

CS Options

Events: Core Strategy Options for Consideration - Chapter 8 Wimborne and Colehill Housing and Town Centre Options

Contact Person ID	Contact Full Name	Contact Organisation Details	ID	Number	Support/Object	Additional Response Type	Reasons for Objections	Suggested Amendments	Officer Response	Order
498554	Mr Paul Davenport	Managing Director Stour Valley Properties Ltd	CSO3313	8.1	Object		Evidence base is flawed and unsound as regards Manor Farm at Canford Bottom. Housing, employment use, facilities to re locate rugby club and extensive SANGS have not been considered in enough detail. The opportunity to have strategic transport improvements at the A31 Canford Bottom roundabout has not been appropriately assessed. Before the Core Strategy goes to formal consultation we will provide detailed evidence to EDDC..			544
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17556	8.3	Object		Paragraph 8.3 Where are we now ? Key facts, page 145 Fisheries Recreation and Biodiversity We would like to see the inclusion of the following: The River Allen that flows through the western sub area and is an important UK Biodiversity Action Plan Chalk Stream habitat. Provision for a wetland corridor must be included in any preferred option development. Further more the River Allen is one of only two Dorset rivers which supports a population of White Clawed Crayfish which is protected under the Wildlife and Countryside Act, it is a priority species under the UK Biodiversity Action Plan and is also classified as Endangered on the IUCN Red List.			546
359640	Ms Claire BATH		CSO3122	8.5	Object		There are some pockets of green belt which could be changed to allow small developments of housing where by changing their use they would straighten up the green belt boundary and naturally fall into an area suitable to be developed a natural building line with adjacent properties. An example of such is the area of land off Heath Close, Colehill, BH 21 2LP = site: 3/03/0089 in your document.	Green belt development should be looked at on an individual basis. In a way which can take advantage of opportunities to develop land which		549

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								would naturally sit comfortably alongside existing developments as residential land.		
359912	Mrs Barbara HUGGINS		CSO2965	8.5	Object		Re site reference Number: 3/03/0089 - the area of green belt that I am commenting on is adjacent to current building line and would fill in a corner of the existing residential area which is a random area of green belt intruding into the built on environment of Colehill. See map for detail. An offer of donating a portion of this site to Cannon Hill Plantation is ongoing.	Re site reference Number: 3/03/0089 - the area of green belt that I am commenting on is adjacent to current building line and would fill in a corner of the existing residential area which is a random area of green belt intruding into the built on environment of Colehill. See map for detail. An offer of donating a portion of this site to Cannon Hill Plantation is ongoing		549
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	CSO18142	8.5	Support		ETAG strongly supports the retention of the Green Belt separating Wimborne and Colehill in its entirety. The two settlements and their communities have distinct identities that should be retained. The land, whether publicly accessible or not, has an important Green Infrastructure and ecosystems function. WMC1-5 are all listed as Amber in the HRA report.			549
474426	Mr Phillip Barnes		CSO1895	8.5	Support		The green belt between Colehill and Wimborne must be preserved as it stands.			549
474462	Mrs Sheila Bourton		CSO384	8.5	Support		It is very important that the Greenbelt continues to remain and separate different communities so that they keep their individual identity. This was shown to			549

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							be important by the public in the comments to the Issues & Options exercise 2008 PPG2 in the Purposes of Greenbelt 1.5 states that one of the main purposes of Greenbelt was to prevent neighbouring towns from merging into one another			
474490	keep wimborne green	chairman keep wimborne green	CSO656	8.5	Support		We consider it very important to retain the greenbelt between communities to stop any coalescence and to retain the individual identities of settlements.			549
498031	Mr Gerrard		CSO2956	8.5	Support		No green belt land should be built upon and therefore Wimborne/Colehill should remain as at present.			549
498256	Mr Simon Roberts		CSO2952	8.5	Support		This is a very important area for both residents and visitors alike, not to mention the astronomical cost that would be involved in preparing the land itself for development. Have a look at the common today, most of it is underwater! Money could be spent elsewhere perhaps re-developing another area. Colehill could not sustain such a development, the schools are full, transport links poor, roads are in a poor condition and very few shops to speak of.			549
498562	Mr Lovering		CSO3325	8.5	Support		It is very important that the Greenbelt continues to remain. Allowing separate communities to develop their village or small town identity is a vital part of rural heritage. Keeping individual identity and uniqueness contributes to our health and well being in so many ways. PPG2 in the Purposes of Greenbelt 1.5 states that one of the main purposes of Greenbelt was to prevent neighbouring towns from merging into one another			549
359546	Mrs K. BRADBURY	Clerk Vale of Allen Parish Council	CSO4612	8.7		General Comment	Does this mean provision of alternative or extra green space.			551
474462	Mrs Sheila		CSO385	8.7	Support		I support the need to protect our internationally protected Heathland habitats however, SANGS are			551

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	Bourton						presently untested and no one knows just how successful alternative greenspaces may be and whether there is a limit to the number of new houses over which it would be unwise to build without harm being caused to the Heathlands.			
474490	keep wimborne green	chairman keep wimborne green	CSO655	8.7	Support		We support this because it is very important that the Internationally protected sites around us in East Dorset are protected from any further harm which could be caused by any proposed increase in population around Wimborne and Colehill; however, the use of Suitable Alternative Natural Greenspaces (SANGS) is still unproven and untested as being an effective alternative to heathland visits by the public. For instance, has it been calculated how many hectares of "SANGS" are needed per head of the population living within 5km of protected heathland?			551
482902	Mr KD Johnson		CSO3176	8.7	Support		The provision of space for wildlife and recreation is important and the delicate ecosystems of the heathland habitat are easily damaged.	Unfortunately the modern pressures for high density housing with little or no garden space within the curtilage of the housing puts even more pressure on the heathland and any community resources - parks, allotments, SANGS - as residents have nowhere within their own properties to relax, play, grow flowers or vegetables, generate their own compost (thus reducing landfill requirement) and to foster wildlife. The national decline in		551

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								birds such as the House Sparrow and Starling can be attributed to the demise of domestic gardens. We should be supporting lower density housing development, with amenity space and denying planning applications for "garden grabbing" development.		
498031	Mr Gerrard		CSO2957	8.7	Support		I support the fact that no building should take place within 5km of heathlands.			551
498562	Mr Lovering		CSO3326	8.7	Support		Already there are concerns being expressed over the numbers using the heathlands for their recreational activities with due consideration of the environmental impact. Building a substantial amount of housing close to these internationally recognised sites needs to be within limits that will not change this unique environment. Developments in so many other areas have not really evaluated the changes on the environment.			551
496724	Mr Ian Edwards		CSO1847	8.8	Object		Wimborne and Colehill are adjacent to beautiful areas of countryside not just heathland. There are otters, kingfishers, egrets and other rare species there. Further development should consider the impact on these as well.			552
474426	Mr Phillip Barnes		CSO1896	8.9	Support		Wimborne Town centre has long needed a pedestrianized centre.			553
474462	Mrs Sheila Bourton		CSO386	8.9	Support		Wimborne is a historic market town with the Saxon Wimborne Minster and with architecture dating back to the 15th century. Wimborne is a tourist destination and the planned pedestrianisation of the			553

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							Square can only improve the attraction of the town. Improving Wimborne and expanding the town in a sympathetic manner is, in my opinion, to be supported.			
498562	Mr Loving		CSO3327	8.10	Support					554
498384	Mr A L Little		CSO22752	8.11		General Comment	No mention of The Priest's House Museum & Garden			555
482902	Mr KD Johnson		CSO3177	8.13	Support					557
474462	Mrs Sheila Bourton		CSO387	8.15		General Comment	I neither support or object but would comment that the new QE School will not cater for any more students than it currently caters for, therefore, if there were to be additional housing development in Wimborne and Colehill there would be a big problem catering for the increased pupil numbers and, I would add, the same would apply to the existing first and middle schools.			559
361044	Mr John Nichols		CSO12	8.17	Object		A well served bus service is rather strong, adequate is a better word, when this subject is compared to Christchurch.			561
474462	Mrs Sheila Bourton		CSO390	8.17		General Comment	I neither support or object but comment on the fact that Wimborne and Colehill are miles from the main employment centres of Poole and Bournemouth which were recognised as being employment centres by the now defunct SW Regional Spatial Strategies. Because of the remoteness of Wimborne and Colehill from these centres and the lack of any rail connection and suitable bus service, most workers travel by car to work on the already heavily congested A31 trunk road and other main transport links to Poole and Bournemouth. The Highways Agency at session 4/7 of the Examination I public of the SWRSS stated their concern at any large scale development in a band			561

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							<p>stretching from Ferndown, Wimborne to Corfe Mullen because (and I quote) "significant impact on the A31 Trunk road given the remote location of these settlements from employment centres" . The Agency also goes on to state that (and again I quote) "if further growth in the volume of traffic is incurred, the A31 will no longer effectively fulfil its strategic function in respect of inter regional connectivity"</p> <p>I have since been told by East Dorset District Council that the Highways Agency has withdrawn its objections to the building of "urban extensions" at Wimborne, Ferndown and Corfe Mullen but if that is the case, I cannot see why they have withdrawn their objections as congestion on the A31 has not improved and as a regular user of the A31, I would say that it has worsened.</p>			
498256	Mr Simon Roberts		CSO2953	8.17	Object		<p>Colehill does not have an adequate bus service, I presume by 'regular' you mean Middlehill Road? Colehill is bigger than Middlehill Road, I would suggest that a partial bus service for the rest of Colehill would be more accurate. And that would be at a push</p>			561
498554	Mr Paul Davenport	Managing Director Stour Valley Properties Ltd	CSO3310	8.17	Object		<p>development of land at Manor Farm canford bottom would enable strategic transport improvements to the canford bottom roundabout., over and above the current proposals envisaged by the HA. The option to build up to 400 units plus business use, relocation of the Rugby club and sangs land should be considered above development to the north of wimborne.</p>			561
498581	Mr John Shave		CSO3343	8.17	Object		<p>Bus services to and from Wimborne in the evenings are inadequate</p>			561
527849	Miss Kate Tunks	Transport Planning Officer Dorset County	CSO19010	8.17		General Comment	<p>A SATURN model has been created for Wimborne, Colehill and the adjacent A31. A more detailed Paramics model has also been produced to test the town centre junctions. Both are available to assess</p>			561

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		Council					<p>specific impacts on the transport network which will arise from new development. Initial tests have identified points on the network which will suffer increased congestion as a result of the additional traffic generated by development. Developers will be required to contribute towards improvements to the transport network to mitigate the impact of their development. Contributions will be expected towards walking and cycling links, junction improvements and public transport measures for the towns residents, for example improvement and extension of the town hopper bus service to new developments.</p> <p>All the sites are generally supported at this early stage subject to further work through the masterplanning stages and future work with developers to reduce the traffic impacts of new development. Brief comments are provided for each site below.</p>			
498573	Mr peter Harris		CSO3342	8.18	Support		<p>I think that traffic through Wimborne is the main reason to object to large housing development on any of the proposed sites. We noticed an increase in traffic through Wimborne when the traffic calming measures were made on Middlehill road. A lot of traffic now chooses to come through Wimborne from Poole and Corfe Mullen rather than use the congested bypass to get to Ferndown and beyond. Traffic has to come through Wimborne from Blandford and outlying villages north and west to go to Poole, Bournemouth and Ferndown. Canford Bottom roundabout is difficult most of the time but during the summer and other peak times traffic can be almost stationary. It is hard to know whether traffic lights would help this or possibly make it worse. Any new housing needs to be able to access the main A31 easily. Perhaps it needs to be a dual carriage way with slip roads and bridges as with the West Moors exit for example.</p>			562
482902	Mr KD		CSO3178	8.19		General Comment	<p>Colehill has a small industrial facility at Canford Bottom comprising 4 or 5 businesses. The shops</p>			563

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	Johnson						and schools also provide employment and there are many people working in home-based businesses			
360112	Mr Kenneth BROOKS	St Leonards & St Ives Parish Plan Group	CSO19160	8.20	Object		The introduction to all 4 Sections on urban extensions quotes one sentence from National Planning Policy Statements PPS1 and PPS3. Both policy statements are comprehensive documents with the emphasis on quality rather than quantity, and the deliberate selection of just one sentence to suit the objective of delivering sufficient 'affordable homes' is totally unacceptable.			565
474490	keep wimborne green	chairman keep wimborne green	CSO670	8.20	Object		Keep Wimborne Green was founded for the express purpose of protecting Greenbelt from development. We maintain that one of the most important aspects of Greenbelt has always been their perceived permanence. In the past, Greenbelts have served this area well and protected the countryside from urban sprawl and protected our villages and historic towns from merging together and losing their individual identities. If land is now taken out of the greenbelt for development we will have set a precedent and then what is to stop the same thing happening again in the future? Bit by bit the Greenbelt will be "chipped" away. Once Greenbelt is gone, it is gone forever.			565
359640	Ms Claire BATH		CSO3136	8.22	Object		The whole of Colehill should have been considered when looking for housing options. I have searched the documents to see how the decision was reached to only search in a certain area north west of Colehill and cannot find evidence to support this move. The original document Christchurch and East Dorset Core Strategy Issues and Options March 2008 Discussion Paper was not asking where to look for land but had already decided where it was suggesting thus not consulting in full the local community.	Take a fresh look at the whole of Colehill available land and not just the areas mentioned in this consultation document		567
359640	Ms Claire BATH		CSO3137	8.26	Support		this is a very good goal and should be kept at the forefront of future planning applications to offer affordable housing to local people otherwise our			571

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							children who have lived in this area since birth may not be able to stay here when they are adults. This would be detrimental to the support they receive from living in their own community amongst friends and family. Keeping communities together helping each other is surely part of the 'big society' affordable housing is key to our communities survival in the long term.			
474462	Mrs Sheila Bourton		CSO391	8.26	Support		I support the aims but doubt that the necessary infrastructure can be put into place with the present economic uncertainty and I doubt whether contributions from developers would cover the cost of schools, SANGS, roads, community centres etc. I would refer the Council to resolutions agreed unanimously between the 3 Strategic Councils of Dorset County, Bournemouth and Poole and the District councils in 2008 when they stated that without the necessary infrastructure the Urban Extensions would not be deliverable.			571
359640	Ms Claire BATH		CSO3138	8.27	Support		Colehill offers all of the above and should be looked at further than the existing area of search for housing to consider developments within Colehill. With regard to good range of community facilities and with good access to jobs, key services and infrastructure the site 3/03/0089 Land off Heath Close, Colehill, BH21 2LP should be considered. This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners	Include further areas of suggested development within Colehill to achieve this goal.		572

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							incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill and Pilford Heath road (off Heath Road) has regular bus service providing regular busses to Wimborne, Ferndown, Bournemouth Poole and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.			
359640	Ms Claire BATH		CSO3139	8.28	Support		A good remit for any future development.	Widen area of land availability to include the whole of Colehill see site 3/03/0089 for consideration it ticks all of the above criteria and the owners are prepared to offer some of the land or financial support to provide towards a health centre for Colehill and give some of the land on the site to Cannon Hill Plantation for		573

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								community use and access into Cannon Hill.		
359640	Ms Claire BATH		CSO3140	8.32	Support					577
474462	Mrs Sheila Bourton		CSO392	8.34	Support		It is most important to protect the environment and very important to minimize the impact of any new development on the quality of life for existing residents			579
359640	Ms Claire BATH		CSO3141	8.36	Support					581
359640	Ms Claire BATH		CSO3142	8.39	Support					584
474462	Mrs Sheila Bourton		CSO393	8.39		General Comment	I neither support or object but make the observation that notice should be taken of the views gathered from local residents during the Issues and Options exercise in 2008. As you state, a large number of residents objected to the proposed Urban Extensions and any development on greenbelt . The present Coalition Government wants decisions to be taken by local people as to changes in the area in which they live.			584
498031	Mr Gerrard		CSO2958	8.39		General Comment	No green belt building should take place at all, particularly north of the River Allen.			584
519114	Mr Malcolm Brown	Sibbett Gregory	CSO18911	8.39	Object		Paragraph 8.39 asks the question, where should the development go? Since the Plan does not indicate how much development, it seems to me that this question is premature. There are those who want no development at all. That is alright if you want to see the area stagnate. The Plan recognises the need for more housing. The three Masterplans prepared by a firm of Consultants were prepared in a vacuum and it is inappropriate simply to ignore the evidence	Delete paragraphs 8.39 – 8.47 for further consideration as to the Strategic Housing Land requirement.		584

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							base of the Core Strategy simply because the Government has signalled its intention to abandon Regional Strategies. They have already been challenged in the High Court twice and lost. In any event, what the Government is saying is that Local Authorities do need to make provision for housing and one of the things they need to do is to determine how much. That has to be soundly based on demographic forecasts. The Housing Options shown in this Document are small and this Document does not provide the sound basis to consider comprehensive strategic planning scenarios, including transport, green spaces and the provision of facilities and infrastructure and changes to the Green Belt boundaries.			
359640	Ms Claire BATH		CSO3143	8.40	Object		more consideration should be given to others areas within Colehill for development	consider a wider area of search to include the whole of Colehill		585
359912	Mrs Barbara HUGGINS		CSO2969	8.40	Object		Colehill has a larger population than Wimborne and yet it has no health centre. The Colehill Parish Plan 2008 which had wide support with nearly 1800 personal responses to survey received, overwhelmingly voiced the need for a local provision for health care in Colehill. With regard to site ref no: 3/03/0089 site for consideration for development within Colehill (land off Heath Close). The owners have indicated their willingness to give part of this site to the local community to provide a site for a health centre within Colehill. Alternatively they are willing to contribute financially towards the development of a health centre elsewhere in Colehill Parish if planning development were granted on this site.	Colehill has a larger population than Wimborne and yet it has no health centre. The Colehill Parish Plan 2008 which had wide support with nearly 1800 personal responses to survey received, overwhelmingly voiced the need for a local provision for health care in Colehill. With regard to site ref no: 3/03/0089 site for consideration for development within Colehill (land off		585

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								Heath Close). The owners have indicated their willingness to give part of this site to the local community to provide a site for a health centre within Colehill. Alternatively they are willing to contribute financially towards the development of a health centre elsewhere in Colehill Parish if planning development were granted on this site.		
359640	Ms Claire BATH		CSO3145	8.41	Support		this fits in with the governments strategy to involve local people at all new development. The site 3/03/0089 in Colehill would encompass all of the above and the landowners intend to give some of the land adjacent to the Cannon Hill plantation to allow access into this area through any development . They would also be prepared to give some of the land towards a health centre for Colehill or financial support to help achieve this	include any area in Colehill if the terms for development encompass these goals		586
359912	Mrs Barbara HUGGINS		CSO2970	8.42	Object		Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are	Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an		587

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							<p>also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.</p>	<p>area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good</p>		

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								<p>and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the</p>		

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								use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.		
474462	Mrs Sheila Bourton		CSO396	8.42	Support		Having read the SHLAA reports for Wimborne & Colehill areas, the figure of 1,100 new houses which could be built in the existing built up areas of Wimborne & Colehill seems somewhat optimistic and it is unfortunate that "windfall" sites cannot now be taken into consideration.			587
498031	Mr Gerrard		CSO2959	8.42		General Comment	If 1,100 new homes can be built within the existing "built up" area of Wimborne and Colehill, why do we need to consider building any houses on green belt land?			587
359640	Ms Claire BATH		CSO3146	8.43	Object		The whole of Colehill has not been included in the next 5 year plan which restricts the opportunity for quality developments which are offering something back to the community	Include all areas of Colehill for the next 5 year plan		588
498031	Mr Gerrard		CSO2960	8.44		General Comment	- Building north of the River Allen could result in flooding and decline in the condition of the river. - Increase in traffic will cause the roads to be gridlocked at peak times, which is at present bad enough.			589
359640	Ms Claire BATH		CSO3147	8.45	Object		The whole of Colehill should have been included in their area of search. I can not find any evidence that the local people were adequately involved in deciding the areas of search for the next 5 years inclusion. Site 0/03/0089 provides a good option incorporating the above criteria and yet is not being considered because it is not within the area of search. The owners are prepared to offer part of the			590

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							<p>site for a medical centre or contribution towards one in Colehill and to give some of the land adjacent to Cannon Hill plantation to the community for ease of access over the developed land into cannon hill. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from local affordable housing. The impact on the Green belt by including this site would be negligible and would straighten up the line of housing in this already developed area.</p>			
359912	Mrs Barbara HUGGINS		CSO2972	8.45	Object		<p>Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath</p>	<p>Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support</p>		590

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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>Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.</p>	<p>towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary,</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>3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access</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
								to regular exercise - another government goal.		
474462	Mrs Sheila Bourton		CSO397	8.45	Support		Many areas of greenfield sites are owned by developers or the developers have an "option" on the land. It is right that the Council seeks to consider the sustainability aspect of any potential site for housing			590
359640	Ms Claire BATH		CSO3149	8.47	Support		Green belt changes should be made where an area of land is offering a good opportunity with little impact to the remaining Green belt by its inclusion in land for development of housing. See previous comments re site 3/03/0089			592
359912	Mrs Barbara HUGGINS		CSO2973	8.48	Object		Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses	Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be		593

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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
							to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.	included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable		

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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
								bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.		
524088	Mr Ken	Ken Parke Planning	CSO18465	8.48	Object		This area is divided into western, central and eastern sub areas.			593

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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
	Parke	Consultants					<p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
519114	Mr Malcolm Brown	Sibbett Gregory	CSO18913	8.49	Object		The boundaries for the Area of Search are arbitrarily drawn, even though quite extensive. No consideration has been given in drawing the boundaries of the Area of Search to what else can be found in the area. In this case, I would regard the District Council Headquarters as a major developed site which provides a substantial level of employment. It seems to me that some regard should have been paid to this in defining the Area of	Re-define the Area of Search as extending the Central Sub-Area to the north to include Furzehill and then to consider the potential for improving		594

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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
							Search. What is referred to as the Western Sub-Area is shown to have a high degree of constraints which include part of the area being defined within the Area of Outstanding Natural Beauty and Area at Risk from Flood. The potential for this development in this area is small. With regard to the Central Sub-Area, it is said that the remoteness from the town centre of Wimborne is a major factor. There is no reference to the existence of a major employment source immediately to the north. There is a fairly strong boundary to the south of Furzehill which would leave plenty of space between Furzehill and Wimborne with the potential for forging cycle links to the town centre. The Eastern Sub-Area is shown to be more remote from the town centre. It is also more remote from Furzehill.	sustainability in the settlement.		
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18466	8.49	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an</p>			594

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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
							issue. 7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development. 7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.			
359640	Ms Claire BATH		CSO3150	8.50	Object		The whole of Colehill should be considered within the area of search not just a specific areas decided without adequate consultation with local people as to where this document would be considering areas for development.	Include all land for consideration not just land within the constraints of area of search within this document		595
474462	Mrs Sheila Bourton		CSO398	8.50	Object		The majority of this huge area is Greenbelt, preventing urban sprawl although, disappointingly, East Dorset District Council have already voted and agreed that the Cuthbury Allotment area should be considered for housing development.			595
482902	Mr KD Johnson		CSO3181	8.50		General Comment	Most of the area under consideration lies within the civil parish of Colehill			595
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18467	8.50	Object		This area is divided into western, central and eastern sub areas. 7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt. 7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and			595

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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>remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
359640	Ms Claire BATH		CSO3151	8.51	Object		The whole of Colehill should be considered within the area of search not just a specific areas decided without adequate consultation with local people as to where this document would be considering areas for development.	include the whole of Colehill for the area of search		596
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18468	8.51	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the</p>			596

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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>central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
498031	Mr Gerrard		CSO2961	8.52		General Comment	<p>The green belt areas north of Wimborne are within a Groundwater Protection Zone and therefore any development within these areas may result in contamination of and disruption of the natural drainage. The development of a large amount of buildings would result in a vast amount of surface water being diverted into the river which would have a detrimental effect on the wildlife. This would be disastrous for the river as it is in the best condition I have known it for a long time. This in turn would result in flooding when there are long periods of or excessive rainfall.</p>			597
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18469	8.52	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above</p>			597

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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>encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18470	8.53	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the</p>			598

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							<p>central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18471	8.54	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into</p>			599

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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>open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18473	8.55	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p>			600

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							7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18474	8.56	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			602
474462	Mrs Sheila Bourton		CSO399	8.57	Object		This area lies within the Greenbelt and satisfies two of the conditions of Greenbelt : preventing urban sprawl and preserves the setting and special			603

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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
							character of historic towns. The area is, however, close to Wimborne town centre			
498562	Mr Lovering		CSO3330	8.57	Object		This is designated greenbelt land and AONB			603
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18476	8.57	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			603

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524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18477	8.58	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			604
474462	Mrs Sheila Bourton		CSO400	8.59	Object		<p>I object to the south western parts of the Central sub area being considered for development; it is Greenbelt satisfying 2 or the conditions of greenbelt : preventing urban sprawl and preserving the setting and special character of historic towns.</p> <p>I am also concerned regarding water run off downhill from steeply rising land to the north of existing</p>	Add a further sentence " any proposed new development would be situated at a distance from existing residential		605

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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
							properties in Walford Close; I am also concerned with how any new housing development together with new Neighbourhood Centre would affect existing residents at Walford Close(see Para 8.34 of this Consultation concerning the need to ensure that there is" minimal impact on the environment and quality of life of existing communities" My concerns also relate to the impact on wildlife within this area. This area is however, close to Wimborne town centre.	development so as to have minimum impact on the quality of life of those existing residents."		
498562	Mr Lovering		CSO3331	8.59	Object		Greenbelt land stopping urban sprawl			605
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18478	8.59	Object		This area is divided into western, central and eastern sub areas. 7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt. 7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue. 7.3.11.4 In considering the acceptability of the			605

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524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18479	8.60	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			606

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524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18480	8.61	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			607
359912	Mrs Barbara HUGGINS		CSO2974	8.62	Object		<p>Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP</p> <p>This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of</p>	<p>Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP</p> <p>This site has been included in the sites 6-15 years but not in</p>		608

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							<p>some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.</p>	<p>the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the</p>		

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								<p>need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health</p>		

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								provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.		
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18481	8.62	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an</p>			608

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							<p>issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18482	8.63	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for</p>			609

