading this statement would realise the Airport Management are referring to effectively the 1999 Section 106 Flying Controls Agreement, which was out of date even in 1999. Some 12 years on we are lumbered with an annual Night time noise Quota Count of some 3100 points, allowing a 3 fold increase in the number of 'Night -Time' flights compared with the current actual noise count. Using more modern 'quieter' aircraft could result in a 6 fold increase in the number of night flights. For this classification we should remember 11pm and 6am are regarded as 'daytime!' The potential increase in the number of</p>			

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							<p>night flights raised widespread concern during the Noise Action Plan consultation period. If the promises made by Bournemouth Airport and Christchurch Borough Council not to increase night flights are to be believed, then both parties would have no problem with reducing the annual Night Noise Quota to 1500 rather than the current 3100. Even a Quota Count of 1500 would allow a 50% increase in night time flights compared with current levels. Why do we need to wait until 2015 for a substantial and meaningful reduction in the annual Night Noise Quota Count. Conclusions</p> <p>These Core Strategy proposals for development at Bournemouth Airport are strongly influenced by the 2007 Master plan for Bournemouth Airport which was based on over ambitious predictions, and before any firm strategy is approved we should await the Coalition Government's new Airport Policy document due to be published in 2011.</p> <p>Clearly, the Section 106 Agreement signed in 2007 will not limit night flights and the annual Noise Quota of 3100 should be substantially reduced forthwith. Now that Christchurch Borough Council are working in partnership with East Dorset District Council, I trust the views of East Dorset residents and East Dorset District Council will be fully taken into account before any future planning applications at Bournemouth Airport are approved.</p>			
360734	Mr Nick Moulton	Amphibians and Reptiles Conservation Trust	CSO2336	7.2	Support		ARC agree that the internationally designated sites must not be compromised through development.			464
360653	Mr M A Hodges		CSO2396	7.7	Object		Hurn is a safer airport location than Southampton, with longer runways, less nearby housing, no railway lines with trains passing end			469

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							of runways.			
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2121	7.7	Object		This Paragraph refers to "The Government's Future of Air Transport White Paper 2003". This document is now out of date. In the light of the recent European and Global economic downturn, the envisaged growth in passenger numbers is now unrealistic and will need to be reviewed.	There should be a more up to date realistic approach to the proposed growth in passengers at the Airport, for instance up to 3 million passengers per annum, for which they already have planning permission.		469
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17469	7.8		General Comment	7.8, 7.9 We consider here that it would be helpful to refer to locally designated sites (Sites of Nature Conservation Interest) and local documents, including the Dorset Biodiversity Strategy under 7.9. The airport site includes an SNCI and there are other SNCIs in close proximity.			470
360734	Mr Nick Moulton	Amphibians and Reptiles Conservation Trust	CSO2362	7.8		General Comment	The current map of the Northern Business Park includes areas with protected habitats and species, this should be updated and environmentally sensitive areas withdrawn from proposed development. The potential habitat "linkages" to other sites should also be included and retained. The potential link road to the A338 must not impact upon the current and potential heathland habitat or fragment and isolate these areas.			470
361028	Helen Patton	Head of Policy and Plans New Forest National Park Authority	CSO18939	7.8		General Comment		As a minor point of clarification, the National Park is actually located less than 3km from the airport at its nearest point (Bisterne), not the 5.4km stated in paragraph 7.8.		470

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359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17470	7.9		General Comment	7.8, 7.9 We consider here that it would be helpful to refer to locally designated sites (Sites of Nature Conservation Interest) and local documents, including the Dorset Biodiversity Strategy under 7.9. The airport site includes an SNCI and there are other SNCIs in close proximity.			471
360245	Mr Richard BURDEN	Landscape and Planning Advisor Cranborne Chase & West Wiltshire Downs AONB	CSO18761	7.9		General Comment	Section 85 of the Countryside and Rights of Way Act 2000 puts a duty of regard on all public authorities and holders of office in public organisations to have regard to the purposes of designation of the AONB in all of their land based activities. That means that there should be a parallel statement in 7.9 (in connection with Bournemouth Airport and the National Park) that developments at the airport must consider the impacts on the Cranborne Chase & West Wiltshire Downs Area of Outstanding Natural Beauty in respect of the impacts on the purposes of designation of the AONB. Without the recognition of the importance of the AONB, and the duty under Section 85, the Core Strategy could be considered to be unsound.			471
361028	Helen Patton	Head of Policy and Plans New Forest National Park Authority	CSO18938	7.9	Support		The importance of the Airport and the surrounding employment land as set out in the Dorset Structure Plan and the Future of Air Transport White Paper (2003) is recognised. The Authority also welcomes the statement in paragraph 7.9 that development proposals for the Airport must consider impacts on the National Park in respect of the statutory Park purposes.			471
524338	Mr Kenneth Brooks		CSO18562	7.9	Object	General Comment	" Development proposals at the Airport must consider the impact on the New Forest National Park in respect of the impacts on the purposes of designation of the Park." This is a bit rich in view of the comments from Christchurch Borough Council and our MP when, following approval of			471

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							Planning Application 9/07/0065 in 2007, the newly formed New Forest Park Authority had the audacity to initiate a judicial Appeal claiming the Local Planning Authority had not taken "proper" account of the Park's protected status. Christchurch Borough Council were "delighted" when the Judge refused the application for a judicial review, claiming the "planning application permission included a full and proper environmental statement." Really?			
359615	Mr Burridge		CSO1938 0	7.17		General Comment	<p>Fails to detail any useful change.</p> <p>The Hurn roundabout has only come about since the installation of the traffic lights on the Christchurch side of Blackwater Bridge. Prior to this there was no congestion at the Hurn roundabout. The 2 sets of lights at the Blackwater Bridge appear not to function in unison; rather the traffic is stalled when they operate to green at different times but traffic can suddenly run well when both sets are at green.</p> <p>The Matchams Lane route to the airport business park doesn't have any pavement.</p> <p>There is no public transport to either business park and the only bus from Bournemouth goes into the airport arrivals/departure zone leaving a good few miles walk to either business park.</p> <p>The Council sponsored bus that serves Christchurch and Highcliffe operates twice a day (weekdays) to Hurn at times that are of little or no use for workers.</p> <p>With the recent public spending reductions will the Council sponsored buses remain?</p> <p>Unclear whether the final 2 points are intended for the Core Strategy as well. Have included, but will also reproduce in Evidence Base comments.</p> <p>The cost of public travel makes the use of private vehicles highly attractive and yet the Broadway / Malyan report gives no credence to any of these points.</p>			479

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							The B/M report re airport transport appears to be full of glib political correctness.			
498027	Mr Mark Keighley	Business Development Manager Bournemouth Transport Ltd	CSO3312	7.17	Support		It is important to improve the public transport services to the Airport			479
527733	Mr Richard Barnes	Chair Bournemouth Airport Transport Forum	CSO18883	7.17	Support		'Future development at the airport should offer a realistic choice of access by a range of transport modes with particular emphasis on the provision of public transport services" Clearly the ATF fully supports this and is encouraged that throughout this whole chapter the importance of developing sustainable transport modes to both airport and business park is a priority. Agree wholeheartedly that provision of suitable public transport services / facilities for cyclists for the airport and business park is a priority.			479
474971	Mr Peter Durant		CSO682	7.18	Object		I really cannot understand how the statement conveyed in this section is compatible with the proposals to alter the junctions most closely associated with the airport in order to allow an increase in traffic levels.	It is important for a choice to be made between expanding industry in the area and its associated traffic movements, and looking elsewhere to provide expansion. If there is any belief that car journeys will be replaced to any significant extent by alternatives, then that is a pipe dream.		480
360245	Mr Richard BURDEN	Landscape and Planning Advisor Cranborne Chase & West	CSO18762	7.19		General Comment	The issues of noise in connection with the airport and the AONB should also be considered in relation to paragraphs 7.19 and 7.20. In terms of key facts (page 126/127) the AONB should be included. I believe the AONB has previously			481

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		Wiltshire Downs AONB					commented on the potential environmental impacts of overflying aircraft using an enlarged or more intensively used Bournemouth Airport and that should be included along with the comments in relation to the National Park in 7.48.			
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2122	7.19	Object		We agree that any proposed new development at the Airport, will take into account as a 'key consideration' the impact of noise disturbance on the proposed new neighbourhood at West Parley, however we suggest the paragraph should also make reference to employment.	The Paragraph should also make reference to noise impact on any proposed employment development which may be affected by Airport noise.		481
524338	Mr Kenneth Brooks		CSO18564	7.19	Object		Para 7.19 on Noise states:- "A key consideration will be any possible impact of noise disturbance on the proposed new neighbourhoods at West Parley, East Dorset." Over a period of 15 years this, surely is the first time anywhere in East Dorset has been mentioned in relation to aircraft noise generated by Bournemouth Airport. In view of the totally inadequate Section 106 Agreement signed in 2007, what are the proposals to eradicate "any possible impact of noise disturbance" which are clearly anticipated.			481
360245	Mr Richard BURDEN	Landscape and Planning Advisor Cranborne Chase & West Wiltshire Downs AONB	CSO18763	7.20		General Comment	The issues of noise in connection with the airport and the AONB should also be considered in relation to paragraphs 7.19 and 7.20. In terms of key facts (page 126/127) the AONB should be included. I believe the AONB has previously commented on the potential environmental impacts of overflying aircraft using an enlarged or more intensively used Bournemouth Airport and that should be included along with the comments in relation to the National Park in 7.48.			482
360653	Mr M A Hodges		CSO2397	7.21	Object		Sopley Common has archaeology; there is a Mesolithic site on top of Ramsdown. Moors River may be an ancient boundary - Moors meaning			483

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							death (for Saxon to cross to west or Briton to cross to east).			
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2123	7.22	Support		It is correct to state that "The Secretary of State has announced the revocation of Regional Strategies with immediate effect. This has an implication for the Core Strategy approach to amendments to the Green Belt at the Airport and the level of employment land required to come forward over the plan period to 2027".	None		485
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2124	7.23	Object		This paragraph makes reference to The South West Regional Spatial Strategy which has now been abolished, (see Core Strategy paragraph 7.22 which rightly confirms that fact). Therefore that document should have no influence on this Core Strategy, nor should it be referred to as offering support, or otherwise, to any proposal.	All reference to The South West Regional Spatial Strategy is removed from this paragraph.		486
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2125	7.24	Object		It is not proved or correct that, as stated in this paragraph – "There remains strong national and local policy support", and "On this basis there remain exceptional circumstances for amendment to the Green Belt Boundary to serve the operational needs of the airport". The national and local policies referred to are the Future of Air Transport White Paper 2003 which is out of date and does not reflect recent and current economic downturn, and also the Bournemouth, Dorset and Poole Structure Plan, the last adopted copy of which does not contain a policy for removal of the southern sector of the airport from the green belt. The paragraph is misleading and claims support which could be subject to conjecture.	Reword the paragraph to give a genuine and realistic statement of the up to date policy situation.		487
360653	Mr M A Hodges		CSO2399	7.26	Object		The railway station at Hurn was open until 1938 for commercial (goods) traffic. It closed to passengers in 1935. Hurn was opened by the RAF in October 1940.			489

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496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2126	7.27	Object		This paragraph correctly acknowledges that annual passenger numbers at the airport in 2009 declined to less than 800,000, however it conflicts with paragraph 2.87 on page 26 which states there have been significant growth in air passenger numbers over the past few years. Paragraph 7.27 also states that "Passenger growth at the airport is projected to grow to approximately 4 million passengers per annum by 2030". This figure of 4 million is taken from the 2003 Air Transport White Paper which is out of date and cannot be deemed accurate as it takes no account of the recent and current economic downturn.	Leave in the true statement regarding the 2009 decline in passenger numbers in paragraph 7.27, and amend paragraph 2.87 to confirm the realistic situation. Remove the reference to the projected growth of passengers to 4 million as it is referenced from a dated document.		490
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18510	7.31		General Comment	Refer to the fact that the opportunity is to 'redevelop' 59 Ha. The business parks are substantially developed with high levels of occupancy. But many of the buildings are not fit for purpose, are aged, inefficient in layout and design and were developed to support aircraft manufacture or previous wartime use.			494
359945	Mr Geoff BANTOCK		CSO1312	7.32	Object		"The Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley, 2008) " was delivered before the recession started in late 2008. I suspect that the employment space requirements will now be reduced by the coalition government austerity packages and the general decline in traditional manufacturing industries	The Bournemouth Dorset and Poole Workspace Strategy and Delivery Plan (GVA Grimley, 2008) identifies an undersupply of employment land in the short to medium term due to the current availability of employment land. The recession from late 2008 requires that the following figures need reappraising. It is considered that sufficient supply will be available		495

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								in the longer term beyond 2016 following the provision of key transport infrastructure improvements. In order to meet projected demand for employment land for South East Dorset a minimum of 15 – 20 ha of new employment development is required at the airport. To provide appropriate flexibility to meet the needs of business it is desirable to provide in the region of 30+ha of employment land by 2027.		
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18509	7.35	Object		Need to temper with acknowledgement of the fact that the airport is undertaking monitoring in conjunction with Natural England and provides information about both air quality and the effects on vegetation in the sensitive areas. The effects of background growth and other developments need to be factored in too – it won't solely be the result of growth at the airport or the business parks.	Make alterations in line with previous paragraph suggestions.		498
474971	Mr Peter Durant		CSO718	7.35	Object		This section appears to conflict with 7.18. As matters stand at present, 'improvements' to the road network around the airport will inevitably result in increased traffic levels.	The apparent conflict between the two passages needs to be resolved. The only way I can see that the two outcomes can be reconciled, is for there to be far more emphasis and imagination applied to alternatives to the		498

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								private car containing one person.		
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18508	7.36		General Comment	Planting associated with the new terminal scheme was specifically designed as such a 'pollution sink'. Some recognition that developments already taking place have taken onboard the mitigating effects would reflect the sensible working relationships already established. Also the employment of SUDS, the implementation of the travel plan, use of renewable energy etc should be recognised. Landscaping schemes in the vicinity of the airport need to conform with the requirements of the Town and Country Planning (safeguarded aerodromes, technical sites and military explosives storage areas) Direction 2007 which seeks to minimise the potential for increasing the risk of bird-strike in the vicinity of the airport. This also needs reflecting in a separate safeguarding policy to be applied to developments in the vicinity of the airport.	Add: "through development projects the airport is delivering these measures". Add extra policy with regard to aerodrome safeguarding.		499
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18507	7.37	Object		Need to pick up on the consistently high occupancy levels in the business park. Many of the uses are ones that would not be appropriately located elsewhere and the business park provides a valuable land resource for such industries / uses.			500
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18505	7.41	Object		The highway improvements are not singularly attributable to development at the airport but also reflect wider background growth. Their delivery will however help to realise airport growth proposals.	Replace 'limited' with 'hindered'. After 'Business Park' add 'will help to facilitate development and help to reduce emissions'. Replace final sentence with 'significant online improvements to the highway network and		504

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								associated junctions on the B3073 will help to deliver projected growth at the airport as well as accommodating other development in the area.		
474971	Mr Peter Durant		CSO724	7.41	Object		Most of the emphasis of the sections relating to the West Parley and airport appear to assume higher traffic levels. Existing traffic levels already cause substantial inconvenience and irritation to local residents. Further escalation will only serve to exacerbate the situation. Has any thought been given to levying a small charge on businesses within the airport area, used to provide free bus services to connect with travel interchanges. Bicycle routes need to be much more imaginative than the present one running along Parley Lane, and should involve proper consultation with those cyclists that already use their bicycles to get to work at the airport areas.	Add a paragraph that suggests more flexible and imaginative ways of travelling to the airport conurbation.		504
524338	Mr Kenneth Brooks		CSO18565	7.41	Object		Transport and Highway Capacity:- In their unfettered drive to further development at Bournemouth Airport, the Airport Management and Christchurch Borough Council are clearly frustrated by the poor road access and lack of public transport. However, I can not see the justification for a transport and infrastructure survey already carried out and a transport modelling currently being processed on behalf of Dorset Council, presumably at Council Taxpayers expense. Surely, local representatives are well aware of the local transport limitations? Christchurch Borough Council have long since cherished the idea of "an airport only road from the A338 Spur Road directly into the Airport, but objections from Natural England and the lack of funds even to carry out essential repairs to the A338 road suggest this is unlikely to materialise			504

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							in the short term, unless it is fully funded by the Airport, as suggested in the draft Regional Spatial Strategy.			
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17660	7.43		General Comment	Reference is made in the CS Options for Consideration to the transport and infrastructure study carried out on behalf of the Airport in 2009. The Agency has reviewed this document and recommended that the traffic Impacts on the SRN should be considered, specifically the A31 junctions at Canford Bottom, Ashley Heath and Merley. It has been agreed subsequently that such impacts should be assessed through the SEDMMT model.			506
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18504	7.46	Object		Presumably in allocating the land the LPA have carried out a sequential test already and demonstrated that there is no other reasonably available land that could accommodate the development? The conclusion must have been that the exception test should be used and that the types of development likely to be located in the business parks fit into less vulnerable category.			509
360245	Mr Richard BURDEN	Landscape and Planning Advisor Cranborne Chase & West Wiltshire Downs AONB	CSO18764	7.48		General Comment	The issues of noise in connection with the airport and the AONB should also be considered in relation to paragraphs 7.19 and 7.20. In terms of key facts (page 126/127) the AONB should be included. I believe the AONB has previously commented on the potential environmental impacts of overflying aircraft using an enlarged or more intensively used Bournemouth Airport and that should be included along with the comments in relation to the National Park in 7.48.			512
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18503	7.48	Object		Does not reflect aerodrome safeguarding considerations.	Add: it is important that Landscaping is carried out in a fashion that does not compromise		512

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								the objectives of the Town and Country Planning (Safeguarded Aerodromes, Technical Site and Military Explosive Storage Areas) Direction 2002 in reducing the risk of bird strike in the vicinity of the airport.		
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17476	Preferred Option BA 1	Object		Preferred Option BA1 and Alternative Preferred Option BA2 We object to these options due to the lack of reference to the need to protect and enhance the natural environment. Whilst mitigation measures to minimise/avoid adverse impacts on habitats and air quality (including the need for ecological surveys) are supported, this should be strengthened to protect and enhance biodiversity, for which there is much opportunity within the airport site. This is in line with 7.8 which suggests a strategic approach to the conservation, enhancement and restoration of biodiversity and geology at Bournemouth Airport.			515
359482	Ms Helen POWELL	Conservation Officer Natural England, Dorset and Somerset Team	CSO18674	Preferred Option BA 1	Object		This option gives insufficient weight to accommodating and integrating the preferred development with a high quality water environment. It should go beyond requiring "adequate mitigation and avoidance of environmental impacts " to one that provides opportunity for an enhanced local economy through the economic growth of a flagship airport and business parks, integrated with safeguard and enhancement of the very significant environmental qualities in the area. In recent years an inadequate delivery of environmental aspects within the airport boundary is a major concern to us and does not act to provide			515