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							development are discussed in detail below under the relevant proposal references.			
474462	Mrs Sheila Bourton		CSO401	8.64	Support					611
497826	Mr Martin Miller	Technical Director Terence O'Rourke Ltd	CSO2510	8.64	Object		Stone Park is a grade II listed building set in extensive grounds located to the west of the town of Wimborne. Stone Park house directly overlooks Wimborne Town Football Club and the Cuthbury allotments, which forms part of the building's setting. Historically, the site owners have objected to the development of the Cuthbury Allotments, and by way of an alternative, suggested that a small parcel of land at the entrance to the Stone Park estate be developed for around 70 dwellings. Although this parcel of land is located within the Council's Area of Search for new housing sites shown on page 151 of the Core Strategy Options Report, paragraph 8.64 states that land within the Stone Park estate has "low landscape capacity for development and is part of the historic landscape and should be discounted". Whilst we accept that parts of the estate are indeed sensitive in both landscape and heritage terms, the parcel of land identified within the estate for potential development adjoins the existing urban area of Wimborne and could be developed with minimal landscape or heritage impacts. To reject all of the site's development potential on the basis of simply being part of the Stone Park historic landscape seems non-sensical and illogical given that the Council has identified the Cuthbury allotments and Wimborne Town Football Club as suitable for development, both of which also form part of the Stone Park historic landscape.			611
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18483	8.64	Object		This area is divided into western, central and eastern sub areas. 7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major			611

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							<p>problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
474462	Mrs Sheila Bourton		CSO402	8.65	Support					612
498562	Mr Lovering		CSO3332	8.65	Support					612
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18485	8.65	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major</p>			612

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							<p>problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18487	8.66	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p>			613

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519114	Mr Malcolm Brown	Sibbett Gregory	CSO18900	8.67	Object		<p>The identified locations are all relatively small, with a maximum potential of about 1,500 dwellings. There are issues still to be resolved and some conformity issues with regard to the loss of open spaces from within the urban area. There should be an additional Option to create a larger phased mixed use development in the area between the northern boundary of Wimborne and Furzehill with the provision of additional housing on the land to the south of Furzehill with footway and cycleway links to suitable alternative natural green space between an extended Furzehill and an extended Wimborne.</p>	Add to the sites considered suitable for development "land south of Furzehill".		614
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18488	8.67	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a</p>			614

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							<p>significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
359640	Ms Claire BATH		CSO3153	8.68	Object		The whole of Colehill should be considered within the area of search not just a specific areas decided without adequate consultation with local people as to where this document would be considering areas for search and development.	Include the whole of Colehill for consideration of possible sites		615
359912	Mrs Barbara HUGGINS		CSO2975	8.68	Object		<p>Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP</p> <p>This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of</p>	<p>Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP</p> <p>This site has been included in the sites 6-15 years but not in</p>		615

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							<p>some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.</p>	<p>the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the</p>		

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								provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.		
474462	Mrs Sheila Bourton		CSO403	8.68	Support		I reluctantly support all these sites with the exception of Land to the North of Wimborne because the land is greenbelt and satisfies 2 of the conditions for greenbelt: preventing urban sprawl and preserving the setting and special character of historic towns. The suggested sites are close to the town centre.			615
495715	Mr Jeremy Belcher		CSO2968	8.68	Object		WMC 1 – Specifically the Land off St Margaret's Hill, Adjacent to St.Margarets Close 1. As per the original proposal from 1978 for this piece of land, it stated that this was rejected due to a. The land being green belt b. Anxieties over the prominence of the land and this was found this to be decisive c. As the land is owned by the East Dorset District Council , the councils judgment could be suspected of bias and be a conflict of interest 2. This piece of land is Green belt and satisfies 2 of the conditions for green belt: preventing urban sprawl and preserving the setting and special character of historic towns (i.e. it would be a shame to lose a field with sheep grazing and an orchard from the edge of the town just to gain 10-12 more properties, as the housing would have be low			615

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							<p>density, in keeping with the surrounding built form.) I find it very hard to understand how, after unanimous support for no development in the Green Belt this now goes directly against that decision</p> <p>3. The land already has a Drainage issue towards the current St.Margarets Close, which as an agricultural piece of land is easily under control, but may cause problems if a new development was built.</p> <p>4. The junction is already marginal, and can be quite dangerous due to the speed of cars coming down St Margaret's Hill, more cars using this already tight junction will only increase the risks of accidents</p> <p>5. My concerns also relate to the impact on wildlife within this area.</p> <p>6. The Government are encouraging green space / grow your own yet this is proposed to be built on and in the process ruin a small piece of the country on the edge of the town</p> <p>7. WMC1 in general would create more road congestion on an already incredibly busy section of the town that in the mornings has cars queuing from all directions.</p>			
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17557	8.68	Object		<p>Paragraph 8.68 Sites Considered Suitable for Development, page 154</p> <p>Flood Risk</p> <p>Area 6 (Land to the south of Cuthbury Allotments / Julian's Road). Part of this site, adjacent to Julian's Road, lies within Flood Zones 2 & 3 of the River Allen. Hence, in accordance with paragraph 8.65, bullet point 7 (Areas with flood risk issues should be discounted) we advise the boundary of Area 6 be amended to reflect the extent of Flood Zones 2 & 3.</p>			615
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18490	8.68	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and,</p>			615

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475266	Mrs Annette Brooke	Member of Parliament House of Commons	CSO18008	8.69	Object		<p>I have been contacted by such a large number of residents in the Parmiter Drive area that I feel that I should summarise their main concerns and provide input into the consultation which relate to Sections - 8.69, 8.95, 8.97</p> <p>A general feeling is opposition to the intensity of all that is proposed for this area. The relocation of the allotments has not attracted objections from the people who have contacted me.</p> <p>On the proposed relocation of the football and rugby grounds, I have received representations from people who are concerned about the light pollution, the noise that will be generated and the traffic implications and who are against the relocation but</p>			616

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							<p>a few comments not opposed to the relocation. On the housing proposal there are great concerns about the impact on the green belt and the openness that now exists. I think it is important to consider how the functions of the green belt would be affected by these proposals. Clearly those people who currently have a view over open countryside have the greatest concerns but a few people have indicated to me that a suitable buffer zone with screening and single storey properties adjacent to the buffer would help to mitigate the effects should the development go ahead. There is great concern about access to the site and the traffic which will be generated. Also, the current smells and adequacy of the sewerage works has been mentioned to me by the majority of residents who have contacted me and also the water table and potential flood plain in this area. Traffic problems on Leigh Road have also been mentioned.</p> <p>With the Localism Bill about to be discussed in Parliament I hope that each local community's views will be given full consideration when each of the proposals are considered and more detailed consultation undertaken where appropriate. In this particular area the overwhelming view is that the totality of the proposals are too much and that there are really important aspects such as access which have not been given sufficient consideration. In addition with the scrapping of the Regional Spatial Strategy housing needs should be established locally rather than dictated from Westminster and a clear local assessment should be produced for people to access.</p>			
495715	Mr Jeremy Belcher		CSO2967	8.69	Object		<p>WMC 1 – Specifically the Land off St Margaret's Hill, Adjacent to St.Margarets Close</p> <p>1. As per the original proposal from 1978 for this piece of land, it stated that this was rejected due to</p> <p>a. The land being green belt</p> <p>b. Anxieties over the prominence of the land and this was found this to be decisive</p>			616

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							<p>c. As the land is owned by the East Dorset District Council , the councils judgment could be suspected of bias and be a conflict of interest</p> <p>2. This piece of land is Greenbelt and satisfies 2 of the conditions for green belt: preventing urban sprawl and preserving the setting and special character of historic towns (i.e. it would be a shame to lose a field with sheep grazing and an orchard from the edge of the town just to gain 10-12 more properties, as the housing would have be low density, in keeping with the surrounding built form.) I find it very hard to understand how, after unanimous support for no development in the Green Belt this now goes directly against that decision</p> <p>3. The land already has a Drainage issue towards the current St.Margarets Close, which as an agricultural piece of land is easily under control, but may cause problems if a new development was built.</p> <p>4. The junction is already marginal, and can be quite dangerous due to the speed of cars coming down St Margaret's Hill, more cars using this already tight junction will only increase the risks of accidents</p> <p>5. My concerns also relate to the impact on wildlife within this area.</p> <p>6. The Government are encouraging green space / grow your own yet this is proposed to be built on and in the process ruin a small piece of the country on the edge of the town</p> <p>7. WMC1 in general would create more road congestion on an already incredibly busy section of the town that in the mornings has cars queuing from all directions.</p>			
496168	Mrs Vicki Dunkerly		CSO1604	8.69	Object		<p>WMC 3 - Stone Lane Industrial Estate This would cause a lot of disruption to local businesses based on the Industrial Estate, as well as the cost of relocating, at a time when small businesses are already struggling. Also, there are a lack of nearby alternatives for these businesses to relocate to.</p>			616

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497826	Mr Martin Miller	Technical Director Terence O'Rourke Ltd	CSO2511	8.69	Support		<p>Stone Park is a grade II listed building set in extensive grounds located to the west of the town of Wimborne. Stone Park house directly overlooks Wimborne Town Football Club and the Cuthbury allotments, which forms part of the building's setting. Historically, the site owners have objected to the development of the Cuthbury Allotments, and by way of an alternative, suggested that a small parcel of land at the entrance to the Stone Park estate be developed for around 70 dwellings. Although this parcel of land is located within the Council's Area of Search for new housing sites shown on page 151 of the Core Strategy Options Report, paragraph 8.64 states that land within the Stone Park estate has "low landscape capacity for development and is part of the historic landscape and should be discounted". Whilst we accept that parts of the estate are indeed sensitive in both landscape and heritage terms, the parcel of land identified within the estate for potential development adjoins the existing urban area of Wimborne and could be developed with minimal landscape or heritage impacts. To reject all of the site's development potential on the basis of simply being part of the Stone Park historic landscape seems non-sensical and illogical given that the Council has identified the Cuthbury allotments and Wimborne Town Football Club as suitable for development, both of which also form part of the Stone Park historic landscape.</p> <p>During winter months, the owners of the Stone Park estate currently endure significant light pollution emanating from the floodlights at Wimborne Town Football Club. Although a historic planning permission exists for the floodlight pylons, there are no planning conditions that restrict the angle of the lights or the light intensity of the bulbs used within them. Both of these factors have affected the owners of Stone Park in recent years, and although receptive to the owners' plight, the Council has conceded that the Football Club is immune from planning enforcement. In these circumstances, the possibility of redeveloping the Football Club in a</p>	The identification of land at the Cuthbury Allotments at paragraph 8.69 and under Option WMC1 should identify the requirement for future development proposals to respect and deliver improvements to the residential amenity and heritage setting of the Stone Park estate.		616

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							manner that respects and delivers improvements to the residential amenity of the Stone Park owners and the overall setting of the estate is of interest to the owners of the estate. The identification of land at the Cuthbury Allotments under Option WMC1 is therefore reluctantly supported subject to the requirement for future development proposals to respect and deliver improvements to the residential amenity and heritage setting of the Stone Park estate to be specifically identified to the list of bullet points under the "Cuthbury Allotments" heading on page 156.			
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17558	8.69	Object		<p>Paragraph 8.69 Site by Site Issues for Consideration, page 155</p> <p>Groundwater</p> <p>Area 1 is located within a SPZ1, 2 and 3. This development is located extremely close to a Wessex Water abstraction borehole. Areas 2 and 3 are also located within the same SPZ1. Consideration and risk assessment will be required to show that the risk to controlled waters in these areas from any new development will be low and will not adversely impact the potable abstraction. Measures may be required to mitigate against any such impact. Being within a SPZ could restrict the type of developments allowed.</p> <p>Areas 4,5 and 6 are located within a SPZ 2. Consideration and risk assessment will be required to show that the risk to controlled waters in these areas from any new development will be low.</p> <p>Fisheries Recreation and Biodiversity</p> <p>Areas 2 & 3 need to include provision for wetland corridors as they are adjacent to the River Allen Chalk Stream.</p> <p>Paragraph 8.76 Refined Areas of Search, page 158</p> <p>Groundwater</p> <p>The refined areas of search show development both North and South of Leigh Road. The Leigh Road Southern Sub Area is just located within a SPZ 3. The boundary for this SPZ runs parallel with Leigh Road. Consideration and risk assessment will be</p>			616

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							<p>required to show that the risk to controlled water in these areas from any new development will be low. Paragraph 8.80, page 158 Fisheries Recreation and Biodiversity We fully support the statement that the area is being considered as a SANG and that Leigh Common should not be considered for development as it contains wetland habitats and species. Paragraph 8.97 Site by Site issues for Consideration, page 161 Flood Risk Whilst Area 1 (Land to the south of Parmiter Drive) lies within Flood Zone 1 (as defined in PPS25) we wish to highlight that much of the area is on alluvial deposits with valley gravels. Inevitably when the water level in the River Stour is high the gravels become saturated and localised ponding can occur. This should be reflected in this section of the Core Strategy.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18491	8.69	Object		<p>This area is divided into western, central and eastern sub areas. 7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt. 7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a</p>			616

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							town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue. 7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development. 7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.			
359640	Ms Claire BATH		CSO3154	8.70	Object		The whole of Colehill should be considered within the area of search not just a specific areas decided without adequate consultation with local people as to where this document would be considering areas for search and development.	Include other sites put forward outside the area of search.		618
496724	Mr Ian Edwards		CSO1848	8.70	Support		The Cuthbury allotments and football club are the green buffer from the town along the stour towards eye bridge and Pamphill. Any housing here would need to retain this otherwise in several generations there could be housing extending all the way to Pamphill.	Relocating the football club to parmiter road would be a good idea. The football club(I am a season ticket holder) would probably favour a move to give them better facilities and secure tenure. Then the allotments could be moved to the vacated ground and training pitch also allowing any further expansion of the hospital. These moves would allow housing on the present allotment site. There should be no		618

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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
								development between the footpath and the river to conserve the wildlife.		
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18492	8.70	Object		<p>This area is divided into western, central and eastern sub areas.</p> <p>7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.</p> <p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			618
474462	Mrs		CSO404	8.71	Object		I object to the suggested size of this development			619

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	Sheila Bourton						and have my doubts as to whether sufficient funding would be available from developers for the suggested new infrastructure. I am also concerned as to whether the local roads would be able to cope with the extra traffic generated from any large new development on this site Suitable Alternative Greenspace (SANGS) are as yet untried and untested as to whether they will protect internationally protected heathland from harm which could be caused by the increased population proposed for Wimborne and Colehill.			
482902	Mr KD Johnson		CSO3192	8.71	Object		A development of this scale would not constitute organic development within Colehill (or Wimborne) but is likely to be populated largely by incomers, who have no contact or grounding within the existing community. There is a danger of creating an entirely new community, which may be at odds with the existing communities. Given the congestion and traffic bottlenecks in Wimborne and the large scale of the proposed development with a large number of vehicles, it is apparent to those of us in Colehill that, the traffic going Eastwards from the new development - to employment opportunities in Ferndown, Bournemouth or further East and North - will travel up Burts Hill and then through the already overused Middlehill Road to Canford Bottom.			619
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18493	8.71	Object		This area is divided into western, central and eastern sub areas. 7.3.11.2 The western sub area is seen as being the most favourable because of proximity to the town centre and because 'coalescence is not a major problem'. This approach would however result in a significant encroachment into the countryside and, as mentioned above in section 4 and throughout this representation, some coalescence within an existing urban area should not be ranked above encroachment when considering harm to the Green Belt.			619

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							<p>7.3.11.3 The central and eastern sub-areas have been discounted, due to remoteness from the town centre in relation to the eastern sub-area and remoteness and potential coalescence with the central sub-area. The coalescence issues with the central sub-area relate to the small settlement of Dogdean. As mentioned above, the purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. The settlement of Dogdean cannot be regarded as a town and I do not consider that coalescence is a particular issue. The urban area encroaching into open countryside is considered to be more of an issue.</p> <p>7.3.11.4 In considering the acceptability of the western sub-area, the various issues are given further consideration at paragraphs at 8.64 and 8.65 to further whittle down the areas which are considered to be acceptable for development.</p> <p>7.3.11.5 The various sites being promoted for development are discussed in detail below under the relevant proposal references.</p>			
359640	Ms Claire BATH		CSO3155	8.72	Support		<p>site 3/03/0089 off Heath Close, Colehill should be considered. The owners are offering part of the site to create a health centre or financial contribution towards this goal. They are also offering land adjacent to Cannon hill plantation to provide access into cannon hill plantation from the developed site. This should be seriously considered as the consultation process for which areas were being considered was lacking in public involvement</p>	<p>in order to achieve this and use offers towards cost or land other development sites within colehill will be considered</p>		620
359912	Mrs Barbara HUGGINS		CSO2976	8.72	Support		<p>Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the</p>	<p>Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP This site has been included in the sites 6-15 years but not in the current availability of sites.</p>		620

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							<p>owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.</p>	<p>This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this</p>		

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								<p>area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site</p>		

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								would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.		
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18512	8.72	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its</p>			620

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							<p>development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18513	8.73	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the			621

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							<p>various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that</p>			

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							<p>option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18514	8.74	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is</p>			622

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							<p>the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
359640	Ms Claire BATH		CSO3156	8.75	Object		<p>site 3/03/0089 off Heath Close, Colehill should be considered. The owners are offering part of the site to create a health centre or financial contribution towards this goal. They are also offering land adjacent to Cannon hill plantation to provide access into cannon hill plantation from the developed site. This should be seriously considered as the consultation process for which areas were being considered was lacking in public involvement</p>	other development sites within colehill will be considered		623

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359912	Mrs Barbara HUGGINS		CSO2977	8.75	Object		<p>Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP</p> <p>This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.</p>	<p>Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP</p> <p>This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners</p>		623

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								<p>incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community</p>		

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								centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.		
482902	Mr KD Johnson		CSO3199	8.75		General Comment	The majority of the area shown currently falls into the civil parish of Colehill. Sub area 3 is in Ferndown.			623
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18515	8.75	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern			623

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							<p>element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p>			

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							7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.			
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17559	8.76		General Comment	Paragraph 8.76 Refined Areas of Search, page 158 Groundwater The refined areas of search show development both North and South of Leigh Road. The Leigh Road Southern Sub Area is just located within a SPZ 3. The boundary for this SPZ runs parallel with Leigh Road. Consideration and risk assessment will be required to show that the risk to controlled water in these areas from any new development will be low.			624
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18516	8.76	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence. 7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan. 7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be			624

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							<p>viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18517	8.77	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the			626

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							<p>development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and</p>			

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							west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne. 7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.			
359875	Dr Lesley HASKINS		CSO19328	8.78	Support		The decision not to consider the northern part of the strategic gap between Wimborne and Colehill is strongly supported. There is a small but important discrepancy between the shown area of search and the present green belt boundary in the north-west corner.			627
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18518	8.78	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence. 7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been			627

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							<p>identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
359875	Dr		CSO19329	8.79	Support		The decision not to consider the northern part of the			628

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	Lesley HASKINS						strategic gap between Wimborne and Colehill is strongly supported. There is a small but important discrepancy between the shown area of search and the present green belt boundary in the north-west corner.			
474462	Mrs Sheila Bourton		CSO405	8.79	Support		It is very important to prevent coalescence between Wimborne and the area of Colehill /Ferndown. Quite rightly the area has been identified as a Key Gap in the South East Dorset Green Belt Review by Colin Buchanan. I would agree that widths of greenbelt land between the two settlements is narrow and critical . Wimborne Focus Group in 2008 regarding the Issues and Options consultation noted that the local identity of settlements was important to recognise and retain.			628
482902	Mr KD Johnson		CSO3193	8.79	Support		I support retention of the "Colehill Gap"			628
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18550	8.79	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence. 7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its			628

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							<p>use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p> <p>The northern sub-area is identified as all of the</p>			

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							<p>undeveloped land between Wimborne and Colehill to the north of Leigh Road. However, the area is not of equal character or context. The area between Beaucroft Lane and North Leigh Lane, for example, is different in character from the subject land or Bytheway Field. The Core Strategy has taken this land as a single entity and dismissed any development due to concerns in relation to coalescence in preference to significant encroachment into open countryside from the other preferred options, regardless of the ability of the other options to meet identified needs.</p> <p>7.3.18.2 As mentioned above, some of the areas of search have been given detailed consideration and others have not. This does not seem to be a full and fair process by which to enable a full analysis and fully informed decision to be made. Some of the areas of search have been broken down into sub-areas and others have not. The land to the south of Leigh Road, for example, is discussed in detail from Paragraphs 8.87 to 8.100. Some of the land is considered acceptable for development and some is not, with the detailed reasons being provided.</p> <p>7.3.18.3 This representation submits that, if the northern sub-area had been similarly sub-divided and afforded the same level of consideration, with similar weighting to the various issues, the subject land would score highly as an obvious development option. This exercise has been undertaken and is discussed in detail below.</p> <p>7.3.18.4 I have appended a plan of the northern sub-area at KHP4 which identifies 7 sub-areas based on physical separation, ownership, character or a combination of these elements. The various areas are as follows:-</p> <p>i The subject land</p> <p>This area is clearly identifiable as a collection of paddocks and fields used for the grazing of horses in the north eastern element of the sub-area. This area is in single ownership and is surrounded on 3 sides by defined urban area with a track and field boundaries separating it from Bytheway Field to the</p>			

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							<p>south. While there are a number of landscape features such as trees around the outside and a belt of trees within the site, the land is generally open with a slope from south to north. The Colehill ridge rises to the north and the slopes behind and to the west are heavily treed. The southern boundary of the land is defined by hedgerows which also contain a number of mature deciduous trees. The southern element of the land slopes gently. The Colehill ridge does not begin to slope steeply until it reaches the northern extent of the site, which is defined by a significant belt of trees. In views from Leigh Road, the land is visible in part behind the hedgerows and is seen as gently sloping up towards the bottom of the steeper slopes of Colehill which are heavily treed.</p> <p>ii Bytheway Field This is an area of land between the subject land and Leigh Road. As identified on the map at 8.76 of the Core Strategy document, the southern element of the northern sub-area which abuts Leigh Road is mostly undeveloped. The large extent of this area is heavily wooded and screened from the road by trees and mature planting. The exception is the southern element of Bytheway Field which is less vegetated than the remainder of the northern sub-area to Leigh Road which is heavily treed (see photographs appended at KHP2). While there are some hedgerows and trees, there are views across Bytheway Field towards the subject land. This area is open to the public for informal recreation. The site is flat and I understand that it has drainage issues which limit its suitability for alternative uses. The site does contribute to the openness in and around Leigh Road. If the subject land were to be developed, this land would still retain openness and a gap between the various built up areas. It would be possible to prevent views of the subject land by the provision of a deciduous tree belt along the common boundary between Bytheway Field and the subject land. The effect would be that the new tree belt would meld with the existing tree belt to the</p>			

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							<p>north of the subject land thus obscuring any development and retaining the perception of openness. Development of the other various options does not offer the same opportunities.</p> <p>iii Beneath Castlemans Trailway and to the east of Bytheway Field This area of land is currently private open land comprised of a number of fields as identified on the plan at KHP4. The area appears to be in use as a number of fields for grazing. The area has a number of landscape features in terms of field hedges and trees. The site adds to the openness along Leigh Road but its extent is less visible from Leigh Road due to the trees along the southern boundary. This area of land blocks views of the built up areas to the east and north.</p> <p>iv Beneath Castlemans Trailway to the west of Bytheway Field This refers to the land to the south of Castlemans Trailway and to the west of Bytheway Field towards Leigh Road including Topps Nursery. The area is heavily wooded, which contributes to the character and context of the wider area, and blocks views through to any built up areas to the north.</p> <p>v Land to the south of The Vineries and to the north of Castlemans Trailway This is a small sub-area which incorporates a number of small paddocks contiguous to the residential development referred to as The Vineries. The area is physically separated from area 4 by the Trailway and is of completely different character from the wooded area to the south of the Trailway due to its openness. The fields are also separated from Bytheway Field to the east by way of a belt of trees, ownership and use.</p> <p>vi Undeveloped land to the west of North Leigh Lane This is an area of undeveloped land of mixed character which is dissected by Castlemans Trailway which is contiguous to elements of built up area with higher density development to the south and west and the rear boundaries of low density development along Beaucroft Lane to the north</p>			

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							<p>east.</p> <p>vii Land to the east and west of North Leigh Lane. This area is again undeveloped and of mixed character comprised of a number of fields and areas of woodland. The perception of the area from the public thoroughfares is of a heavily wooded area on rising land.</p> <p>7.3.18.5 As mentioned, the Core Strategy has taken all of these areas as a single entity and considered them unsuitable for consideration due to coalescence issues. The Core Strategy does not appear to consider any of the benefits that would arise from developing some of this land in a manner which would assist in achieving stated strategic objectives and go some considerable way towards meeting clearly identified deficiencies in and around the Colehill area.</p>			
359640	Ms Claire BATH		CSO3157	8.80	Support		The gap should be maintained to keep the identity of the two areas separate rather than Colehill becoming an urban sprawl out from Wimborne	Other areas for development within Colehill and outside the current area of search will be considered in order to maintain the strategic gap between Wimborne and Colehill		629
359875	Dr Lesley HASKINS		CSO19330	8.80	Support		The decision not to consider the northern part of the strategic gap between Wimborne and Colehill is strongly supported. There is a small but important discrepancy between the shown area of search and the present green belt boundary in the north-west corner.			629
474426	Mr Phillip Barnes		CSO1897	8.80	Support		This green area should be retained for the use of the residents of the surrounding area for recreation. No formal development should be allowed, only sufficient to make it welcoming for dog walkers etc.. A small car park would prevent those people who insist on driving from parking all over the road side.			629

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474462	Mrs Sheila Bourton		CSO406	8.80	Support		The reasons put forward for not considering this northern area of Wimborne Minster East are valid and indisputable and I would also add that the area is also too far from Wimborne town centre to be considered for sustainable housing development.			629
482902	Mr KD Johnson		CSO3195	8.80	Support		I support limited enhancement of this area but am concerned that too much human activity could be deleterious to the natural environment.			629
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17560	8.80	Support		Paragraph 8.80, page 158 Fisheries Recreation and Biodiversity We fully support the statement that the area is being considered as a SANG and that Leigh Common should not be considered for development as it contains wetland habitats and species.			629
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18519	8.80	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence. 7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan. 7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the			629

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							<p>south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p> <p>The northern sub-area is identified as all of the undeveloped land between Wimborne and Colehill to the north of Leigh Road. However, the area is not of equal character or context. The area between Beaucroft Lane and North Leigh Lane, for example, is different in character from the subject land or</p>			

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							<p>Bytheway Field. The Core Strategy has taken this land as a single entity and dismissed any development due to concerns in relation to coalescence in preference to significant encroachment into open countryside from the other preferred options, regardless of the ability of the other options to meet identified needs.</p> <p>7.3.18.2 As mentioned above, some of the areas of search have been given detailed consideration and others have not. This does not seem to be a full and fair process by which to enable a full analysis and fully informed decision to be made. Some of the areas of search have been broken down into sub-areas and others have not. The land to the south of Leigh Road, for example, is discussed in detail from Paragraphs 8.87 to 8.100. Some of the land is considered acceptable for development and some is not, with the detailed reasons being provided.</p> <p>7.3.18.3 This representation submits that, if the northern sub-area had been similarly sub-divided and afforded the same level of consideration, with similar weighting to the various issues, the subject land would score highly as an obvious development option. This exercise has been undertaken and is discussed in detail below.</p> <p>7.3.18.4 I have appended a plan of the northern sub-area at KHP4 which identifies 7 sub-areas based on physical separation, ownership, character or a combination of these elements. The various areas are as follows:-</p> <p>i The subject land</p> <p>This area is clearly identifiable as a collection of paddocks and fields used for the grazing of horses in the north eastern element of the sub-area. This area is in single ownership and is surrounded on 3 sides by defined urban area with a track and field boundaries separating it from Bytheway Field to the south. While there are a number of landscape features such as trees around the outside and a belt of trees within the site, the land is generally open with a slope from south to north. The Colehill ridge rises to the north and the slopes behind and to the</p>			

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							<p>west are heavily treed. The southern boundary of the land is defined by hedgerows which also contain a number of mature deciduous trees. The southern element of the land slopes gently. The Colehill ridge does not begin to slope steeply until it reaches the northern extent of the site, which is defined by a significant belt of trees. In views from Leigh Road, the land is visible in part behind the hedgerows and is seen as gently sloping up towards the bottom of the steeper slopes of Colehill which are heavily treed.</p> <p>ii Bytheway Field This is an area of land between the subject land and Leigh Road. As identified on the map at 8.76 of the Core Strategy document, the southern element of the northern sub-area which abuts Leigh Road is mostly undeveloped. The large extent of this area is heavily wooded and screened from the road by trees and mature planting. The exception is the southern element of Bytheway Field which is less vegetated than the remainder of the northern sub-area to Leigh Road which is heavily treed (see photographs appended at KHP2). While there are some hedgerows and trees, there are views across Bytheway Field towards the subject land. This area is open to the public for informal recreation. The site is flat and I understand that it has drainage issues which limit its suitability for alternative uses. The site does contribute to the openness in and around Leigh Road. If the subject land were to be developed, this land would still retain openness and a gap between the various built up areas. It would be possible to prevent views of the subject land by the provision of a deciduous tree belt along the common boundary between Bytheway Field and the subject land. The effect would be that the new tree belt would meld with the existing tree belt to the north of the subject land thus obscuring any development and retaining the perception of openness. Development of the other various options does not offer the same opportunities.</p> <p>iii Beneath Castlemans Trailway and to the east of</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>Bytheway Field This area of land is currently private open land comprised of a number of fields as identified on the plan at KHP4. The area appears to be in use as a number of fields for grazing. The area has a number of landscape features in terms of field hedges and trees. The site adds to the openness along Leigh Road but its extent is less visible from Leigh Road due to the trees along the southern boundary. This area of land blocks views of the built up areas to the east and north.</p> <p>iv Beneath Castlemans Trailway to the west of Bytheway Field This refers to the land to the south of Castlemans Trailway and to the west of Bytheway Field towards Leigh Road including Topps Nursery. The area is heavily wooded, which contributes to the character and context of the wider area, and blocks views through to any built up areas to the north.</p> <p>v Land to the south of The Vineries and to the north of Castlemans Trailway This is a small sub-area which incorporates a number of small paddocks contiguous to the residential development referred to as The Vineries. The area is physically separated from area 4 by the Trailway and is of completely different character from the wooded area to the south of the Trailway due to its openness. The fields are also separated from Bytheway Field to the east by way of a belt of trees, ownership and use.</p> <p>vi Undeveloped land to the west of North Leigh Lane This is an area of undeveloped land of mixed character which is dissected by Castlemans Trailway which is contiguous to elements of built up area with higher density development to the south and west and the rear boundaries of low density development along Beaucroft Lane to the north east.</p> <p>vii Land to the east and west of North Leigh Lane. This area is again undeveloped and of mixed character comprised of a number of fields and areas of woodland. The perception of the area from the</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
							public thoroughfares is of a heavily wooded area on rising land. 7.3.18.5 As mentioned, the Core Strategy has taken all of these areas as a single entity and considered them unsuitable for consideration due to coalescence issues. The Core Strategy does not appear to consider any of the benefits that would arise from developing some of this land in a manner which would assist in achieving stated strategic objectives and go some considerable way towards meeting clearly identified deficiencies in and around the Colehill area.			
359640	Ms Claire BATH		CSO3158	8.81	Support		Leigh common should be maintained and improved	improvement to Leigh common should form part of any development		630
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18520	8.81	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence. 7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan. 7.3.12.3 In a similar manner, the undeveloped area			630

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							<p>immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
474462	Mrs Sheila Bourton		CSO407	8.82	Support					631

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482902	Mr KD Johnson		CSO3196	8.82	Support		I support the retention of the "Colehill Gap"			631
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18521	8.82	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that</p>			631

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							<p>part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
359640	Ms Claire BATH		CSO3159	8.83	Support		The gap should be maintained to keep the identity of the two areas separate rather than Colehill becoming an urban sprawl out from Wimborne	Other areas for development within Colehill and outside the current area of search will be considered in order to maintain the strategic gap between Wimborne and Colehill		632
474462	Mrs Sheila Bourton		CSO411	8.83	Support		Because by moving the Rugby Club from Leigh Park then part of the area vacated by the Rugby Club could be used for Affordable Housing thus saving greenfield land from development.			632
524088	Mr Ken	Ken Parke Planning	CSO18523	8.83	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of			632

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	Parke	Consultants					<p>Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be</p>			

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							<p>equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
359640	Ms Claire BATH		CSO3160	8.84	Object		<p>The gap should be maintained to keep the identity of the two areas separate rather than Colehill becoming an urban sprawl out from Wimborne the existing Rugby club should be maintained and not moved. There are lots of other sites in Colehill outside this area of search that should be considered before closing the gap between Wimborne and Colehill.</p>	Other areas for development within Colehill and outside the current area of search will be considered in order to maintain the strategic gap between Wimborne and Colehill		633
474462	Mrs Sheila Bourton		CSO412	8.84	Support		<p>The proposed move of the Rugby Club, the Football Club and the Allotments to this Southern Sub area, releases the areas vacated by these clubs and the Allotments for Affordable housing in areas close Wimborne Town centre, however, it is important that there is minimal impact on existing residents and their quality of life (see 8.34 of this consultation). Perhaps consideration could be given to moving one of the clubs to the By the Way site particularly as the By the Way site is to be used as a SANG and I understand that a car park is to be built there; by moving one of the clubs to By the Way then there would be less impact on the existing communities at</p>			633

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							Parmiter.			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18524	8.84	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being</p>			633

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							<p>promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
359640	Ms Claire BATH		CSO3161	8.85	Object		<p>none of this would be necessary if other areas of search were considered in Colehill see site 3/03/0089</p>	Other areas for development within Colehill and outside the current area of search will be considered in order to maintain the current allotments and sports grounds.		634
474462	Mrs Sheila Bourton		CSO413	8.85	Support		<p>I strongly support the Country Park proposal particularly as I understand that this Park would be imperpetuity and would therefore safeguard the Key Gap of the greenbelt in this area.</p> <p>My concern is the amount of enabling development needed to finance this scheme and in particular with the impact of the of these proposals (including the proposed move of the Rugby Club and Football Club) on the existing residents close to this area of the Southern Sub Area of Wimborne Minster East.</p>			634

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524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18525	8.85	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and</p>			634

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							<p>work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18526	8.86	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under</p>			635

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							<p>Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
524088	Mr Ken	Ken Parke Planning	CSO18528	8.87	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of			636

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	Parke	Consultants					<p>Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be</p>			

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							<p>equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18530	8.88	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area</p>			637

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							<p>immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
359640	Ms Claire BATH		CSO3162	8.89	Object		consider other areas outside the current area of search before taking away this open space	Other areas for development within Colehill and outside the current area of		638

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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
								search will be considered in order to maintain this open space		
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18531	8.89	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would</p>			638

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524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18532	8.90	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be</p>			640

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							document has failed to do, with a detailed appraisal provided for the subject land.			
359640	Ms Claire BATH		CSO3163	8.91	Object		Other areas for development within Colehill and outside the current area of search should be considered in order to maintain the strategic gap between Wimborne and Colehill	Other areas for development within Colehill and outside the current area of search will be considered in order to maintain the strategic gap between Wimborne and Colehill		641
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18533	8.91	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p>			641

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524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18534	8.92	Object		This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-			642

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							<p>area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial</p>			

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524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18535	8.93	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the</p>			643

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							<p>Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18536	8.94	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a</p>			644

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359640	Ms Claire BATH		CSO3166	8.95	Object		Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP, Green belt land available for development. This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth Poole and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this	we will also look at sites outside the current area of search		645

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							site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.			
474462	Mrs Sheila Bourton		CSO414	8.95	Support		I support with reservations. My concerns are for the existing residents of Parmiter Drive. It is essential that there should be minimal impact on the lives of those residents and that steps are taken to put in a buffer zone between those existing residents and any new development and ensure adequate steps are taken to avoid light pollution from the Rugby and Football Clubs affecting any new and old housing developments.			645
475266	Mrs Annette Brooke	Member of Parliament House of Commons	CSO18010	8.95	Object		<p>I have been contacted by such a large number of residents in the Parmiter Drive area that I feel that I should summarise their main concerns and provide input into the consultation which relate to Sections - 8.69, 8.95, 8.97</p> <p>A general feeling is opposition to the intensity of all that is proposed for this area. The relocation of the allotments has not attracted objections from the people who have contacted me.</p> <p>On the proposed relocation of the football and rugby grounds, I have received representations from people who are concerned about the light pollution, the noise that will be generated and the traffic implications and who are against the relocation but a few comments not opposed to the relocation.</p> <p>On the housing proposal there are great concerns about the impact on the green belt and the openness that now exists. I think it is important to consider how the functions of the green belt would be affected by these proposals. Clearly those people who currently have a view over open countryside have the greatest concerns but a few people have indicated to me that a suitable buffer</p>			645

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							<p>zone with screening and single storey properties adjacent to the buffer would help to mitigate the effects should the development go ahead. There is great concern about access to the site and the traffic which will be generated. Also, the current smells and adequacy of the sewerage works has been mentioned to me by the majority of residents who have contacted me and also the water table and potential flood plain in this area.</p> <p>Traffic problems on Leigh Road have also been mentioned.</p> <p>With the Localism Bill about to be discussed in Parliament I hope that each local community's views will be given full consideration when each of the proposals are considered and more detailed consultation undertaken where appropriate. In this particular area the overwhelming view is that the totality of the proposals are too much and that there are really important aspects such as access which have not been given sufficient consideration. In addition with the scrapping of the Regional Spatial Strategy housing needs should be established locally rather than dictated from Westminster and a clear local assessment should be produced for people to access.</p>			
482902	Mr KD Johnson		CSO3197	8.95	Support		<p>Colehill has long had a requirement for more sports recreation space and allotment land. Unfortunately the relative remoteness from most of the community will mean that most people will drive to these sites.</p>			645
496851	Mr David Webber		CSO1898	8.95	Support		<p>Wimborne Town Football Club already has 250 youth players associated with it. But its present location is very restricted. Moving to this new location would release urgently needed housing options and further encourage many of our young people (including the Disabled and Girls and Ladies Football). WTFC is a true Community club . It has been in existence for over a hundred years and actively encourages large numbers to participate in Sport and the many benefits that brings. I earnestly</p>			645

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							support the application of this area for new sports pitches.			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18537	8.95	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that part of the development of this land would not result</p>			645

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							<p>in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
497826	Mr Martin Miller	Technical Director Terence O'Rourke Ltd	CSO2508	8.96		General Comment	<p>Cobham plc who own and occupy land at Brook Road, Wimborne. Cobham plc has recently constructed its new corporate headquarters and a test-rig facility on land to the east of Brook Road. The test-rig, which is located along the eastern boundary of the site, is a noisy facility, and was constructed to standards that would ensure that no adverse noise impacts would be generated for residents of Parmiter Way, the closest residential properties to the site at present. Please note that it has not been constructed to ensure that there would be no adverse noise impacts to any residential properties constructed on land between Parmiter Way and the site, as could take place under Option WMC5. Cobham plc owns vacant land to the north of its corporate headquarters on Brook Road, immediately to the west of Parmiter Way. Although Cobham plc has no plans for this land at present, any residential development to the south of Parmiter</p>			646

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							Way should be constructed to standards that fully recognise that development is taking place adjacent to a potentially noisy industrial employment site.			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18538	8.96	Object		<p>This element of the Core Strategy deals with consideration of 2 areas of land to the east of Wimborne. This submission however considers that the 2 areas have been given different levels of consideration to the extent that full and proper consideration has not been given to the development of the subject land, or indeed all of the various elements of land within the northern sub-area. This comment is made on the basis that the southern sub-area has been sub-divided into a number of further sectors and consideration has been given to the development and other uses of each of these various areas. The same consideration has not been given to the northern element which has been dismissed in a single entity on the basis of potential coalescence.</p> <p>7.3.12.2 The northern sub-element can easily be broken down into a further number of clearly identified sub-areas. The Bytheway Field, for example, is a clearly identifiable sub-area due to its use and topography and clearly it has been identified as a separate entity previously under Policy WIMCO10 in the existing Local Plan.</p> <p>7.3.12.3 In a similar manner, the undeveloped area immediately to the east of Bytheway Field and to the south of the former Castlemans Trailway can be viewed as a sub-area and consideration given to its development.</p> <p>7.3.12.4 The subject land is a further sub-area, as is the area to the west of Bytheway Field, including the Topps Nursery site. I have included a plan at KHP4 showing these further sub-areas which should be given the same consideration and the same detail as the southern sub-area or the western sub-area to the north and west of Wimborne. For example, consideration has been given to whether or not the development option put forward in WMC5 would result in coalescence and the response was that</p>			646

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							<p>part of the development of this land would not result in coalescence. Furthermore, the option being promoted under WMC5 is considered to have good accessibility to important services, facilities and work opportunities. The subject land is not far from this land and therefore should be considered to be equally well located.</p> <p>7.3.12.5 Furthermore, the justification of WMC5 does make the point that the location in terms of accessibility is not as good as those to the north and west of Wimborne. However, if one considers that option WMC3 removes the Stone Lane industrial area sites to the east of Wimborne clearly enjoy a better locational advantage in terms of employment land. The employment opportunities in the town centre are also limited and should not be relied on in the promotion of sites to the west and north of Wimborne.</p> <p>7.3.12.6 The northern sub-area is discussed in further detail below when a full appraisal is provided for the entire area, something the Core Strategy document has failed to do, with a detailed appraisal provided for the subject land.</p>			
474462	Mrs Sheila Bourton		CSO415	8.97	Support		I agree with where the car parks could be sited and agree the primary road access from Leigh Road however my concern is for the proposed secondary access from Parmiter Drive. The roads in this area are very narrow and this secondary access is more likely to be used by vehicles from Wimborne town rather than drivers using the primary access route further away. There could seriously impact on the existing residents of Parmiter Drive.	Delete "secondary access could be taken from Parmiter Drive"		647
475266	Mrs Annette Brooke	Member of Parliament House of Commons	CSO18012	8.97	Object		<p>I have been contacted by such a large number of residents in the Parmiter Drive area that I feel that I should summarise their main concerns and provide input into the consultation which relate to Sections - 8.69, 8.95, 8.97</p> <p>A general feeling is opposition to the intensity of all that is proposed for this area. The relocation of the allotments has not attracted objections from the</p>			647

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							<p>people who have contacted me.</p> <p>On the proposed relocation of the football and rugby grounds, I have received representations from people who are concerned about the light pollution, the noise that will be generated and the traffic implications and who are against the relocation but a few comments not opposed to the relocation.</p> <p>On the housing proposal there are great concerns about the impact on the green belt and the openness that now exists. I think it is important to consider how the functions of the green belt would be affected by these proposals. Clearly those people who currently have a view over open countryside have the greatest concerns but a few people have indicated to me that a suitable buffer zone with screening and single storey properties adjacent to the buffer would help to mitigate the effects should the development go ahead. There is great concern about access to the site and the traffic which will be generated. Also, the current smells and adequacy of the sewerage works has been mentioned to me by the majority of residents who have contacted me and also the water table and potential flood plain in this area.</p> <p>Traffic problems on Leigh Road have also been mentioned.</p> <p>With the Localism Bill about to be discussed in Parliament I hope that each local community's views will be given full consideration when each of the proposals are considered and more detailed consultation undertaken where appropriate. In this particular area the overwhelming view is that the totality of the proposals are too much and that there are really important aspects such as access which have not been given sufficient consideration. In addition with the scrapping of the Regional Spatial Strategy housing needs should be established locally rather than dictated from Westminster and a clear local assessment should be produced for people to access.</p>			
497826	Mr	Technical	CSO2507	8.97		General	Cobham plc who own and occupy land at Brook			647

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	Martin Miller	Director Terence O'Rourke Ltd				Comment	Road, Wimborne. Cobham plc has recently constructed its new corporate headquarters and a test-rig facility on land to the east of Brook Road. The test-rig, which is located along the eastern boundary of the site, is a noisy facility, and was constructed to standards that would ensure that no adverse noise impacts would be generated for residents of Parmiter Way, the closest residential properties to the site at present. Please note that it has not been constructed to ensure that there would be no adverse noise impacts to any residential properties constructed on land between Parmiter Way and the site, as could take place under Option WMC5. Cobham plc owns vacant land to the north of its corporate headquarters on Brook Road, immediately to the west of Parmiter Way. Although Cobham plc has no plans for this land at present, any residential development to the south of Parmiter Way should be constructed to standards that fully recognise that development is taking place adjacent to a potentially noisy industrial employment site.			
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17561	8.97		General Comment	Paragraph 8.97 Site by Site issues for Consideration, page 161 Flood Risk Whilst Area 1 (Land to the south of Parmiter Drive) lies within Flood Zone 1 (as defined in PPS25) we wish to highlight that much of the area is on alluvial deposits with valley gravels. Inevitably when the water level in the River Stour is high the gravels become saturated and localised ponding can occur. This should be reflected in this section of the Core Strategy.			647
474462	Mrs Sheila Bourton		CSO417	8.104	Object		To enable EDDC to get more Affordable Housing the percentage of Affordable Houses should be raised to 50%. We do not want or need swathes of market housing. There is an incorrect perception by the Public that Affordable Housing is CHEAP MARKET HOUSING. It should be made abundantly clear that this is not the case and that Affordable Housing is only			655

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							available to qualifying applicants.			
474462	Mrs Sheila Bourton		CSO418	8.105	Object		I personally do not want to lose any greenbelt to development but no greenbelt would be lost if housing development was not a consideration because under PPG2 greenbelt land can be used for outdoor sport and outdoor recreation.			656
482902	Mr KD Johnson		CSO3200	8.105	Support					656
359640	Ms Claire BATH		CSO3164	8.106	Support		the green belt should also be looked at in Colehill and areas outside to the current area of search for possible development in the future.	At the same time the green belt in other areas will be reassessed in order to include other areas for development in the future.		657
359912	Mrs Barbara HUGGINS		CSO2978	8.106	Support		Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP currently green belt, available for development. This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath	Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP currently green belt available for development. See green belt comment above. This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing		657

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							<p>Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.</p>	<p>in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill</p>		

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								<p>there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for</p>		

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								communities to become healthier through easy access to regular exercise - another government goal.		
359261	Mr Doug Cramond	DC Planning Ltd	CSO18239	Option WMC 1	Support		<p>Introduction</p> <p>With the exception of land at St Margaret's Close, Wyatt Homes has the controlling interest over all the WMC1 development area and further land to the south. The company is long established. It is a locally based award-winning regional house builder of substance. It is committed to timely delivery of high quality architecturally designed, locally distinctive, development using south east Dorset labour and suppliers.</p> <p>The land at Cuthbury has for years been recognised by the LPA and its consultants as an opportunity to provide the most accessible new neighbourhood at Wimborne. It has scored highly throughout a series of sustainability, environmental and technical assessments in the lead-up to the RSS Examination. This has been followed more recently with analysis by, and similar results from, Broadway Malyan, WSP, LUC, DCC and the District itself.</p> <p>Recent Work and Affordable Housing</p> <p>Wyatt has undertaken ecological, transport, preliminary masterplan, utilities and other investigations and reached the same conclusion over the site's inherent suitability and sustainability. The company is working in partnership with Synergy Housing Association and is committed to including redevelopment of its unsympathetically designed flats and houses and providing attractive homes within the allocation for its tenants.</p> <p>Further affordable homes will also be provided in line with Council aspirations. With 2,444 households on the EDDC Housing Register in Oct 2009 and not one affordable dwelling added to EDDC stock last year the position for people in housing need is bad and deteriorating. The October 2010 Area Profile for</p>			659

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							<p>Wimborne notes that: "The wealthy retired will continue to be able to afford to live in Wimborne and Colehill, restricting the influx of young families on modest incomes. East Dorset is one of the least affordable places to buy a home in the country. House prices are very high relative to income. There are low numbers of housing association properties for families in Wimborne and Colehill, and vacancy rates are scarce." Dorset Heathland SPA The site is well removed from Dorset Heathland SPAs. Nevertheless the respondent recognises the need to ensure appropriate mitigation will be in place to compellingly argue no significant impact on these protected areas. The ecological practice EPR has been involved on Wyatt's behalf in this regard and has had constructive dialogue with Natural England. There is confidence that a package of measures to include localised SANGS, attractive open space, enhanced and promoted footpath networks offering riverside/circular walks and increased riverside access, would not only be the necessary mitigation for new residents but would draw-in existing residents of Wimborne lessening their likelihood of travelling to, and recreating upon, SPA areas. The precise package can be refined in consultation with NE and local people. The attached text and WMC1 Proposed Layout Drawing by EPR sets out the planned position from this highly regarded practice's prospective. Wider SANGS are neither achievable nor, in any event, necessary. Indeed there is ecological benefit in not having both sides of the river open to public access. Land to the west should remain in farming use with periods of regular flooding stemming from the wider flood plain to be found on that side of the river. Public access should not be encouraged and would not be an attractive proposition anyway given the siting out on a limb and the unattractive and noisy environment greeting one upon reaching the land in question. Replacement Facilities and Deliverability</p>			

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							<p>Whilst the current allotment holders have no security of tenure (these are not statutory allotments) Wyatt has undertaken to make replacement provision. This will be to the south of the site and at area WMC5 south of Parimeter Drive. Study has shown that a considerable number of present allotment holders are not immediately local and this distribution will be beneficial.</p> <p>Replacement of the football ground offers an opportunity for enhancement to the community's benefit. The club is excited that the new ground will be to a higher standard enabling promotion to leagues with more rigid requirements should the opportunity arise.</p> <p>With the replacement of existing users catered for the land is readily deliverable and can make an important contribution to housing in the early Plan period. This has been rightly acknowledged by the LPA. The site featured in the emerging 5 year Housing Land Supply in 2010 and it was confirmed in the Strategic Housing Land Availability Assessment Study submitted to government in May 2010 in connection with the Planning Grant application. The document stated that no new greenfield sites will come forward within 5 years, "other than at Cuthbury, to the west of Wimborne, where the Council do not object to the release of this land from the Green Belt " (Para 5.1). Green Belt</p> <p>A key component of national advice is the approach to Green Belt. Any development proposed on this designation has to be assessed against the 5 purposes of GB set out in PPG2, material considerations and whether very special circumstances exist. The evidence base gives rise to no concerns on these points and the Council is clearly content on the matter.</p> <p>We agree that the housing and other needs outweighs the protectionist stance on the GB and that in any event the 5 purposes of GB would not be contravened by a well-planned scheme at WMC1. The setting of the historic town would not be</p>			

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							<p>compromised, no gaps are encroached upon and the river forms a firm boundary to countryside beyond.</p> <p>Other Matters</p> <p>The benefits of delivering new homes in this sustainable area are well-rehearsed but it is worth underling that:</p> <ul style="list-style-type: none"> • the site has no environmental constraints, it is not designated landscape such as AONB; • there is considerable scope for improving biodiversity on the site; • levels and siting provide for visual integration with the existing townscape; • there will be an enhancement of the built environment at the western entry to the town; • access arrangements are well suited to the proposals – the respondent’s consultants (PFA) and DCC are at one on this; • the flood plain is extremely restricted on this side of the river – 1:100 years plus a climate change allowance can easily be allowed for with the great majority of the site suitable for development; • the ability of ready accessibility to the river’s edge for local people will prove a major draw; • financial contributions for highway works can be specifically targeted to local projects – a footpath up the north side of St. Margaret’s Hill being one possible ‘good cause’; and • significant funding from the ‘New Homes Bonus’ will be available with a substantial proportion for locally determined local projects. <p>Modifications</p> <p>There are two aspects of the allocation Wyatt would wish to see amended for the Submission CS;</p> <ol style="list-style-type: none"> 1) The ‘potential SANGS’ shading is overly prescriptive, unrealistic and unnecessary; 2) There is no evidence that mention need be made of extending Victoria Hospital and/a new medical centre. The hospital is comfortably accommodated and has some temporary buildings which could provide land for more intensive development. The provision of additional medical centre facilities is 			