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							confidence that there is a good balance on developing the growth vision for the airport and care for the environmental qualities of the area.			
359571	Mr Renny Henders on	Conservation Officer Royal Society for the Protection of Birds	CSO18676	Preferred Option BA 1	Object		<p>We object to option BA1.</p> <p>We recognize the important role that Bournemouth Airport and its associated commercial development plays within the sub-region. Further growth however should be limited.</p> <p>Our objection to further growth of the airport's capacity is on the grounds that expansion would significantly increase emissions of greenhouse gases (GHGs) through increased air transport movements and associated road traffic, and on the grounds of adverse effects on European sites.</p> <p>GHG emissions serve to exacerbate climate change. We regard climate change as the greatest single threat facing the planet and without immediate and ongoing action to reduce emissions there will be devastating consequences for people and for national and international biodiversity. Expansion of the airport would lead to increases in GHG emissions, contrary to UK targets for emission reductions.</p> <p>The Airports' poor location in relation to the road network and public transport means that any development is likely to increase private car use. Proposals to address this issue rely predominantly on providing additional road capacity.</p> <p>As is recognized in the Core Strategy the Airport is adjacent to European sites and within proximity of the New Forest National Park (which is also designated of international importance). There is a potential adverse effect on the integrity of the European sites from increased emissions from aircraft and road traffic. We are unconvinced that these impacts can be mitigated</p>			515

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							by the measures identified in the Core Strategy.			
359636	Mr Chris BARTLETT		CSO2619	Preferred Option BA 1	Object		Further development of industrial zones around airport should not be considered until improvements to transport links - both public transport and road access from both A338 and Parley area are completed. Development of Brownfield area appears suspect considering it's been highlighted as a flood risk area.			515
359875	Dr Lesley HASKINS		CSO19283	Preferred Option BA 1	Object		The urban fringe of south-east Dorset supports a range of acid and neutral grasslands which seem to have escaped improvement to some degree or another by virtue of being marginal to main stream agriculture. Many of these grasslands are grazed by horses, tending to mask their floristic composition, and making recognition of their value, without the opportunity for a properly timed and prepared survey, an inevitably random affair While some have been recognised as SSSIs, or SNCIs others are certainly yet to be formally identified and recognised by such proper survey. Yet they represent a most important and rapidly diminishing biodiversity resource which must be properly identified and protected. There is little or no reference to this resource in the Core Strategy and it is most worrying that no proper attempt at assessment was made of preferred sites prior to its publication. Consequently the number of preferred options in the Core Strategy which impact upon important grasslands is simply not known, and it will be essential that all proposed sites be assessed most carefully in respect of this resource before decision making progresses any further. The intrinsic biodiversity interest of the grassland sites (and their associated features - hedges, trees etc.) must be properly assessed during the coming year and be accorded proper weight in			515

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							the judgement of these options. However it is certain that by rejecting some areas of search the Core Strategy has successfully steered away from areas where grasslands of interest would most likely to have been substantially threatened. This is welcomed and supported.			
359916	JB Cossins		CSO17076	Preferred Option BA 1	Support		Employment opportunities will have to be local to new housing development to avoid too much traffic going long distances.			515
360245	Mr Richard BURDEN	Landscape and Planning Advisor Cranborne Chase & West Wiltshire Downs AONB	CSO18788	Preferred Option BA 1		General Comment	A key element of the AONB is its tranquillity. The AONB is, therefore, particularly concerned about disruption, disturbance, and loss of tranquillity that can occur from various forms of transportation, not least aircraft. We are already in consultation with the military authorities about over flying and would wish to be very closely involved in considerations of the development of Bournemouth Airport and any opportunities to avoid over flying of the AONB associated with airport development. Section 85 of the Countryside and Rights of Way Act 2000 puts a duty of regard on all public authorities and holders of office in public organisations to have regard to the purposes of designation of the AONB in all of their land based activities. That means that there should be a parallel statement in 7.9 (in connection with Bournemouth Airport and the National Park) that developments at the airport must consider the impacts on the Cranborne Chase & West Wiltshire Downs Area of Outstanding Natural Beauty in respect of the impacts on the purposes of designation of the AONB. Without the recognition of the importance of the AONB, and the duty under Section 85, the Core Strategy could be considered to be unsound. The issues of noise in connection with the airport			515

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							and the AONB should also be considered in relation to paragraphs 7.19 and 7.20. In terms of key facts (page 126/127) the AONB should be included. I believe the AONB has previously commented on the potential environmental impacts of overflying aircraft using an enlarged or more intensively used Bournemouth Airport and that should be included along with the comments in relation to the National Park in 7.48.			
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18502	Preferred Option BA 1	Support		We support this balanced approach but with some detailed points requiring clarification.	Preferred Option BA1 - Strategy for operational airport – 2nd paragraph suggest replacing ‘implementing recommendations’ with ‘assist delivery of’. Preferred Strategy BA1 - Strategy for Business Parks. The Strategy refers to a zone approach to delivery, but doesn’t suggest how or where such an approach will actually manifest itself and presumably inform planning decisions. In terms of the supporting evidence, the Bournemouth Airport Aviation Park Planning Framework and Spatial Strategy to Guide Redevelopment, submitted in August 2007, should be cited as this provides an answer to the ‘how’ question as it was developed using identified market need.		515

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								<p>This would be preferable to pursuing, for example, an Area Action Plan approach that would have significant timing implications for delivery and no doubt an undue level of prescription that would hamper flexibility and deliverability. Preferred Strategy BA1 - Strategy for Business Park - In the Why section there is an assertion that the development of the Business Park will have significant adverse impacts for habitats and air quality. These impacts aren't solely the result of the business park or its future development and the wording of the text is somewhat misleading in this regard. They are a factor but there a great many other external traffic sources that have an effect. It should be recognised that the Airport operator is working closely with the Local Authority and others to monitor and mitigate against pollution. The Airport Company has itself obligated to be Carbon</p>		

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								Neutral for specific aspects of its operation. There is no reference or recognition of this commitment. Preferred Strategy BA1 - Evidence. Why are the Airport's Master Plan 2007 and the Bournemouth Airport Aviation Park Planning Framework 2007 not cited? The former was drawn up in response to the Air Transport White Paper and was subject to considerable public consultation and scrutiny. The latter was submitted to Local Authorities but was not published pending further transport modelling work being undertaken. This transport modelling work is cited as evidence to Option BA5 so it is difficult to see how this planning framework cannot also be cited as evidence.		
360575	Mr R AVERY		CSO11875	Preferred Option BA 1	Support					515
360626	Mr Frank Miller	Chair Person Sturminster Marshall	CSO17103	Preferred Option BA 1	Object		We have more than plenty sites empty which need filling so why build more factory units? Get the rates down which will allow empty units to be			515

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		Affordable Housing Self Build Homes Group					let. Alter the big units into smaller one / two type units. Drive out and look. Please stop doing desk top plans. I would love to help in putting forward real working plans instead of dreams. Please live in the real world.			
360975	Mrs Julia Woodward		CSO11995	Preferred Option BA 1	Object		I do not support the expansion of air traffic at the airport. I believe air travel has a direct relation to adverse climate change and should be discouraged rather than encouraged. Further town centre development must consider seriously the risks of flooding at any sites identified either for housing or for commercial development, also for unacceptable pressure on roads existing of unlikely to be improved in financial climate.			515
361014	Mr Peter Hammond		CSO17063	Preferred Option BA 1	Support		Further development of Bournemouth Airport will require a new junction on the A338 in the Avon Common area, so that traffic can access these areas from the East, thus relieving congestion on Parley Lane and Matchams Lane.			515
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17734	Preferred Option BA 1		General Comment	Not sure if this is object or support - more of suggestions for improvement. Comments from letter dated 26.8.10 on Bournemouth Airport Options In terms of presenting options, the suggested approach does not appear to provide a range of development options suitable for comment at the Core Strategy consultation stage, since a great deal of details is identified under the Preferred Option. It may be helpful to identify other options, for example any other types of possible employment, to ensure that all reasonable alternatives can be explored and to provide consultees with alternatives for their response. Alternatives for the mix of employment types on the site, for example the proportion of use class B1/B2 etc, would also be valuable in this			515

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							consultation, since for example this has implications in terms of trip generation.			
361113	Mr Alan Meade		CSO7225	Preferred Option BA 1	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			515
476792	Mr and Mrs Lomas		CSO17142	Preferred Option BA 1	Support					515
481604	Mr Gerald Toomer		CSO17005	Preferred Option BA 1	Support					515
485695	Mr John Cornish		CSO16964	Preferred Option BA 1	Support		Please consider the provision of incubator offices and small workshops for businesses spawned out of the Bournemouth University and Executive Business Centre in Holdenhurst Road. Reference Site Chillworth Science Park. This could be sited off road in North Dorset, say Sixpenny Handley to improve local economy.			515
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2127	Preferred Option BA 1	Object		Under the heading – Strategy for the operational airport – the Option states “To enable development of these airport operational improvements, the Core Strategy will implement recommendations of national airports policy by removing sufficient further land within the airport boundary from the South East Dorset Green Belt (see Option BA3 below)”. It then goes on to list associated facilities which will be encouraged, such as hotel accommodation, landside retail and catering facilities, petrol filling stations etc. etc. It is therefore assumed by the reader that these associated facilities will be located on the new land proposed for removal from the green belt. We object as follows: * Removal of the southern sector land from the	Preferred Option BA1 is amended to exclude removal of land from the green belt at the Airport.		515

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							<p>green belt to accommodate the listed facilities, could potentially then open the floodgates for mass commercial development of that land, which is in extremely close proximity to the Village of Hurn, the Moors River SSSI and the Hurn Conservation Area.</p> <p>* Such development could include a Hotel with associated car park; retail and catering facilities meaning a shopping centre with High Street name shops, i.e. Tesco/Pizza Hut/Clothing Shops etc. etc.,(once removed from the green belt the shop possibilities are endless); Petrol Stations (plural) are mentioned which would have to be roadside for easy customer access.</p> <p>* Nationally government policy is to reduce car travel. The proposal for out of town shopping will increase car use, and will also be detrimental to Christchurch Town centre shopping which is promoted elsewhere in the Core Strategy.</p> <p>* We consider all of this would be contrary to PPG2 which states that the purpose of including land in the green belt is to check the unrestricted sprawl of large built up areas; to assist in safeguarding the countryside from encroachment and to preserve the setting and special character of historic areas. Such a proposal for these facilities to be on southern sector land would be contrary to all of those purposes and totally inappropriate.</p> <p>* All of the facilities listed could be located within the current brownfield sites at the airport or within the current building footprints within the southern sector. In addition, the airport being 'washed' by green belt does not mean that some development of the proposed facilities cannot take place, it just means that there will be some control over what is developed and where, instead of a development 'free for all' on what would be a southern sector brownfield site.</p> <p>*PPG2 mentions the Future of Major Developed</p>			

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							<p>Sites in the Green Belt. It acknowledges that the green belt contains such sites including airfields. The Policy Guidance allows for redevelopment of such sites which may be allowed, but says that such redevelopment should "have no greater impact than the existing development on the openness of the green belt and the purposes of including land in it".</p> <p>* The area of green belt which now separates The Moors River SSSI and the Village of Hurn from the Airport is a fragile piece of land, which is very important indeed and is worthy of green belt status. It is because of that status that the developed nature of the airport does not impose itself on the countryside, and the land retains that very important buffer protecting the separate identity of Hurn. Its removal would undermine the functions of the Green Belt.</p> <p>* In addition, please note the Hurn Parish Plan 2010, where in a survey of Hurn residents 93% agreed "It is important that the green belt is preserved around the Village of Hurn". In line with the Coalition Government's emerging Localism Bill, and government policy of the Big Society, we suggest that local views should be respected.</p> <p>* Finally, it does not appear that this Preferred Option for removal of land from the green belt is supported by any adopted Structure Plan or any other adopted Local Plan.</p> <p>Hurn Parish Council agree with the bullet point under the heading Why is It a Preferred Option?- "Future growth of the airport and business park is likely to generate increased road traffic which has implications for habitats and air quality. Mitigation measures to minimise/avoid adverse impacts include; best construction practice and ecological surveys." We especially agree that "Measures to achieve nitrogen neutrality include sub-regional tree planting schemes.....etc."</p>			

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496996	Mr Hayward		CSO16917	Preferred Option BA 1	Support					515
498027	Mr Mark Keighley	Business Development Manager Bournemouth Transport Ltd	CSO3316	Preferred Option BA 1	Support					515
499532	Bournemouth Borough Council	Bournemouth Borough Council	CSO3842	Preferred Option BA 1		General Comment	<p>We have concerns about the proposed strategy for the airport northern business parks in particular as the strategy appears to be promoting significant office development. Clarification is sought whether the Economic Study of Development Land at Bournemouth Airport undertaken by Nathaniel Lichfield and Partners considered the economic impact on Bournemouth Town Centre, in particular as the Core Strategy is promoting office uses at the airport, including in the 'financial and business services sectors and ICT sector'. Major office schemes should be resisted at the airport as such development, in particular in the uses specified, could adversely impact on the vitality and viability of office development in Bournemouth town centre. The identification of financial and business services sectors and the ICT sector as appropriate uses at the airport is objected to as these uses will be more appropriately and sustainability located in Bournemouth town centre.</p> <p>Hotel accommodation at the airport should be of a scale and function that does not impact on the viability and vitality of the existing and proposed hotel stock in Bournemouth. It is presumed such a hotel use will be purely ancillary to the airport operation. Likewise we have concerns about the scale of the proposed conference and leisure facilities at the airport. Such facilities should be</p>			515

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							solely for, and be ancillary to, companies at the airport, the scale of these uses should reflect this. Many such facilities already exist in Bournemouth, we have concerns that the viability and vitality of similar uses in Bournemouth could be compromised. It is a more sustainable approach to concentrate uses such as these in the existing urban area.			
500350	Mr P H BARTLETT		CSO4238	Preferred Option BA 1	Support					515
500746	Mrs J Lothian		CSO17030	Preferred Option BA 1	Object		This development at Bournemouth Airport will mean more deliveries by land and air. These roads were not designed to take half of this present traffic. And you want to build at the Parley Crossroads area!			515
500817	Mr L Lothian		CSO17091	Preferred Option BA 1	Object		Already too much traffic on the roads which are in poor condition after 2 years of frosts.			515
502921	Mr and Mrs L Forinton		CSO17178	Preferred Option BA 1	Support					515
507452	Jill Turvey		CSO10994	Preferred Option BA 1	Support					515
507458	Mr and Mrs Antill		CSO11007	Preferred Option BA 1	Support					515
507546	Mr Nigel Pugsley	Senior Planner BNP Paribas Real Estate	CSO17985	Preferred Option BA 1	Support		My client is generally supportive of vision and strategy for Bournemouth Airport and Business Park, which seeks to encourage the provision of improve cargo facilities and associated			515

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							infrastructure in line with adopted Bournemouth Airport Masterplan. The Council will be aware that Royal Mail has offices located at premises at Bournemouth Airport. It is therefore imperative that future development taking place either on site and on adjacent land does not adversely affect Royal Mail operations			
507575	M Adams		CSO11138	Preferred Option BA 1	Support					515
507585	Mrs Angela Everitt		CSO11154	Preferred Option BA 1	Support					515
507591	Mr Mark		CSO11176	Preferred Option BA 1	Support					515
507599	Mr M Avnir		CSO11196	Preferred Option BA 1	Support					515
508135	E P Wright		CSO11611	Preferred Option BA 1	Support					515
508198	Mr Lorraine		CSO11618	Preferred Option BA 1	Support					515
508218	P Heaton		CSO11627	Preferred Option BA 1	Support					515
508241	L Hibbard		CSO11643	Preferred Option BA 1	Support					515

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508254	Mr R B Holloway		CSO11651	Preferred Option BA 1	Support					515
508353	J Codling		CSO11672	Preferred Option BA 1	Support					515
508360	Jocelyn Britton		CSO11680	Preferred Option BA 1	Support					515
508369	A Hill		CSO11688	Preferred Option BA 1	Support					515
508402	Mr J Priest		CSO11772	Preferred Option BA 1	Support					515
508440	Angus Macmillan		CSO11789	Preferred Option BA 1	Support		The more business at the airport means more employment.			515
508456	Rev. Dudley Powell		CSO11809	Preferred Option BA 1	Support					515
508518	Mr Warren Brown		CSO11849	Preferred Option BA 1	Support					515
508542	H Cramer		CSO11890	Preferred Option BA 1	Support					515
508562	K Clayson		CSO17175	Preferred Option BA 1	Object					515

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508623	Mr Allan Thompson		CSO12037	Preferred Option BA 1	Support					515
508661	Burton		CSO12060	Preferred Option BA 1	Object					515
508679	Mr A O'Connor		CSO12079	Preferred Option BA 1	Support					515
508689	Andy Jones		CSO12155	Preferred Option BA 1	Support					515
508847	V Cromer		CSO12263	Preferred Option BA 1	Support					515
508885	J Heath		CSO12334	Preferred Option BA 1	Support					515
508936	M Brawner		CSO12372	Preferred Option BA 1	Object					515
508993	Mr A Samways		CSO17217	Preferred Option BA 1	Support					515
508994	L J and J K Ruckley		CSO12449	Preferred Option BA 1	Support					515
509082	Mr Richard		CSO12505	Preferred Option BA	Support					515

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509220	Mrs U Richard		CSO12583	Preferred Option BA 1	Object					515
509235	M Kenny		CSO12591	Preferred Option BA 1	Support					515
509795	Mr R Ridley		CSO17154	Preferred Option BA 1	Support					515
511761	Mr G Burge		CSO17202	Preferred Option BA 1	Support					515
513651	Mrs W Pearsall		CSO17049	Preferred Option BA 1	Support		1. Improved public transport to these employment sites. 2. Business centres for starting business with full back office support. 3. Tax breaks to encourage businesses to move to our area. 4. Subsidised training for all age groups in starting up and running a business. 4. Part time apprenticeship training for all age groups.			515
515479	Mr D Lenehan		CSO16728	Preferred Option BA 1		No Opinion				515
515763	Mr V S Harris		CSO16785	Preferred Option BA 1	Object					515
515788	J M May		CSO16850	Preferred Option BA 1		No Opinion				515

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516313	Mr Julian Humphries		CSO16933	Preferred Option BA 1	Support		The northern business park, development of new employment land and the operational airport are good sites on existing areas with adequate transport.			515
517528	Dr Susan Burton		CSO16978	Preferred Option BA 1		No Opinion				515
517835	Mr G D Rodrigues		CSO17240	Preferred Option BA 1		No Opinion				515
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17544	Preferred Option BA 1		General Comment	All BA options Sequential Test / Approach A Sequential Approach should be implemented with all built development being located in areas of lower flood risk (Flood Zone 1). This is in accordance with Planning Policy Statement 25 – Development and Flood Risk. If development is proposed in Flood Zones 3 and 2 then the Sequential Test will need to be demonstrated at the earliest possible stage – i.e. as part of the Core Strategy evidence, depending on the possible options being considered.			515
521118	Mr Alan Spencer		CSO17722	Preferred Option BA 1	Support		Travel for Employment, Education, Shopping and Leisure. Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities? Travel for Employment Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression.			515

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							<p>Travel distances are only available for about 60% of the working population of Wimborne and Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.2 One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home?</p> <p>EDDC options for Employment4 identify a negative effect on the availability of sites in Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate3, plus the inclusion of land released at Cobham Gate5, it would mean that greater use of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment.</p> <p>Travel Issues Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas.</p> <p>EDDC states that we have the highest level of car ownership in the country3 and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems can be overcome by changing attitudes toward the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile, materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached19) We must solve the problem and not</p>			