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							<p>being undertaken on the current site at the south east of the town centre.</p> <p>Conclusions Subject to the above the allocation is a sound one and it greatly contributes to the positive strategic objectives set out in the CS. The Submission CS development diagram should be along the lines of the Western Design plan attached. The parallel sports and allotments proposal within WMC 5 and the Wyatt supportive representation to this are also pertinent.</p> <p>Wyatt looks forward to dialogue with the Council and other stakeholders over the coming months. Work needs to progress towards a formal allocation and complementary planning application to ensure relatively early delivery of this exceptionally sustainable new neighbourhood.</p> <p>Section 12, Managing the Natural Environment Preferred Option ME2, Internationally and nationally designated sites</p> <p>1. ME2 states that the Core Strategy will identify key SANGs (Suitable Alternative Natural Greenspace) for the most important Options in the Core Strategy, including Cuthbury (WMC1) and West Parley (FWP4 and FWP5). The individual option plans show areas shaded as potential SANG.</p> <p>2. Wyatt Homes has discussed this with Natural England, which has provided some guidance on what would constitute adequate mitigation to avoid any impacts on European Sites arising from Preferred Option WMC1 and Non-preferred Option FWP5. The mitigation package for the WMC1 Option is discussed below. The mitigation package may include other measures as well as SANG.</p> <p>Section 8 Wimborne and Colehill Housing and Town Centre Options Option WMC1</p> <p>3. Wyatt Homes supports this option, but suggests that the illustrative plan be revised to reflect recent refinements in the Scheme, as shown on the enclosed. NE has stated that, in this location, it considers that significant improvements to local</p>			

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							river-side walks would provide a suitable alternative and would thereby be likely to avoid any impact on the SPA. The attached revised plan shows that it would be possible to provide 2.3 ha of SANG and informal greenspace along the Stour, which would significantly improve the experience of local people walking along the river. In further consultation with NE and local people, Wyatt Homes will put together a package of other measures, which may include provision of some additional SANG and/or improvements to the existing footpath network, including information boards and leaflets. The Core Strategy will therefore include a bespoke mitigation package for this Option, which will be designed to avoid impacts on the SPA.			
359416	Mrs Tracy PAINE	Clerk Colehill Parish Council	CSO17697	Option WMC 1	Support	General Comment	Proposed development acceptable but concerns were expressed about the housing at St Margaret's. Consensus was that this part of the development should be conserved for possible expansion of the cemetery.			659
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17485	Option WMC 1	Support		Interpreted as support with concerns as no reference to objecting to policy. DWT has concerns over the development of this area with respect to the River Stour. We consider that the proposed developable area should be set well back from the river to avoid habitat loss, disturbance and pollution and give opportunity for green space. The development should include the use of Sustainable Urban Drainage Systems, green infrastructure that will offset the additional population pressures, and enhancements to biodiversity in the river corridor. We consider this option should be informed by survey information and availability of alternative sites for allotments.			659
359478	Mr Rohan TORILDSEN	West Territory Planner English Heritage	CSO18559	Option WMC 1	Object		This is clearly an important and sensitive historic location and the impact on the significance of the historic environment appears to have been underestimated. Certainly the East Dorset Housing Options Masterplan Report (Stage 2- site			659

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							<p>specific constraints) ignores the heritage assets off Julian's Road giving a misleading impression to the reader.</p> <p>The site is adjacent to the C15 Grade 1 Listed Julian's Bridge and falls partly within the Wimborne Minster Conservation Area. The Stour valley water meadows form an important transitional characteristic feature of the town's setting and the adjacent Leaze earthworks and mound are nationally important scheduled monuments where their setting and integrity within the wider historic landscape are important considerations.</p> <p>The aforementioned Masterplan and the Housing Options document and its historic environment section provides a degree of appraisal however a more detailed assessment of the significance of the historic landscape should be undertaken to inform the capacity of this very sensitive location. We appreciate there may be an opportunity to enhance heritage assets but a convincing case for the scale and extent of development suggested has yet to be made.</p> <p>There is no consideration of the impact or suitability of a new access off Julian's Road nor the continuation of the built up frontage. No mention is made of the impact on key views to and from Julian's Bridge or the Leaze. There is a lack of consideration of either the significance of the visual transitional role (rural) to the urban fringe of the allotments or an assessment of the consequence of their relocation (to the south of Julian's road on the site of the scheduled monument?).</p> <p>At present the extent of the proposed developable area in the Core Strategy main document (WMC1 and KS1) appears rather excessive.</p>			
359482	Ms Helen POWELL	Conservation Officer Natural	CSO18694	Option WMC 1		No Opinion	<p>WMC1, 2, 3, 4, 5</p> <p>These options offer opportunities for significant green infrastructure that could remove potential</p>			659

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		England, Dorset and Somerset Team					adverse effects (from recreational pressures) on the Dorset heaths and increase the value of the locality for biodiversity. Our opinion on this option will therefore be shaped by the strength and detail of policy on delivery of the green infrastructure as an integral part of the development. We support the opportunities to integrate and link recreational access between the WMC3 Stone Lane Industrial Estate and WMC4 land to the east and west of Cranborne Road options. Further opportunities exist to integrate development under option WMC5 south of Leigh Road to a potential Country Park centred on the Stour Valley.			
359555	Mr L HEWITT	Town Clerk Wimborne Minster Town Council	CSO17897	Option WMC 1	Support	General Comment	<ul style="list-style-type: none"> Although the predicted growth appears to be large; in fact, across the whole of East Dorset it is only 70 properties for each of 15 years which is not thought to be excessive. The current infrastructure is considered to be inadequate to support the development options. There appears to be a shortage of funds which, because the infrastructure may not be there, could inhibit development and we would not gain extra facilities that are needed now. It is recognised that developers will have to make substantial contributions to facilitate affordable housing, and to provide the infrastructure in addition to heathland mitigation etc. The economic model suggests that this will depress the value of development land, rather than increase the cost of housing greatly, and suitable land may therefore not be put forward. WMTC welcomes options for developing the land south of Leigh Road, ... this would facilitate the growth of hospital services, and further housing in an existing residential area. 			659
359568	Mr James MEADOWS	Rural Surveyor National Trust	CSO13492	Option WMC 1	Object		Careful thought regarding environmental impact and sustainability is required, particularly when looking after riverside locations, or over aquifers. Infill and continuation of urban/rural boundaries will maintain character.			659

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359571	Mr Renny Henderson	Conservation Officer Royal Society for the Protection of Birds	CSO18685	Option WMC 1	Object		We agree with the findings of the HRA in connection with the proposed housing sites within these areas. Consequently, until such time as assessment of the potential impacts of the options on European sites is determined we object to the following policies:			659
359582	Mr Richard SCOTSON		CSO14583	Option WMC 1	Object					659
359598	Mr A KETCHLEY		CSO7986	Option WMC 1		No Opinion	Unfortunately whatever is finally decided on the following well known saying will occur: 'You can please some of the people all the time, You can please all of the people some of the time, But you cannot please all of the people all of the time!' I wish you well in whatever is decided. Some will see it as inevitable due to the area's population increases, whereas others will see it as a necessary evil, and some will accept it without question.			659
359841	Mrs Felicity Riley		CSO15005	Option WMC 1	Object		We need more houses, especially for young people, but need to preserve green space, such as rugby club and the allotments, within the town to give residents the beneficial effects of these areas.			659
359872	Mr K ADSHEAD		CSO14733	Option WMC 1	Support					659
359873	Mrs M HUGHES		CSO8598	Option WMC 1	Object		A31 Canford Bottom needs to be bridged if increased traffic from new housing takes place; it just can't take any further loading (or a dual carriage way up to A350 from Ferndown).			659
359875	Dr Lesley HASKINS		CSO19159	Option WMC 1		General Comment	Riverine Habitats. The River Stour is the major river of East Dorset and it receives two tributaries in the area covered by the Core Strategy – The Allen and The Moors River. Together these rivers and their corridors perform vital ecosystem services, including attenuation and flood absorption - the need for which seems most			659

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							likely to increase in the future. They are also vital to the support of important and specialised wildlife. There is insufficient weight given in the Strategy to the desirability of maintaining, protecting, and wherever possible restoring, both these rivers and their corridors with these critical functions in mind. It should not be forgotten that any type of built development close to or within the river corridors will increase existing flood risk, preclude the ability to absorb future increased flood risk, increase low level pollution and smothering by siltation, and introduce or increase disturbance by humans and domestic pets. Employment or industrial development additionally introduces the ever present threat of high level pollution. Further, until such time as a long sea outfall is in place, any type of development anywhere in the catchment also has worrying implications for foul water treatment and disposal thereof - into our rivers. The River Stour itself may be the most robust river, simply by virtue of its larger volume, but it is nevertheless still vulnerable to all these impacts. Preferred options in the Core Strategy most obviously impinging on the Stour and its corridor include WMC1 and potentially FWP 3.			
359875	Dr Lesley HASKINS		CSO19285	Option WMC 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 SNClS 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			659

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							<p>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.</p> <p>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.</p> <p>As concluded above, it is undesirable and ill advised to place new residential development in such close proximity to a river corridor in this case of the Stour. A very substantially wider undeveloped zone for habitat enhancement and public enjoyment, should replace a portion of the residential allocation.</p> <p>NB It is noted that there is some duplication and inconsistency with the Julians Road part of KS4, for in KS4 it is suggested that the whole site might be built on, whereas in WMC1 it is a least 50% green space.</p>			
359883	Mr R.W. ELCOCK		CSO5494	Option WMC 1		No Opinion				659
359889	Mr and Mrs P CLARK		CSO8464	Option WMC 1	Support		<p>With any developments we would need to be assured that infrastructure improvements are in place BEFORE any development is consented to. This is particularly important with regard to public transport provisions.</p> <p>It is also important that feedback is forthcoming as an acknowledgement of our response to this survey.</p>			659

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359891	Mrs Susanne Parkin		CSO18366	Option WMC 1	Object					659
359916	JB Cossins		CSO13124	Option WMC 1	Object					659
359920	S PARKER		CSO9522	Option WMC 1	Support		Transport improvements should be required before any development starts rather than prior to any houses being occupied as this will ensure the improvements are done and will also assist with site traffic.			659
359927	Mrs Ann BISSEX		CSO6257	Option WMC 1	Object		The green belt should not be encroached on any further. No building should be allowed on flood plains. Much more serious effort needs to be put into reducing necessity of relying on car travel.			659
359954	Mr Alan FLINT		CSO9998	Option WMC 1	Support		<ol style="list-style-type: none"> 1. I want to know the projected time scale for these options to start to become active. 2. It is most important that there is adequate employment to accommodate the houses to be built. 3. More attention must be made to supply of affordable housing. 4. The green belt must be respected where possible. 5. The estates around Wimborne must be consulted fully. 			659
359967	Mr John A CARPENTER		CSO14323	Option WMC 1	Support					659
359977	Miss M.G. EARP		CSO7985	Option WMC 1	Object		Wimborne Minster has the highest number of houses to be built! Why? Why spoil a beautiful small town to become a sprawl. it will lose its charm and character, which is very attractive to tourism and is mostly the business of Wimborne Minster and Dorset. Just look at Poundbury. It started off as an interesting development but now it is an endless sprawl. How are the affordable houses going to be made so as to remain as such. what is to stop people buying them, then reselling at a much higher			659

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							price? All housing is much too high and overpriced now. Why build so many houses etc. in Dorset. We are already an over populated island in the UK. It will lose its beauty and character and our lovely villages, with great attraction to visitors will be lost for ever. If all this housing etc. goes ahead it will affect all community facilities, education, libraries health, water supply , traffic etc. we already need and have done for a long time pedestrian crossings from Knobcrook Road into Stone Lane - a very busy road, and the other end of Knobbrook Road into stone Lane into West Borough. All things associated with life and living. We also need to protect the green belt and the wildlife.			
360029	Mr David LANIGAN		CSO10271	Option WMC 1	Support		Thank you for the opportunity to comment on the Christchurch & East Dorset Core Strategy Document, Managing Growth and Development up to the year 2027. I agree with the preamble stating that we need to meet local housing needs, with the emphasis on growing the main settlements where we have good access to facilities that people require. Some development of smaller communities should continue however, especially the provision of low cost housing. The community as a whole, needs the services of teachers, nurses, firemen, postmen, and policemen who are poorly paid because they commit to a vocation rather than a high salary job. We also need the services of skilled people such as builders, electricians, plumbers, gas fitters, and motor mechanics, the essentially blue collar professionals. They must not be priced out of the market in terms of being able to buy a starter home, in the community that they serve. Having bought my first home in 1963, a two bedroom bungalow for £2,200 I am aware that locally such a property is currently one hundred times as much. This makes things difficult for young couples with the ratio of house prices to wages being the highest in the country. Many struggle with getting mortgages that now require typically a 25% deposit on an already expensive property.			659

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							<p>I moved to West Moors 15 years ago and appreciate the planning decisions that have taken place affecting this village. We now have a new build shopping centre on Station Road, complete with flats, good pavements, lighting, pelican crossing and trees. I am pleased to have seen built several small, three storey, blocks of retirement and two bed flats close to the village centre. I support the gradual expansion of the</p> <p>Village, current population around 7,500 as we have good schools, a large Memorial hall, Churches with halls, two public houses, doctors, dentists and good bus services to both Poole and Bournemouth. We have footpath access to open land such as Holt Heath, as well as being able to use the old railway line route through the village to Ringwood, - the Castleman Trail. Recently St Marys Church has had built a new Church Hall which will serve the community and thanks to the National Lottery grant we now have an excellent Bowling Club. I support the continued slow expansion of the village as currently we have many facilities for people of all ages to enjoy.</p> <p>My current house was built in the mid-70s, and has trebled in value since my wife and I moved here 15 years ago. In the 1970s West Moors doubled in size and acquired new schools and since then other infrastructure improvements. In recent years the Library was refurbished. The facilities for retirees in West Moors, with access to Ferndown and Verwood, are very good, and coupled with excellent hospitals at Poole, Bournemouth and Wimborne, and I have felt no need to move from East Dorset area in the conceivable future.</p> <p>I therefore support the proposals for additional housing as outlined in the Core Strategy Consultation, as well as the proposals for business sites for employment. I also support provisions for new schools particularly a new Secondary School at Verwood, and recreation areas to cater for the population increase. I understand that net immigration into Dorset is running at two thousand</p>			

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							people a year so clearly we need to plan for housing, jobs, education, recreation, road improvements especially at busy junctions, and off road car parking in town centres and on new housing estates. There are many reasons why East Dorset and Christchurch, are attractive places for people to live, work and retire to. Long term planning that caters for the needs of a steady population increase is sensible and is to be welcomed.			
360037	Mr Dave BARNES		CSO4036	Option WMC 1	Support	General Comment	What alternative locations, if any, have been considered? There is mention of heathland development.....where would this be?			659
360095	Mr & Mrs John & Barbara POLKINGHORN		CSO9811	Option WMC 1	Support					659
360097	Mr John DOWLING		CSO14477	Option WMC 1	Object		Why do you keep wanting to build on allotments / playing fields? It is a cheat since they are either replaced or lost - all that effort repeated! Why does the Council support building in flood risk areas - short sighted and non-sensical. Your options involve leading questions or statements - misleading.			659
360111	Mr K VIVIAN		CSO9586	Option WMC 1	Support					659
360145	Mr Nigel WARREN		CSO8137	Option WMC 1		No Opinion				659
360173	Mr C SHEW		CSO13704	Option WMC 1	Object		Whilst we understand the need for some more limited housing in the area, we are opposed to your current proposals for the following reasons:- - Erosion of the Green Belt should be avoided for all the reasons that are widely stated and we're sure you're well aware. - taking even very little of the Green Belt and secure Government funding, would set a very dangerous			659

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							<p>and challenging future legal precedent.</p> <ul style="list-style-type: none"> - there are enough brown field sites which could be put to good use without destroying our wonderful town and country. - the infrastructure could not cope with the influx of 4000 new residents in Wimborne alone. If you also take into account the adjoining proposed developments in West Parley and Corfe Mullen, assuming there would be an average of 4 people per household, that would be a total of 9860 new residents. It's not difficult to work out 4930 more cars, assuming an average of 2 per household, plus any supporting trades vehicles etc. - referring to the 550 new home development in the Cranborne Road, neither Burts Hill, Furzehill nor Dogdean could cope with the extra traffic which would be generated trying to find its way to Smugglers Lane and Middlehill Road, en route to the Canford Bottom roundabout. -where are the hospitals that can serve all these people, the doctors, dentists, schools and other essential services. - where are all the jobs for these extra people to support themselves? - if you concrete over the Green Belt, how will the rainwater etc. soak away? It has to go somewhere, so the risk of severe flooding elsewhere will be increase. - can the existing sewage system cope? - Particular attention should be paid to the Colehill conservation area which was recently introduced by yourselves. It does not appear to be shown correctly on your plan. The boundary does not simple end at Burts Hill, but does include some of the adjoining fields, including a continuous 5 metre strip from the highway into and beyond the adjoining hedgerows on the north side of Burts Hill. The Haven and its driveway is also included. Consequently, and entrance to or exit from any proposed development could not be via Burts Hill, which is both Green Belt and Conservation area. <p>Much of Wimborne's charm is as a market town</p>			

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							nestling in the Green Belt. This plan sets about making it a congested urban sprawl, thus destroying it for ever. We sincerely hope that you will reappraise this plan before it's too late.			
360235	Mr Christopher UNDERY	Christopher D Undery	CSO16708	Option WMC 1	Support		Good location for required residential development.			659
360289	Mr Kevin HODDER	Chief Executive East Boro Housing Trust	CSO14757	Option WMC 1	Support		Strongly support WMC 1,2,4 5,9.			659
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	CSO18146	Option WMC 1		General Comment	As an important gateway to Wimborne, the Cuthbury site would need very careful landscaping and building design. Development so close to any river is ill advised because of the potential impact on water quality, drainage and run-off problems (with the risk of increasing flood risk downstream) and the light pollution impact on aquatic ecosystems: consideration should be given to taking the building line well back from the river. There is an existing greenway along the river so additional accessible green space would be required for an increase in population. However, the area suggested in the proposals is in the flood plain and other land should be accessible for informal recreation when this is flooded. St Margaret's Close could contribute to local Green Infrastructure: the historical importance of the orchard there should be investigated. A suggestion has been made that some of the land might be used as an extension to the cemetery. ETAG supports the relocation of the football ground, the floodlights of which impact on the AONB.			659
360320	Mrs J TRIPP	Friends Of Victoria Hospital Wimborne	CSO17046	Option WMC 1	Support		The Core Strategy document description of Wimborne Hospital services (4.10) does not reflect its true value to the community. The hospital offers a much wider breadth of services than those described, available to all age groups and including			659

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							<p>diagnostic, rehabilitive, palliative and restorative care through therapeutic, medical and surgical intervention. It is a local facility, convenient for local people and since it was built over a hundred years ago, has responded to the changing health needs of local people.</p> <p>With any increase in housing will come the need for additional health provision. Future developments in healthcare will require additional diagnostic facilities, low risk, short stay procedures will continue to increase, all of which are ideally suited for a community hospital. Additionally the move of health commissioning to general practitioners, will we believe, result in a demand for more local services,, away from the Foundation Trusts at Poole and Bournemouth.</p> <p>In future years the ever-increasing elderly population will want to remain independent and if it is not feasible for support to be given at home, Wimborne Hospital will be the next best place to offer rehabilitation and coping strategies. The pressure to provide effective low cost care is likely to continue and as now, the drive to keep people out of high cost acute care will be a priority.</p> <p>We know that local people would prefer to be treated in Wimborne Hospital. Evidence of their interest and support for the hospital is overwhelming. Since 2000, £6 million has been donated to the Friends and we interpret this as a strong mandate for us to continue the maintenance of existing and the support of new services as near to home as possible.</p> <p>The hospital footprint already meets the site borders; so even with sufficient capital funds additional building is not currently possible. We would therefore support the Core Proposal to relocate the Cuthbury allotments and/or Wimborne Football club to provide more space for growth at the hospital.</p>			
360618	Mr David		CSO9228	Option WMC 1	Support		We are dismayed at the prospect of a relatively HUGE expansion of housing in Wimborne and the			659

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	Chapman						Cranborne Road WMC 4 specifically. Living in East Borough we already endure a near intolerable level of traffic using the road as a rat run, in spite of signage, which ACHIEVES NOTHING, and a failed attempt to slow traffic by using parking bays. If research had been done properly there would be a revelation that traffic goes one way at certain times (i.e. they are not being slowed). What proposals are there for the impact of a further thousand cars??			
360626	Mr Frank Miller	Chair Person Sturminster Marshall Affordable Housing Self Build Homes Group	CSO14742	Option WMC 1	Object		Developers should not buy their way into the planning system by contributions to transport or otherwise. You're not running a clear Planning Dept. Support to Self-Build - where has that been looked at? I have a plan ready to go.			659
360685	Mr M.P HOSE		CSO4611	Option WMC 1	Object		WMC 1 - Financial implications associated with the relocating of the football club must be totally financed from the sale of the ground and private sector. Redistribution of allotments must be financed from the sale of the ground. General Comment - East Dorset District Council should adopt a policy of increasing the annual community charge in line with the increase of pensions financed from the public sector. From the money raised, the first call must be for statutory obligations of the council, the remainder may be used for supporting sporting facilities and such like.			659
360714	Carol Morgan		CSO1374	Option WMC 1	Object		Moving businesses already in industrial estates in or near towns out of the town is counterproductive in terms of jobs and accessibility. 500+ houses and schools etc. is in effect another village and will not connect easily with the town of Wimborne. Take a look at Poundbury, good idea but now far too big.			659
360768	Cllr. Mr David Packer	Colehill West Ward East Dorset	CSO20627	Option WMC 1	Support					659

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		District Council								
360863	Mr David MITCHELL	Chairman Colehill Parish Plan Group	CSO14378	Option WMC 1	Support					659
360977	Mr Nick Solomon		CSO20673	Option WMC 1	Object					659
361015	Mr and Mrs M.S and C.E HACK		CSO8449	Option WMC 1	Support					659
361024	Mr & Mrs Kenny PEARCE		CSO22070	Option WMC 1		No Opinion				659
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17736	Option WMC 1	Support		<p>The CS identifies that the key transport problem in the area relates to the A31, in particular the Canford Bottom junction, referring to capacity and safety concerns. The Agency endorses the recognition that there are constraints affecting the A31 Canford Bottom junction, and the need for improvements. The current position is that the design of the proposed improvements for Canford Bottom is being progressed by the Highways Agency, and a decision on whether the scheme will be funded is expected by March 2011. Subject to funding, we expect that work could start in April 2011.</p> <p>We endorse the comments included in the CS in respect of the constraints affecting the A31 Canford Bottom junction, and the need for improvements. We support the development of the evidence base to inform any strategic growth retained in the Wimborne area, notably the use of SEDMMTS. However, the Agency is likely to treat any large scale development proposals in this area with particular caution, given the proximity of the highly constrained A31 between the Canford Bottom and Merley junctions.</p> <p>In this respect, the Agency considers the Wimborne Minster eastern area of search to be of greater</p>			659

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							concern than the northern area of search, since the eastern search area adjoins the A31 directly. The SEDMMT model will provide the appropriate means for testing the impacts of alternative growth scenarios in Wimborne and elsewhere.			
361037	Mr P STRATFORD		CSO11241	Option WMC 1	Object		I expect that my objection to everything is not very practical. However, I have lived in the area for most of the last fifty years. In that time there has been a constant cycle of the council saying we need more housing, followed by we need more industrial areas to provide extra jobs for all the new homes. Then in turn the council says we require extra jobs for the new homes, then in turn the council says we require extra homes for the new workers. This process is never ending. During this time I've witnessed the creation and expansion of the industrial estates at Ferndown, Uddens, Ebblake and Wimborne. A whole new housing estate at Tricketts Cross, Glenmoor Rd Ferndown, the expansion of West Moors, Colehill, Verwood turned from sleepy village into a town. In this time I am not aware of any developed area being returned to its natural state from a developed one. Please let me know if you think differently. I hope you agree that my objection to development is rational and that the never ending cycle of expansion is stopped.			659
361041	Mr & Mrs G K HAMPTON		CSO4009	Option WMC 1	Support		We strongly support the provision of affordable housing on all the sites and that the two types of housing should be intermingled. We applaud the emphasis on provision of adequate public transport.			659
361055	Mr David OAKLEY		CSO995	Option WMC 1	Object		I find it very hard to understand how, after unanimous support for no development in the Green Belt this now goes directly against that decision.			659
361099	Mrs Lynette PAYNE		CSO1235	Option WMC 1	Object		A good number of these options, especially in Wimborne and Parley, are on the edges of the urban areas. Building in these locations changes the whole ethos of the area. When you leave Wimborne			659

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							you see fields, trees and rivers dotted with thatched cottages. Even along Leigh Road, there is a definite rural feel, with true separation between Wimborne and Colehill. Developing along here, or Cranborne Road will dramatically change the area, for the worst. This in turn reduces people's quality of life, as we see our area creep closer to urbanisation, field by field. Why can't some of the brownfield sites be used instead?			
361105	Mr John GOOCH	Also member of Colehill Parish Council	CSO9899	Option WMC 1	Object		Why do West Moors and Holt not get mentioned?			659
361106	Mr and Mrs Robin and Janet WALL		CSO3663	Option WMC 1	Object		We object to WMC1 proposal: 1. Lack of amenities i.e. allotments. 2. Loss of green belt. 3. Loss of wildlife. 4. Pressure on already busy road traffic with poor access.			659
361111	Mr Raymond Brown		CSO2061	Option WMC 1	Support	General Comment	Affordable Homes - What would be the process on the allocation / purchase / rental of affordable homes? Would they be available only to local East Dorset residents, (say minimum of 10 years residency in the East Dorset District)? I would be concerned if they ended up being allocated to EU or non EU immigrants with little connection to the area.			659
361113	Mr Alan Meade		CSO6475	Option WMC 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.			659
361121	Mrs Elizabeth JONES		CSO13962	Option WMC 1	Support					659
361123	Mr Iain STEVENSON		CSO8180	Option WMC 1	Support					659
361124	Mrs		CSO16348	Option	Object		Please note that not all dwellings in Cuthbury Close			659

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	M.E Brown			WMC 1			are owned by East Dorset Housing Association, I am the owner of No.8			
361125	Mr KAY		CSO13484	Option WMC 1	Support		I am happy with development on the sites indicated provided that the design is first class and if this means a slight reduction in the density, so be it.			659
361138	Mr Rod WHITHAM		CSO16869	Option WMC 1	Object		<p>My first and foremost comment is that the total number of possible homes proposed comes to 2,420. That is 20 more than the original 2,400 housed proposed in 2008 and which was widely objected to. At the end of these comments i have included the last two paragraphs of my letter of 29th April 2008 but far from defending this area as I had hoped, your team appears to have designs on even more development. I still believe that the planning team should be challenging the premise that this area needs this level of development.</p> <p>Given that some development is necessary my comments on the options are as follows: WMC1 - I do not object in principle to this development and I agree with relocation of the football club and the extension of Victoria Hospital. However 170 new homes is too much for this small part of the town especially (as is pointed out in the document) given its proximity to the historic town centre.</p> <p>Two last paragraphs from my letter of 29th April 2008.</p> <p>To return to my original point, I do not believe that this level of development is necessary, justified, sustainable, or desirable for this part of East Dorset and I feel EDDC is being railroaded into accepting the strategy simply in order to satisfy Government broad housing targets irrespective of their relevance to the locality. I have felt for some years now that East Dorset is continually being sacrificed in order to preserve what may be seen by some as more open countryside further was in the county and which has greater protection from conservation laws and the National Trust.</p> <p>Wimborne, Colehill, West Parley , and Corfe Mullen</p>			659