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							<p>skirt round it.</p> <p>Take the issue of employment. All of the proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want.</p> <p>Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p> <p>I consider all of this could be avoided if the "undeveloped" land to the South of Leigh Road and East of WMC5 was allocated to satisfy only</p>			

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							<p>the required number of affordable and supportable homes.</p> <p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxied to their destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it's becomes an absolute last resort.</p> <p>So what can be done to alleviate this issue? Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion;</p> <p>Let's think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road improvements.</p> <p>The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the Merley House Lane Roundabout, the Julian's Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area.</p> <p>Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can</p>			

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							<p>only be a dual carriageway with a series of flyovers, or under passes, that need to be built between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis.</p> <p>Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY.</p> <p>How else could the necessary road improvements be funded?</p> <p>Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU.</p> <p>But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets.</p> <p>For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the</p>			

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							necessary funding in place to support this vital arterial improvement. Only then will the EDDC Core Strategy be capable of being successfully implemented			
524338	Mr Kenneth Brooks		CSO18566	Preferred Option BA 1	Object		Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:- I have no objection to the redevelopment of the northern business parks to provide employment land and attract appropriate opportunities for highly skilled employment, preferably in non aircraft related industries. However, any substantial increase in employment here would exacerbate the already congested routes between the Airport and the urban areas of Christchurch, Bournemouth, Poole etc. The Core Strategy should not implement any "national airports policy" to remove land within the airport boundary from the South East Dorset Green Belt. The "Council" should not work with the airport "to support the development of new routes." Since the strategy in Bournemouth Airport's 2007 Master Plan is flawed, this option should be rejected.			515
527661	W Barnes		CSO18853	Preferred Option BA 1		No Opinion				515
536930	Mrs Susannah Spencer		CSO22341	Preferred Option BA 1	Support		I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne and Colehill" emailed to Judy Windwood on 13th January 2011.			515
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17477	Alternative Preferred Option BA	Object		Preferred Option BA1 and Alternative Preferred Option BA2 We object to these options due to the lack of reference to the need to protect and enhance the			517

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				2			natural environment. Whilst mitigation measures to minimise/avoid adverse impacts on habitats and air quality (including the need for ecological surveys) are supported, this should be strengthened to protect and enhance biodiversity, for which there is much opportunity within the airport site. This is in line with 7.8 which suggests a strategic approach to the conservation, enhancement and restoration of biodiversity and geology at Bournemouth Airport.			
359571	Mr Renny Henders on	Conservation Officer Royal Society for the Protection of Birds	CSO18677	Alternative Preferred Option BA 2	Object					517
359636	Mr Chris BARTLETT		CSO2620	Alternative Preferred Option BA 2	Object		Airport development for industrial use should not be expanded until transport links (road and public transport and cycle/pedestrian access to Christchurch is completed. Zonal restrictions do not enhance this option			517
359875	Dr Lesley HASKINS		CSO19284	Alternative Preferred Option BA 2	Object		The urban fringe of south-east Dorset supports a range of acid and neutral grasslands which seem to have escaped improvement to some degree or another by virtue of being marginal to main stream agriculture. Many of these grasslands are grazed by horses, tending to mask their floristic composition, and making recognition of their value, without the opportunity for a properly timed and preprepared survey, an inevitably random affair While some have been recognised as SSSIs, or SNCIs others are certainly yet to be formally identified and recognised by such proper survey. Yet they represent a most important and rapidly diminishing biodiversity resource which must be properly identified and protected. There is little or no reference to this resource in the			517

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							Core Strategy and it is most worrying that no proper attempt at assessment was made of preferred sites prior to its publication. Consequently the number of preferred options in the Core Strategy which impact upon important grasslands is simply not known, and it will be essential that all proposed sites be assessed most carefully in respect of this resource before decision making progresses any further. The intrinsic biodiversity interest of the grassland sites (and their associated features - hedges, trees etc.) must be properly assessed during the coming year and be accorded proper weight in the judgement of these options. However it is certain that by rejecting some areas of search the Core Strategy has successfully steered away from areas where grasslands of interest would most likely to have been substantially threatened. This is welcomed and supported.			
359916	JB Cossins		CSO1707 <u>7</u>	Alternative Preferred Option BA 2	Support		Employment opportunities will have to be local to new housing development to avoid too much traffic going long distances.			517
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO1850 <u>1</u>	Alternative Preferred Option BA 2	Object		Believe that this would introduce an undue level of prescription for the development of the business park.	Remove option		517
360626	Mr Frank Miller	Chair Person Sturminster Marshall Affordable Housing Self Build Homes Group	CSO1710 <u>4</u>	Alternative Preferred Option BA 2	Object		We have more than plenty sites empty which need filling so why build more factory units? Get the rates down which will allow empty units to be let. Alter the big units into smaller one / two type units. Drive out and look. Please stop doing desk top plans. I would love to help in putting forward real working plans instead of dreams. Please live			517

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							in the real world.			
361014	Mr Peter Hammond		CSO17064	Alternative Preferred Option BA 2	Support		Further development of Bournemouth Airport will require a new junction on the A338 in the Avon Common area, so that traffic can access these areas from the East, thus relieving congestion on Parley Lane and Matchams Lane.			517
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17735	Alternative Preferred Option BA 2		General Comment	Not sure if this is object or support - more of suggestions for improvement. Comments from letter dated 26.8.10 on Bournemouth Airport Options In terms of presenting options, the suggested approach does not appear to provide a range of development options suitable for comment at the Core Strategy consultation stage, since a great deal of details is identified under the Preferred Option. It may be helpful to identify other options, for example any other types of possible employment, to ensure that all reasonable alternatives can be explored and to provide consultees with alternatives for their response. Alternatives for the mix of employment types on the site, for example the proportion of use class B1/B2 etc, would also be valuable in this consultation, since for example this has implications in terms of trip generation.			517
361113	Mr Alan Meade		CSO7226	Alternative Preferred Option BA 2	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			517
476792	Mr and Mrs Lomas		CSO17147	Alternative Preferred Option BA 2	Support					517

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481604	Mr Gerald Toomer		CSO17007	Alternative Preferred Option BA 2	Support					517
485695	Mr John Cornish		CSO16965	Alternative Preferred Option BA 2	Support		Please consider the provision of incubator offices and small workshops for businesses spawned out of the Bournemouth University and Executive Business Centre in Holdenhurst Road. Reference Site Chillworth Science Park. This could be sited off road in North Dorset, say Sixpenny Handley to improve local economy.			517
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2128	Alternative Preferred Option BA 2	Object		All of our objections as outlined under Preferred Option BA1 apply to this Alternative Preferred Option BA2: * Removal of the southern sector land from the green belt to accommodate the listed facilities, could potentially then open the floodgates for mass commercial development of that land, which is in extremely close proximity to the Village of Hurn, the Moors River SSSI and the Hurn Conservation Area. * Such development could include a Hotel with associated car park; retail and catering facilities meaning a shopping centre with High Street name shops, i.e. Tesco/Pizza Hut/Clothing Shops etc. etc.,(once removed from the green belt the shop possibilities are endless); Petrol Stations (plural) are mentioned which would have to be roadside for easy customer access. * Nationally Government policy is to reduce car travel. The proposal for out of town shopping will increase car use and will also be detrimental to Christchurch Town centre shopping which is promoted elsewhere in the Core Strategy. * We consider all of this would be contrary to PPG2 which states that the purpose of including land in the green belt is to check the unrestricted	Alternative Preferred Option BA2 is amended to exclude removal of land from the green belt at the Airport.		517

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							<p>sprawl of large built up areas; to assist in safeguarding the countryside from encroachment and to preserve the setting and special character of historic areas. Such a proposal for these facilities to be on southern sector land would be contrary to all of those purposes and be totally inappropriate.</p> <p>* All of the facilities listed could be located within the current brownfield sites at the airport or within the current building footprints within the southern sector. In addition, and airport being 'washed' by green belt does not mean that some development of the proposed facilities cannot take place, it just means that there will be some control over what is developed and where, instead of a development 'free for all' on what would be a southern sector brownfield site.</p> <p>* PPG2 mentions the Future of Major Developed Sites in the Green Belt. It acknowledges that the green belt contains such sites including airfields. The Policy Guidance allows for redevelopment of such sites which may be allowed, but says that such redevelopment should "have no greater impact than the existing development on the openness of the green belt and the purposes of including land in it".</p> <p>* The area of green belt which now separates The Moors River SSSI and the Village of Hurn from the Airport is a fragile piece of land, which is very important indeed and is worthy of green belt status. It is because of that status that the developed nature of the airport does not impose itself on the countryside, and the land retains that very important buffer protecting the separate identity of Hurn. Its removal would undermine the functions of the Green Belt.</p> <p>* In addition, please note the Hurn Parish Plan 2010, where in a survey of Hurn residents 93% agreed "It is important that the green belt is preserved around the Village of Hurn". In line</p>			

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							with the Coalition Government's emerging Localism Bill, we suggest that local views should be respected. * Finally, it does not appear that this Preferred Option for removal of land from the green belt is supported by any adopted Structure Plan or any other adopted Local Plan.			
496996	Mr Hayward		CSO16918	Alternative Preferred Option BA 2	Support					517
499532	Bournemouth Borough Council	Bournemouth Borough Council	CSO3857	Alternative Preferred Option BA 2		General Comment	We have concerns about the proposed strategy for the airport northern business parks in particular as the strategy appears to be promoting significant office development. Clarification is sought whether the Economic Study of Development Land at Bournemouth Airport undertaken by Nathaniel Lichfield and Partners considered the economic impact on Bournemouth Town Centre, in particular as the Core Strategy is promoting office uses at the airport, including in the 'financial and business services sectors and ICT sector'. Major office schemes should be resisted at the airport as such development, in particular in the uses specified, could adversely impact on the vitality and viability of office development in Bournemouth town centre. The identification of financial and business services sectors and the ICT sector as appropriate uses at the airport is objected to as these uses will be more appropriately and sustainability located in Bournemouth town centre. Hotel accommodation at the airport should be of a scale and function that does not impact on the viability and vitality of the existing and proposed hotel stock in Bournemouth. It is presumed such			517

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							a hotel use will be purely ancillary to the airport operation. Likewise we have concerns about the scale of the proposed conference and leisure facilities at the airport. Such facilities should be solely for, and be ancillary to, companies at the airport, the scale of these uses should reflect this. Many such facilities already exist in Bournemouth, we have concerns that the viability and vitality of similar uses in Bournemouth could be compromised. It is a more sustainable approach to concentrate uses such as these in the existing urban area.			
500746	Mrs J Lothian		CSO1703 <u>1</u>	Alternative Preferred Option BA 2	Object		This development at Bournemouth Airport will mean more deliveries by land and air. These roads were not designed to take half of this present traffic. And you want to build at the Parley Crossroads area!			517
500817	Mr L Lothian		CSO1709 <u>2</u>	Alternative Preferred Option BA 2	Object		Already too much traffic on the roads which are in poor condition after 2 years of frosts.			517
502921	Mr and Mrs L Forinton		CSO1718 <u>0</u>	Alternative Preferred Option BA 2	Support					517
508562	K Clayson		CSO1717 <u>7</u>	Alternative Preferred Option BA 2	Object					517
508993	Mr A Samwa		CSO1721 <u>8</u>	Alternative Preferred	Support					517

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	ys			Option BA 2						
509795	Mr R Ridley		CSO17156	Alternative Preferred Option BA 2	Support					517
511761	Mr G Burge		CSO17203	Alternative Preferred Option BA 2	Support					517
513651	Mrs W Pearsall		CSO17050	Alternative Preferred Option BA 2	Support		1. Improved public transport to these employment sites. 2. Business centres for starting business with full back office support. 3. Tax breaks to encourage businesses to move to our area. 4. Subsidised training for all age groups in starting up and running a business. 4. Part time apprenticeship training for all age groups.			517
515479	Mr D Lenehan		CSO16729	Alternative Preferred Option BA 2		No Opinion				517
515763	Mr V S Harris		CSO16787	Alternative Preferred Option BA 2	Object					517
515788	J M May		CSO16851	Alternative		No Opinion				517

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				Preferred Option BA 2						
516313	Mr Julian Humphries		CSO1693 2	Alternative Preferred Option BA 2	Support		The northern business park, development of new employment land and the operational airport are good sites on existing areas with adequate transport.			517
517528	Dr Susan Burton		CSO1697 9	Alternative Preferred Option BA 2		No Opinion				517
517835	Mr G D Rodrigues		CSO1724 2	Alternative Preferred Option BA 2		No Opinion				517
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO1754 7	Alternative Preferred Option BA 2		General Comment	All BA options Sequential Test / Approach A Sequential Approach should be implemented with all built development being located in areas of lower flood risk (Flood Zone 1). This is in accordance with Planning Policy Statement 25 – Development and Flood Risk. If development is proposed in Flood Zones 3 and 2 then the Sequential Test will need to be demonstrated at the earliest possible stage – i.e. as part of the Core Strategy evidence, depending on the possible options being considered.			517
521118	Mr Alan Spencer		CSO1772 4	Alternative Preferred Option BA 2	Support		Travel for Employment, Education, Shopping and Leisure. Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities?			517

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							<p>Travel for Employment Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression. Travel distances are only available for about 60% of the working population of Wimborne and Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.2 One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home? EDDC options for Employment4 identify a negative effect on the availability of sites in Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate3, plus the inclusion of land released at Cobham Gate5, it would mean that greater use of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment. Travel Issues Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas. EDDC states that we have the highest level of car ownership in the country3 and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems</p>			

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							<p>can be overcome by changing attitudes toward the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile, materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached19) We must solve the problem and not skirt round it.</p> <p>Take the issue of employment. All of the proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want.</p> <p>Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration</p>			

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							<p>that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p> <p>I consider all of this could be avoided if the “undeveloped” land to the South of Leigh Road and East of WMC5 was allocated to satisfy only the required number of affordable and supportable homes.</p> <p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxied to their destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it's becomes an absolute last resort.</p> <p>So what can be done to alleviate this issue?</p> <p>Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion;</p> <p>Let's think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road improvements.</p> <p>The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the</p>			

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							<p>Merley House Lane Roundabout, the Julian's Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area. Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis. Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY.</p> <p>How else could the necessary road improvements be funded?</p> <p>Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU.</p> <p>But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the</p>			

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							Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets. For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC Core Strategy be capable of being successfully implemented			
524338	Mr Kenneth Brooks		CSO18568	Alternative Preferred Option BA 2	Object		Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:- I have no objection to the redevelopment of the northern business parks to provide employment land and attract appropriate opportunities for highly skilled employment, preferably in non aircraft related industries. However, any substantial increase in employment here would exacerbate the already congested routes between the Airport and the urban areas of Christchurch, Bournemouth, Poole etc. The Core Strategy should not implement any "national airports policy" to remove land within the airport boundary from the South East Dorset Green Belt. The "Council" should not work with the airport "to support the development of new routes." Since the strategy in Bournemouth Airport's 2007 Master Plan is flawed, this option should be rejected.			517
527661	W Barnes		CSO18854	Alternative Preferred Option BA 2		No Opinion				517

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536930	Mrs Susannah Spencer		CSO22342	Alternative Preferred Option BA 2	Support		I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne and Colehill" emailed to Judy Windwood on 13th January 2011.			517
359553	Mr Jason Lawford	Clerk West Parley Parish Council	CSO17954	Preferred Option BA 3	Object		Parish Council objects to preferred option of removing area shown on map out of green belt.			520
359636	Mr Chris BARTLETT		CSO2618	Preferred Option BA 3	Support		It's already the airport so doesn't have adverse affect on green belt			520
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18500	Preferred Option BA 3	Support		Support this option – but need to reiterate caution about implying that development at the airport is the sole/primary driver of negative effects on air quality. It does a disservice to measures that the airport company has introduced through travel planning, subsidised bus service and other efforts to monitor, manage and mitigate a range of environmental effects.	Remove air quality reference in this section – has no bearing on green belt policy. It is neither an objective or purpose of green belt.		520
361113	Mr Alan Meade		CSO7228	Preferred Option BA 3	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			520
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2129	Preferred Option BA 3	Object		All of our objections as outlined under Preferred Option BA1 apply to this Preferred Option BA3: * Removal of the southern sector land from the green belt to accommodate the listed facilities, could potentially then open the floodgates for mass commercial development of that land, which is in extremely close proximity to the Village of Hurn, the Moors River SSSI and the Hurn Conservation Area. * Such development could include a Hotel with associated car park; retail and catering facilities	Preferred Option BA3 is amended to exclude removal of land from the green belt at the Airport.		520

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							<p>meaning a shopping centre with High Street name shops, i.e. Tesco/Pizza Hut/Clothing Shops etc. etc.,(once removed from the green belt the shop possibilities are endless); Petrol Stations (plural) are mentioned which would have to be roadside for easy customer access.</p> <p>* Nationally government policy is to reduce car travel. the proposal for out of town shopping will increase car use and will also be detrimental to Christchurch Town Centre shopping which is promoted elsewhere in the Core Strategy.</p> <p>*We consider all of this would be contrary to PPG2 which states that the purpose of including land in the green belt is to check the unrestricted sprawl of large built up areas; to assist in safeguarding the countryside from encroachment and to preserve the setting and special character of historic areas. Such a proposal for these facilities to be on southern sector land would be contrary to all of those purposes and be totally inappropriate.</p> <p>* All of the facilities listed could be located within the current brownfield sites at the airport or within the current building footprints within the southern sector. In addition, and airport being 'washed' by green belt does not mean that some development of the proposed facilities cannot take place, it just means that there will be some control over what is developed and where, instead of a development 'free for all' on what would be a southern sector brownfield site.</p> <p>* PPG2 mentions the Future of Major Developed Sites in the Green Belt. It acknowledges that the green belt contains such sites including airfields. The Policy Guidance allows for redevelopment of such sites which may be allowed, but says that such redevelopment should "have no greater impact than the existing development on the openness of the green belt and the purposes of including land in it".</p>			

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							<p>* The area of green belt which now separates The Moors River SSSI and the Village of Hurn from the Airport is a fragile piece of land, which is very important indeed, and is worthy of green belt status. It is because of that status that the developed nature of the airport does not impose itself on the countryside, and the land retains the very important buffer which protects the separate identity of Hurn. Its removal would undermine the functions of the Green Belt.</p> <p>* In addition, please note the Hurn Parish Plan 2010, where in a survey of Hurn residents 93% agreed "It is important that the green belt is preserved around the Village of Hurn". In line with the Coalition Government's emerging Localism Bill, we suggest that local views should be respected.</p> <p>* Finally, it does not appear that this Preferred Option for removal of land from the green belt is supported by any adopted Structure Plan or any other adopted Local Plan.</p>			
500350	Mr P H BARTLETT		CSO4239	Preferred Option BA 3	Support					520
515479	Mr D Lenehan		CSO16730	Preferred Option BA 3		No Opinion				520
515763	Mr V S Harris		CSO16790	Preferred Option BA 3	Object					520
515788	J M May		CSO17130	Preferred Option BA 3		No Opinion				520

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521118	Mr Alan Spencer		CSO17726	Preferred Option BA 3	Support		<p>Travel for Employment, Education, Shopping and Leisure.</p> <p>Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities?</p> <p>Travel for Employment</p> <p>Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression.</p> <p>Travel distances are only available for about 60% of the working population of Wimborne and Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.2 One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home?</p> <p>EDDC options for Employment4 identify a negative effect on the availability of sites in Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate3, plus the inclusion of land released at Cobham Gate5, it would mean that greater use of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment.</p> <p>Travel Issues</p> <p>Clearly then the A31 has a major impact on the mobility of people within the Wimborne and</p>			520

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							<p>Colehill catchment areas. EDDC states that we have the highest level of car ownership in the country³ and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems can be overcome by changing attitudes toward the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile, materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached¹⁹) We must solve the problem and not skirt round it.</p> <p>Take the issue of employment. All of the proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want.</p> <p>Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this</p>			

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							<p>make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p> <p>I consider all of this could be avoided if the “undeveloped” land to the South of Leigh Road and East of WMC5 was allocated to satisfy only the required number of affordable and supportable homes.</p> <p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxied to their destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it’s becomes an absolute last resort.</p> <p>So what can be done to alleviate this issue? Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion;</p> <p>Let’s think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road</p>			

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							<p>improvements. The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the Merley House Lane Roundabout, the Julian's Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area. Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis. Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too. Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY. How else could the necessary road improvements be funded? Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast",</p>			

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							<p>it can conceivably be funded by contributions to road improvements from the EU.</p> <p>But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets.</p> <p>For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC Core Strategy be capable of being successfully implemented</p>			
524338	Mr Kenneth Brooks		CSO18569	Preferred Option BA 3	Object		<p>Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:-</p> <p>There is no requirement to remove land within the Airport boundary from the Green Belt. Bournemouth Airport has existed on Green Belt land since the 1940's and a Public Inquiry in 1998 considered the Airport should be regarded as 3 separate islands or simply 'washed over' as regards the Green Belt classification. Why would "amendments to the Green Belt boundary remove a constraint to further development of the operational airport"?</p>			520
536930	Mrs Susannah Spencer		CSO22343	Preferred Option BA 3	Support		<p>I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne and Colehill" emailed to Judy Windwood on 13th January 2011.</p>			520
359553	Mr Jason	Clerk West Parley	CSO17955	Non Preferred	Support		<p>Parish Council supports this non preferred option.</p>			523

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	Lawford	Parish Council		Option BA 4						
359636	Mr Chris BARTLETT		CSO2616	Non Preferred Option BA 4	Object					523
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18499	Non Preferred Option BA 4	Object		Development within the airfield is considerably constrained by operational restrictions already. However, the airport master plan does identify an area for car parking and taxiway reconfiguration which may be counter to green belt policy were the airfield to remain in the green belt.			523
361113	Mr Alan Meade		CSO7229	Non Preferred Option BA 4	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			523
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2130	Non Preferred Option BA 4	Object		Removal of this small section of land from the green belt would serve no useful purpose and fragment the green belt. There are already buildings on this area, as defined on the Option Map, and being 'washed' by green belt has not restricted their use as operational airport buildings. There is no reason to change the status of this land. 'Infill' development within the area of the current buildings footprint could be allowed under PPG2 without removal of the land from the green belt, thus fulfilling the suggested airport need for certain additional facilities.	Non Preferred Option BA4 is amended to exclude removal of land from the green belt at the Airport.		523
500350	Mr P H BARTLETT		CSO4240	Non Preferred Option BA 4	Support					523
515479	Mr D		CSO16731	Non Preferred		No Opinion				523

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	Lenehan			Option BA 4						
515763	Mr V S Harris		CSO16791	Non Preferred Option BA 4	Object					523
515788	J M May		CSO17131	Non Preferred Option BA 4		No Opinion				523
521118	Mr Alan Spencer		CSO17728	Non Preferred Option BA 4	Support		<p>Travel for Employment, Education, Shopping and Leisure. Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities? Travel for Employment Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression. Travel distances are only available for about 60% of the working population of Wimborne and Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.2 One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home? EDDC options for Employment4 identify a negative effect on the availability of sites in Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate3, plus the inclusion of land released at Cobham Gate5, it would mean that greater use</p>			523

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							<p>of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment.</p> <p>Travel Issues</p> <p>Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas.</p> <p>EDDC states that we have the highest level of car ownership in the country³ and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems can be overcome by changing attitudes toward the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile, materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached¹⁹) We must solve the problem and not skirt round it.</p> <p>Take the issue of employment. All of the proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want.</p> <p>Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in</p>			

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							<p>becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p> <p>I consider all of this could be avoided if the "undeveloped" land to the South of Leigh Road and East of WMC5 was allocated to satisfy only the required number of affordable and supportable homes.</p> <p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxed to their</p>			

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							<p>destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it's becomes an absolute last resort.</p> <p>So what can be done to alleviate this issue? Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion; Let's think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road improvements.</p> <p>The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the Merley House Lane Roundabout, the Julian's Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area. Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis.</p> <p>Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils,</p>			

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							<p>but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY.</p> <p>How else could the necessary road improvements be funded?</p> <p>Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU.</p> <p>But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets.</p> <p>For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC Core Strategy be capable of being successfully implemented</p>			
524338	Mr Kenneth Brooks		CSO1857 2	Non Preferred Option BA 4	Object		<p>Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:-</p> <p>There is no requirement to remove land within the Airport boundary from the Green Belt.</p> <p>Bournemouth Airport has existed on Green Belt land since the 1940's and a Public Inquiry in 1998 considered the Airport should be regarded as 3 separate islands or simply 'washed over' as</p>			523

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							regards the Green Belt classification. Why would "amendments to the Green Belt boundary remove a constraint to further development of the operational airport"?			
536930	Mrs Susannah Spencer		CSO22346	Non Preferred Option BA 4	Support		I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne and Colehill" emailed to Judy Windwood on 13th January 2011.			523
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17478	Preferred Option BA 5	Object		Whilst supporting the need to address impacts on sensitive habitats as a priority constraint, we consider this option must address foul water disposal and surface water quality from the airport to achieve this. We therefore object to the option as it stands and consider that the need to divert and manage foul water disposal and surface water away from sensitive sites and the Moors River should be included within the text.			526
359482	Ms Helen POWELL	Conservation Officer Natural England, Dorset and Somerset Team	CSO18675	Preferred Option BA 5	Object		The scope of this option fails to identify foul water disposal and surface water quality from the development, both of which can be detrimental to the water environment in the Moors River System SSSI and, in the case of surface drainage, the water environment of heathland wetland along drainage lines in the heathland European site, Ramsar site and SSSI at Merritown Heath (Hurn Common SSSI). We are dismayed that to date no progress appears to have been made toward diverting foul water disposal generated by the airport from the Moors Valley River System SSSI, as agreed as mitigation under planning approval for the airport expansion.			526
360190	Mr John CULLE	Barrack Road (West Parley) Residents	CSO18868	Preferred Option BA 5	Object		The options for airport expansion state that improving cycle lanes and public transport are a priority yet new cycle lanes have been installed			526

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	N	Association					and they are still very little used. A comprehensive bus service across the area that would be of genuine use to airport and business park workers is unlikely to be economic. Further research is needed to define the likely need for such a road improvement			
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO1849 Z	Preferred Option BA 5	Object		The wording of this policy is overtly negative, the tone is all about limitation/ constrain/ obstacles/ controlling. Given the approach set out in BA 1 this is somewhat puzzling.	Given the approach set out in the vision of BA 1 the policy should be far more pro-active. Mitigation should be discussed by all means but the language employed is anti-delivery. Similar to points previously made it is also unduly dismissive of the considerable work already undertaken by the Airport's owners to monitor, manage and mitigate its impacts.		526
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO1773 Q	Preferred Option BA 5	Support		Comments from Letter dated 26.8.10, therefore Option numbers referred to are different to Option No's in Consultation document. The Agency broadly supports the transport elements of the preferred option including the need to address emissions from air traffic and road traffic; traffic generation beyond existing highway capacity; and provision of public transport services, walking and cycling. The recognition of priority for public transport services and walking and cycling provision is welcomed by the Agency, particularly in respect of public transport which the Agency has maintained should be a short term priority. However, we have emphasised in previous representations that the first transport			526

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							<p>requirement should be demand management, through means such as the development of the Airport Area Travel Plan (AATP). There appears to be no reference to the AATP under any of the options BA1 to BA5 and the Agency recommends that this is addressed, in order to ensure that all reasonable alternatives are represented in the forthcoming consultation. For information, the Agency is engaged in pre-application discussions with Bournemouth Airport and Dorset County Council concerning the Transport and Infrastructure Study for the airport and employment area, prepared on behalf of the airport promoters. The Agency has provided detailed comments on the draft study and met with the relevant parties most recently on 18 June 2010. It was agreed at the meeting that the proposals, including the 24000 sqm employment development that had not previously been assessed, should be reviewed through the SEDMMS model.</p> <p>It is understood that the model is currently under review as a result of the abolition of the Regional Spatial Strategy, which has affected the baseline parameters used for the land use element of the model. A further meeting has been arranged for late September 2010 at which the use of the model will be discussed in greater depth.</p>			
361113	Mr Alan Meade		CSO7236	Preferred Option BA 5	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			526
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2131	Preferred Option BA 5	Object		The Option does not address all the priority issues which should determine the limits to which growth at the airport should be controlled. The Parish Council would comment that they are extremely disappointed that this Option makes no mention whatsoever of impact on the Village	The following additional priority issues should be included in Preferred Option BA5: • Regard should be given to Hurn Residents'		526

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							<p>of Hurn and its residents, especially as on page 45, Preferred Option KS1 designates Hurn as a Village in the settlement hierarchy. Under the heading "Why is it a Preferred Option?" - The first bullet point states that the Option addresses all the factors that should be taken into account when planning for sustainable development of the operational airport and business park. Hurn Parish Council is of the opinion that it does not.</p>	<p>opinions, as noted in the Hurn Parish Plan 2010, where 70% of residents said that "Future growth of the airport should be restricted to preserve the quality of life for residents of Hurn". This would be in line with the Coalition Government's emerging Localism Bill and government policy of the Big Society.</p> <ul style="list-style-type: none"> • Under the heading 'Emissions from air traffic/road traffic' – although aircraft emissions are mentioned in brackets, not enough weight is given to this issue. It is not good enough to formulate a strategy up to 2027 whilst only acknowledging that further work is required to determine the extent of the impact from aircraft emissions. In addition, under this heading air quality for sensitive habitats is specifically mentioned, but not for local residents, who should also be specifically listed. • There should be a priority issue relating to the impact on recreation. 		

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								<p>Growth at the airport envisages major widening of Parley Lane. It should be remembered that the Airport is in a rural area of green belt. Hurn Bridge Equestrian Centre is located by Hurn Bridge on Parley Lane and Parley Equestrian Centre is located further north in Parley Green Lane, just off Parley Lane. Both of these Equestrian Centres house many horses and both run equestrian competitions throughout the summer. It is currently possible for horse riders to ride on the wide verge between the two Centres. This option will be taken away if the Lane is widened which will have an impact on recreation in this rural area and will urbanise Parley Lane. There does not appear to be any mitigation planned for horse riders in the Core Strategy, and this should be included.</p> <ul style="list-style-type: none"> • Under the heading 'Impact upon environmental designations' – The text mentions "the proximity of sensitive 		

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								<p>environmental habitats and Natura 2000 sites is an ultimate constraint on the extent of road and junction improvements that are possible within environmental limits”, however, the text makes no mention of those sensitive habitats etc. also being an major constraint on the proposal to remove land from the green belt which would ultimately promote extensive building development.</p> <ul style="list-style-type: none"> • There is no mention of the impact on the setting of areas or buildings of historic interest, nor the proximity to the Hurn Conservation Area. • Under the heading ‘Public transport/walking and cycling’ it is noted that facilities for cyclists for the airport business park is promoted. Issues have already arisen in Hurn where a proposed cycleway which was not subject to a consultation and has been pushed forward, has been considered by local people to be too wide and to result in the urbanisation of Hurn’s rural countryside. Any 		

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								proposal for cycle ways through Hurn should be consulted on with the local community. This issue is raised in the Hurn Parish Plan. Suggested Amendment to "Why is it a Preferred Option". Add issues raised in our comments on Preferred Option BA5, to the list of factors.		
500350	Mr P H BARTLETT		CSO4241	Preferred Option BA 5	Support					526
515479	Mr D Lenehan		CSO16732	Preferred Option BA 5		No Opinion				526
515763	Mr V S Harris		CSO16793	Preferred Option BA 5	Object					526
515788	J M May		CSO17132	Preferred Option BA 5		No Opinion				526
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17551	Preferred Option BA 5	Object		Preferred Option BA5, page 138 Sequential Test / Approach Paragraph 7.13 and Chapter 1 states that development will be directed away from Flood Zone 3 (high risk areas) in line with PPS25. It also states that the sequential approach will be undertaken. Option BA5 is not inline with this statement.			526

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							<p>Flood Risk The text against the first bullet point 'Flood Risk' should be revised to relate flood risk to that shown in Christchurch Borough Council's Level 2 Strategic Flood Risk Assessment and as extended by data held by the Environment Agency on Areas Susceptible to Surface Water. The reference to mitigation measures should also be expanded to include strategic measures within the airport boundary to improve conveyance by opening up sections of culvert and provision of flood attenuation areas to limit the current adverse affect of out of bank flow on existing and proposed development.</p> <p>Foul Drainage The expansion of Bournemouth Airport and surrounding industrial estates could lead to additional treated sewage effluent loading on the Moors River. We strongly recommend Bournemouth Airport, including associated industrial estates, should connect to a mains foul sewer (Wessex Water) to improve water quality in the Moors River. This is a requirement under the actions within the South West River Basin Management Plan.</p> <p>Overall issues for consideration are: flood risk / surface water drainage; SUDS; foul drainage; water supply / water efficiency; groundwater and contaminated land; sustainable construction; waste management facilities; green infrastructure/ biodiversity issues; pollution prevention (particularly important due to the industrial nature of the site). Further information on these topics can be seen in the general section of our letter.</p> <p>General comments on the preferred options document</p> <p>Flood Risk/ Surface Water Drainage This is a very high level document, and as such where individual sites 'considered for</p>			

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							<p>development' are detailed within the document we have checked these against our published Flood Map. However, it is important to remember that should any of the sites detailed in the document be considered further it is imperative East Dorset District and Christchurch Borough Councils consult our recently published 'Areas Susceptible to Surface Water Flooding' maps to ascertain whether any of the sites, or part of a site, should not be considered further for development on grounds of flood risk (from surface water flooding).</p> <p>It may be necessary to carry out more detailed investigations for any site which is identified as being within an area susceptible to surface water flooding prior to making such a decision. This is because the maps are indicative in nature and therefore are only intended to prompt further investigation.</p> <p>Groundwater and Contaminated Land Any development needs to take into account Planning Policy Statement 23: Planning and Pollution Control (PPS23). PPS23 has imposed a more precautionary approach to development proposals on land affected by contamination. Our Groundwater Protection: Policy and Practice document (GP3) should also be taken into account.</p> <p>The following points should be considered for any new development</p> <ul style="list-style-type: none"> • Development proposals located within a groundwater Source Protection Zone will require consideration and risk assessment to show that the risk to controlled water from any new development will be low. • Developments in close proximity to abstraction boreholes will require a Hydrogeological Assessment to assess both the impact of the construction and from drainage. The suitability of SuDS at these sites would need to be 			

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							<p>established.</p> <ul style="list-style-type: none"> • Consideration should be given to any possible impact on groundwater recharge, flows and levels. • If detrimental consequences to the water environment are likely, then agreed mitigation measures would be necessary. • Developers should adhere firmly to the Environment Agency's stance on SuDS. • The applicant should bear in mind that it is their responsibility to ensure that the development does not adversely affect any existing legal water interests in the area. • Local water interests in the area such as wells, springs, etc, and private abstractions must not be adversely affected either. <p>Foul Drainage The proposed developments, both residential and commercial, should connect to a mains foul sewer, where possible. Wessex Water will need to be consulted at an early stage to confirm that there is sufficient capacity to cope with the additional demand. Any additional major road building should incorporate mitigation to accommodate storm flows and minimise pollution risk. New car parks will require adequate pollution prevention infrastructure to minimise pollution risk from run-off.</p> <p>Biodiversity We note that the Core Strategy supporting document '03 – Managing and safeguarding the Natural Environment Key issue Paper Oct 2010' advises 'Councils already have powers to provide policy protection to sites of biodiversity importance which are under significant pressure' and that 'this can be done later through site specific documents in the LDF'. We look forward to being consulted on these documents in due course.</p>			

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							<p>Sustainable Construction Sustainable design and construction should be implemented across the proposed development. This is important in limiting the effects of and adapting to climate change. Running costs for occupants can also be significantly reduced. The Code for Sustainable Homes should be complied with, achieving the highest level possible. For details on compliance with the Code the applicant is advised to visit: http://www.communities.gov.uk/publications/planningandbuilding/codesustainabilitystandards All non-residential buildings should comply with BREEAM, the Environmental Assessment Method for Buildings. This sets the standard for best practice in sustainable design. More information can be found at : http://www.breeam.org/</p> <p>Water Efficiency Water efficiency measures should be incorporated into all development. This conserves water and allows cost savings for future occupants. This should include water efficient systems and fittings e.g. dual-flush toilets, water butts, water-saving taps, showers and baths, and appliances with the highest water efficiency rating (as a minimum). Grey water recycling and rainwater harvesting should be considered. For further guidance please see the following links: http://www.environment-agency.gov.uk/homeandleisure/drought/31755.aspx http://www.savewatersavemoney.co.uk/ Sustainable Drainage Systems (SuDS) Surface water run-off should be controlled as near to its source as possible with sustainable drainage systems (SuDS). This reduces flood risk through the use of soakaways, infiltration</p>			

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							<p>trenches, permeable pavements, grassed swales, ponds etc. SuDS can also increase groundwater recharge, improve water quality and provide biodiversity amenity opportunities (inline with PPS9). A SuDS approach is encouraged by Approved Document Part H of the Building Regulations 2000.</p> <p>Further information on SUJDS can be found in:</p> <ul style="list-style-type: none"> - PPS25 Annex F: Managing Surface Water http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement25.pdf - 'A Practice Guide Companion to PPS25' http://www.communities.gov.uk/archived/publications/planningandbuilding/developmentflood - CIRIA C522 document Sustainable Urban Drainage Systems-design manual for England and Wales. - Interim Code of Practice for Sustainable Drainage Systems (advice on design, adoption and maintenance issues, available at: http://www.environment-agency.gov.uk/static/documents/Business/icop_final_0704_872183.pdf) <p>Demolition and Construction To help the construction and demolition industry manage their activities to prevent pollution, sites should adhere to our Pollution Prevention Guidelines PPG 6: Working at Construction and Demolition Sites. This can be found at: http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx.</p> <p>Waste In accordance with the waste hierarchy, all development should consider reduction, reuse and recovery of waste in preference to off site incineration and disposal to landfill during site construction. Adequate space should be provided within developments for waste facilities</p>			