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							are still separately identifiable villages surrounded by agricultural land; they are not part of the big conurbations such as Poole and Bournemouth and they should be respected as being different and treated differently. I understand the difficulty EDDC might well have with these strategy documents and I'm sure they will do their best for the area. However i would like to see the council standing up and really challenging the basic premises of this plan and propose much less development in the area based on real local need and not a notional level set essentially by Central Government.			
361145	Mr D Stone		CSO16739	Option WMC 1	Support		Good infilling of land adjacent to town centre and all amenities. Requires little or no financial additions to the existing infrastructure, the existing allotments and football club move to WMC5.			659
361147	Mrs Susan PHILLIPS		CSO2151	Option WMC 1	Object		Building on Cuthbury Allotments, moving the football club and the demolition of a lot of people's houses in Cuthbury Close is not going to "enhance" the view into Wimborne via Julian's Bridge-looking at a wide open space then a sprawling housing estate is more attractive! Julian's Road is a narrow small "main road"-during rush hours it is "gridlocked". so if 170 new homes are to be built on the beautiful peaceful riverside that will mean at least another 300 cars trying to get access to and from Julian's Road-if these new homes were to be built along Cranborne Road that road is much wider to take extra vehicles.			659
361156	Mr John NEWMAN		CSO13593	Option WMC 1	Object		We already have a green corridor along the Stour. Leave as it is. Access to Julian's Road and Victoria Road, this will be more difficult, extra traffic. Currently 40+ ton lorries are using Victoria Road as cut through to Blandford and to the North. Speed limit currently ignored. Large number of children walk road to QE. New build will not improve visual entrance to Wimborne. Extra pupils to QE already over-subscribed.			659

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							Why move allotments to new site. Build on new site. No indication given of who funds, how much ideas will cost. We are in times of austerity. Do not waste money on grand schemes Building on WMC1 will destroy a natural habitat for wildlife.			
361161	Mr Douglas FORWARD		CSO13600	Option WMC 1	Object		WRFC has a 50 year lease from WTC. Already too late for tenants in Hardy Crescent. Utter vandalism. The most un-green council in Dorset. Short-termist - distinctly tight fisted.			659
361170	Mr TR HARVEY		CSO2827	Option WMC 1	Object		The only area around Wimborne that could take a larger number of houses WITHOUT causing visual carnage is the land north of the A31, 100 yards after it leaves the Little Canford roundabout going East, up to the Canford Hill Plantation.			659
361176	Mr and Mrs B.J HUNT		CSO9057	Option WMC 1	Object					659
361181	Mr & Mrs A HARRIS		CSO16662	Option WMC 1	Object		We should like to express our deep concern regarding the proposals to build a huge number of houses, more than were originally proposed, in the Colehill/Wimborne area. Our Green Belt land is precious and has created a clean, green environment in which to live. Not everyone wants to live in an urban sprawl! Our roads are already heavily congested especially Middlehill Road, Leigh Road and the A31 and these homes would mean even more traffic flows, with all the accompanying pollution, accidents etc. as people travel to work and school. Local schools are full to overflowing and the increased population of children will find it impossible to go to school in their neighbourhood. In the current economic climate many services and maintenance schedules are being reduced, so how can we even think that this housing development will improve our quality of life. Where is the extra money for increasing education places, health care			659

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							professionals, council workers, water and sewage facilities to meet these new residents' needs, going to come from? Our children and grandchildren will never forgive us if we leave them a legacy of urbanisation.			
361184	Mr S MOON		CSO13307	Option WMC 1	Object		In most situations I will object to the build of additional housing / business premises, as I do not believe that other options have first been considered or if not possible 'today' are being pursued for the longer term. For example, 1) There are many properties, particularly in Dorset, which are second homes and for most of the year are empty. Action needs to be taken to make these available for renting / purchase as even today, let alone the future, houses are unoccupied, for whatever reason, is not an option. (I would support legislation.) Empty properties also need to be addressed. 2) The development of "brownfield" sites, even if these may not be profitable as other options or as desirable to live or work. 3) Thinking outside the box or in this case outside the areas of this Strategy Consultation. Dorset is not alone in having to address these issues and we need to have some "joined up thinking" with other authorities to see if there are joint opportunities. In this respect Hamworthy Engineering buildings have been empty for many years but do not appear to be in anyones options.			659
361196	Mr J.M BULLIVANT		CSO16265	Option WMC 1	Support					659
361263	Mrs REVILL		CSO6053	Option WMC 1	Object					659
474426	Mr Phillip Barnes		CSO2363	Option WMC 1	Support		If affordable/social housing is to be built it should be built as near to the Town centre as possible.			659
474462	Mrs		CSO419	Option	Support		Reluctantly I support these options because it was			659

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	Sheila Bourton			WMC 1			previously agreed by vote by East Dorset District Council that the Cuthbury area would be used for the provision of Affordable Housing and the area is close to Wimborne town centre . Therefore the addition of land vacated by any move of the Football Club and land at St Margarets Close would make sense. The improvement of medical facilities in the area is also beneficial to the whole of Wimborne & Colehill.			
474490	keep wimborne green	chairman keep wimborne green	CSO671	Option WMC 1	Support		Keep Wimborne Green only supports this option because it has already been agreed by vote by EDDC to develop the allotment site. It is obviously beneficial for any new housing development to be close to the town centre and this option would also provide homes on the vacated Football Club site and allow (hopefully) for the expansion of Wimborne's Victoria Hospital which would benefit all the residents of our area.			659
475490	Mrs Joy Elliott		CSO16996	Option WMC 1	Object		I would like to comment on the proposals in the Core Strategy document regarding housing in this area. Unfortunately I will not be able to attend the meeting planned for Friday 15th October on the Allendale Centre, but would like to put my thoughts on record. Surely, after all that has been said and done and the countless meetings held, you cannot possibly still be contemplating building on the green belt?			659
475541	Mr Phil Spencer		CSO17915	Option WMC 1		General Comment	Land off St Margarets Hill I have no comment to make on this proposal. 5. Cuthbury Allotments including the existing football ground 6. Land to the south of Cuthbury Allotments/Julians Road The inclusion of these areas for housing is strongly supported. Access The map included with Option WMC 1 indicates three potential vehicular access points. I would propose that the main access should be from a new			659

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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>junction controlled by three-way traffic signals immediately east of Julians Bridge. Traffic management should ideally be introduced to minimise any additional traffic within Cuthbury Gardens. The proposal to ensure that no additional traffic can use Cowgrove Road is welcomed. However an alternative might be to connect Cowgrove Road from the west into the new development site, and onto Julians Road with the existing Cowgrove Road stopped up at Netherwood Place just west of the almshouses. This would be likely to reduce the amount of traffic using the narrow and poorly aligned section of Cowgrove Road nearest to Victoria Road and the junction by the hospital, which would be especially beneficial to pedestrians and cyclists.</p> <p>Public Transport</p> <p>The southern part of this site is close to Julians Road which is served by the Poole-Wimborne via Corfe Mullen bus route. However it might be difficult to provide bus stops in Julians Road in a lay-by so as to be clear of the carriageway adjacent to the access road into the development site, and the potential effect on traffic flows of placing bus stops on the carriageway near to the signalised junction east of Julians Bridge would need to be determined. For these reasons it is suggested that the development should be served by alternative means.</p> <p>The new development could be served by diverting the Wimborne Town Circular bus route away from Victoria Road and into the development site before terminating at the rear of the hospital, with suitable pedestrian access to the hospital itself. Within the new housing areas it is probably more acceptable to operate the smaller vehicles used on this service rather than the larger buses used on the routes to Poole. Details of this proposal are given in Appendix B.</p> <p>It is suggested that the existing Poole – Wimborne via Merley service, hereinafter referred to as Route 3M, is diverted to serve Victoria Road, St Margarets</p>			

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							Hill and the QE School/Leisure Centre as a replacement for the current Town Circular route. Details of this proposal are given in Appendix B. I believe this proposal would be compatible with the proposals under consideration for remodelling The Square. SEE ATTACHMENT			
476245	Mr Robert Pearce		CSO17423	Option WMC 1	Support	General Comment	<p>I am more enthusiastic about the need to increase the housing stock in Wimborne than my wife is. I believe that if we are to support a range of independent shops in Wimborne we need a growing local population. I understand that many people of working age in the town are coming to the end of their working lives and that there is an urgent need to provide housing for a replacement workforce. Will it only be executive housing which fronts the river on the proposed Cuthbury development or a mix of housing association and privately owned properties? How much influence does EDDC have in the detailed plans to be submitted by developers? Our home is on the south side of Julians Road and our allotment is on the Julians Road site. We are concerned about a further substantial increase of traffic on an already busy Julians road.</p> <p>We would be extremely sorry to lose the amenity of our allotment on which we have worked hard and with considerable successes for the past 15 to 20 years, reclaiming it into productive land from earlier dereliction. We question whether the relocation of 15 allotment holders from the Julians Road site to build a handful of dwellings on the south side of Julians Road is absolutely essential. A renewed boundary of suitable hedging and small trees on the northern edge of the Julians Road site could provide an alternative and carbon friendly entrance to Wimborne.</p> <p>We appreciate that there are plans to provide alternative allotments for both Cuthbury and Julians Road allotment holders on proposed sites WMC 2 and WMC 4 and on the Leaze to the south of the current Julians Road allotments. We recognise that</p>			659

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							<p>it is intended to offer the current Cuthbury/Julians allotment holders the option of being relocated to allotments as close as possible to their homes. In view of the fact that the proposed developments at WMC1, 4 and 5 are likely to be staggered over several years, the planning for the relocations from the Cuthbury/Julians site is likely to be complex.</p> <ul style="list-style-type: none"> • Does EDDC intend to appoint someone to project manage the relocations; to respond to the concerns of Wimborne allotment Association; to enable new allotment holders to be accommodated? <p>We will value responses to these specific questions as part of the on-going conversation about the development proposals.</p>			
476247	Mr Richard Pike		CSO13109	Option WMC 1	Object		<p>If the council truly wish to provide more affordable homes then the majority of the WMC5 site should be used for this purpose. WMC1 should be kept as a green belt and not be used to build expensive homes with river views and a small number of affordable homes that the developer doesn't really want to build.</p>			659
476250	Mr Richard Pike	Secretary Wimborne Allotment Association	CSO10342	Option WMC 1	Object		<ol style="list-style-type: none"> 1) The sites are within the greenbelt and this status should be preserved for future generations. 2) The sites are a recreational asset, for all Wimborne residents, by way of allotment gardening, walking and dog exercising. They form a tranquil background for a riverside walk and provide a haven for wildlife. 3) Many of our members, especially the elderly, are currently able to walk to their plots and have stated they will not be able to access the alternative sites. None of our members would be able to walk to the new sites and, in the case of Leigh Road, they would be in competition with two sports clubs for access and parking. 4) The stated reason for building new homes in Wimborne is to provide affordable accommodation for the younger generation. The developer, in our view, will only provide the least number he can get away with, because of the value of the land. The 			659

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							<p>proposal is to build 170 homes on the Cuthbury allotments. The minimum requirement is 40% affordable which is only 68 homes. If used for new building, the land south of Leigh Road is not of the same quality and would be cheaper to buy, allowing for a lot more homes at an affordable price.</p> <p>5) The allotment sites, if built on, would not have good vehicular access, and would add to the current congestion of Julians and Victoria Roads.</p> <p>6) The proposed new site, south of Leigh Road, is bordered by a sewage farm and the main A31 trunk road, the latter is likely to be extended to a dual carriageway sometime in the future. These two features make the new site unappealing for an allotment. The value of allotments to society should not be underestimated. They provide good recreational environment for all, as well as, mental and physical stimulation for the plot holders as well as making valuable contribution towards sustainability of the environment. A recent published survey claimed that allotment holders lived several years longer than the general population. Allotments have become ever more popular over the years, with waiting lists growing nationwide. They should be treated as an asset and not relegated to the outskirts of communities.</p>			
476264	Mr David Reddaway		CSO15652	Option WMC 1		No Opinion				659
476474	Ms Hilary Watkins	Assistant Finance Director Commissioning Programmes NHS Dorset	CSO18601	Option WMC 1		General Comment	We do not have any plans to expand the hospital to any extent, expansion I think would be more in community teams and services as opposed to bricks and mortar.			659
476792	Mr and Mrs Lomas		CSO14520	Option WMC 1	Support					659
477822	Ms		CSO6759	Option		No Opinion				659

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	Susan Rayment			WMC 1						
482494	Mrs Yvette Jones		CSO21862	Option WMC 1	Object		Large scale developments damage the environment for everyone, and it is for ever. The open green spaces are valued by so many who have paid a premium to live in a semi-rural area. Desecration of this is an assault to the residents' wellbeing; an unwarranted invasion causing a wholesale change of character to what is home to thousands of people who chose a neighbourhood because of its history of modest gradual development. Not convinced there is a housing shortage. Keep 'social' housing in more 'affordable' areas. What is there to aspire to and work towards otherwise? Don't patronise us re. 'housing for local people' - occupants become 'local' by living in a 'location'. Small developments can be assimilated to the character of an area without destroying people's enjoyment of their homes. They can be developed with consideration, gradually and as appropriate. They do not have to cause illness through acute distress of residents just to line the developers' pockets and gratify councillors.			659
483391	Mrs Eileen Mann		CSO14629	Option WMC 1	Support					659
484088	Mr David Price		CSO2497	Option WMC 1		No Opinion				659
485695	Mr John Cornish		CSO14332	Option WMC 1	Support					659
488253	Mr David Cartmale		CSO16002	Option WMC 1	Object					659
489765	Derek KEAREY		CSO19476	Option WMC 1	Support					659

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490854	D MUTTON		CSO20158	Option WMC 1		No Opinion				659
491232	Mr Keith Barnett		CSO6961	Option WMC 1	Object		The area cannot sustain this quantity of new homes which would also require jobs for the vast majority. This proposal of 2,570 homes would also add another 5,000 cars to an already congested junction at West Parley. This area is already over stretched private and industrial vehicles. Jobs are already at a premium with companies moving out of the area or even closing. Warehouses are laying empty and shops are being converted into living accommodation. The young local people are not able to find homes due to the vast majority going to people moving into the area. This vast development will destroy this rural area. Just look at Bournemouth if you require any proof.			659
491252	Margaret Wareham		CSO16553	Option WMC 1		No Opinion				659
491311	Mr Kevin GILLING		CSO2693	Option WMC 1	Support					659
491361	Mr Barry SCAMMELL		CSO1211	Option WMC 1	Object		Not happy with any development at all. Light pollution would destroy the outstanding beauty of the area. If there has to be housing in the fields behind us then at least leave some greenery, at least, i.e. the field directly behind all the gardens of Leigh and Parmiter Road. The sports fields are a good move as long as they are as near to the bypass as possible. I'm sure at the end of the day what will be will be and we don't have any choice.			659
491378	Mrs A SCAMMELL		CSO1219	Option WMC 1	Object		I understand the need to move the football club for the hospital but I do object to housing on the back of Leigh Road. If you have to do something then please leave a field at the back of Leigh Road and side of Brookside Road as a buffer between the existing homes and any possible development. I would prefer not to see any development on this			659

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							<p>lovely small bit of green belt - our green belt system was introduced for a reason - we don't want to live in a concrete jungle.</p> <p>Traffic is also a big issue. There is already an increase in traffic congestion since restrictions on the use of which tip you can use (Brook Road and Millams) and even more so since Waitrose was built.</p> <p>Wimborne is a beautiful place, please don't spoil it!!!</p>			
491401	S Ost		CSO1262	Option WMC 1	Object		The local roads, schools, hospitals would be unable to cope with extra movements of traffic and people coming into the area.			659
495562	Mr MJ Banting		CSO1501	Option WMC 1		No Opinion				659
495625	Mr Michael McMath		CSO1528	Option WMC 1		No Opinion				659
495715	Mr Jeremy Belcher		CSO2966	Option WMC 1	Object		<p>WMC 1 – Specifically the Land off St Margarets Hill, Adjacent to St.Margarets Close</p> <p>1. As per the original proposal from 1978 for this piece of land, it stated that this was rejected due to</p> <p>a. The land being green belt</p> <p>b. Anxieties over the prominence of the land and this was found this to be decisive</p> <p>c. As the land is owned by the East Dorset District Council , the councils judgment could be suspected of bias and be a conflict of interest</p> <p>2. This piece of land is Green belt and satisfies 2 of the conditions for green belt: preventing urban sprawl and preserving the setting and special character of historic towns (i.e. it would be a shame to lose a field with sheep grazing and an orchard from the edge of the town just to gain 10-12 more properties, as the housing would have be low density, in keeping with the surrounding built form.) I find it very hard to understand how, after unanimous support for no development in the Green Belt this</p>	Remove Land Adjacent to St Margarets Close from WMC1		659

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							<p>now goes directly against that decision</p> <p>3. The land already has a drainage issue towards the current St.Margarets Close, which as an agricultural piece of land is easily under control, but may cause problems if a new development was built.</p> <p>4. The junction is already marginal, and can be quite dangerous due to the speed of cars coming down St Margaret's Hill, more cars using this already tight junction will only increase the risks of accidents</p> <p>5. My concerns also relate to the impact on wildlife within this area.</p> <p>6. The Government are encouraging green space / grow your own yet this is proposed to be built on and in the process ruin a small piece of the country on the edge of the town</p> <p>7. WMC1 in general would create more road congestion on an already incredibly busy section of the town that in the mornings has cars queuing from all directions.</p>			
495971	T A Reith		CSO1589	Option WMC 1	Object		I am particularly concerned that Cuthbury Gdns allotments remain as they are. The council should be providing more allotments in addition to existing sites, not instead of. I would be very uncomfortable with housing that close to the river; not a good idea in my opinion.			659
496188	Mr RE Vogel		CSO1609	Option WMC 1		No Opinion				659
496479	Charlotte Dixon		CSO1690	Option WMC 1	Object					659
496503	Miss C Howard		CSO1704	Option WMC 1	Object		Removal of green recreational space with no suitable like for like option being offered. Government are encouraging greenspace / grow your own yet this is to be built on. It would spoil the river habitat and views and cause more congestion on the roads.	Keep Wimborne! Do we need to change the character of the town?		659
496564	JH		CSO1740	Option	Object		How are you going to ensure these so called			659

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	Lockwood			WMC 1			affordable homes aren't snapped up by outsiders buying second homes. The traffic in our area is atrocious. More homes can't be built in already overcrowded areas.			
496612	Mr and Mrs JP Lovell		CSO1791	Option WMC 1	Support					659
496637	Mr David Leadbetter		CSO1808	Option WMC 1	Object		Strongly object because of:- 1) Loss of green spaces, in this age of conservation and green issues. The allotment area will be a fraction of what it should be for population. 2) Where is the infrastructure for all the extra traffic? Also extra pollution. The town becomes grid locked at the best of times. 3) Where are the extra jobs for the amount of people. I assume they will all travel to Bournemouth / Poole conurbation and that would be a nightmare. 4) The whole character of the town would be lost forever.	Perhaps more building on Canford Heath and other areas where arsonists seem intent on destroying.		659
496659	Mr & Mrs Tony & Hilary Hendy		CSO11722	Option WMC 1	Object		The Green Belt should stay Green. Allotments should be left as they are.			659
496958	Mrs J Beech		CSO1921	Option WMC 1	Support					659
497014	Mary Haw		CSO1964	Option WMC 1	Support					659
497026	Doreen Smith		CSO1973	Option WMC 1	Object		This amount of building will create extra traffic in Ferndown and Parley which already has a lot of road build up in the busy morning and evening travel. Also taking a lot of natural land for our wild life.			659
497060	Mrs Mary Tuffrey		CSO2044	Option WMC 1	Support					659

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497089	Mr Frank A Soan		CSO2094	Option WMC 1	Object					659
497184	Mr Hilling		CSO2169	Option WMC 1	Support					659
497239	Martine Lewis		CSO2239	Option WMC 1	Object					659
497343	Sharon Sutcliffe		CSO2265	Option WMC 1	Object					659
497773	R Johnstone		CSO2468	Option WMC 1		No Opinion				659
497826	Mr Martin Miller	Technical Director Terence O'Rourke Ltd	CSO2512	Option WMC 1	Object		<p>Stone Park is a grade II listed building set in extensive grounds located to the west of the town of Wimborne. It directly overlooks Wimborne Town Football Club and the Cuthbury allotments, which forms part of the building's setting. Historically, the site owners have objected to the development of the Cuthbury Allotments, and by way of an alternative, suggested that a small parcel of land at the entrance to the Stone Park estate be developed for around 70 dwellings. Although this parcel of land is located within the Council's Area of Search for new housing sites shown on page 151 of the Core Strategy Options Report, paragraph 8.64 states that land within the Stone Park estate has "low landscape capacity for development and is part of the historic landscape and should be discounted".</p> <p>Whilst we accept that parts of the estate are indeed sensitive in both landscape and heritage terms, the parcel of land identified within the estate for potential development adjoins the existing urban area of Wimborne and could be developed with minimal landscape or heritage impacts. To reject all of the site's development potential on the basis of simply being part of the Stone Park historic landscape seems non-sensical and illogical given that the Council has identified the Cuthbury allotments and Wimborne Town Football Club as</p>	Option WMC1 contains a schematic map showing potential developable areas, SANGS and green linkages to the west of the town. The map shows a potential green linkage between the proposed green corridor along the river Stour and the Stone Park estate via the Cuthbury Allotments / Football Club development area. In the absence of any residential development within part of the Stone Park Estate, the map should be amended to show this potential green link terminating at		659

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							<p>suitable for development, both of which also form part of the Stone Park historic landscape. During winter months, the owners of the Stone Park estate currently endure significant light pollution emanating from the floodlights at Wimborne Town Football Club. Although a historic planning permission exists for the floodlight pylons, there are no planning conditions that restrict the angle of the lights or the light intensity of the bulbs used within them. Both of these factors have affected the owners of Stone Park in recent years, and although receptive to the owners' plight, the Council has conceded that the Football Club is immune from planning enforcement. In these circumstances, the possibility of redeveloping the Football Club in a manner that respects and delivers improvements to the residential amenity of the Stone Park owners and the overall setting of the estate is of interest to the owners of the estate. Option WMC1 is therefore reluctantly supported subject to the requirement for future development proposals to respect and deliver improvements to the residential amenity and heritage setting of the Stone Park estate to be specifically identified to the list of bullet points under the "Cuthbury Allotments" heading on page 156 (paragraph 8.69).</p> <p>However, Option WMC1 also contains a schematic map showing potential developable areas, SANGS and green linkages to the west of the town. The map shows a potential green linkage between the proposed green corridor along the river Stour and the Stone Park estate via the Cuthbury Allotments / Football Club development area. In the absence of any residential development within part of the Stone Park Estate, the map should be amended to show this potential green link terminating at Cowgrove Road.</p>	Cowgrove Road.		
497947	Mr Guy Brooker		CSO22679	Option WMC 1	Object		I must presume also that these development proposals under current consideration will run alongside such plans as are already identified in the plan expiring in 2012, although we are not asked to			659

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							comment about the impact of this combination. Neither has it been indicated by EDDC the expected level of infill development that can be expected over the plan period. EDDC faces an uphill struggle to persuade the residents that they can be responsive to public opinion and effective at delivering acceptable development. Recent history demonstrates poor performance in these areas.			
498044	Carolyne BANKS		CSO2633	Option WMC 1	Object		Transport needs to be sorted out centrally - to get something that works properly - this is the biggest showstopper to all of these schemes - the current roads will not support any more traffic. Use the newer out-of-town developments to extend housing - after all that's what they were created for i.e.: Verwood, Corfe Mullen, Sturminster Marshall. Don't cram more development into existing residential areas in town. Consider the impact on horse-riders especially in West Parley, where there are a significant number of horses. Adding more traffic to horses = more accidents. Horse-riders have to use the roads to access the bridleways. Recent increases in traffic already make the situation fraught with danger.			659
498047	CD Bradford		CSO2635	Option WMC 1	Support					659
498062	Mr Nick Crawford		CSO2694	Option WMC 1	Support		Although I live in Ferndown, I work and travel a lot in the local area so feel I can voice my opinion on developments around the area.			659
498084	Mr P HARTLEY		CSO2735	Option WMC 1	Object					659
498125	Mr and Mrs P DASHWOOD		CSO2780	Option WMC 1		No Opinion				659
498169	Mrs D WEAVER		CSO2887	Option WMC 1		No Opinion				659

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498184	Mrs Angela BARKER		CSO2914	Option WMC 1	Object		Not every area needs affordable housing - if a lot of people are retired and/or own their own homes, does it matter?			659
498214	Mr and Mrs K Swash		CSO2942	Option WMC 1	Object		Further roads should be built and infrastructure put in place before any new homes are built.			659
498268	Mr and Mrs R Cullen		CSO2993	Option WMC 1	Support					659
498271	Mandy CHEESEMAN		CSO3020	Option WMC 1	Object					659
498335	Mr and Mrs Lester		CSO3071	Option WMC 1	Object					659
498402	Mrs T Hughes		CSO22196	Option WMC 1	Object		Re: Employment Land Options Whilst employment is obviously needed in the area, before building new sites please take a look around the existing industrial estates and see just how many units are empty. For example on Cobham Road on the Ferndown Ind Estate there are currently lots of 'To Let' boards. The traffic problems of the A31 need to be addressed before numerous new homes/businesses are built, throughout the summer routes through Ringwood/Ferndown/Wimborne become totally gridlocked. Whilst we can hope and encourage local people to use buses or cycle to work or for shopping, many of the cars coming into and through the area are driven by holidaymakers. With more people taking their holidays in the UK this problem is likely to get worse.			659
498488	Mr Ken Fergus	Director Wimborne Town FC	CSO16955	Option WMC 1	Support		Wimborne Town FC has been an integral part of the local community for 133 years and has brought much positive publicity to the town, not least when the Club won the FA Vase at Wembley in 1992. Last year we gained promotion to the Southern League – the highest level of football at which the Club has ever played – and participation at that level will bring greater recognition to the Club and, therefore, the			659