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							e.g. recycling bins, composting etc. It must be ensured that there would be sufficient capacity at household recycling centres to cope with any additional demand. Infrastructure We understand that an Infrastructure Delivery Plan is being undertaken. We look forward to being consulted on this in due course.			
521118	Mr Alan Spencer		CSO17729	Preferred Option BA 5	Support		Travel for Employment, Education, Shopping and Leisure. Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities? Travel for Employment Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression. Travel distances are only available for about 60% of the working population of Wimborne and Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.2 One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home? EDDC options for Employment4 identify a negative effect on the availability of sites in Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate3, plus the inclusion of land released at Cobham Gate5, it would mean that greater use of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will			526

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							<p>find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment.</p> <p>Travel Issues Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas.</p> <p>EDDC states that we have the highest level of car ownership in the country³ and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems can be overcome by changing attitudes toward the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile, materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached¹⁹) We must solve the problem and not skirt round it.</p> <p>Take the issue of employment. All of the proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want.</p> <p>Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have</p>			

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							<p>increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p> <p>I consider all of this could be avoided if the “undeveloped” land to the South of Leigh Road and East of WMC5 was allocated to satisfy only the required number of affordable and supportable homes.</p> <p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxied to their destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it’s becomes an absolute last resort.</p>			

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							<p>So what can be done to alleviate this issue? Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion;</p> <p>Let's think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road improvements.</p> <p>The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the Merley House Lane Roundabout, the Julian's Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area. Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis.</p> <p>Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the</p>			

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							<p>Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY. How else could the necessary road improvements be funded? Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU. But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets. For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC Core Strategy be capable of being successfully implemented</p>			
524338	Mr Kenneth Brooks		CSO18573	Preferred Option BA 5	Object		<p>Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:- Incredibly, this option states:- "Emissions from road traffic are considered the most significant for adversely affecting air quality." Then, in brackets:- "Further work is required to determine the extent of the impact from aircraft emissions." This is a bold claim without having any hard evidence to support it. Spending more time in the vicinity of the Airport might reach a different conclusion. This option infers there is a potential for declining air quality from airport growth with</p>			526

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							implications for habitats, pollution and climate change, but without suggesting how the adverse impacts could be addressed.			
536930	Mrs Susannah Spencer		CSO22350	Preferred Option BA 5	Support		I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne and Colehill" emailed to Judy Windwood on 13th January 2011.			526
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18498	7.52	Object		Policy will need to be recast in line with the results of the southeast Dorset transport study.	Suggest replacing 'consider' with 'prioritise'.		528
361044	Mr John Nichols		CSO11	7.52	Support		The map above clearly shows how beneficial an additional road south from the airport over the river and in north Bournemouth would be especially when the A338 is closed. Even with its proposed enhancements this road will still be closed on a regular basis.			528
359288	Mr Steve Molnar	Terence O'Rourke	CSO18976	Preferred Option BA 6	Support		Banner Homes supports this preferred option which includes improvements to Parley Cross and other improvements to the B3073 related to development at the airport. It is welcome that the transport requirements of the airport are being properly considered in terms of their impact on the surrounding transport network. There is a potential relationship with other key elements of the Core Strategy. Given the scope for an urban extension a short distance to the west of the airport at West Parley, it is right that the Core Strategy should consider the issue of the airport's contribution to improvements to Parley Cross junction, and the provision of new and enhanced pedestrian, cycling and public transport links between new residential development at West Parley and the airport.			530

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							The provision of both employment at the airport and new residential development at West Parley offers the best opportunity to fund much needed improvements to the road network in the area, and the quantum of development should be considered with this in mind.			
359327	Cllr. Mr Peter HALL	Town Centre Ward Christchurch Borough Council	CSO19363	Preferred Option BA 6	Support					530
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17479	Preferred Option BA 6	Support		Preferred Options BA6, BA9, Alternative Preferred Options BA 7, BA 8, BA 10, BA 11 DWT support the recognition given to the need to mitigate impacts on air quality and habitats in the preferred and non preferred options. However, we have considerable concerns over the provision of a link road from the North East Business Park to the A338 and maintain our long standing objection to such a scheme due to the direct habitat loss and impacts on wildlife this scheme would entail. As well as the internationally and nationally important sites, the scheme would impact on the heath rides, acid grassland and bog of the Fillybrook Plantation SNCI (SZ19/17), Hurn Forest SNCI (SZ19/16) and Crabbs Field SNCI (SZ19/23). We see the impacts on the environment as increasing through options BA 7/BA 10, BA 6/BA 9, BA 8/BA 11 and thus these schemes will require increasing incorporation of mitigation and compensation measures for the natural environment.			530
359482	Ms Helen POWELL	Conservation Officer Natural England,	CSO18686	Preferred Option BA 6	Support		Options BA7/BA10 are preferred over Options BA6/BA9 which in turn are preferred over Options BA8/BA11. This series of options involves increasingly more			530

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		Dorset and Somerset Team					<p>challenging developments to reconcile with a high quality natural environment. Much will depend on the configuration and nature of the business park developments, the degree to which they and their landscaping are integrated with the character of the natural environment (and not set apart from it) and the alignments and design of transport infrastructure. The need for mitigation and its nature is well recognised in the options but where losses are unavoidable and can be accepted against national policy or legislative considerations, then suitable and adequate compensatory measures should also be provided as part of the development. From the information provided, the most significant factors at a high level that challenge delivery of the airport vision and sustaining and enhancing the natural environment are;</p> <p>1 The configuration of business park development and landscaping with the designated heathland and riverine sites and, outside these sites, habitats supporting European protected species. We suggest principles guiding this configuration need to be settled at an early stage, possibly as supporting text to the relevant policy.</p> <p>2 The position and design parameters of the potential A338 link road.</p> <p>Our opinion, depending on which option or options are taken forward into the Draft Submission Core strategy, will therefore be shaped by the strength of policy and any parameters to its interpretation on avoiding impacts to the natural environment, delivering mitigation, providing compensation and realising enhancements where opportunities exist.</p>			
359571	Mr Renny Henders	Conservation Officer Royal Society	CSO18678	Preferred Option BA 6	Object					530

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	on	for the Protection of Birds								
359916	JB Cossins		CSO17078	Preferred Option BA 6	Support		Employment opportunities will have to be local to new housing development to avoid too much traffic going long distances.			530
360099	Mr John FOSKETT		CSO11723	Preferred Option BA 6	Support					530
360190	Mr John CULLEN	Barrack Road (West Parley) Residents Association	CSO18869	Preferred Option BA 6	Object		<p>We note that a new high occupancy lane is suggested between Chapel Gate and Hurn but we do not see that creating an expensive dedicated additional traffic lane is warranted. There are 2 main types of user of the Airport and business park. Most users of the airport are local residents who live in an area noted for its high car ownership who are flying abroad and either use their own cars or get taxis to and from the Airport. In our experience there are very few cars using Parley Lane and Christchurch Road that have multiple occupants.</p> <p>Most buses are from the interchange in Bournemouth and they will benefit considerably from the proposed bypassing of Hurn roundabout in the short distance from Blackwater to the Airport. Any other improvements are unlikely to have a significant impact.</p> <p>The options for airport expansion state that improving cycle lanes and public transport are a priority yet new cycle lanes have been installed and they are still very little used. A comprehensive bus service across the area that would be of genuine use to airport and business park workers is unlikely to be economic. Further research is needed to define the likely need for such a road improvement</p>			530

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360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18496	Preferred Option BA 6	Object		Preferred Option BA6 & Alternatives BA7 and BA8 - The package of improvements deemed to be acceptable to cater for a quantum of development at the Business Park, the development of the Airport to 4.5mppa, 900 houses at Parley Cross, the MBT facility, the AIM development and the gravel extraction works was considered and modelled by the PBA work that is referenced in the Evidence section. This work demonstrated that certain improvements could cater for the above development. The work also built-in an assumption of changing transport habits over time as a result of efforts to implement the Airport-wide Travel Plan. The work did not include a southern Hurn Bypass, a third lane on the B3073, a widening of the A338 or the provision of a parallel cycleway. These aspects appear to be more aspirational to cater for further background traffic growth and are confusing when presented alongside works to aid the delivery of projected growth at the Airport. The packages being put forward in Options BA6 & 7 appear muddled, especially in light of the reduced level of development now being sought at West Parley and the level of modelling that has been done to support them. Alternative preferred Option BA8 has serious doubts as to its deliverability following recent announcements regarding funding and we would question the existence of the modelling work to support and justify the levels of expenditure required to deliver the works set out and indeed their requirement.	The Policy needs to be rewritten both in the light of the emerging SE Dorset Transport Strategy. It also needs to be presented in a way that actually encourages the development at the Airport rather than suggesting that any development is predicated upon a range of highway improvements that would cater for a much wider range of development and background traffic growth.		530
360626	Mr Frank Miller	Chair Person Sturminster Marshall Affordable Housing Self Build Homes	CSO17105	Preferred Option BA 6	Object		We have more than plenty sites empty which need filling so why build more factory units? Get the rates down which will allow empty units to be let. Alter the big units into smaller one / two type units. Drive out and look. Please stop doing desk top plans. I would love to help in putting forward			530

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		Group					real working plans instead of dreams. Please live in the real world.			
361014	Mr Peter Hammond		CSO17065	Preferred Option BA 6	Support		Further development of Bournemouth Airport will require a new junction on the A338 in the Avon Common area, so that traffic can access these areas from the East, thus relieving congestion on Parley Lane and Matchams Lane.			530
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17661	Preferred Option BA 6		General Comment	<p>The Agency has been closely involved in policy development for the airport and associated business park, including as a member of the Core Strategy Group for Bournemouth Airport. Our views on the future growth of the airport have therefore been expressed on a number of occasions, in written form and through meetings. The Agency's representations have highlighted that the public transport improvements and demand management (including the development of the area wide travel plan) are key measures that should be pursued in the short-medium term, ahead of major highways infrastructure. These points are reflected in the list of comments returned at the CS issues and options stage, as presented in the table on p131. However demand management measures, specifically the travel plan, still have a very low profile in the emerging CS and we believe that this needs to be addressed in the lists of transport proposals given under alternative development scenarios.</p> <p>While the short term approach should focus on sustainable measures, it is anticipated that improvements to the SRN will also need to be considered as a result of the strategic role of the proposed airport and employment growth. The Agency notes that even the most comprehensive package of transport improvements, listed under Preferred Option BA8 in support of up to 60ha of employment, includes no reference to SRN</p>			530

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							<p>upgrading. This will clearly need to be reviewed in the context of the strategic model which is now available.</p> <p>Specifically in terms of the SRN, the Agency's preliminary response to the Transport and Infrastructure Study identified that the A31 junctions at Canford Bottom, Ashley health and Merley should be considered in the transport modelling. Canford Bottom in particular is subject to capacity and safety constraints under existing conditions, and is most likely to warrant improvements connected with strategic scale employment proposals at the airport.</p> <p>A further transport option, which has previously been discussed but does not appear in the current options under consideration, concerns the provision of a link road between the eastern and western sections of the employment area. It is recognised that this may not be easily achieved because of its impact on the operation of the airport, however it would benefit public transport in particular, improving the viability of bus services. The Agency requests clarification of the reasons for excluding this option in the current consultation.</p>			
361113	Mr Alan Meade		CSO7238	Preferred Option BA 6	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			530
476792	Mr and Mrs Lomas		CSO17150	Preferred Option BA 6	Support					530
481604	Mr Gerald Toomer		CSO17008	Preferred Option BA 6	Support					530
485695	Mr		CSO1696	Preferred	Support		Please consider the provision of incubator offices			530

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	John Cornish		6	Option BA 6			and small workshops for businesses spawned out of the Bournemouth University and Executive Business Centre in Holdenhurst Road. Reference Site Chillworth Science Park. This could be sited off road in North Dorset, say Sixpenny Handley to improve local economy.			
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2132	Preferred Option BA 6	Object		<ul style="list-style-type: none"> • This package of road improvements is too large. • The Hurn Parish Plan notes the result of a survey of Hurn residents where 63% disagreed that roads in Hurn should be improved/widened to accommodate additional traffic. This opinion should be taken into account in view of the emerging Localism Bill and Government policy of 'The Big Society' relating to local communities being listened to. • The package will have a detrimental impact on the green belt and rural environment of Hurn and West Parley by taking up too much green belt land. • It is not acknowledged in this Option that Hurn is a rural environment with many horses. Widening of the B3073 will remove the wide verge currently used by horse riders. There is no provision in the Option for horse riders from Hurn Bridge Equestrian Centre or Home Farm on Christchurch Road, Hurn, to access Parley Equestrian Centre along Parley Lane. It is possible to ride from Hurn to Parley at the moment on the verge and this option will be removed. • The proposed high occupancy lane on the B3073 is not necessary and will take up too much green belt land and the highway verge. In fact if you look along Parley Lane at the width of the space available to widen the Lane, there does not appear to be sufficient space between the newly constructed high airport fencing and the hedgerow on the opposite side, to 	<ul style="list-style-type: none"> • Reduce the size and impact of the improvements to the Parley Cross junction. • Remove the high occupancy lane from the B3073 proposal. • Add a bridleway alongside the B3073 so that Hurn's horse riders do not lose the option of riding to Parley, and back, which they have at the moment (and vice versa, Parley horse riders riding to Hurn and back). This will also retain the rural aspect of Hurn. • Remove the Hurn southern bypass from the Option. • Add the words 'in consultation with local residents' after the mention of enhancements to cycle routes. • Add a clause that highway lighting will be kept to a minimum and low key, in keeping with a rural area. 		530

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							<p>accommodate the widening proposal. Removal of hedgerows and compulsory purchase of green belt fields would be inappropriate overdevelopment and urbanisation of this rural area.</p> <ul style="list-style-type: none"> • The package is not realistic or deliverable in the current economic climate. • A gyratory system at Parley Cross traffic lights would detrimentally cut the Village of Parley in half, much the same as the Fountain Roundabout in Christchurch has cut off Bargates from the High Street. • Enhancements to cycle routes are mentioned, but no specific proposals. From previous experience of cycle route proposals in Hurn, which have proved controversial, it is essential that there is consultation with local residents, and that Hurn's country lanes are not 'widened by stealth' by removal of verges for cycle ways. All cycleway proposals should be followed by the words 'in consultation with local residents'. <p>* Although this Option promotes cycle use, it also promotes road widening. No evidence is given that road widening encourages alternative forms of transport.</p> <ul style="list-style-type: none"> • The suggested southern bypass for Hurn would have a detrimental impact not only on the Moors River SSSI and the Hurn countryside, but would also promote a decline in trade at the Hurn Post Office and Stores. It is currently a thriving store, but a bypass would mean that many drivers would be unable to stop at the shop as they do at the moment. This bypass would cut straight through the Hurn Conservation Area detrimentally affecting its setting and the setting of the listed buildings therein. • If this Option BA6 highway scheme is constructed, it has the potential to turn part of rural Hurn into the equivalent of the urban Castle Lane, Bournemouth. This will result in the 			

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							urbanisation of Hurn, with associated light and air pollution.			
496996	Mr Hayward		CSO16919	Preferred Option BA 6	Support					530
499532	Bournemouth Borough Council	Bournemouth Borough Council	CSO3822	Preferred Option BA 6	Object		Object to the lack of reference to cycle and walking linkages from Bournemouth to the airport via Throop and Hurn. This route has been planned for some time and should be recognised in the policies. It is acknowledged Preferred Option BA6 makes provision for an 'off carriageway cycle lane adjacent to the A338 providing access to Bournemouth' however this should not be as an alternative to the Throop/Hurn route, rather it should be in addition to it.			530
500350	Mr P H BARTLETT		CSO4242	Preferred Option BA 6	Support					530
500746	Mrs J Lothian		CSO17032	Preferred Option BA 6	Object		This development at Bournemouth Airport will mean more deliveries by land and air. These roads were not designed to take half of this present traffic. And you want to build at the Parley Crossroads area!			530
500817	Mr L Lothian		CSO17093	Preferred Option BA 6	Object		Already too much traffic on the roads which are in poor condition after 2 years of frosts.			530
502921	Mr and Mrs L Forinton		CSO17183	Preferred Option BA 6	Support					530
507414	Mr L		CSO10982	Preferred Option BA	Support					530

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	Wijesinghe			6						
507477	Mrs Sally Owen		CSO11022	Preferred Option BA 6	Support					530
507585	Mrs Angela Everitt		CSO11155	Preferred Option BA 6	Support					530
508135	E P Wright		CSO11612	Preferred Option BA 6	Support					530
508562	K Clayson		CSO17179	Preferred Option BA 6	Object					530
508623	Mr Allan Thompson		CSO12038	Preferred Option BA 6	Support					530
508661	Burton		CSO12063	Preferred Option BA 6	Object					530
508679	Mr A O'Connor		CSO12080	Preferred Option BA 6	Support					530
508689	Andy Jones		CSO12156	Preferred Option BA 6	Support					530
508993	Mr A Samways		CSO17220	Preferred Option BA 6	Support					530

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508994	L J and J K Ruckley		CSO12451	Preferred Option BA 6	Support					530
509235	M Kenny		CSO12592	Preferred Option BA 6	Support					530
509795	Mr R Ridley		CSO17157	Preferred Option BA 6	Support					530
511761	Mr G Burge		CSO17204	Preferred Option BA 6	Support					530
513651	Mrs W Pearsall		CSO17051	Preferred Option BA 6	Support		1. Improved public transport to these employment sites. 2. Business centres for starting business with full back office support. 3. Tax breaks to encourage businesses to move to our area. 4. Subsidised training for all age groups in starting up and running a business. 4. Part time apprenticeship training for all age groups.			530
515479	Mr D Lenehan		CSO16733	Preferred Option BA 6		No Opinion				530
515763	Mr V S Harris		CSO16794	Preferred Option BA 6	Object					530
515788	J M May		CSO17133	Preferred Option BA 6		No Opinion				530
516313	Mr		CSO1693	Preferred	Support		The northern business park, development of new			530

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	Julian Humphries		5	Option BA 6			employment land and the operational airport are good sites on existing areas with adequate transport.			
517528	Dr Susan Burton		CSO16980	Preferred Option BA 6		No Opinion				530
517835	Mr G D Rodrigues		CSO17243	Preferred Option BA 6		No Opinion				530
518270	Mr SF Jones		CSO17351	Preferred Option BA 6	Support					530
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17548	Preferred Option BA 6		General Comment	All BA options Sequential Test / Approach A Sequential Approach should be implemented with all built development being located in areas of lower flood risk (Flood Zone 1). This is in accordance with Planning Policy Statement 25 – Development and Flood Risk. If development is proposed in Flood Zones 3 and 2 then the Sequential Test will need to be demonstrated at the earliest possible stage – i.e. as part of the Core Strategy evidence, depending on the possible options being considered.			530
521118	Mr Alan Spencer		CSO17767	Preferred Option BA 6	Support		Travel for Employment, Education, Shopping and Leisure. Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities? Travel for Employment Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the			530

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							<p>turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression. Travel distances are only available for about 60% of the working population of Wimborne and Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.² One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home?</p> <p>EDDC options for Employment⁴ identify a negative effect on the availability of sites in Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate³, plus the inclusion of land released at Cobham Gate⁵, it would mean that greater use of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment.</p> <p>Travel Issues</p> <p>Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas.</p> <p>EDDC states that we have the highest level of car ownership in the country³ and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems can be overcome by changing attitudes toward the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile,</p>			