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							town. Our Youth Section currently runs 15 teams for boys and girls aged from 5 to 18, providing over 250 youngsters with the opportunity to play football. When siblings, parents & grandparents – all of whom we actively involve - are included, that adds up to over 1,500 people. While our current ground has served us well, we can no longer provide the quality playing and social facilities required; relocation to an area supporting more playing & training areas would enable us to use the expertise & qualifications within the Club to involve even more local youngsters. Our vision for Wimborne Town is for the Club to act in partnership with the local community in providing a safe and structured environment in which people of all ages can take part in, and watch, football. The relocation option outlined in your Core Strategy paper is key to the achievement of that vision.			
498490	Mr Michael Bloxham		CSO3255	Option WMC 1	Support					659
498495	Mr John Williams		CSO3263	Option WMC 1	Support					659
498566	Mrs Susan Davies		CSO3337	Option WMC 1	Support		I support this development as it can be easily integrated into Wimborne Town but the roads and access routes must be improved. However, I would not want to see development of the St Margaret's area as this should be preserved as a valuable asset for the beautiful cemetery, which will almost certainly need additional land in the not too distant future.			659
498711	Mr T CHANT		CSO3374	Option WMC 1	Support					659
498775	Mrs P L		CSO10727	Option WMC 1	Object		I object very strongly to any green belt land being used for housing. The roads are very often			659

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	Buckler						impossible anyway without the massive increase proposed. HANDS OFF OUR GREEN BELT!!			
498996	M E CLARKE		CSO3436	Option WMC 1	Object		Build more at Leigh Road, and do not build in Cuthbury allotments.			659
499231	Mrs A Lathbury		CSO3512	Option WMC 1		No Opinion				659
499236	J PIPE		CSO3523	Option WMC 1	Object					659
499245	Mr and Mrs N BUTLER		CSO3567	Option WMC 1	Object					659
499257	Mrs D Courtney		CSO3599	Option WMC 1	Object		Option ref WMC1 would mean loss of long existing allotments that allotment holders can easily get to and walkers and dog walkers enjoy walking through. The long established football club, has good facilities now, and it is nice to have it on the west side of town and the rugby club on the east side. New homes would block views to Pamphill for existing housing occupants. New homes would mean loss of bird life and insects, more light pollution and noise. The suburban sprawl would go right up to the river, which would be unpleasant aesthetically and for the reasons outlined.			659
499261	Mrs Norma JACKSON		CSO3600	Option WMC 1	Support		I have no objection to the limited use of green belt land for development, as long as there are no water/flooding issues, and there are enough green spaces in any development for children's play areas.			659
499290	Mrs Lisa TURNBULL		CSO3633	Option WMC 1		No Opinion				659
499367	Mrs R M C COWARD		CSO3699	Option WMC 1	Object		Proposed new allotment site is too far away for present allotment holders leading to increased car use and no allotment at all for those without a car;			659

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							there is a long waiting list now so how many will there be on the new site? Present allotment land is a sponge; if built on, Wimborne will flood. What about all the wildlife at present abundant on the allotments? Are there any plans to build 'eco-friendly housing' if land must be developed? This is an opportunity to set an example to the rest of the country. 'Green roofs', green lawns; no decking, no concrete, re-use of surface water, solar heating.			
499384	Mr A I ROSE		CSO3707	Option WMC 1	Support		Proposed population increase will need much better transport / shops/ services. Pensioners need mobility. Young families need jobs. Wimborne - real country towns should grow on their edges to preserve town centres.			659
499447	G Frampton		CSO3765	Option WMC 1	Object					659
499479	Mr and Mrs K Wisker		CSO3775	Option WMC 1	Object		The addition of some 1000+ new houses combined with the riverside development on the old Flight Refuelling site will put a significant extra strain on the current services water, sewage, roads etc. An additional first school may help with some of the potential 1000+ children, but what about the Middle and Upper schools. Colehill Middle school has been 'temporarily' extended to cater for Poole overspill.			659
499492	Mrs A Pennell		CSO3797	Option WMC 1		No Opinion				659
499596	R Palin		CSO3847	Option WMC 1	Support					659
499683	S Crotch-Harvey		CSO3868	Option WMC 1	Support					659
499748	Ms Soozi		CSO9728	Option WMC 1	Support					659

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	Cooper									
499858	MJ and JC Palmer		CSO3962	Option WMC 1	Object					659
499873	Mr Graham Holt		CSO3972	Option WMC 1	Object					659
500060	Mr Stuart PIDDOCK		CSO4064	Option WMC 1	Support					659
500070	Mr J W ELCOCK		CSO4095	Option WMC 1	Object					659
500080	Cllr Diann MARCH		CSO4119	Option WMC 1	Object	General Comment	<p>How many empty properties are there in the district at the present time?</p> <p>How many properties are there in the district that are second homes?</p> <p>Object. A large number of properties with no infrastructure which would have a very large impact on all Wimborne Minster services. No mention where this large number of allotments would be relocated to.</p> <p>Object also to the section regarding housing off St Margaret's Close as it adjoins Wimborne Cemetery, and this would be more suitable for an extension to the Cemetery, which is needed because the existing Cemetery probably only has between 50 and 100 years of land left available. The suggestion in the Core Strategy of a split site for the Cemetery would not be economically viable as it would necessitate extra staff to maintain two sites, whereas additional land would be able to be maintained with the existing staff. It should also be noted that Poole and Bournemouth are both running out of Burial Plots, and it is likely that there will therefore be an increase in non-residents being buried in Wimborne Cemetery. This land is known to be wet, especially as the St Margaret's Road end and therefore unsuitable for Housing.</p>			659

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500222	S Hartley		CSO4175	Option WMC 1	Object					659
500350	Mr P H BARTLETT		CSO4209	Option WMC 1	Support					659
500361	Mr and Miss N and A Middleton and Turner		CSO4245	Option WMC 1	Support					659
500382	Mrs S GRETTON		CSO7605	Option WMC 1		No Opinion				659
500427	Mrs D J LYONS		CSO4301	Option WMC 1	Object		I strongly object to the building on the allotments, the football ground and the rugby ground in Wimborne. Wimborne has already seen the loss of a central green space when the cricket pitch was built on. It would be short-sighted to build on these environmentally beneficial sites. Who wants to live where there are no green areas! Wimborne is a beautiful town and should stay that way. It already has a market, and Allendale Centre and Tivoli.			659
500454	Mr Stephen PROTHEROE		CSO4327	Option WMC 1	Support					659
500558	A Baker		CSO4341	Option WMC 1		No Opinion				659
500697	Mr Thomas SMITH		CSO4469	Option WMC 1		No Opinion				659
500706	R & J Jeans		CSO4484	Option WMC 1	Support					659
500720	Mrs VALLIER		CSO4512	Option WMC 1	Object					659

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500746	Mrs J Lothian		CSO14074	Option WMC 1	Support					659
500748	Mrs Lauren MATTHEWS		CSO4564	Option WMC 1		No Opinion				659
500802	J Hayward		CSO4656	Option WMC 1	Object					659
500814	B Fagan		CSO4676	Option WMC 1	Object					659
500817	Mr L Lothian		CSO13540	Option WMC 1	Object					659
500836	Mrs Sylvia Hines		CSO4708	Option WMC 1	Object					659
500903	Mr and Mrs S and R Harris		CSO4745	Option WMC 1	Support		Any developments must be preceded by improved road infrastructure.			659
501012	Louise ARNOLD		CSO4822	Option WMC 1	Object					659
501015	Mr & Mrs W McMillan		CSO4831	Option WMC 1		No Opinion				659
501078	Mrs Ingle-Finch		CSO4926	Option WMC 1	Object		Proposal of housing at St Margaret's Close field: WMC1 I object to this proposal: 1 The adjacent cemetery is quickly filling up. Surely this field is an ideal graveyard extension, especially cremation plots. 2 Drainage from the field and its hill is bad. The ditch supplied and owned by the council often fills and struggles to cope with excess water. Building here will not help.			659

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							3 Access point St Margaret's Close. Visibility onto the main road is onto a blind bend looking north uphill and is very tight south because of St Margaret's chapel. Rush hour traffic on the main road often queues from Lions Corner uphill past this close.			
501107	Mr & Mrs E C Lacey		CSO4948	Option WMC 1		No Opinion				659
501118	Mr Ron Cook		CSO4969	Option WMC 1	Support		Wimborne does need an increase in population to support local traders and also to keep town centre active outside of the tourist season.			659
501188	Mrs M Brown		CSO5065	Option WMC 1	Object		I object to any new buildings on the allotments or football ground also St Margaret's Close due to the amount of traffic already in Cowgrove Road at various times of the day. Also Victoria Road is very busy now-it is difficult to cross over as it is sometimes. Also allotments out of town would not suit a lot of people who live near them now.			659
501197	Mrs H Collop		CSO5087	Option WMC 1	Support		If the sites WMC1, WMC2, WMC3, and WMC5 were all developed, there would be no need to build on the Green Belt at WMC4. This is unacceptable in so many ways. Green Belt, traffic, local services would all be overwhelmed and spoil a lovely small market town.			659
501227	Mr John Collop		CSO5122	Option WMC 1	Object		Far too many houses - more green space should be provided next to the river.			659
501252	R and B Taylor		CSO5138	Option WMC 1	Object		Infrastructure is not in place to support the level of building projected. Schools, doctors, transport etc. would be under extreme pressure. Where is the capital coming from to support any proposals.			659
501279	Mrs F Smith		CSO5152	Option WMC 1	Support		All my "support" ticks are coloured by my huge hope that all thought and preparation in advance is given and made. Re. sufficient infrastructure in the shape of doctors, schools and transport.			659

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501324	Julie Light		CSO5170	Option WMC 1	Support		To keep our town of Wimborne we need to build around the outskirts of the town enabling people to use the facilities- the homes must be affordable and housing. Perhaps if the high rates that shops etc. have to pay were reduced then more shops would be available-it is so sad to see so many empty shops-reduce the rates - we don't want a ghost town.			659
501351	Mr and Mrs R D'Cruze		CSO5204	Option WMC 1		No Opinion				659
501354	Mrs Jacqueline Roberts		CSO5217	Option WMC 1	Object					659
501357	Armstrong and Perry		CSO5223	Option WMC 1	Object					659
501364	Mr M Devetta		CSO5249	Option WMC 1	Object		When land in Wimborne (WMC1, WMC4 and WMC2) was part of the spatial strategy our MP and councils all seemed against development. Why are these now back as an option? Now that Waitrose is up and running-very nice too-what about our promised town square? Where is the money that was put aside for the project. We were told it would be done when Waitrose was finished. What is the hold up? Love the new riverside park next to Waitrose.			659
501485	Mrs J JACKSON		CSO5280	Option WMC 1	Object		You need to take into account impact or roads, transport, shops, doctor's surgery, schools, when building new homes, not just roads alone. Whilst an extension to Wimborne Hospital is important and necessary - moving a football/rugby club to Leigh Road would cause major traffic jams and provide more open space for dog walkers, rather than family walking and destroy more open space.			659
501488	Chris LAMB		CSO5307	Option WMC 1	Object					659

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501492	Mr Colin Tyler		CSO5314	Option WMC 1	Support		Support for options shown would keep any development within the boundaries of by-pass and rivers.			659
501497	Adrian Rafferty		CSO5343	Option WMC 1	Support					659
501502	Mr Michael WAREHAM		CSO5344	Option WMC 1		No Opinion				659
501520	Mrs Z MERRIFIELD		CSO5409	Option WMC 1		No Opinion				659
501523	Rita Gilbert		CSO5431	Option WMC 1	Support					659
501531	Mr Boyd Read		CSO5452	Option WMC 1	Support		Existing infrastructure is already beyond capacity. The traffic at either end of the town is a severe restriction. Canford Bottom being particularly bad every day of the week. Families moving into the area already find that there are no school places, doctors availability etc. The existing green belt and rural / agricultural areas are equally important to the community. With the proposed level of development, where is all the "local" employment coming from? In Scheme WCM 5 I am not opposed in principal to the rugby, football pitches and parkland but the 200+ houses are unacceptable. There is far less impact with WMC 4.			659
501544	Mrs Susan Read		CSO5506	Option WMC 1	Support		No infrastructure - schools, roads, no employment for so many new families. Green Belt vital for quality of life. Farmland valuable as a future resource. Better options are available. Parkland and rugby pitches on WCM 5 would be acceptable.			659
501547	Mrs Helen Lessnoff		CSO5514	Option WMC 1	Object		The allotments are already an attractive 'visual entrance' to Wimborne - they have charm and character. Do not reduce green belt between Wimborne and Corfe Mullen. Keep the distinction.			659

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501559	D R Harrocks		CSO5555	Option WMC 1	Object					659
501560	Mr Christopher CLARKE		CSO5556	Option WMC 1	Object		Re WMC 1, no objection to development of football club/ground or even part of field to work, but objection to loss of allotments. Leave these, and if you need more houses then extend the WMC 5 site - there is no logical 'edge' to this.			659
501565	Mr P Keeping		CSO5576	Option WMC 1	Object					659
501569	Neil Pettefer		CSO5604	Option WMC 1	Object		The increase in traffic loads will lead to road congestion and parking difficulties. The level of development proposed will change the character of Wimborne and bring with it an overwhelming number of young families, with large numbers of youths, and all the attendant problems for a town. Large estates are out of character with the existing housing provision in Wimborne. There are potentially more suitable development sites in the area such as the Grange area off the A31. Object to WMC1, WMC4, WMC5 and WMC10.			659
501588	Miss Vanessa Allatson		CSO5648	Option WMC 1	Object		The late Miss Hanham left land in perpetuity for the sole use of allotments in a covenant of her will. Maybe it is legally possible to uproot allotments to another site, but it hardly matches the spirit of the kindest of gestures. Many allotment holders have held plots for very many years and spent a lot of money in that time, taming a jungle, managing the growth, having sheds and greenhouses erected and bases laid where necessary, with water butts and guttering attached for water supply. There are small trees that would not transplant, neither would certain perennial crops like asparagus, which takes 3 or so years to settle before harvesting. Some fruit bushes could also fail. The losses are potentially huge, not to mention the amount of time involved in transfer.			659

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							Allotment holders would require the same amount of space they currently enjoy. Expect new ground to be well manned in advance and a guarantee of total monetary compensation for the dismantling and re-erection of all structures, transport and labour costs. The long gardening season is a very busy time, without having to find extra time to move plots. The upheaval attached to this proposal is huge and costly in terms of time, money and loss of plants. As one gardener said to me recently, "I don't think I could start from scratch all over again." She had not heard of any such plans. Communication on the part of both the Council and Estate Office has been woefully insufficient. I understand a builder has already been identified for the Cuthbury project. I think current allotmentees deserve better and greater communication instead of allowing them to continue to invest money in a project which may have a finite life. Allotment holders have toiled for years at their own expense to establish ground suitable to grow crops. While I understand the need for extra housing. I believe this is the meanest of schemes and hope land not already in use may be utilized for housing instead.			
501591	Mr & Mrs A Davies		CSO5652	Option WMC 1	Object		Strongly object to any developments in rural areas and "green" areas - there are more than enough cars on the road without bringing more traffic chaos.			659
501596	Mr and Mrs B & K O'Loughlin		CSO5667	Option WMC 1	Object					659
501607	Dr Fairchild		CSO5686	Option WMC 1		No Opinion				659
501616	R J Joyce		CSO5705	Option WMC 1		No Opinion				659
501626	Mrs J A Russell		CSO5717	Option WMC 1	Object					659

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501694	Mr R BRYAN		CSO5781	Option WMC 1	Support					659
501699	B THOMAS		CSO5808	Option WMC 1		No Opinion				659
501707	Mr Charles J R STREET		CSO5837	Option WMC 1	Object		I am against any development on green field sites.			659
501720	Dr and Mrs D HARLOW		CSO5874	Option WMC 1	Support					659
501750	K G Holloway		CSO5945	Option WMC 1	Support		It is pointless to complain that Wimborne Minster is dying and traders are suffering - as many people do - and at the same time to object to every proposal that would bring more customers to the town and environs.			659
501751	Mr RG Birch		CSO5951	Option WMC 1		No Opinion				659
501761	Mr D Curtis		CSO5978	Option WMC 1	Support		The most urgent and critical limiting factors are the A31 single carriageways E and W and density of traffic using Canford Bottom roundabout - Encouraging increased commercial traffic re. PC 4 to PC 9 would only exacerbate the present traffic problems.			659
501804	Mr Glyn Davies		CSO6078	Option WMC 1	Support	General Comment	Do not entertain any further 'traffic calming' measures such as the dangerous/expensive version in Colehill. Re-allocate money to the surface quality of minor roads. Sports facilities could always do with improvement which can often be achieved at fairly low cost.			659
501818	E J Read		CSO6120	Option WMC 1	Support					659
501821	Mr		CSO6130	Option	Object					659

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	C Tooley			WMC 1						
501823	Mr and Mrs E A Osgood		CSO6131	Option WMC 1	Support					659
501853	B G Young		CSO6153	Option WMC 1	Object					659
501867	Mrs I M Marks		CSO6154	Option WMC 1	Support					659
501873	Mr and Mrs Harold A and D Joan Lilley		CSO6178	Option WMC 1	Object		All proposals of this nature have a number of basic needs. One of the most important is infrastructure. Subject to finance being available Canford Bottom Roundabout is to be drastically amended for the Olympic Games. The reference to "Improvements to Canford Bottom therefore appear to have been superseded. Since I cannot find any intention to improve the road network all these proposals will only add to our present problems and cannot be supported.			659
501876	J Long		CSO6180	Option WMC 1	Object					659
501881	B W Deverill		CSO6195	Option WMC 1		No Opinion				659
501940	Mr M J Godfrey		CSO6318	Option WMC 1		No Opinion				659
502022	Mr HWR Stevens		CSO6362	Option WMC 1	Object		Dorset's villages and small towns should be preserved as such. So called "developers" are only concerned with profits. There'll always be an England? Not when it has been built over and occupied by strangers.			659
502029	Mr J		CSO6397	Option WMC 1	Object	General Comment	Quality of materials and road layout is a key requirement to any new house building. More 2 bed			659

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	MacArthur						homes to give small families a chance at being housed. Houses and roads can be attractive (Look at Poundbury, Nr Dorchester). Enough parking is a must - no 1.25 spaces per plot, plus a couple of visitors bays, will not suffice. Plenty of 'part rent - part buy' should be included to give all young people a chance to have a home. Try to get away from open plan frontages. Terraces of even small boundary fenced homes look better and give a feel of being established houses.			
502032	Mr and Mrs Pitt		CSO6415	Option WMC 1	Object		The whole area is congested, there is no real provision for new TRANSPORT OR services for new homes i.e. doctors, local shops or community ctrs. There are already MANY EMPTY industrial units. Building more industrial is only viable if a tax loss for developers. Verwood has lost its soul now, and does not need any more ad-hock development. Wimborne will follow if the development of this (at present) lovely Town is carried out in the same way as Verwood has been.			659
502059	Mr R Seddon		CSO6481	Option WMC 1	Object		Development should be restricted to brownfield sites. Greenbelt must be preserved. Any development impacting on environmentally important areas such as Wimborne water meadows and River Allen must be avoided at all costs. Affordable homes should not be built on greenfield sites which have high environmental value to the community. These heritage sites must be preserved.			659
502076	Kay Stead		CSO6517	Option WMC 1	Object					659
502078	Mr R Marlow		CSO6521	Option WMC 1	Object		Why waste more tax payers money!!! Too much now!!! These proposals are ridiculous, as any further work prospects in this area are "zero". So why more homes and cars when the road/transport structure is obsolete for modern days need, let alone provision for the future 20/30 years. Just building more houses will not solve the long standing problems in			659

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							Dorset i.e. jobs and road structures.			
502099	Carolyn Lourens		CSO6566	Option WMC 1	Object					659
502113	Mr A Garner		CSO6612	Option WMC 1	Object	General Comment	(Picture of Stocks drawn on sheet.) These should be placed in town centres to discourage yobs and vandals, to which they will be fastened.			659
502114	Mr P Foster		CSO6613	Option WMC 1	Support					659
502136	Mr and Mrs WA Forster		CSO6660	Option WMC 1		No Opinion				659
502138	Mrs E Mason		CSO6659	Option WMC 1		No Opinion				659
502212	Mrs M Fuller		CSO6722	Option WMC 1	Object		Due to the new housing being built on the land of Flight Refuelling and with the proposed 50 homes at Leigh Park the amount of traffic coming through the estate will be too much for the roads to cope with. It will be dangerous for the local children and animals and the pollution from the vehicles will be too much for the locals to live with.			659
502224	Mr and Mrs Larcombe		CSO6729	Option WMC 1	Support					659
502253	Mrs Lesley Jane Franklin		CSO6745	Option WMC 1	Support		I support all options for Verwood, Wimborne and Colehill because I feel there is a great need for more affordable housing in these areas, especially for young families and vulnerable elderly people in rural areas.			659
502312	Mrs Sally Brierley		CSO6774	Option WMC 1	Object	General Comment	No new building should be anywhere near a floodplain with sea levels rising. Transport issues on and around the A31 are already over capacity - no development should proceed			659

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							without that being sorted - including knock on effects of A31 issues. Has it actually been established that there is a need for all the homes and industrial development? Are we at risk of creating a need in order to service developers rather than establishing if there will be a real need in the first place?			
502317	Cllr Peter Lucas		CSO6805	Option WMC 1	Object					659
502326	Mr and Mrs T Bennett		CSO6849	Option WMC 1	Object		With more homes will need more employment, a vicious circle. Our roads are too busy now. We surely have enough community areas and centres.			659
502329	Mrs Rosemary Rooke		CSO6856	Option WMC 1		No Opinion				659
502345	Mr and Mrs Ray and Irene Coulson		CSO6929	Option WMC 1		No Opinion				659
502347	Sarah Cobb		CSO6934	Option WMC 1	Object					659
502381	Mr Cyril Josey		CSO7006	Option WMC 1		No Opinion				659
502387	Mr George Kilpatrick		CSO7012	Option WMC 1		No Opinion	I would like to see the justification for increased housing in East Dorset e.g., demographics, immigration, increased work opportunities etc. I would also like to understand how transport strategy (and infrastructure) is coordinated with this in such a way to make expansion sustainable.			659
502424	Mr and Mrs A V Messenger		CSO7107	Option WMC 1		No Opinion				659
502441	Mrs		CSO7150	Option	Support					659

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	Ingrid Wells			WMC 1						
502468	Robert Lambert		CSO7176	Option WMC 1	Support					659
502568	Sarah Morgan		CSO7264	Option WMC 1	Object					659
502569	Mr & Ms M & L Skinner & Jeffries		CSO7292	Option WMC 1	Object					659
502570	Mr Samways		CSO7320	Option WMC 1	Support					659
502579	Mr & Mrs R L Thorne		CSO7348	Option WMC 1	Object					659
502595	Mr Colin House		CSO7390	Option WMC 1	Object		All these developments will cause an impact on the local heathland and the proposals in all areas will cause road chaos on the A31, Ferndown, Parley and Wimborne. A new road structure is required before any development takes place.			659
502596	A C Hayter		CSO7391	Option WMC 1	Support					659
502610	John Jackson		CSO7432	Option WMC 1		No Opinion				659
502612	Hugh and Joy Dickson		CSO7433	Option WMC 1		No Opinion				659
502673	Mrs A Powell		CSO7538	Option WMC 1	Object		The infrastructure in this area needs to be sorted out before anymore building goes ahead. There are times you cannot move on the roads. The area is being ruined with all this building works that are already going on.			659
502701	Mrs		CSO7579	Option		No Opinion				659

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	M Williams			WMC 1						
502708	Ms Julia Owen		CSO7622	Option WMC 1	Support					659
502745	Mrs J.M Kenny		CSO7664	Option WMC 1	Object		No building on green belt sites (green belt land). No increase of traffic along A31, A350, A35.			659
502913	Mr & Mrs D Whitmarsh		CSO7830	Option WMC 1	Object		There should not be any more large scale house building in the East Dorset area as the roads cannot cope with any more traffic			659
502921	Mr and Mrs L Forinton		CSO7758	Option WMC 1	Support					659
502935	Mr Roger Parker		CSO7786	Option WMC 1	Object					659
502999	Mrs Marion E Lock		CSO7857	Option WMC 1	Support		1. What has happened to the idea of development on the old Dormy Hotel site in West Parley? 2. It would be better to develop on the outskirts of our villages, as this would also help to sustain their village schools, shops, post offices and churches etc. It also provides a more natural environment to bring children up in. They are more likely to experience a friendly, close-knit community where people all know one another, than on a large estate near a town. Towns also don't become over-developed.			659
503024	Valerie Measey		CSO7897	Option WMC 1	Object					659
503085	Mr P.A. Scott		CSO7959	Option WMC 1	Support					659
503156	Richard and		CSO8014	Option	Object					659

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	Jackie Blunderfield			WMC 1						
503171	Sally Cooke		CSO8053	Option WMC 1		No Opinion				659
503183	B Chissell		CSO8107	Option WMC 1	Object		Having lived in Wimborne for many years, I see the problem with allowing development on WMC4 as the roads. People will either need to go through the already congested town or through the equally busy Colehill to get to Bournemouth or Poole for work etc. So my preference is the sites in the East of Wimborne for travel ease.			659
503233	F Parkes		CSO8193	Option WMC 1		No Opinion				659
503250	Mrs Helen Poole		CSO8209	Option WMC 1		No Opinion				659
503303	Mr Anthony Roberts		CSO8297	Option WMC 1	Object		From the perspective of a long time resident of Victoria Road, Wimborne, the increase in traffic on this road has become significant due mainly to the banning of heavy traffic from the internal relief road on to clearly narrower roads. If any driver stops, for whatever reason, on Victoria or Julians Road, it completely blocks the carriageway. The pavements on these 2 major roads are, in places, only a metre wide. With the Cuthbury development generating potentially in excess of 200 extra vehicles on to these two roads, this can only exacerbate an already difficult situation.			659
503315	Mr Kenneth Wood		CSO8325	Option WMC 1	Support					659
503347	Ms Hardwick		CSO8352	Option WMC 1	Support					659
503355	Mr Robert		CSO8382	Option WMC 1	Object		Wimborne does not need to waste millions on unjustified new rugby and football clubs that are			659