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							<p>materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached19) We must solve the problem and not skirt round it.</p> <p>Take the issue of employment. All of the proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want.</p> <p>Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p>			

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							<p>I consider all of this could be avoided if the “undeveloped” land to the South of Leigh Road and East of WMC5 was allocated to satisfy only the required number of affordable and supportable homes.</p> <p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxied to their destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it's becomes an absolute last resort.</p> <p>So what can be done to alleviate this issue? Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion; Let's think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road improvements.</p> <p>The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the Merley House Lane Roundabout, the Julian's Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area.</p>			

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							<p>Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis.</p> <p>Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY.</p> <p>How else could the necessary road improvements be funded?</p> <p>Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU.</p> <p>But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets.</p>			

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							For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC Core Strategy be capable of being successfully implemented. SEE ATTACHMENT			
524338	Mr Kenneth Brooks		CSO1858 1	Preferred Option BA 6	Object		Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:- Proposes improvements to the A338, Hurn Roundabout, the B3073 and Parley road, without giving details. The B3073 is too narrow to provide safe cycle routes into the Airport and the idea of an "off carriageway cycle lane adjacent to the A338 dual-carriageway - well!			530
527661	W Barnes		CSO1885 5	Preferred Option BA 6		No Opinion				530
527733	Mr Richard Barnes	Chair Bournemouth Airport Transport Forum	CSO1888 5	Preferred Option BA 6	Support		Preferred options BA6, BA7 and BA8 specifically mention public transport as part of the options and these can be supported.			530
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO1900 5	Preferred Option BA 6	Support		Preferred Option BA 6 The transport improvements listed to accommodate development up to 15-30 ha at the airport are supported subject to some minor changes that have recently emerged from SEDMMTS. The wording of BA 6 needs slightly altering. The third bullet point should read: <ul style="list-style-type: none"> • Additional lane in each direction on the B3073 between Chapel Gate and Blackwater largely tracking the current road alignment. These additional lanes could be prioritised for use by 			530

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							public transport and high occupancy vehicles.			
536930	Mrs Susannah Spencer		CSO22351	Preferred Option BA 6	Support		I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne and Colehill" emailed to Judy Windwood on 13th January 2011.			530
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17480	Alternative Preferred Option BA 7	Support		Preferred Options BA6, BA9, Alternative Preferred Options BA 7, BA 8, BA 10, BA 11 DWT support the recognition given to the need to mitigate impacts on air quality and habitats in the preferred and non preferred options. However, we have considerable concerns over the provision of a link road from the North East Business Park to the A338 and maintain our long standing objection to such a scheme due to the direct habitat loss and impacts on wildlife this scheme would entail. As well as the internationally and nationally important sites, the scheme would impact on the heath rides, acid grassland and bog of the Fillybrook Plantation SNCI (SZ19/17), Hurn Forest SNCI (SZ19/16) and Crabbs Field SNCI (SZ19/23). We see the impacts on the environment as increasing through options BA 7/BA 10, BA 6/BA 9, BA 8/BA 11 and thus these schemes will require increasing incorporation of mitigation and compensation measures for the natural environment.			532
359482	Ms Helen POWELL	Conservation Officer Natural England, Dorset and Somerset Team	CSO18681	Alternative Preferred Option BA 7	Support		Options BA7/BA10 are preferred over Options BA6/BA9 which in turn are preferred over Options BA8/BA11. This series of options involves increasingly more challenging developments to reconcile with a high quality natural environment. Much will depend on the configuration and nature of the business park developments, the degree to which they and their landscaping are integrated			532

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							<p>with the character of the natural environment (and not set apart from it) and the alignments and design of transport infrastructure. The need for mitigation and its nature is well recognised in the options but where losses are unavoidable and can be accepted against national policy or legislative considerations, then suitable and adequate compensatory measures should also be provided as part of the development.</p> <p>From the information provided, the most significant factors at a high level that challenge delivery of the airport vision and sustaining and enhancing the natural environment are;</p> <p>1 The configuration of business park development and landscaping with the designated heathland and riverine sites and, outside these sites, habitats supporting European protected species. We suggest principles guiding this configuration need to be settled at an early stage, possibly as supporting text to the relevant policy.</p> <p>2 The position and design parameters of the potential A338 link road.</p> <p>Our opinion, depending on which option or options are taken forward into the Draft Submission Core strategy, will therefore be shaped by the strength of policy and any parameters to its interpretation on avoiding impacts to the natural environment, delivering mitigation, providing compensation and realising enhancements where opportunities exist.</p>			
359571	Mr Renny Henders on	Conservation Officer Royal Society for the Protection of Birds	CSO18679	Alternative Preferred Option BA 7	Object					532
359916	JB		CSO1707	Alternative	Support		Employment opportunities will have to be local to			532

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	Cossins		9	e Preferred Option BA 7			new housing development to avoid too much traffic going long distances.			
360190	Mr John CULLEN	Barrack Road (West Parley) Residents Association	CSO18872	Alternative Preferred Option BA 7	Object		The options for airport expansion state that improving cycle lanes and public transport are a priority yet new cycle lanes have been installed and they are still very little used. A comprehensive bus service across the area that would be of genuine use to airport and business park workers is unlikely to be economic. Further research is needed to define the likely need for such a road improvement			532
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18495	Alternative Preferred Option BA 7	Object		Preferred Option BA6 & Alternatives BA7 and BA8 - The package of improvements deemed to be acceptable to cater for a quantum of development at the Business Park, the development of the Airport to 4.5mppa, 900 houses at Parley Cross, the MBT facility, the AIM development and the gravel extraction works was considered and modelled by the PBA work that is referenced in the Evidence section. This work demonstrated that certain improvements could cater for the above development. The work also built-in an assumption of changing transport habits over time as a result of efforts to implement the Airport-wide Travel Plan. The work did not include a southern Hurn Bypass, a third lane on the B3073, a widening of the A338 or the provision of a parallel cycleway. These aspects appear to be more aspirational to cater for further background traffic growth and are confusing when presented alongside works to aid the delivery of projected growth at the Airport. The packages being put forward in Options BA6 & 7 appear muddled, especially in light of the reduced level of development now being sought at West Parley and the level of	The Policy needs to be rewritten both in the light of the emerging SE Dorset Transport Strategy. It also needs to be presented in a way that actually encourages the development at the Airport rather than suggesting that any development is predicated upon a range of highway improvements that would cater for a much wider range of development and background traffic growth.		532

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							modelling that has been done to support them. Alternative preferred Option BA8 has serious doubts as to its deliverability following recent announcements regarding funding and we would question the existence of the modelling work to support and justify the levels of expenditure required to deliver the works set out and indeed their requirement.			
360575	Mr R AVERY		CSO11876	Alternative Preferred Option BA 7	Support					532
360626	Mr Frank Miller	Chair Person Sturminster Marshall Affordable Housing Self Build Homes Group	CSO17106	Alternative Preferred Option BA 7	Object		We have more than plenty sites empty which need filling so why build more factory units? Get the rates down which will allow empty units to be let. Alter the big units into smaller one / two type units. Drive out and look. Please stop doing desk top plans. I would love to help in putting forward real working plans instead of dreams. Please live in the real world.			532
360975	Mrs Julia Woodward		CSO11996	Alternative Preferred Option BA 7	Support		I do not support the expansion of air traffic at the airport. I believe air travel has a direct relation to adverse climate change and should be discouraged rather than encouraged. Further town centre development must consider seriously the risks of flooding at any sites identified either for housing or for commercial development, also for unacceptable pressure on roads existing of unlikely to be improved in financial climate.			532
361014	Mr Peter Hammond		CSO17066	Alternative Preferred Option BA 7	Support		Further development of Bournemouth Airport will require a new junction on the A338 in the Avon Common area, so that traffic can access these areas from the East, thus relieving congestion on Parley Lane and Matchams Lane.			532

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361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17664	Alternative Preferred Option BA7		General Comment	<p>The Agency has been closely involved in policy development for the airport and associated business park, including as a member of the Core Strategy Group for Bournemouth Airport. Our views on the future growth of the airport have therefore been expressed on a number of occasions, in written form and through meetings. The Agency's representations have highlighted that the public transport improvements and demand management (including the development of the area wide travel plan) are key measures that should be pursued in the short-medium term, ahead of major highways infrastructure. These points are reflected in the list of comments returned at the CS issues and options stage, as presented in the table on p131. However demand management measures, specifically the travel plan, still have a very low profile in the emerging CS and we believe that this needs to be addressed in the lists of transport proposals given under alternative development scenarios.</p> <p>While the short term approach should focus on sustainable measures, it is anticipated that improvements to the SRN will also need to be considered as a result of the strategic role of the proposed airport and employment growth. The Agency notes that even the most comprehensive package of transport improvements, listed under Preferred Option BA8 in support of up to 60ha of employment, includes no reference to SRN upgrading. This will clearly need to be reviewed in the context of the strategic model which is now available.</p> <p>Specifically in terms of the SRN, the Agency's preliminary response to the Transport and Infrastructure Study identified that the A31 junctions at Canford Bottom, Ashley health and Merley should be considered in the transport modelling. Canford Bottom in particular is subject</p>			532

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							to capacity and safety constraints under existing conditions, and is most likely to warrant improvements connected with strategic scale employment proposals at the airport. A further transport option, which has previously been discussed but does not appear in the current options under consideration, concerns the provision of a link road between the eastern and western sections of the employment area. It is recognised that this may not be easily achieved because of its impact on the operation of the airport, however it would benefit public transport in particular, improving the viability of bus services. The Agency requests clarification of the reasons for excluding this option in the current consultation.			
361113	Mr Alan Meade		CSO7244	Alternative Preferred Option BA 7	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			532
476792	Mr and Mrs Lomas		CSO17152	Alternative Preferred Option BA 7	Support					532
481604	Mr Gerald Toomer		CSO17009	Alternative Preferred Option BA 7	Support					532
485695	Mr John Cornish		CSO16967	Alternative Preferred Option BA 7	Support		Please consider the provision of incubator offices and small workshops for businesses spawned out of the Bournemouth University and Executive Business Centre in Holdenhurst Road. Reference Site Chillworth Science Park. This			532

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							could be sited off road in North Dorset, say Sixpenny Handley to improve local economy.			
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2133	Alternative Preferred Option BA 7	Object		Although the Parish Council considered this Option to be much better than Option BA6, it was still considered unacceptable in some respects - The Parley Cross gyratory system will detrimentally cut the Village of Parley in half; the Option makes no provision for horse riders who currently use the verge of the B3073; it should be stated that enhancements or construction of cycle routes should always be in consultation with local residents. There is no reference to light pollution from the scheme. With the following small amendments the Parish Council could support this Option.	<ul style="list-style-type: none"> • Reduce the size and impact of the improvements to the Parley Cross junction. • Add a brideway alongside the B3073. • Add the words 'in consultation with local residents' after the mention of enhancements to cycle routes. • Add a clause that highway lighting will be kept to a minimum and low key, in keeping with a rural area. 		532
496996	Mr Hayward		CSO16920	Alternative Preferred Option BA 7	Support					532
499532	Bournemouth Borough Council	Bournemouth Borough Council	CSO3823	Alternative Preferred Option BA 7	Object		Object to the lack of reference to cycle and walking linkages from Bournemouth to the airport via Throop and Hurn. This route has been planned for some time and should be recognised in the policies. It is acknowledged Preferred Option BA6 makes provision for an 'off carriageway cycle lane adjacent to the A338 providing access to Bournemouth' however this should not be as an alternative to the Throop/Hurn route, rather it should be in addition to it.			532
500746	Mrs		CSO1703	Alternative	Object		This development at Bournemouth Airport will			532

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	J Lothian		3	e Preferred Option BA 7			mean more deliveries by land and air. These roads were not designed to take half of this present traffic. And you want to build at the Parley Crossroads area!			
500817	Mr L Lothian		CSO17094	Alternative Preferred Option BA 7	Object		Already too much traffic on the roads which are in poor condition after 2 years of frosts.			532
502921	Mr and Mrs L Forinton		CSO17185	Alternative Preferred Option BA 7	Support					532
507575	M Adams		CSO11139	Alternative Preferred Option BA 7	Support					532
507591	Mr Mark		CSO11177	Alternative Preferred Option BA 7	Support					532
507599	Mr M Avnir		CSO11197	Alternative Preferred Option BA 7	Support					532
508198	Mr Lorraine		CSO11619	Alternative Preferred Option BA 7	Support					532

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508218	P Heaton		CSO11628	Alternative Preferred Option BA 7	Support					532
508369	A Hill		CSO11689	Alternative Preferred Option BA 7	Support					532
508467	Trevor Crutcher		CSO11817	Alternative Preferred Option BA 7	Support					532
508542	H Cramer		CSO11891	Alternative Preferred Option BA 7	Support					532
508562	K Clayson		CSO17182	Alternative Preferred Option BA 7	Object					532
508661	Burton		CSO12064	Alternative Preferred Option BA 7	Object					532
508993	Mr A Samways		CSO17221	Alternative Preferred Option BA	Support					532

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				7						
509795	Mr R Ridley		CSO17158	Alternative Preferred Option BA 7	Support					532
511761	Mr G Burge		CSO17205	Alternative Preferred Option BA 7	Support					532
513651	Mrs W Pearsall		CSO17052	Alternative Preferred Option BA 7	Support		1. Improved public transport to these employment sites. 2. Business centres for starting business with full back office support. 3. Tax breaks to encourage businesses to move to our area. 4. Subsidised training for all age groups in starting up and running a business. 4. Part time apprenticeship training for all age groups.			532
515479	Mr D Lenehan		CSO16734	Alternative Preferred Option BA 7		No Opinion				532
515763	Mr V S Harris		CSO16796	Alternative Preferred Option BA 7	Object					532
515788	J M May		CSO17134	Alternative Preferred		No Opinion				532

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				Option BA 7						
516313	Mr Julian Humphries		CSO16936	Alternative Preferred Option BA 7	Support		The northern business park, development of new employment land and the operational airport are good sites on existing areas with adequate transport.			532
517528	Dr Susan Burton		CSO16981	Alternative Preferred Option BA 7		No Opinion				532
517835	Mr G D Rodrigues		CSO17244	Alternative Preferred Option BA 7		No Opinion				532
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17549	Alternative Preferred Option BA 7		General Comment	All BA options Sequential Test / Approach A Sequential Approach should be implemented with all built development being located in areas of lower flood risk (Flood Zone 1). This is in accordance with Planning Policy Statement 25 – Development and Flood Risk. If development is proposed in Flood Zones 3 and 2 then the Sequential Test will need to be demonstrated at the earliest possible stage – i.e. as part of the Core Strategy evidence, depending on the possible options being considered.			532
521118	Mr Alan Spencer		CSO17769	Alternative Preferred Option BA 7	Support		Travel for Employment, Education, Shopping and Leisure. Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities? Travel for Employment			532

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							<p>Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression. Travel distances are only available for about 60% of the working population of Wimborne and Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.2 One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home? EDDC options for Employment4 identify a negative effect on the availability of sites in Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate3, plus the inclusion of land released at Cobham Gate5, it would mean that greater use of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment.</p> <p>Travel Issues</p> <p>Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas.</p> <p>EDDC states that we have the highest level of car ownership in the country3 and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems can be overcome by changing attitudes toward</p>			

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							<p>the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile, materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached19) We must solve the problem and not skirt round it.</p> <p>Take the issue of employment. All of the proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want.</p> <p>Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to</p>			

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							<p>accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p> <p>I consider all of this could be avoided if the "undeveloped" land to the South of Leigh Road and East of WMC5 was allocated to satisfy only the required number of affordable and supportable homes.</p> <p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxied to their destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it's becomes an absolute last resort.</p> <p>So what can be done to alleviate this issue? Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion; Let's think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road improvements.</p> <p>The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the Merley House Lane Roundabout, the Julian's</p>			

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							<p>Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area. Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis.</p> <p>Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY.</p> <p>How else could the necessary road improvements be funded?</p> <p>Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU.</p> <p>But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when</p>			

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							travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets. For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC Core Strategy be capable of being successfully implemented. SEE ATTACHMENT			
524338	Mr Kenneth Brooks		CSO18583	Alternative Preferred Option BA 7	Object		Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:- Proposes improvements to the A338, Hurn Roundabout, the B3073 and Parley road, without giving details. The B3073 is too narrow to provide safe cycle routes into the Airport and the idea of an "off carriageway cycle lane adjacent to the A338 dual-carriageway - well! Option BA7 is similar, but slightly less ambitious.			532
527661	W Barnes		CSO18856	Alternative Preferred Option BA 7		No Opinion				532
527733	Mr Richard Barnes	Chair Bournemouth Airport Transport Forum	CSO18886	Alternative Preferred Option BA 7	Support		Preferred options BA6, BA7 and BA8 specifically mention public transport as part of the options and these can be supported.			532
536930	Mrs Susannah Spencer		CSO22353	Alternative Preferred Option BA	Support		I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne and Colehill" emailed to Judy			532

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				7			Windwood on 13th January 2011.			
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17481	Alternative Preferred Option BA 8	Support		Preferred Options BA6, BA9, Alternative Preferred Options BA 7, BA 8, BA 10, BA 11 DWT support the recognition given to the need to mitigate impacts on air quality and habitats in the preferred and non preferred options. However, we have considerable concerns over the provision of a link road from the North East Business Park to the A338 and maintain our long standing objection to such a scheme due to the direct habitat loss and impacts on wildlife this scheme would entail. As well as the internationally and nationally important sites, the scheme would impact on the heath rides, acid grassland and bog of the Fillybrook Plantation SNCI (SZ19/17), Hurn Forest SNCI (SZ19/16) and Crabbs Field SNCI (SZ19/23). We see the impacts on the environment as increasing through options BA 7/BA 10, BA 6/BA 9, BA 8/BA 11 and thus these schemes will require increasing incorporation of mitigation and compensation measures for the natural environment.			534
359482	Ms Helen POWELL	Conservation Officer Natural England, Dorset and Somerset Team	CSO18687	Alternative Preferred Option BA 8	Support		Options BA7/BA10 are preferred over Options BA6/BA9 which in turn are preferred over Options BA8/BA11. This series of options involves increasingly more challenging developments to reconcile with a high quality natural environment. Much will depend on the configuration and nature of the business park developments, the degree to which they and their landscaping are integrated with the character of the natural environment (and not set apart from it) and the alignments and design of transport infrastructure. The need for mitigation and its nature is well recognised in the options but where losses are unavoidable and can be accepted against national policy or			534

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							<p>legislative considerations, then suitable and adequate compensatory measures should also be provided as part of the development. From the information provided, the most significant factors at a high level that challenge delivery of the airport vision and sustaining and enhancing the natural environment are;</p> <p>1 The configuration of business park development and landscaping with the designated heathland and riverine sites and, outside these sites, habitats supporting European protected species. We suggest principles guiding this configuration need to be settled at an early stage, possibly as supporting text to the relevant policy.</p> <p>2 The position and design parameters of the potential A338 link road.</p> <p>Our opinion, depending on which option or options are taken forward into the Draft Submission Core strategy, will therefore be shaped by the strength of policy and any parameters to its interpretation on avoiding impacts to the natural environment, delivering mitigation, providing compensation and realising enhancements where opportunities exist.</p>			
359571	Mr Renny Henders on	Conservation Officer Royal Society for the Protection of Birds	CSO18680	Alternative Preferred Option BA 8	Object					534
359636	Mr Chris BARTLETT		CSO2621	Alternative Preferred Option BA 8	Support		An airport direct link road to A338 is better option. Ideally this would feed existing bridge at Avon Causeway			534
359916	JB		CSO1708	Alternative	Support		Employment opportunities will have to be local to			534

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	Cossins		0	e Preferred Option BA 8			new housing development to avoid too much traffic going long distances.			
360190	Mr John CULLEN	Barrack Road (West Parley) Residents Association	CSO18871	Alternative Preferred Option BA 8	Object		<p>We note that a new high occupancy lane is suggested between Chapel Gate and Hurn but we do not see that creating an expensive dedicated additional traffic lane is warranted. There are 2 main types of user of the Airport and business park. Most users of the airport are local residents who live in an area noted for its high car ownership who are flying abroad and either use their own cars or get taxis to and from the Airport. In our experience there are very few cars using Parley Lane and Christchurch Road that have multiple occupants.</p> <p>Most buses are from the interchange in Bournemouth and they will benefit considerably from the proposed bypassing of Hurn roundabout in the short distance from Blackwater to the Airport. Any other improvements are unlikely to have a significant impact.</p> <p>The options for airport expansion state that improving cycle lanes and public transport are a priority yet new cycle lanes have been installed and they are still very little used. A comprehensive bus service across the area that would be of genuine use to airport and business park workers is unlikely to be economic. Further research is needed to define the likely need for such a road improvement</p>			534
360379	Mr Andrew MURRAY	Planning Advisor Manchester Airport	CSO18494	Alternative Preferred Option BA 8	Object		Preferred Option BA6 & Alternatives BA7 and BA8 - The package of improvements deemed to be acceptable to cater for a quantum of development at the Business Park, the development of the Airport to 4.5mppa, 900 houses at Parley Cross, the MBT facility, the AIM development and the gravel extraction works	The Policy needs to be rewritten both in the light of the emerging SE Dorset Transport Strategy. It also needs to be presented in a way that actually encourages		534

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							was considered and modelled by the PBA work that is referenced in the Evidence section. This work demonstrated that certain improvements could cater for the above development. The work also built-in an assumption of changing transport habits over time as a result of efforts to implement the Airport-wide Travel Plan. The work did not include a southern Hurn Bypass, a third lane on the B3073, a widening of the A338 or the provision of a parallel cycleway. These aspects appear to be more aspirational to cater for further background traffic growth and are confusing when presented alongside works to aid the delivery of projected growth at the Airport. The packages being put forward in Options BA6 & 7 appear muddled, especially in light of the reduced level of development now being sought at West Parley and the level of modelling that has been done to support them. Alternative preferred Option BA8 has serious doubts as to its deliverability following recent announcements regarding funding and we would question the existence of the modelling work to support and justify the levels of expenditure required to deliver the works set out and indeed their requirement.	the development at the Airport rather than suggesting that any development is predicated upon a range of highway improvements that would cater for a much wider range of development and background traffic growth.		
360626	Mr Frank Miller	Chair Person Sturminster Marshall Affordable Housing Self Build Homes Group	CSO1710 7	Alternative Preferred Option BA 8	Object		We have more than plenty sites empty which need filling so why build more factory units? Get the rates down which will allow empty units to be let. Alter the big units into smaller one / two type units. Drive out and look. Please stop doing desk top plans. I would love to help in putting forward real working plans instead of dreams. Please live in the real world.			534
360777	Cllr. Mrs A. Warman	St Leonards & St Ives East Ward East Dorset	CSO1937 0	Alternative Preferred Option BA	Support		Whilst I support this with reservations due care and consideration must be given to the residents along Matchams Lane. Residents at Matchams Close and Grange Estate. They have tolerated	Road scheme off both sides of A338 over the road with silent carriageway tarmac and		534

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		District Council		8			undue noise and disruption from Matchams Stadium area.	taken at height onto Hurn roundabout.		
361014	Mr Peter Hammond		CSO17067	Alternative Preferred Option BA8	Support		Further development of Bournemouth Airport will require a new junction on the A338 in the Avon Common area, so that traffic can access these areas from the East, thus relieving congestion on Parley Lane and Matchams Lane.			534
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17665	Alternative Preferred Option BA8		General Comment	<p>The Agency has been closely involved in policy development for the airport and associated business park, including as a member of the Core Strategy Group for Bournemouth Airport. Our views on the future growth of the airport have therefore been expressed on a number of occasions, in written form and through meetings. The Agency's representations have highlighted that the public transport improvements and demand management (including the development of the area wide travel plan) are key measures that should be pursued in the short-medium term, ahead of major highways infrastructure. These points are reflected in the list of comments returned at the CS issues and options stage, as presented in the table on p131. However demand management measures, specifically the travel plan, still have a very low profile in the emerging CS and we believe that this needs to be addressed in the lists of transport proposals given under alternative development scenarios.</p> <p>While the short term approach should focus on sustainable measures, it is anticipated that improvements to the SRN will also need to be considered as a result of the strategic role of the proposed airport and employment growth. The Agency notes that even the most comprehensive package of transport improvements, listed under Preferred Option BA8 in support of up to 60ha of employment, includes no reference to SRN</p>			534

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							<p>upgrading. This will clearly need to be reviewed in the context of the strategic model which is now available.</p> <p>Specifically in terms of the SRN, the Agency's preliminary response to the Transport and Infrastructure Study identified that the A31 junctions at Canford Bottom, Ashley health and Merley should be considered in the transport modelling. Canford Bottom in particular is subject to capacity and safety constraints under existing conditions, and is most likely to warrant improvements connected with strategic scale employment proposals at the airport.</p> <p>A further transport option, which has previously been discussed but does not appear in the current options under consideration, concerns the provision of a link road between the eastern and western sections of the employment area. It is recognised that this may not be easily achieved because of its impact on the operation of the airport, however it would benefit public transport in particular, improving the viability of bus services. The Agency requests clarification of the reasons for excluding this option in the current consultation.</p>			
361113	Mr Alan Meade		CSO7246	Alternative Preferred Option BA 8	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			534
476792	Mr and Mrs Lomas		CSO17153	Alternative Preferred Option BA 8	Support					534
481604	Mr Gerald		CSO17010	Alternative	Support					534

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	Toomer			Preferred Option BA 8						
485695	Mr John Cornish		CSO16968	Alternative Preferred Option BA 8	Support		Please consider the provision of incubator offices and small workshops for businesses spawned out of the Bournemouth University and Executive Business Centre in Holdenhurst Road. Reference Site Chillworth Science Park. This could be sited off road in North Dorset, say Sixpenny Handley to improve local economy.			534
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2134	Alternative Preferred Option BA 8	Object		This package of road improvements and construction is much too large and would have a massively detrimental effect on rural Hurn. It will take away too much green belt land and will urbanise the area. In particular the proposal for a link road to the A338 will directly affect statutorily protected SSSIs. It is not realistic to think that this package could be delivered in the current economic climate. All of the reasons given by Hurn Parish Council under Option BA6 also apply to this Option, with the additional objection to the A338 link.	Remove this package from the Core Strategy.		534
496996	Mr Hayward		CSO16921	Alternative Preferred Option BA 8	Support					534
499532	Bournemouth Borough Council	Bournemouth Borough Council	CSO3830	Alternative Preferred Option BA 8	Object		Object to the lack of reference to cycle and walking linkages from Bournemouth to the airport via Throop and Hurn. This route has been planned for some time and should be recognised in the policies. It is acknowledged Preferred Option BA6 makes provision for an 'off carriageway cycle lane adjacent to the A338 providing access to Bournemouth' however this should not be as an alternative to the			534

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							Throop/Hurn route, rather it should be in addition to it.			
500746	Mrs J Lothian		CSO17034	Alternative Preferred Option BA 8	Object		This development at Bournemouth Airport will mean more deliveries by land and air. These roads were not designed to take half of this present traffic. And you want to build at the Parley Crossroads area!			534
500817	Mr L Lothian		CSO17095	Alternative Preferred Option BA 8	Object		Already too much traffic on the roads which are in poor condition after 2 years of frosts.			534
502921	Mr and Mrs L Forinton		CSO17187	Alternative Preferred Option BA 8	Support					534
507452	Jill Turvey		CSO10995	Alternative Preferred Option BA 8	Support					534
507458	Mr and Mrs Antill		CSO11010	Alternative Preferred Option BA 8	Support					534
508241	L Hibbard		CSO11644	Alternative Preferred Option BA 8	Support					534
508254	Mr R B		CSO11652	Alternative Preferred Option BA 8	Support					534

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	Holloway			Preferred Option BA 8						
508353	J Codling		CSO11673	Alternative Preferred Option BA 8	Support					534
508360	Jocelyn Britton		CSO11681	Alternative Preferred Option BA 8	Support					534
508402	Mr J Priest		CSO11775	Alternative Preferred Option BA 8	Support					534
508440	Angus Macmillan		CSO11790	Alternative Preferred Option BA 8	Support		The more business at the airport means more employment.			534
508456	Rev. Dudley Powell		CSO11810	Alternative Preferred Option BA 8	Support					534
508518	Mr Warren Brown		CSO11850	Alternative Preferred Option BA 8	Support					534
508562	K		CSO1718	Alternative	Object					534

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	Clayson		4	e Preferred Option BA 8						
508661	Burton		CSO12065	Alternative Preferred Option BA 8	Object					534
508847	V Cromer		CSO12265	Alternative Preferred Option BA 8	Support					534
508885	J Heath		CSO12335	Alternative Preferred Option BA 8	Support					534
508993	Mr A Samways		CSO17222	Alternative Preferred Option BA 8	Support					534
509082	Mr Richard		CSO12508	Alternative Preferred Option BA 8	Support					534
509795	Mr R Ridley		CSO17159	Alternative Preferred Option BA 8	Support					534

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511761	Mr G Burge		CSO17206	Alternative Preferred Option BA 8	Support					534
513651	Mrs W Pearsall		CSO17053	Alternative Preferred Option BA 8	Support		1. Improved public transport to these employment sites. 2. Business centres for starting business with full back office support. 3. Tax breaks to encourage businesses to move to our area. 4. Subsidised training for all age groups in starting up and running a business. 4. Part time apprenticeship training for all age groups.			534
515479	Mr D Lenehan		CSO16735	Alternative Preferred Option BA 8		No Opinion				534
515763	Mr V S Harris		CSO16797	Alternative Preferred Option BA 8	Object					534
515788	J M May		CSO17135	Alternative Preferred Option BA 8		No Opinion				534
516313	Mr Julian Humphries		CSO16937	Alternative Preferred Option BA 8	Support		The northern business park, development of new employment land and the operational airport are good sites on existing areas with adequate transport.			534

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517528	Dr Susan Burton		CSO16982	Alternative Preferred Option BA 8		No Opinion				534
517835	Mr G D Rodrigues		CSO17245	Alternative Preferred Option BA 8		No Opinion				534
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17550	Alternative Preferred Option BA 8		General Comment	All BA options Sequential Test / Approach A Sequential Approach should be implemented with all built development being located in areas of lower flood risk (Flood Zone 1). This is in accordance with Planning Policy Statement 25 – Development and Flood Risk. If development is proposed in Flood Zones 3 and 2 then the Sequential Test will need to be demonstrated at the earliest possible stage – i.e. as part of the Core Strategy evidence, depending on the possible options being considered.			534
521118	Mr Alan Spencer		CSO17771	Alternative Preferred Option BA 8	Support		Travel for Employment, Education, Shopping and Leisure. Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities? Travel for Employment Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression. Travel distances are only available for about 60% of the working population of Wimborne and			534

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							<p>Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.² One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home?</p> <p>EDDC options for Employment⁴ identify a negative effect on the availability of sites in Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate³, plus the inclusion of land released at Cobham Gate⁵, it would mean that greater use of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment.</p> <p>Travel Issues Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas.</p> <p>EDDC states that we have the highest level of car ownership in the country³ and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems can be overcome by changing attitudes toward the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile, materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached¹⁹) We must solve the problem and not skirt round it.</p> <p>Take the issue of employment. All of the</p>			

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							<p>proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want. Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p> <p>I consider all of this could be avoided if the "undeveloped" land to the South of Leigh Road and East of WMC5 was allocated to satisfy only the required number of affordable and supportable homes.</p>			

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							<p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxied to their destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it's becomes an absolute last resort.</p> <p>So what can be done to alleviate this issue? Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion; Let's think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road improvements.</p> <p>The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the Merley House Lane Roundabout, the Julian's Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area. Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built</p>			

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							<p>between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis. Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY.</p> <p>How else could the necessary road improvements be funded?</p> <p>Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU.</p> <p>But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets.</p> <p>For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC</p>			

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							Core Strategy be capable of being successfully implemented. SEE ATTACHMENT			
524338	Mr Kenneth Brooks		CSO1858 5	Alternative Preferred Option BA 8	Object		Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:- Option BA8 is even more ambitious than BA6. Not content with the provision of a link road from the A338 road directly into the north east sector of the Airport and the widening of the A338 from Blackwater Junction to the Cooper Dean roundabout, this Option proposes the widening of the A338 north of the Blackwater Junction to the proposed 'airport only' link road. The proposal does not say:- "if sufficient funds are available". This proposal is being presented as a serious option at a time when funds are not available for the necessary resurfacing of the A338 and, indeed, the project has just been downgraded!.			534
527661	W Barnes		CSO1885 7	Alternative Preferred Option BA 8		No Opinion				534
527733	Mr Richard Barnes	Chair Bournemouth Airport Transport Forum	CSO1888 7	Alternative Preferred Option BA 8	Support		Preferred options BA6, BA7 and BA8 specifically mention public transport as part of the options and these can be supported.			534
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO1900 6	Alternative Preferred Option BA 8	Object		Alternative Preferred Option BA 8 From a transportation point of view this can no longer be seen as an alternative preferred option before 2027. The A338 link road would necessitate widening of the A338 (Blackwater to Ashley Heath) that cannot be delivered due to environmental constraints. The transport strategy			534

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							arising from SEDMMS does not include the A338 link road or widening. This option should only be put forward in future Core Strategy text as a long term aspiration beyond 2027 as funding will not be available before this. SEDMMS instead currently recommends the new east-west link from Chapel Gate to the A341 as a more realistic option likely to be beyond 2027.			
536930	Mrs Susannah Spencer		CSO22356	Alternative Preferred Option BA 8	Support		I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne and Colehill" emailed to Judy Windwood on 13th January 2011.			534
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17482	Preferred Option BA 9	Support		Preferred Options BA6, BA9, Alternative Preferred Options BA 7, BA 8, BA 10, BA 11 DWT support the recognition given to the need to mitigate impacts on air quality and habitats in the preferred and non preferred options. However, we have considerable concerns over the provision of a link road from the North East Business Park to the A338 and maintain our long standing objection to such a scheme due to the direct habitat loss and impacts on wildlife this scheme would entail. As well as the internationally and nationally important sites, the scheme would impact on the heath rides, acid grassland and bog of the Fillybrook Plantation SNCI (SZ19/17), Hurn Forest SNCI (SZ19/16) and Crabbs Field SNCI (SZ19/23). We see the impacts on the environment as increasing through options BA 7/BA 10, BA 6/BA 9, BA 8/BA 11 and thus these schemes will require increasing incorporation of mitigation and compensation measures for the natural environment.			537
359482	Ms	Conservation	CSO1868	Preferred	Support		Options BA7/BA10 are preferred over Options			537

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
	Helen POWELL	Officer Natural England, Dorset and Somerset Team	8	Option BA 9			<p>BA6/BA9 which in turn are preferred over Options BA8/BA11.</p> <p>This series of options involves increasingly more challenging developments to reconcile with a high quality natural environment. Much will depend on the configuration and nature of the business park developments, the degree to which they and their landscaping are integrated with the character of the natural environment (and not set apart from it) and the alignments and design of transport infrastructure. The need for mitigation and its nature is well recognised in the options but where losses are unavoidable and can be accepted against national policy or legislative considerations, then suitable and adequate compensatory measures should also be provided as part of the development.</p> <p>From the information provided, the most significant factors at a high level that challenge delivery of the airport vision and sustaining and enhancing the natural environment are;</p> <p>1 The configuration of business park development and landscaping with the designated heathland and riverine sites and, outside these sites, habitats supporting European protected species. We suggest principles guiding this configuration need to be settled at an early stage, possibly as supporting text to the relevant policy.</p> <p>2 The position and design parameters of the potential A338 link road.</p> <p>Our opinion, depending on which option or options are taken forward into the Draft Submission Core strategy, will therefore be shaped by the strength of policy and any parameters to its interpretation on avoiding impacts to the natural environment, delivering mitigation, providing compensation and realising enhancements where opportunities exist.</p>			

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
359571	Mr Renny Henders on	Conservation Officer Royal Society for the Protection of Birds	CSO18682	Preferred Option BA 9	Object					537
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17731	Preferred Option BA 9	Support		Comments from letter dated 26.8.11 re Bournemouth Airport Options, so policy numbers have changed. It is explained in the draft that BA3 options (now BA9,10 & 11) are associated with the transport options put forward under BA2 (now BA 6,7 & 8), however it may be helpful for the development options to be explained first in the full consultation, i.e. before the potential transport improvements are set out.			537
361113	Mr Alan Meade		CSO7247	Preferred Option BA 9	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			537
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2135	Preferred Option BA 9	Object		This Option refers to development in line with Option BA6. Hurn Parish Council has objected to BA6 and therefore objects to this Option BA9.	Amend the Option to be in line with Hurn Parish Council's suggested amendments to Option BA6.		537
499532	Bournemouth Borough Council	Bournemouth Borough Council	CSO3832	Preferred Option BA 9	Object		Object to the lack of reference to cycle and walking linkages from Bournemouth to the airport via Throop and Hurn. This route has been planned for some time and should be recognised in the policies. It is acknowledged Preferred Option BA6 makes provision for an 'off carriageway cycle lane adjacent to the A338 providing access to Bournemouth' however this should not be as an alternative to the Throop/Hurn route, rather it should be in addition to it.			537

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500350	Mr P H BARTLETT		CSO4243	Preferred Option BA 9	Support					537
515479	Mr D Lenehan		CSO16736	Preferred Option BA 9		No Opinion				537
515763	Mr V S Harris		CSO16798	Preferred Option BA 9	Object					537
515788	J M May		CSO17136	Preferred Option BA 9		No Opinion				537
521118	Mr Alan Spencer		CSO17773	Preferred Option BA 9	Support		<p>Travel for Employment, Education, Shopping and Leisure. Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities? Travel for Employment Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression. Travel distances are only available for about 60% of the working population of Wimborne and Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.2 One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home? EDDC options for Employment4 identify a negative effect on the availability of sites in</p>			537

Core Strategy Options for Consideration October 2010 Consultation Responses

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							<p>Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate3, plus the inclusion of land released at Cobham Gate5, it would mean that greater use of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment.</p> <p>Travel Issues Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas. EDDC states that we have the highest level of car ownership in the country3 and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems can be overcome by changing attitudes toward the use of public transport to relieve local congestion. I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile, materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached19) We must solve the problem and not skirt round it. Take the issue of employment. All of the proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want.</p>			