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	Griffiths						used for 2 hours on a Saturday. Why squeeze more housing on a small area (WMC2) We moved to this little enclave to spend our retirement years in peace and quiet. We paid a premium price for the privilege of backing onto green belt. EDC are now proposing to turn it into several years building site. Our property will be devalued (already difficult to sell). Will we be compensated for the devaluation of our property			
503358	H C Hoare		CSO8409	Option WMC 1	Support		I support WMC 1, 2,3 and 5, because these new developments would improve Wimborne. I strongly object to WMC 4 because the development is on prime agricultural land and Wimborne does not require a new estate of this size.			659
503368	Mr Nicholas J Long		CSO8444	Option WMC 1	Support		Whilst I accept the need for more houses in the Wimborne area, I am concerned about large clusters of affordable housing developing. As a resident of Leigh Park, I consider this particular area to have reached almost saturation point with regard to low-cost housing. PS. I found the Public Exhibition at Leigh Park very informative - Council staff very helpful.			659
503421	Mr Geof Haywood		CSO8526	Option WMC 1	Support		WMC 1 - We 'garden' an allotment in this area and have just invested both time and money in it. The location is a bike ride from our house whilst the new area would be more of a car journey. Will there be any assistance to move a shed or to replace the fencing, raised bed edging and water butts? Also just delivered 30 square metres of compost, so again a move required if this happens in the next year.			659
503444	R Hobbs		CSO8550	Option WMC 1	Object					659
503454	Mr & Mrs Tame		CSO8558	Option WMC 1	Object					659
503482	Mr Ron		CSO8649	Option WMC 1	Object					659

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	Hopkins									
503533	Mr N Payne		CSO8706	Option WMC 1	Support		Whilst supporting WMC 1 there would almost certainly be flood plain issues with this proposed development.			659
503554	Mr D Verguson		CSO8735	Option WMC 1	Object		<p>Wimborne and Colehill – Having examined the Core Strategy Document for Colehill and Wimborne, my reaction is dismay at the Council's ambivalent attitude towards the Green Belt and its failure to acknowledge the problems their ambitious plans will undoubtedly cause.</p> <p>The plan envisages a total of 1005 new houses, of which 400-503 are affordable. Given an average of two adults and two children per house, this implies a possible additional 4000 persons living in this area, a growth of over 30% over the present population of 13,300 a massive increase by any standards for this historic market town and its surrounding areas.</p> <p>Is there really the need in this area for such a substantial increase in housing and population? I have always understood that affordable housing is meant, primarily, for essential workers, such as nurses, policemen, and firemen etc., who would otherwise be unable to live close to their workplace. Is Wimborne / Colehill that short of essential workers as indicated by the number of affordable houses envisaged?</p> <p>The same argument applies equally to the total of new houses planned. With so many households needing two breadwinners, the question must be asked: has Wimborne / Colehill the employment capacity to provide the 1500+ jobs implied, or will many of the new residents planned for need to commute outside this area for employment, as so many existing residents already do?</p> <p>This has serious implications for traffic on already congested roads, and in this context I must refute the Council's assertion that Wimborne is well served by public transport. The area WMC5, south of Leigh Road, which is earmarked for 250 new houses, will be particularly badly affected. This is an area</p>			659

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							<p>entirely devoid of essential services and, with little or no public transport, is already heavily dependent to access work and essential facilities, schools, shops, health services, library, banks, post office etc., all of which are a mile away in Wimborne.</p> <p>Aggravating the situation is, of course, this area's dependence on Leigh Road, the only road in or out of the area. Acknowledge already by the Council as being congested, additional traffic must be anticipated soon from the large-scale industrial buildings under construction in Brook Lane, once they are occupied.</p> <p>This problem of congestion is not just confined to Leigh Road and its surrounding roads east of Wimborne; it will also impact upon Wimborne centre. Increased demand for essential services from an extra 1000 households means increased traffic into the town centre, a need for additional parking, and additional health and council services, as well as more schools. Existing schools are already full, and there will be a need to plan for up to an additional 2000 extra school-age children from the new houses planned for the area. Are there suitable sites available for those schools, or is yet more Green Belt land to be sacrificed?</p> <p>This raises the question of the Council's ambivalent attitude towards the Green Belt. The consultation document states quite clearly that the narrow Green Belt areas that separate Wimborne / Colehill from neighbouring settlements are particularly important to protect. To the west and north of Wimborne / Colehill the Green Belt is expansive, with no large settlements nearby. It is only to the east that the Green Belt gap is narrow, and neighbouring settlements close. Yet it is precisely the narrow Green Belt areas to the north and south of Leigh Road, east of Wimborne / Colehill, that are under threat from the Council's plans, clearly in breach of its own guidelines.</p> <p>For years now ByetheWay, the Green Belt gap north of Leigh Road, has been under threat, a threat now lifted because the Council has been compelled to</p>			

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							<p>admit residents were right that the site was unsuitable for sports use. Now the threat is transferred to the Green Belt gap south of Leigh Road, with a substantial area threatened by 200 houses, allotments and the relocation of the Rugby and Football clubs, involving new pitches with floodlighting, a clubhouse contrary to Green Belt regulations, and extensive parking for cars and coaches. Furthermore, siting these clubs so close to the sewage works leaves no room for future expansion of these works to cope with our increasing population.</p> <p>What is odd is that no concerns have been expressed about these very extensive developments in WMC5, apart from the worry about the view from the bypass. Yet in other areas, FWP1 and FWP2 concerns have been expressed about likely damage to the narrow Green Belt gap between Ferndown and Longham, while in Corfe Mullen there are concerns for the Green Belt and how new houses relate to existing houses. Is this double standards or a reflection of the number of concerned councillors living in these areas as against the dearth of councillors living around WMC5.</p> <p>Finally I turn to the proposed relocation of the Rugby and Football clubs on to the Green Belt land south of Leigh Road. When the ByetheWay feasibility study was being considered in 2006, doubts about the ability of Leigh Road to accommodate more traffic were raised and acknowledged. These problems still remain. Moreover, what appears to have been overlooked in the current proposals is that the approach to the new sites off Leigh Road is along extremely narrow residential roads totally unsuited for the volume and type of traffic these clubs generate. In the feasibility study for ByetheWay, parking for up to 200 cars, plus separate coach parking, was deemed necessary. As for relocation itself, I have never understood why the Council, which has no statutory obligation towards these clubs, should be prepared to spend,</p>			

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							<p>literally, several million pounds, in order, so they say, to provide additional pitches for their junior teams. The latest plans envisage only one extra pitch, and it would seem to be a very expensive exercise for so little gain, particularly as there appears to be no shortage of playing fields in the area.</p> <p>We have Queen Elizabeth School, now being transformed into a state-of-the-art Sports Academy, with facilities to match, which have always been available to children from local feeder schools, and adults. In addition, there are many school playing fields which are underused outside school hours, precisely the times when these junior teams need access to playing fields.</p> <p>To conclude, these ambitious plans for a massive increase in population will severely test essential services already under severe financial pressure, and carry a real risk of turning Wimborne / Colehill into yet another indistinguishable dormitory suburb or Bournemouth / Poole, given the limited prospects for employment in the local area.</p> <p>Under the straitened financial circumstances, within which the Council will be operating into the foreseeable future, it is essential that planning should be realistic, concentrating on what is essential and affordable. Otherwise the Council risks infecting long-term planning blight over substantial areas of Wimborne / Colehill quite needlessly.</p>			
503598	Mr John Turner		CSO8754	Option WMC 1		No Opinion				659
503603	Mrs DJ Morley		CSO8767	Option WMC 1	Object					659
503621	A G Haines		CSO8814	Option WMC 1	Support		As I'm sure you are perfectly aware, all developments I have ticked require serious consideration to the whole road network in the areas			659

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							concerned.			
503624	Mr RT Jackson		CSO8824	Option WMC 1		No Opinion				659
503635	Mr J Gough		CSO8875	Option WMC 1	Support		Any development in the Wimborne area MUST include improvement to Canford Bottom Roundabout which is a nightmare to local residents and holiday traffic alike. There should also be a new section to the Castleman Trail which joins The Willet Arms to the section in Colehill Plantation. This could then be used by people going to work in Poole from Wimborne and Colehill - it would also improve recreational activities and take cyclists off the road. The whole cycle lane system around Colehill and Wimborne should be reviewed so that children can cycle to school safely.			659
503639	Mrs and Mr M Stevens		CSO8888	Option WMC 1	Object		The A31 is already over-saturated with regular gridlock on Friday/Saturday. Without major redevelopment (min 2 lane carriageway from Ferndown industrial estate to Tolpuddle) it is incapable of taking any more traffic. The entire East Dorset area has already been over-developed versus other areas of the country. It does not have the transport, social, educational, etc. resources for any more. Wimborne, Ferndown and Parley cross-we object to building on green field sites.			659
503640	N J and S A White		CSO8908	Option WMC 1		No Opinion				659
503644	Mr J Riley		CSO8944	Option WMC 1	Object					659
503659	Mr JD Jenkins		CSO8976	Option WMC 1	Object		I do not agree with Green belt land being used for housing developments.			659

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503683	Mr and Mrs A Chester		CSO9030	Option WMC 1	Object		We have answered questions in our particular area. We have become angry residents of Wimborne, due to the parking of cars in residential roads. Our misery, when the proposed plans for yet more building plans, will increase this pushing us to move away from the area. Far from having plans for yet more housing some on greenbelt (but oh how these can be reversed today), we should have a policy of POPULATION CONTROL! We are a small island and if the population increases at the current rate, life will become intolerable. Our country where our families have lived for generations, is on a slippery slope. Stop now, implement a policy for population control, this should sort the problem. Don't spoil our county with more housing.			659
503687	Mr Nick Smith		CSO9042	Option WMC 1	Object					659
503690	Ms Clare Parvin		CSO9056	Option WMC 1	Object		Transport issues: public transport needs to be addressed - there are TOO MANY CARS ON THE ROAD. People need to realise the damage caused by heavy use of road transport not only to the environment but to the general health of the population. Drastic guidelines and law passed needs to be done to reduce transport (one car per household!). Walking into wimborne, as I do (I do not own a car), is as bad as being a passive smoker, being forced to consume carcinogenic toxins. The building work proposed will exacerbate this problem. We are already overpopulated on this area. I realise some of these proposals will have to take place, but it is too much (in the case of Wimborne, my main concern) as the infrastructure will not support such a drastic building plan. Historically we are a market town which should be maintained as our local heritage.			659
503725	G A Hughes		CSO9177	Option WMC 1	Support		Consideration should be given to improved car parking facilities at Redcotts Recreation Ground.			659

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503759	Mr D.J. Middleton		CSO9195	Option WMC 1		No Opinion				659
503761	Mr David Bourne		CSO9200	Option WMC 1	Support		WMC 1 and 4 - Visual appearance very important. House designs and arrangement need to be at the top of the agenda. Only too often are houses designed to look so drab and dull/unexciting.			659
503787	Mrs P A Dent		CSO9261	Option WMC 1	Object		I am totally against the development of large housing estates as they are not popular with the public. Also the cost of providing infrastructure will be phenomenal and impact on existing communities detrimental. Far better to use small existing areas of land rubber stamped as Green belt land but of no benefit to the community. These parcels are mainly within residential areas and give immediate access to facilities without overloading them. With a small number of houses built, people can get to know their neighbours better. I, of course, am part owner of such a piece of land.			659
503846	Mr Anthony Hose		CSO9294	Option WMC 1		No Opinion				659
503861	Mr E Hawkins		CSO9323	Option WMC 1	Object					659
503878	Mr Peter Smith		CSO9377	Option WMC 1		No Opinion				659
503879	Mr S Smithson		CSO9379	Option WMC 1		No Opinion				659
503943	Mr & Mrs Rumball		CSO9431	Option WMC 1	Support		Good to see more houses, affordable houses being built. The only objection I have is to the increase of traffic on the A31, Christchurch Road, Parley Crossroads. Why not make new roads, flyovers, underpasses where possible - Canford Bottom			659

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							roundabout is one in question and make it a dual carriage way - too many accidents.			
504093	Mr & Mrs Vivian		CSO9469	Option WMC 1		No Opinion				659
504101	Mrs Mary Trevis-Bell		CSO9496	Option WMC 1	Support					659
504216	Mr Mark Rich		CSO9565	Option WMC 1	Object					659
504285	Mr P Miller		CSO9634	Option WMC 1	Object		Density - particularly FWP2. To achieve the densities you are proposing will be disastrously small - this is churning out rabbit hutches. Infrastructure. On the basis of 7 movements per property this amounts to almost 6000 additional movements per day on roads that are already overloaded. Highways works will only be tinkering with a situation that cannot cope with a minor accident or road works.			659
504314	Ms Selina Roper		CSO9684	Option WMC 1	Object					659
505273	Mrs Lorraine Hubbard		CSO9837	Option WMC 1	Object	General Comment	Keep Waitrose, please don't let Dorset CC waste money on a public inquiry. KWG are talking rubbish! I have lived in Wimborne for 20 years and never has the green been used as a public open space - the grounds were locked unless open for cricket and Folk Festival car parking. Wimborne is busy once again since the opening of Waitrose.			659
505288	Mrs S Cramer		CSO9873	Option WMC 1	Support	General Comment	As a married mother of 3 children, 2 girls and 1 boy, living in a 2 bed Council flat (first floor), I welcome more housing to the Wimborne area for young families needing affordable housing / rented housing.			659

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505315	Mr Frank W Myerscough		CSO9925	Option WMC 1	Support		Provide disabled car parking behind Scrivens with access from the bridge over the Allen River via Co-op car park. Eliminate all private car parking and private car traffic through the Square and High Street. Pedestrianise Square and High Street allowing bus parking and taxis, and lorry/van unloading only. IT IS ABOUT TIME A RADICAL SOLUTION TO THE PROBLEM WHICH HAS BEEN TALKED ABOUT FOR AT LEAST 25 YEARS WITH NO ACTION. ALL CONTINENTAL EVIDENCE HAS INCREASED SHOP BUSINESS BY THIS MEANS.			659
505354	Mr Tim Edwards		CSO9945	Option WMC 1	Object		East Dorset cannot supply all the services required to build these houses - electric, water, waste, roads, gas There has already been a study on this subject. Please review!!!			659
505369	J Young		CSO9972	Option WMC 1	Object					659
505506	Mr Peter Hendra		CSO10048	Option WMC 1	Object	General Comment	Building more houses has NOTHING to do with meeting the needs of (existing) local residents. We do not need or want more houses in our area. Planning to build more houses is driven by the 'need' to meet externally imposed quotas based on false assumptions on the desirability of further population and economic growth. Instead of wasting resources on building more housing which is ecologically unsustainable, we should be using them to make a transition to a low energy sustainable future for our children. Please listen to local residents and reject further development.			659
505523	Mr & Mrs A Turner		CSO10075	Option WMC 1		No Opinion				659
505561	Mr D. Calvert		CSO10094	Option WMC 1	Support					659

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505590	M Spalding		CSO10118	Option WMC 1	Object					659
505681	Mr Nick Lewis		CSO10165	Option WMC 1		No Opinion				659
505742	L. J. Ashplant		CSO10192	Option WMC 1	Object					659
505802	Mr RGH Chapman		CSO10234	Option WMC 1	Support					659
506161	Mr RD Holyoake		CSO10315	Option WMC 1	Object		Any more development within Dorset's existing built up areas will end with a complete gridlock of traffic.			659
506196	Mr & Mrs P Stout		CSO10344	Option WMC 1	Support	General Comment	<p>Housing General As a general point any housing development should have more amenity space, bigger rooms and garage you can actually park a car in and open the doors. Sturminster Old Railway – Blandford – Broadstone Cycle way is important and needs moving forward with any plans.</p> <p>Three Points 1. The UK has the smallest housing stock in Europe (in terms of floor space). All recent planning submissions I have seen have had a very unwelcome number of units squeezed into a tiny area; small units with minimal space between – the old thatch at Sturminster Marshall for example. So tight there are no pavements on one side. Garages you can't get a modern mini into, and might struggle with a 1960's mini. Living rooms where you are tripping over the cat once you have a standard 3 piece suite in them. Gardens you can't swing the aforementioned cat in. no adequate visitor parking. This all leads to a low quality of life for the inhabitants and subsequence potential for disputes with neighbours over parking, turning space and noise from house to house and garden to garden – problems which are getting greater in society and</p>			659

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							<p>comes from planning being unable to insist on minimum standards as far as I know. These are nothing more than modern day “back to backs” – they just don’t get put in lines any more.</p> <p>2. Low cost housing – it should be possible for the council to produce a plan which has within it a total proportion of low cost housing in the district rather than what appears to now be the norm, every development individually having that proportion. It is not always suitable to have low cost housing in a development.</p> <p>3. Higher value housing. There actually should, alongside low cost housing, be a requirement to buy a modern house with generous sized rooms, garage and garden. You either have to find an individually built “executive home” or buy an older property which has driven prices of such properties through the roof as the percentage of such property drops. This needs to come through planning because in most cases, developers make most money by squeezing in as much as they can get away with.</p>			
506754	Mr Derek E Marsh		CSO10371	Option WMC 1		No Opinion				659
507026	Mr David Craig		CSO10424	Option WMC 1		No Opinion	I would like to see priority given to projects which have a higher concentration of social housing inclusion, and also include a higher green/renewable energy provision. Particular concentration on family areas, playgrounds and social/community facilities should be considered.			659
507032	Mr David Oliver		CSO10451	Option WMC 1		No Opinion				659
507033	A R Twaits		CSO10476	Option WMC 1	Support	General Comment	Despite improvements to public transport, cycling and walking, the reality is that the vast majority of journeys will continue to be made by car. Local roads are already congested and the extent of			659

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							development proposed is not acceptable without significant increases in the capacity of these roads for cars. In particular problems on the Ferndown and Wimborne bypasses need to be resolved, and the A31 to Poole link built. It is often difficult to find convenient short stay parking in Wimborne and additional housing will increase the need for additional short stay parking.			
507132	Ms L Joyce		CSO10522	Option WMC 1	Support					659
507170	Miss A K Jukes		CSO10568	Option WMC 1	Object					659
507218	Mr and Mrs J Smith		CSO10610	Option WMC 1	Object					659
507286	Mr N P Butler		CSO10680	Option WMC 1		No Opinion				659
507336	Mr John Page		CSO10730	Option WMC 1		No Opinion				659
507356	Mr and Mrs M Moody		CSO10802	Option WMC 1		No Opinion				659
507361	Mr Kenneth Archer		CSO20311	Option WMC 1		No Opinion				659
507363	Mr Kevin Sayer		CSO10810	Option WMC 1	Object	General Comment	The area alongside the A31 between St Leonards Hospital and Tricketts Cross is an area where many houses could be built. Currently this area is an eyesore and gives a bad impression to visitors as they cross into Dorset from Hampshire.			659

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							Why are nearly all your proposals on greenbelt land? There are many areas in East Dorset on non-greenbelt land which could be built on. Your proposal (FWP 4 and 5) will put more pressure on Parley Common as well as introduce more traffic on an already busy road system.			
507388	Mr David Huggins		CSO10883	Option WMC 1	Object					659
507524	Mr C G Richardson		CSO11069	Option WMC 1		No Opinion				659
507555	Mr and Mrs C Lamond		CSO11097	Option WMC 1	Object					659
507572	GJ Pettifer		CSO11122	Option WMC 1	Support					659
507659	Ms Victoria Johnstone		CSO11208	Option WMC 1		No Opinion				659
507693	Mrs P Carter		CSO11243	Option WMC 1		No Opinion				659
507737	Mrs S Philpot		CSO20167	Option WMC 1	Object					659
507789	Mr CJ Barrett		CSO11401	Option WMC 1	Object					659
507800	Mrs K M Platt		CSO11417	Option WMC 1		No Opinion				659

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507908	Mr Philip H James		CSO11519	Option WMC 1	Support					659
507980	Sylvia Allen		CSO11573	Option WMC 1	Support					659
508383	Ms Emma Hayter		CSO11692	Option WMC 1	Support		Think it is important for East Dorset to have affordable housing. At the moment I work in East Dorset and am looking to buy my first home, places in East Dorset are very expensive and am having to look outside the local area. I really don't want to move too far from my job.			659
508413	Mrs S Best		CSO11751	Option WMC 1	Support					659
508735	Mr Peter Barham		CSO22256	Option WMC 1	Support					659
508835	Mrs E.L. Stratford		CSO12170	Option WMC 1	Object		The Council is always after land for housing or business development. Whatever is granted is never enough and a few years later they want more. This process has been going on for over 50 years and it is time it came to a stop. Enough is enough as it is ruining the area.			659
508887	Mr J.S. Kidd		CSO12287	Option WMC 1		No Opinion				659
508928	Mr D.W. Lonsdale		CSO12348	Option WMC 1	Support		Although I have indicated support for development considerations for Wimborne, express surprise that such a document totally omits any mention of infrastructure to support these developments. You estimate the construction of over 1000 homes but make no mention of the need to construct roads to handle what would otherwise be crippling congestion. For instance the construction of 550 homes along			659

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							the east and west side of the Cranborne Road and 170 homes at Cuthbury Allotments and the football ground with the accompanying 1000 or so extra cars means that a bypass to enable vehicles to pass towards Poole and Bournemouth without going through the centre of Wimborne is essential. If your answer is that road transport is a County matter then you must involve the County before finalising any thinking about further house building in the Wimborne area.			
508993	Mr A Samways		CSO14536	Option WMC 1	Support					659
509006	Mr S.R. Taylor		CSO12432	Option WMC 1	Object		I object most strongly to building on Cuthbury allotments. 1) Over the years when the river floods the level on the allotment side gets higher and if the allotments go under concrete the run off will no doubt be at greater risk of flooding. 2) The allotments are a huge asset to the local people, most of whom are walking distance and apart from economics it gives a lot of people much pleasure. 3) Access would be a total nightmare and the footpath that takes you out into Victoria Road was not built for that amount of traffic and at night would be unfair to the people especially the elderly living in the vicinity. Why do so many houses have to be built all in one place? Surely most people would accept a few houses in more places.			659
509065	Mrs B Burge		CSO12469	Option WMC 1		No Opinion				659
509814	Mr T M Trickett		CSO15193	Option WMC 1	Object		It appears that most of this proposed development is in the Green Belt, I feel that the planners should have indicated the Green Belt areas on this document.			659

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510268	Ms Deborah McClure		CSO13040	Option WMC 1	Object		I understand the need for affordable housing for local people and their families during the next 15 to 20 years. Alas I don't understand why demolish and make 28 families homeless on the Cuthburga site. 170 new homes are quoted for of which 70 will be for affordable housing. Take from that the amount rehousing the 28 who will be moved leaves 42 homes for new families and a whopping 100 for what can be expected due to the developer with the option to plan (Wyatt) exclusive upper market properties-I smell a rat!!!			659
510292	Mr S Waddington		CSO13046	Option WMC 1	Support					659
510309	Suzanne Chapman		CSO13058	Option WMC 1	Support		I support affordable housing for all who need this, especially young people, but I am concerned about the impact this will make on transport up East Borough and down it.			659
510323	Mr and Mrs B Hallam		CSO13069	Option WMC 1	Object					659
510325	Mrs A Swain		CSO13071	Option WMC 1	Support					659
510350	Mr Alan Woodward		CSO13126	Option WMC 1	Object					659
510353	D M Parsonage		CSO13084	Option WMC 1	Object		Access to Julians Road allotments is most certainly not suitable for housing. Is every bit of green land in area to be covered. You have already ruined Wimborne with the appalling Waitrose building (no objection to Waitrose coming but not there). Soon you will be going round gardens to see if you can put a house in them. We need green land and trees, so stop filling them with so called affordable housing. I have 2 adult children earning very good salaries and neither of them			659

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							could afford your so called affordable housing.			
510366	JK Lake		CSO13093	Option WMC 1	Support		Need to keep open aspect along river Stour. Tourists enjoy walk to Eye bridge.			659
510368	R Honess		CSO13097	Option WMC 1	Support					659
510380	Kelvyn and Fiona Jones		CSO13110	Option WMC 1	Support					659
510411	Ms Julie Camsookai		CSO13133	Option WMC 1	Support					659
510420	Mr Peter Stevens		CSO13143	Option WMC 1	Object					659
510439	EJ Cossins		CSO13180	Option WMC 1	Support		Houses desperately needed for young families at a price they can afford and near schools, shops, places of employment etc.			659
510446	Brooks		CSO13188	Option WMC 1	Support		The traffic figures below were taken from our window 12th, 15th, 16th and 17th November last year (2009) (in half hour sessions), 6.30 to 8.30 am Wimborne to Colehill 190 (Burts Hill) Colehill to Wimborne 228 (Burts Hill) Cranborne to Colehill 56 (Burts Hill) Wimborne to Cranborne 56 Cranborne to Wimborne 487 Approximate total 1,252 Hope they may be of some use to you			659
510449	F W Voysey		CSO13189	Option WMC 1	Support					659
510459	Roger and Dorothy Cook		CSO13199	Option WMC 1	Support					659
510483	Mr and Mrs		CSO13209	Option	Object					659

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	B Rogers			WMC 1						
510490	Ms Helen Banfield		CSO13212	Option WMC 1	Support					659
510504	Chris Mercer		CSO13231	Option WMC 1		No Opinion				659
510509	Christopher Joy		CSO13235	Option WMC 1	Object		Please leave the Wimborne area alone after the cricket ground farce.			659
510521	K G Burling		CSO13258	Option WMC 1	Support					659
510532	W.W. Chant		CSO13270	Option WMC 1	Support					659
510535	Vicky Wells		CSO13281	Option WMC 1	Support					659
510549	Mrs R Green		CSO13314	Option WMC 1	Support					659
510552	Nigel and Pauline Allen		CSO13317	Option WMC 1	Support					659
510623	Mr Douglas Priest		CSO13342	Option WMC 1	Support		Support but have reservations re traffic access to Cuthbury and object to any development regards land adjacent to St Margarets Close as traffic movements are already extremely dangerous at that site due to blindness to traffic speeding down St Margarets Hill.			659
510627	Mr J Elcock		CSO13345	Option WMC 1	Object		A new road to a roundabout near to QE school (to relieve traffic and reduce traffic lights) from along Cranborne Road.			659
510630	Mr A B		CSO13349	Option WMC 1	Object		I need to know the effect the new roads will have on an already stretched road system.			659