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							<p>Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p> <p>I consider all of this could be avoided if the "undeveloped" land to the South of Leigh Road and East of WMC5 was allocated to satisfy only the required number of affordable and supportable homes.</p> <p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local</p>			

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							<p>population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxied to their destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it's becomes an absolute last resort.</p> <p>So what can be done to alleviate this issue? Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion;</p> <p>Let's think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road improvements.</p> <p>The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the Merley House Lane Roundabout, the Julian's Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area.</p> <p>Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis.</p> <p>Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take</p>			

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							<p>control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY.</p> <p>How else could the necessary road improvements be funded?</p> <p>Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU.</p> <p>But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets.</p> <p>For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC Core Strategy be capable of being successfully implemented.</p> <p>SEE ATTACHMENT</p>			
524338	Mr Kenneth Brooks		CSO18588	Preferred Option BA 9	Object		<p>Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:-</p>			537

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							Option BA9 and BA10 are similar to BA8 but assume less funding and are less ambitious.			
527733	Mr Richard Barnes	Chair Bournemouth Airport Transport Forum	CSO18888	Preferred Option BA 9	Object		Options BA9, BA10 and BA11 have public transport and cycling improvements in a more marginal context which we find less able to support. The point needs to be made that even with the current level of employment development in the airport area, public transport and cycling access are both challenging. Allowing any additional employment without first improving sustainable transport access would compound the problem.			537
536930	Mrs Susannah Spencer		CSO22359	Preferred Option BA 9	Support		I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne and Colehill" emailed to Judy Windwood on 13th January 2011.1.			537
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17483	Alternative Preferred Option BA 10	Support		Preferred Options BA6, BA9, Alternative Preferred Options BA 7, BA 8, BA 10, BA 11 DWT support the recognition given to the need to mitigate impacts on air quality and habitats in the preferred and non preferred options. However, we have considerable concerns over the provision of a link road from the North East Business Park to the A338 and maintain our long standing objection to such a scheme due to the direct habitat loss and impacts on wildlife this scheme would entail. As well as the internationally and nationally important sites, the scheme would impact on the heath rides, acid grassland and bog of the Fillybrook Plantation SNCI (SZ19/17), Hurn Forest SNCI (SZ19/16) and Crabbs Field SNCI (SZ19/23). We see the impacts on the environment as increasing through options BA 7/BA 10, BA 6/BA 9, BA 8/BA 11 and thus these schemes will require increasing incorporation of mitigation and			539

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							compensation measures for the natural environment.			
359482	Ms Helen POWELL	Conservation Officer Natural England, Dorset and Somerset Team	CSO18689	Alternative Preferred Option BA 10	Support		<p>Options BA7/BA10 are preferred over Options BA6/BA9 which in turn are preferred over Options BA8/BA11.</p> <p>This series of options involves increasingly more challenging developments to reconcile with a high quality natural environment. Much will depend on the configuration and nature of the business park developments, the degree to which they and their landscaping are integrated with the character of the natural environment (and not set apart from it) and the alignments and design of transport infrastructure. The need for mitigation and its nature is well recognised in the options but where losses are unavoidable and can be accepted against national policy or legislative considerations, then suitable and adequate compensatory measures should also be provided as part of the development.</p> <p>From the information provided, the most significant factors at a high level that challenge delivery of the airport vision and sustaining and enhancing the natural environment are;</p> <ol style="list-style-type: none"> 1 The configuration of business park development and landscaping with the designated heathland and riverine sites and, outside these sites, habitats supporting European protected species. We suggest principles guiding this configuration need to be settled at an early stage, possibly as supporting text to the relevant policy. 2 The position and design parameters of the potential A338 link road. <p>Our opinion, depending on which option or options are taken forward into the Draft Submission Core strategy, will therefore be shaped by the strength of policy and any parameters to its interpretation on avoiding</p>			539

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							impacts to the natural environment, delivering mitigation, providing compensation and realising enhancements where opportunities exist.			
359571	Mr Renny Henders on	Conservation Officer Royal Society for the Protection of Birds	CSO18683	Alternative Preferred Option BA 10	Object					539
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17732	Alternative Preferred Option BA 10	Support		Comments from letter dated 26.8.11 re Bournemouth Airport Options, so policy numbers have changed. It is explained in the draft that BA3 options (now BA9,10 & 11) are associated with the transport options put forward under BA2 (now BA 6,7 & 8), however it may be helpful for the development options to be explained first in the full consultation, i.e. before the potential transport improvements are set out.			539
361113	Mr Alan Meade		CSO7248	Alternative Preferred Option BA 10	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			539
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2157	Alternative Preferred Option BA 10	Object		This Option refers to development in line with Option BA7. Hurn Parish Council has objected to BA7 and therefore objects to this Option BA10. However with small amendments to Option BA7 (as noted under BA7), the Parish Council could support this Option.	Amend the Option to be in line with Hurn Parish Council's suggested amendments to Option BA7.		539
499532	Bournemouth Borough Council	Bournemouth Borough Council	CSO3835	Alternative Preferred Option BA 10	Object		Object to the lack of reference to cycle and walking linkages from Bournemouth to the airport via Throop and Hurn. This route has been planned for some time and should be recognised in the policies. It is acknowledged Preferred			539

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Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/ Object	Additional Response Type	Reasons for Objections	Suggested Amendments -	Officer Response	Order
							Option BA6 makes provision for an 'off carriageway cycle lane adjacent to the A338 providing access to Bournemouth' however this should not be as an alternative to the Throop/Hurn route, rather it should be in addition to it.			
515479	Mr D Lenehan		CSO16737	Alternative Preferred Option BA 10		No Opinion				539
515763	Mr V S Harris		CSO16800	Alternative Preferred Option BA 10	Object					539
515788	J M May		CSO17137	Alternative Preferred Option BA 10		No Opinion				539
521118	Mr Alan Spencer		CSO17774	Alternative Preferred Option BA 10	Support		Travel for Employment, Education, Shopping and Leisure. Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities? Travel for Employment Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression. Travel distances are only available for about 60% of the working population of Wimborne and			539

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							<p>Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.² One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home?</p> <p>EDDC options for Employment⁴ identify a negative effect on the availability of sites in Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate³, plus the inclusion of land released at Cobham Gate⁵, it would mean that greater use of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment.</p> <p>Travel Issues Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas.</p> <p>EDDC states that we have the highest level of car ownership in the country³ and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems can be overcome by changing attitudes toward the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile, materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached¹⁹) We must solve the problem and not skirt round it.</p> <p>Take the issue of employment. All of the</p>			

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							<p>proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want. Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p> <p>I consider all of this could be avoided if the "undeveloped" land to the South of Leigh Road and East of WMC5 was allocated to satisfy only the required number of affordable and supportable homes.</p>			

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							<p>Take the issue of Climate Change. Do we really want to release more Carbon Dioxide into the atmosphere by creating more traffic jams and greater congestion, when with the appropriate amount of forethought we can reduce the effects of Climate Change?</p> <p>Further it is predicted that our ageing local population will increase which will to some extent increase the need for personal motorised transport. Since anyone who has graduated to private transportation is unlikely to relinquish it, even if this means being taxied to their destination at times convenient to themselves, they are highly unlikely to walk, cycle or travel on public transport unless it's becomes an absolute last resort.</p> <p>So what can be done to alleviate this issue? Well clearly the A31 has to be upgraded to a dual carriageway with fly overs or underpasses in the most congested spots. However this leads to the question of finance and timing.</p> <p>As a suggestion; Let's think laterally about the infrastructure of Transport, the uses of arterial roads, the polluting effect of vehicles and the funding for road improvements.</p> <p>The A31, which bypasses our town, blocks frequently at peak times and in holiday periods. The primary bottleneck occurs at the Canford Bottom Roundabout, followed closely by the Merley House Lane Roundabout, the Julian's Road Roundabout and finally the Poole Road Roundabout at Bailey Gate. These bottlenecks bring frustration, high energy consumption and more importantly high pollution to our area. Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built</p>			

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							<p>between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis. Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY.</p> <p>How else could the necessary road improvements be funded?</p> <p>Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU.</p> <p>But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets.</p> <p>For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC</p>			

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							Core Strategy be capable of being successfully implemented. SEE ATTACHMENT			
524338	Mr Kenneth Brooks		CSO18591	Alternative Preferred Option BA 10	Object		Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:- Option BA9 and BA10 are similar to BA8 but assume less funding and are less ambitious.			539
527733	Mr Richard Barnes	Chair Bournemouth Airport Transport Forum	CSO18889	Alternative Preferred Option BA 10	Object		Options BA9, BA10 and BA11 have public transport and cycling improvements in a more marginal context which we find less able to support. The point needs to be made that even with the current level of employment development in the airport area, public transport and cycling access are both challenging. Allowing any additional employment without first improving sustainable transport access would compound the problem.			539
536930	Mrs Susannah Spencer		CSO22360	Alternative Preferred Option BA 10	Support		I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne and Colehill" emailed to Judy Windwood on 13th January 2011.			539
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17484	Alternative Preferred Option BA 11	Support		Preferred Options BA6, BA9, Alternative Preferred Options BA 7, BA 8, BA 10, BA 11 DWT support the recognition given to the need to mitigate impacts on air quality and habitats in the preferred and non preferred options. However, we have considerable concerns over the provision of a link road from the North East Business Park to the A338 and maintain our long standing objection to such a scheme due to the direct habitat loss and impacts on wildlife this scheme would entail. As well as the internationally and nationally important sites, the scheme would impact on the heath rides, acid			541

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							grassland and bog of the Fillybrook Plantation SSSI (SZ19/17), Hurn Forest SSSI (SZ19/16) and Crabbs Field SSSI (SZ19/23). We see the impacts on the environment as increasing through options BA 7/BA 10, BA 6/BA 9, BA 8/BA 11 and thus these schemes will require increasing incorporation of mitigation and compensation measures for the natural environment.			
359482	Ms Helen POWELL	Conservation Officer Natural England, Dorset and Somerset Team	CSO18693	Alternative Preferred Option BA 11	Support		Options BA7/BA10 are preferred over Options BA6/BA9 which in turn are preferred over Options BA8/BA11. This series of options involves increasingly more challenging developments to reconcile with a high quality natural environment. Much will depend on the configuration and nature of the business park developments, the degree to which they and their landscaping are integrated with the character of the natural environment (and not set apart from it) and the alignments and design of transport infrastructure. The need for mitigation and its nature is well recognised in the options but where losses are unavoidable and can be accepted against national policy or legislative considerations, then suitable and adequate compensatory measures should also be provided as part of the development. From the information provided, the most significant factors at a high level that challenge delivery of the airport vision and sustaining and enhancing the natural environment are; 1 The configuration of business park development and landscaping with the designated heathland and riverine sites and, outside these sites, habitats supporting European protected species. We suggest principles guiding this configuration need to be settled at an early stage, possibly as supporting text to the relevant policy.			541

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							2 The position and design parameters of the potential A338 link road. Our opinion, depending on which option or options are taken forward into the Draft Submission Core strategy, will therefore be shaped by the strength of policy and any parameters to its interpretation on avoiding impacts to the natural environment, delivering mitigation, providing compensation and realising enhancements where opportunities exist.			
359571	Mr Renny Henders on	Conservation Officer Royal Society for the Protection of Birds	CSO18684	Alternative Preferred Option BA 11	Object					541
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17733	Alternative Preferred Option BA 11	Support		Comments from letter dated 26.8.11 re Bournemouth Airport Options, so policy numbers have changed. It is explained in the draft that BA3 options (now BA9,10 & 11) are associated with the transport options put forward under BA2 (now BA 6,7 & 8), however it may be helpful for the development options to be explained first in the full consultation, i.e. before the potential transport improvements are set out.			541
361113	Mr Alan Meade		CSO7251	Alternative Preferred Option BA 11	Support		.I like the rate of affordable housing to private homes. We all know that there is a shortage. Jobs will be created, money brought in, good for all in East Dorset, Christchurch			541
496919	Mrs Nicola Shaw	Parish Clerk Hurn Parish Council	CSO2158	Alternative Preferred Option BA 11	Object		This Option refers to development in line with Option BA6 plus seeking to promote the A338 link. Hurn Parish Council has objected to BA6, and also BA8 which includes the A338 link, and therefore objects to this Option BA11.	Remove this Option from the Core Strategy.		541

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499532	Bournemouth Borough Council	Bournemouth Borough Council	CSO3841	Alternative Preferred Option BA 11	Object		Object to the lack of reference to cycle and walking linkages from Bournemouth to the airport via Throop and Hurn. This route has been planned for some time and should be recognised in the policies. It is acknowledged Preferred Option BA6 makes provision for an 'off carriageway cycle lane adjacent to the A338 providing access to Bournemouth' however this should not be as an alternative to the Throop/Hurn route, rather it should be in addition to it.			541
515479	Mr D Lenehan		CSO16738	Alternative Preferred Option BA 11		No Opinion				541
515763	Mr V S Harris		CSO16801	Alternative Preferred Option BA 11	Object					541
515788	J M May		CSO17138	Alternative Preferred Option BA 11		No Opinion				541
521118	Mr Alan Spencer		CSO17777	Alternative Preferred Option BA 11	Support		Travel for Employment, Education, Shopping and Leisure. Where do the residents of Wimborne and Colehill seek Employment, Education, Shopping and Leisure activities? Travel for Employment Data for employment appears only to be available for 2001 in the Core Strategy Area Profile2, which is unlikely to reflect the increased trend of out of town travelling for work. Since the			541

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							<p>turn of the Century greater mobility has been necessary more and more, not only to secure work, but also to achieve career progression. Travel distances are only available for about 60% of the working population of Wimborne and Colehill, and roughly half of these travel between 10 and 40 Kms to work and the others between 5 and 10 Kms.² One wonders about the other 40%, are they perhaps beyond 40 Kms, as I was myself, or do they now work from home?</p> <p>EDDC options for Employment⁴ identify a negative effect on the availability of sites in Wimborne and Colehill. When considering the sites proposed at PC5 to PC9 inclusive, KS13, BA1-11, the relocation of Stone Lane Industrial Estate³, plus the inclusion of land released at Cobham Gate⁵, it would mean that greater use of the A31 will be necessary for people to travel to work in the future. The location of proposed employment sites will hardly encourage people to walk or cycle to work, and I doubt that they will find it convenient to travel to these proposed locations by public transport. In addition one can expect that many jobs will be filled by "Outsiders" who in turn will utilise private transportation on the A31 to get to their destinations of employment.</p> <p>Travel Issues</p> <p>Clearly then the A31 has a major impact on the mobility of people within the Wimborne and Colehill catchment areas.</p> <p>EDDC states that we have the highest level of car ownership in the country³ and we can see the reasons for this in the above analysis of people's needs. It suggests that these problems can be overcome by changing attitudes toward the use of public transport to relieve local congestion.</p> <p>I consider this to be a totally unrealistic approach in our highly pressurised, motivated, mobile,</p>			

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							<p>materialistic and ageing society. (see Theoretical Human Life Cycle Transportation Requirements attached19) We must solve the problem and not skirt round it.</p> <p>Take the issue of employment. All of the proposed Industrial Sites are out of area where travel on or crossing of, the A31 is necessary. The same applies to Higher Education, Shopping, Leisure, and to some extent Hospitalisation. We must recognise that where people's choice is limited they will travel great distances to ensure they get what they want.</p> <p>Take the issue of Housing Development. The development of Land to the East and West of the Cranborne Road appears to endorse the unacceptable use of Burts Hill (a country lane) running into Long Lane (another country lane) in becoming a second bypass of the Town. This became evident during the repairs to Julian's Bridge and the Poole Road Bridge, where GPS's offer alternative routes. These roads have increasingly become busier and noisier as a result. People that used to use this route for cycling, walking and jogging are no longer safe to do this anymore.</p> <p>It is strange that the Core Strategy option containing the largest number of homes is considered best situated on the North side of Wimborne, i.e. at the farthest point from the out of area conduit. (the A31) What sense does this make? Its consequence will be that not only the A31 will be jammed up at peak times, but also Middlehill, Leigh Road, Burts Hill, and the Cranborne Road will all suffer greater congestion. Even after taking into consideration that Walford Bridge will need to be widened to accommodate additional traffic movement across town and an improvement in traffic flow through the Stone Lane junction will have to be addressed.</p>			

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							<p>Clearly the A31 will have to undergo major improvement to allow through traffic to flow smoothly through our district. The solution can only be a dual carriageway with a series of flyovers, or under passes, that need to be built between the end of the existing dual carriageway at Cobham Road Roundabout all the way through to Bailey Gate, and perhaps beyond to the dual carriageway at Bere Regis.</p> <p>Local, District and County Councils must lobby Government for a greater say in the distribution of the funding for road improvements and take control of funding to support local transport infrastructure when resolving their housing and industrial needs. The projects are intertwined and have to support each other, it's all very well pushing the housing problem back to councils, but councils must be given allocation of the road improvement budget too.</p> <p>Wimborne's problem will not be resolved by a £6 million sticky plaster solution⁸ applied to the Canford Bottom Roundabout which will only, if successful, move the bottleneck from one roundabout on the A31 along to another. IT IS TIME FOR MAJOR SURGERY.</p> <p>How else could the necessary road improvements be funded?</p> <p>Since the A31 is a holiday route and a route to an area of the country that boasts England's first natural World Heritage site "The Jurassic Coast", it can conceivably be funded by contributions to road improvements from the EU.</p> <p>But, neither is there anything stopping this section of the A31 becoming a toll road, and in time putting money back into the coffers of the Highways Agency, after all this is the case when travelling down the M6 and also crossing the River Seven when travelling to Wales. I am sure holiday makers and businesses will gladly factor such costs into their budgets.</p>			

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							For the sake of the community, and for future generations, we need to bring pressure to bear on Ministers, MPs and local dignitaries to get the necessary funding in place to support this vital arterial improvement. Only then will the EDDC Core Strategy be capable of being successfully implemented. SEE ATTACHMENT			
524338	Mr Kenneth Brooks		CSO18593	Alternative Preferred Option BA 11	Object		Since I strongly object to any further expansion of Bournemouth Airport, I reject all the options listed, and I make the following brief comments:- Option BA11 is similar to BA6 and seeks "developer contributions" to provide the link road from the A338. Presumably this means the Airport owners provide the total funding!			541
527733	Mr Richard Barnes	Chair Bournemouth Airport Transport Forum	CSO18890	Alternative Preferred Option BA 11	Object		Options BA9, BA10 and BA11 have public transport and cycling improvements in a more marginal context which we find less able to support. The point needs to be made that even with the current level of employment development in the airport area, public transport and cycling access are both challenging. Allowing any additional employment without first improving sustainable transport access would compound the problem.			541
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19009	Alternative Preferred Option BA 11	Object		Alternative Preferred Option BA 11 Is option BA 8 the correct option this text should refer to rather than BA 6? The last sentence should go on to say "and widening of A338 between Blackwater and Ashley Heath". This option needs to be reworded as the A338 link road will also require widening of the A338 between Blackwater and Ashley Heath. This would have direct impact on the SPA/SAC sites along this road and the schemes would fail the tests set by the Habitats Regulations.			541

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