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	Wood									
510637	D H Letchford		CSO13364	Option WMC 1	Support					659
510647	Mrs M E Elcock		CSO13372	Option WMC 1		No Opinion				659
510674	P Rhodes		CSO13396	Option WMC 1	Object		Do the authorities seriously consider that the infrastructure in and around Wimborne can substantiate this no of new properties and increase in population. If so it would be interesting to know what action is to be taken before building commences.			659
510684	Angela Pullman		CSO13404	Option WMC 1	Support					659
510708	Mrs M M Bush		CSO13427	Option WMC 1	Object		I realise that Wimborne needs more housing and that it cannot remain unchanged. My objections to the areas above relate to issues regarding water tables and spring lines, and the possibility/inevitability of much increased traffic levels. I have not been persuaded that these issues have been satisfactorily resolved.			659
510709	D Williams		CSO13424	Option WMC 1		No Opinion				659
510711	Ms Emma Haynes		CSO13464	Option WMC 1	Object		Concern that area of natural beauty will be spoilt. Increased traffic along Cowgrove Road and Victoria Road. Land currently used to the North of Redcotts Road is being used to keep animals and as an orchard. Is there an opportunity for these to be re-located? It would be a shame to lose these green spaces to housing. Traffic levels are already high here.			659
510722	J P Stallard		CSO13437	Option WMC 1	Object		WMC1 - extension to hospital acceptable but not further sprawling development and loss of allotments.			659

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510725	Mrs D Davidson		CSO13439	Option WMC 1	Object					659
510733	MK Clayson		CSO13452	Option WMC 1	Object		Too many vehicles for the road network			659
510747	Alison Francis		CSO13460	Option WMC 1	Support					659
510763	Dr and Mrs Dicker		CSO13476	Option WMC 1	Support					659
510794	Mrs S P Houghton		CSO13507	Option WMC 1	Object		My objection to plan WMC1. 1) How big a hospital does Wimborne need? 2) More housing near river affecting water table, check with Environment Agency re flooding and possible river pollution. 3) Allotments are accessible and well used.			659
510798	Mr F Sullivan		CSO13513	Option WMC 1	Support					659
510828	Mr G Williams		CSO13557	Option WMC 1	Object					659
510844	Mr Michael Guilmany-Cush		CSO13565	Option WMC 1	Support					659
510873	Mr & Mrs B.R. Mayes		CSO13613	Option WMC 1	Object					659
510974	Mr Jim Cullumbine		CSO13641	Option WMC 1	Support					659
510993	R.A. Cherrett		CSO13674	Option WMC 1	Support					659

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511015	Mr Christopher White		CSO13711	Option WMC 1	Object		Site is in a flood plain. Poor access to the site from Julians Road			659
511057	Mr & Mrs J Bradford		CSO13770	Option WMC 1	Support					659
511076	Mr Ian Burden		CSO13803	Option WMC 1	Object		I do not understand East Dorset's obsession with building on sports and recreation grounds. I have lived in Corfe Mullen and Merley for 60 years and I am very upset that you are proposing to build on Lockyers School, the recreation ground and the waygrounds plus Wimborne Football Club, which I have associated with for 45 years. All of these areas have lovely views over the valley towards Sturminster Marshall and Ashleywood. Please do not repeat the mistake by making more irreversible decisions like the building on Wimborne Cricket Ground.			659
511176	B.M. Timpany		CSO13893	Option WMC 1	Object		Concern for allotment holders.			659
511219	Ms Kathleen Smith		CSO13915	Option WMC 1	Object		I cannot see the justification for moving the allotments to another yet to be found for so little benefit. Additionally any new homes would be too close to the river and flood plain and also greatly increase the traffic on an already busy, narrow Victoria Road and hospital access. I cannot believe that you would consider vehicular access immediately after Julians Bridge and via Cuthbury Gardens. Victoria Place already congested and narrow roads.			659
511258	Helen Leavens		CSO13953	Option WMC 1		No Opinion				659
511320	Mrs C J Ballard		CSO13984	Option WMC 1	Support					659
511324	Mr		CSO13992	Option		No Opinion				659

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	M H Ballard			WMC 1						
511328	David Griffin		CSO14000	Option WMC 1		No Opinion				659
511383	Mrs Jean Archer		CSO20365	Option WMC 1		No Opinion				659
511395	Mr S M German		CSO14030	Option WMC 1	Support					659
511399	Mr & Mrs Michael and Diana Froud		CSO14032	Option WMC 1	Support					659
511406	G F Divall		CSO14040	Option WMC 1	Support					659
511413	Ben Rowe		CSO14054	Option WMC 1	Support					659
511429	Mr P Shenton		CSO14088	Option WMC 1	Support					659
511430	A.D. May		CSO14092	Option WMC 1		No Opinion				659
511433	R M Jones		CSO14099	Option WMC 1	Object					659
511441	Mr John Harris		CSO14114	Option WMC 1	Object		Did not move to Wimborne to see it grow out of hand. With more homes comes more money and more power and that inevitable capitalist growth. Small and green is good. Leave it alone.			659
511446	Daphne Archard		CSO14122	Option WMC 1	Object		My opinion is that the area will not lend itself to such a large increase in population. Roads are already extremely busy. If there are to be new homes please			659

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							make them affordable and first homes.			
511462	C Wedgery		CSO14138	Option WMC 1	Object		The area including Christchurch, Bournemouth and Poole is overpopulated. Over 50% of Dorset lives here.			659
511464	Mr M F Brown		CSO14140	Option WMC 1	Support					659
511467	Mrs H R Wood		CSO14144	Option WMC 1	Object					659
511483	Mr and Mrs Richard and Elizabeth Wilson		CSO14161	Option WMC 1	Object		We object because in our view any significant housing will cause major problems on our already busy roads. The infrastructure is already inadequate and simply cannot cope with the volume of traffic in and around the town. Of particular concern is the impact of so many houses on the environment e.g. WMC4 and WMC1 causing extra pressure on local resources.			659
511489	Mr H G Holden		CSO14164	Option WMC 1	Support					659
511538	Anne Whittle		CSO14197	Option WMC 1	Object		I would like to see any building of extra homes kept down to the absolute minimum to comply with Government directives. Wimborne could so easily become swamped by suburbs like poor old Poole. Population growth inevitably drives housing growth but I would not like to see new people encouraged to come here by new housing. I do not think many developers are driven by altruism. I would not like to see development on the Allenview car park - even with the Waitrose car park, as cited. More people in more housing will need more parking space for the proposed new community centre and commercial centre etc. I would like to see the land adjoining the Recycling Centre in Brook Road bought back and incorporated into the existing Rec. Centre - for all the extra people brought in by extra			659

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							housing !			
511571	Colin Alborough		CSO14219	Option WMC 1	Support		We are in desperate need of more affordable housing in the East Dorset area. There is also a shortage of employment opportunities in the area. The provision of more houses should help to push house prices down to give young people a change of getting on the property ladder.			659
511613	Mr & Mrs W.C. Finlayson		CSO14244	Option WMC 1	Object		I have lived in the Colehill area for 30 years and overall have been pleased with the planning of the town and surrounding area. I have also had an allotment at Cuthbury for nearly 20 years and would be extremely sad to have to give it up. It is good for the retired and young families to be interested in growing fruit and veg. All new houses are now build with little or no garden. People must have somewhere to enjoy their hobby - it helps keep the young ones slim and the elderly fit, therefore living longer with little need of medical help. All houses should be built within walking distance of the town.			659
511618	Mrs V Blunden		CSO14252	Option WMC 1	Support					659
511621	Ms Mary A Combe		CSO14265	Option WMC 1		No Opinion	Don't object to the Cuthbury development but cannot see how you will deal with the traffic. It's already horrendous!! Come and stand at my front door.			659
511639	Paul Hockey		CSO14308	Option WMC 1	Object		I believe the area is already developed to its limits, Wimborne has a unique character that needs safeguarding. As custodians of Wimborne it is your duty to prevent the further ... of the whole area and so protect its future. The population of this small country is too large and the continual building of new homes will not ease this over pressing problem.			659
511659	Mrs M.A. Bosworth		CSO14329	Option WMC 1	Support					659

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511668	Mr Philip Chissell		CSO14337	Option WMC 1	Support		<p>My first thought is that we need new housing in the country as a whole and in particular in East Dorset due to strong demand and the unaffordability for younger buyers. I believe that Wimborne is clearly the best place for this in East Dorset:</p> <ul style="list-style-type: none"> • It has good facilities including a superb hospital, schools, shops, churches, doctors, cinema, public houses, sporting facilities etc.; • It had good infrastructure particularly in relation to employment facilities locally, at Ferndown and Hurn industrial areas, and Bournemouth/Poole; • It is more sustainable to have concerted development within walking/cycling distance of the town centre reducing car use; • It keeps housing away from more sensitive sites in East Dorset in particular heathland; • It brings vitality to the town (as opposed to dormant suburbs) and may reverse the ageing demographics. <p>Wimborne needs development to remain the vibrant town that it is. This is an opportunity to fulfil housing needs, reinvigorate the town and benefit the community.</p> <p>Within this area you have identified five sites that could accommodate development. In broad principle I am in favour of all of these.</p> <p>With regard to the other proposed sites I am broadly in favour of their development. WMC1 is aesthetically important for Wimborne and requires considerate development.</p>			659
511675	Mr and Mrs R G Fletcher		CSO14346	Option WMC 1	Object					659
511680	Mr Alan Mogg		CSO14352	Option WMC 1	Support					659
511685	Mr & Mrs B Todd		CSO14372	Option WMC 1	Object		I do not think that the views of people not living in the areas should be taken into account. After all it concerns the locals more than outsiders.			659

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511687	Mr N Paton		CSO14374	Option WMC 1	Support					659
511692	Ms Ruth Blaug		CSO14396	Option WMC 1	Support					659
511699	Mr Laurence Danks	Waste Collection and Recycling	CSO14397	Option WMC 1	Object		Environmental issues (River Stour) WMC 1, 2, 3 concentrate more to affordable housing. 1) would help solve immediate problems 2) their locations are more practical. Promote more shared equity housing to give young people a chance to invest in something of their own, to keep social housing to a minimum. To look at market housing with improvement in economy and growth (with requirement)			659
511704	Mr A M Nisbet		CSO14406	Option WMC 1	Support					659
511711	Coombes		CSO14419	Option WMC 1	Object					659
511740	Mr Grahame Austin		CSO14456	Option WMC 1		No Opinion				659
511747	Mr T W Tonge		CSO14463	Option WMC 1	Support					659
511761	Mr G Burge		CSO14480	Option WMC 1	Support					659
511769	Catryn Holton		CSO14501	Option WMC 1	Object					659
511840	S Hicks		CSO14528	Option WMC 1	Object					659

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511870	Margaret Waddicor		CSO14543	Option WMC 1	Object					659
511883	Mr Anthony Houghton		CSO14561	Option WMC 1	Object					659
511888	Mr and Mrs M Hayter		CSO14572	Option WMC 1		No Opinion				659
511903	Gordon Macrae		CSO14599	Option WMC 1	Support					659
511904	Sue Budd and Sue Pearson		CSO14602	Option WMC 1	Object	General Comment	Some Questions: 1. How many affordable homes are needed and will mortgages be available? 2. WMC 1, WMC 3 and WMC 4 - what will be the effect on traffic and existing infrastructure?			659
511932	Mrs J Beardsley		CSO14641	Option WMC 1	Support					659
511934	Mr and Mrs D A Wilkinson		CSO14643	Option WMC 1	Support					659
511938	Mr R Stoney		CSO14663	Option WMC 1	Object					659
511940	A C and K G Sherman		CSO14664	Option WMC 1	Object		We would support WMC1 except for St Margarets - this is unsuitable for housing but would be ideal for extension to the cemetery.			659
511951	Karen Main		CSO14685	Option WMC 1	Object					659
511960	Mr E I Pease		CSO14695	Option WMC 1	Support					659

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511969	Mrs Pamela H James		CSO14705	Option WMC 1	Support					659
511979	Mrs Browning Smith		CSO14715	Option WMC 1		No Opinion	Please use brownfield sites before those green as in Cranborne Road area.			659
512014	R P Perrior		CSO14758	Option WMC 1	Support					659
512019	C Sargeant		CSO14773	Option WMC 1	Object					659
512030	Marg A Smith		CSO14786	Option WMC 1	Object		Areas WMC1 and WMC2 are too liable to flooding.			659
512057	Mr Trevor Davies	Headteacher Pamphill First School	CSO14814	Option WMC 1	Support		The WMC1 development falls within the school catchment area. Pamphill School has always come 2nd behind the town centre schools with admissions. The development would enable our school to operate at a full capacity. There is potential to develop the school at a more economic cost, i.e. we have a new purpose built hall and a large field surrounding the rear of the school. Pamphill School and Pre School have been trying for the last 5 + years to secure permission to develop the site, but have been discouraged because of our listed status and Green Belt location. I do feel strongly however, that the needs of our pupils have been given a lower priority than a building, and this fact reduces opportunities that their peers in other local schools have.	I would look at developing the Pamphill School site to assist the accommodation of children on the proposed site WMC1. There is space surrounding the school to develop a preschool and further class space. A new hall is already in situ. By developing the rear of the school, the historic front face would be unaffected.		659
512095	Bennett		CSO14845	Option WMC 1		No Opinion				659
512099	Mrs P E Gaskin		CSO14848	Option WMC 1	Object		WMC 1 - Approach view over Julians Bridge spoiled.			659

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512110	Mrs Felicity Prince		CSO14866	Option WMC 1		No Opinion				659
512123	Mrs M Masterman		CSO14881	Option WMC 1	Object					659
512126	Mr and Mrs P Taylor		CSO14882	Option WMC 1	Support					659
512131	Mr and Mrs S Turner		CSO14905	Option WMC 1		No Opinion				659
512151	Mr S Adams		CSO14924	Option WMC 1	Support					659
512176	Adrian Newton		CSO14939	Option WMC 1	Object					659
512188	K North		CSO14947	Option WMC 1	Support					659
512255	Mrs A K Horitz		CSO14955	Option WMC 1	Object		The bridge access at Julian's Bridge could not support such a large increase in traffic. Also Pye Corner roundabout would have to be enlarged. There is also a problem with Walford Bridge - all very difficult!			659
512277	Tristram and Sarah Hobson		CSO14962	Option WMC 1	Object					659
512281	Graham Roberts		CSO14965	Option WMC 1	Support					659
512298	Rosemary Protheroe		CSO14983	Option WMC 1	Support					659
512316	Mr		CSO14997	Option	Support					659

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	P Willgress			WMC 1						
512326	Mr Ian Willis		CSO15034	Option WMC 1	Object					659
512343	J Spink		CSO15070	Option WMC 1	Object					659
512354	Mr David Little		CSO15088	Option WMC 1	Support		It's about time Wimborne FC and RFC had a decent ground and clubhouse to enjoy. The town needs to give them a chance.			659
512359	Mr J Robertson		CSO15093	Option WMC 1	Support					659
512360	Richard Acres		CSO15096	Option WMC 1	Support					659
512373	Mr and Mrs J Lund		CSO15122	Option WMC 1		No Opinion				659
512586	Mr D.B Thwaites		CSO15199	Option WMC 1	Object		I don't see why an extension to the hospital should be linked to 170 new homes and WFC if WFC may be moving anyway.			659
512599	R J Miles		CSO15206	Option WMC 1	Support		Relocation of allotments in Wimborne is desirable, but I have reservations whether the total provision will really increase to meet the likely future needs, due to extra population and the increasing popularity (e.g. due to food prices and transport costs rising long term)			659
512613	Mr N F and Mrs J Burchell		CSO15214	Option WMC 1	Object					659
512703	Rita Sweatland		CSO15227	Option WMC 1	Support					659

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513033	Mr Jonathan Hoyle		CSO15270	Option WMC 1	Object		WMC 1 - Even with improved access in the long term this site would be unviable, traffic problems would escalate and make this area of town a traffic black spot. Also the close proximity of the river would cause problems in later years from natural erosion and flooding.			659
513499	Mrs D Thomas		CSO15374	Option WMC 1	Object					659
513639	Mr and Mrs D J A Kirby		CSO15418	Option WMC 1	Object					659
513692	Mrs A Willis		CSO15470	Option WMC 1	Object		Traffic congestion on St Margarets Hill - difficult to exit now at peak times - and Julians Road.			659
513881	Mrs S Bagg		CSO15509	Option WMC 1	Object					659
513900	Mr P Wall		CSO15548	Option WMC 1	Support		Unfortunately more development more movement. A comprehensive transport policy should be developed e.g.. road improvement (A31), bus and trams, rail links (restored).			659
513966	Mr and Mrs Howard		CSO15631	Option WMC 1	Object					659
513974	Mr A Moore		CSO15644	Option WMC 1	Object					659
514009	L Stock		CSO15683	Option WMC 1	Object					659
514039	Mrs R Doman		CSO15717	Option WMC 1	Support					659
514049	Mrs		CSO15729	Option		No Opinion				659

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	E Hellier			WMC 1						
514078	G D Hart		CSO15762	Option WMC 1	Object					659
514087	Joan Smithies		CSO15779	Option WMC 1	Object					659
514091	Mr RJ Potts		CSO15789	Option WMC 1	Object					659
514099	Mr and Mrs T C Blakeley		CSO15830	Option WMC 1	Object					659
514111	Penelope Webiery		CSO15880	Option WMC 1	Object					659
514136	Mrs J Crumb		CSO15916	Option WMC 1	Object					659
514225	Mr Simon Dixon	Secretary West Moors Traders Association	CSO15938	Option WMC 1	Support					659
514246	Theresa Monahan & Jonathon Chaffey		CSO15983	Option WMC 1	Object					659
514274	Mr Showell		CSO16030	Option WMC 1	Support		Instead of new housing there should be a new strategy of providing more public open space. The lessons of the Edwardians/Victorians should be learnt. New public parks like Poole Park, Queens Park and Kings Park save an area from urban crowding. Perhaps all the land proposed for housing could be reallocated to public parks.			659

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514450	Mr and Mrs P Webb		CSO16159	Option WMC 1		No Opinion				659
514467	Mrs Lesley Cripps		CSO16179	Option WMC 1	Support					659
514482	C E T Gilbert		CSO16204	Option WMC 1	Support		Wimborne FC Ground appears now to need a new site, for it to enlarge, improve league, ready for the future.			659
514507	Mr and Mrs C Macy		CSO16238	Option WMC 1		No Opinion				659
514637	P C Dibben		CSO16293	Option WMC 1	Object		There is already a 'green corridor' along the Stour. How does building over allotments increase the number available? Cannot see how buildings will improve the 'visual entrance to Wimborne'.			659
514649	Mrs June Sawyer		CSO16300	Option WMC 1	Object					659
514674	Mrs J Williams		CSO16331	Option WMC 1	Object					659
514752	Claire Richardson & Jamie Shirley		CSO16378	Option WMC 1	Object					659
514805	Mrs D Sadler		CSO16408	Option WMC 1	Object		Re Cuthbury allotments - it's not right to take over cultivated allotments - if new ground is given in its place - it needs years of cultivation before it is useful.			659
514812	Mr C Sawyer		CSO16415	Option WMC 1	Object					659

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514912	Mrs Mary Carsbury		CSO16443	Option WMC 1	Object		Seeking the opinion of the general public on planning issues is all very commendable - but setting aside all political persuasion my feeling is that this is no more than a Public Relations exercise because in the end the final decisions are always to the advantage of the developers whoever they may be because of money, greed and looks good on paper. My general view is that density levels for new homes should be kept down, East Dorset has become so over developed that is its now just one big urban sprawl. In fact it has lost so much of all the natural character and charm that it used to enjoy it is hard to know where the so called green belt begins and ends.			659
514913	Mr and Mrs M Clark		CSO16445	Option WMC 1		No Opinion				659
514939	D Porter		CSO16488	Option WMC 1	Object		The more land you concrete over the more you have to because you just increase demand. Infill best option.			659
514959	Mr and Mrs R Fisher		CSO16524	Option WMC 1		No Opinion				659
514993	Dr Peter J Hardwick		CSO16551	Option WMC 1	Object		The area is already over-developed and congested - further development on the scales proposed would lead to deterioration of the environment and a reduction in the quality of life. I am particularly dismayed by continued threats to the Green Belt, especially as this Government pledged to protect it. I do not believe that such massive development is necessary or beneficial to the vast majority of inhabitants. Pressure on our area should be reduced by Government tackling such issues as population growth through immigration control and regeneration of brownfield sites in Midlands and North. There is a need for limited affordable and social housing locally, but not more executive			659

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							homes. It is wrong to build new homes while second homes and investment properties continue to exist.			
515033	Mr T Crump		CSO16590	Option WMC 1	Object		<p>These proposals are typical of the failures contrived by Council and Consultants to address short term solutions to Government edict. Fundamental to any significant further development is the need for joined up thinking for transportation.</p> <p>All of these proposals further the burden on traffic flow through and around conurbation centres. These major roads are the responsibility of the government highways department. They should foot the bill for their improvements prior to further development.</p> <p>Some of these proposals virtually adjoin 100 instance flood lines. This is totally unacceptable. Any proposal to move allotments, away from the housing that uses them, increases road usage and has a negative impact on the community.</p>			659
515266	S Webb		CSO16653	Option WMC 1	Object		<p>Dear Sir / Madam,</p> <p>I am referring to the various articles in newspapers about the enormous amount of housing to be built in Wimborne and Colehill in the next 10 to 15 years, and wish to voice my concern. Not only will we lose green belt land, but where is the traffic going of the many cars? The roads are already congested.</p> <p>Please consider me one of the opposed Colehill citizens.</p> <p>Yours faithfully, S Webb</p>			659
515287	Mr L Jackson		CSO16660	Option WMC 1	Support		The A31 trunk road from Ferndown by-pass should be widened to form a dual carriageway all the way through to Bere Regis.			659
515328	Mr and Mrs D Polden		CSO16691	Option WMC 1		General Comment	Mr and Mrs Polder are concerned that the building on the allotments at Cuthbury will cause concerns that too much building will be too much for all the services, sewage and flooding could be a possibility. We haven't any gas in the area and it is all electric for all facilities in domestic houses. We feel that maybe the extra traffic will be going through the			659

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							<p>estate and the roads aren't big enough at the moment with so many cars parked on our narrow roads where people go to work so they don't have to pay parking charges.</p> <p>The respondents support the proposed development of the Football ground for an extension to the Hospital. They comment that the extension of the hospital on the football ground will be good for keeping a very valuable facility in use and much needed. The Quarterjack surgery is also a good idea to think about being at the hospital with enough parking for patients. The bus service will have to be extended as there is only the bus that does the circular up Victoria Road we don't have a bus service to Poole or anywhere else the nearest buss goes along Julians Road where there is a large older population walk to the square quite often comes a problem but then this is going to be a long time in the future probably not our time but I would like to think this going to be in keeping with our lovely town and we have lived here in wimborne for 70+ years and wouldn't want to live anywhere else.</p>			
515367	Mr & Mrs J Pottinger		CSO16703	Option WMC 1	Object		Please save the Green Belt			659
515659	Mr P E Liddiard		CSO16758	Option WMC 1	Object		<p>With all the intended urbanisation of Wimborne (A small market town), I am extremely concerned as to how do you intend keeping traffic moving, especially what with the recent development/desecration of the Wimborne cricket green. Maybe it was more the thought of extra business rates?</p> <p>With regard to the cricket-green Wimborne already had and still has existing supermarket?</p> <p>Also, when the Square is pedestrianised, what is planned for the parking of all the extra vehicles that the new houses will no doubt be bringing into the area? How do you mean to ensure that the present transport system will be able to cope?</p> <p>Then there's the issue of policing, doctors, dentists and schools? In the government's own survey</p>			659

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							<p>(25/10/2010) 1 in 5 primary schools in England are overcrowded. i.e. will there be provision for an additional school in the planning?</p> <p>I understand, that in Parmiter Drive, planning consent wasn't given for the conversion of a single storey bungalow to a chalet bungalow but you're considering building 200 houses on a field just a matter of yards away, contradictory or what! Maybe again here you're just thinking of the extra income from council tax?</p> <p>Similarly, Councils will not let householders concrete there front gardens to allow off road parking because it cause flooding but again its ok to concrete over a field?</p> <p>Further to the above, how has the issue of sewage/drainage been overcome on the intended development at the end of Parmiter Drive?</p> <p>I suggest that you look at all the above issues and the 'big picture' before you continue with any decision in regard to the proposed planning?</p> <p>I feel one has only to look at the Canford Bottom roundabout and the Middlehill traffic calming system, to realise what disasters can occur! And who pays - the tax payer!!?</p> <p>Finally, I feel there are much more suitable alternative sites for the proposed development? The land off of the A31 by St Leonards for instance? That land has easy access to the road network and towns (including Wimborne) and all other intended sites.</p>			
515720	Eileen Holloway		CSO16765	Option WMC 1	Object		The proposed siting of the allotments adjacent to the sewage works is totally unacceptable. The Allotment Association is in discussion with the planners on many points in which I am complete agreement. I am a member of this Association.			659
515733	Mrs V B Taylor		CSO16766	Option WMC 1	Object		<p>My reasons for objecting are as follows:-</p> <p>1) We not have available schools, doctors, or dentists in Wimborne to support such a large number of potential households. Neither do I think Wimborne Hospital or indeed any of our hospitals</p>	I would suggest before you build one house that you build more schools, doctors surgeries		659

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							will cope with even more people. 2) Leigh Park, Wimborne has only 2 entrances/exits onto Leigh Road and Brook Road is constantly block due to number of vehicles going to and from the council tip. Also Gordon Road is blocked due to vehicles parked for people to use the shops. 3) Wimborne is a small country town. We already suffer from long traffic queues and our roads are just not good enough to deal with considerably more cars given that you wish to build houses in 4 areas around Wimborne.	and dentists surgeries and of course employ suitably qualified people to work in them. Also many of our roads are in a very bad condition and therefore I would also suggest that before even more cars are driven on them they are all properly resurfaced and repaired.		
515793	Mr Frederick Isaacs		CSO16822	Option WMC 1	Support		This is a logical suggestion as it will improve the hospital and it is a good location. Good use of an area if the houses are really necessary.	Re-locate allotments to south of Leigh Road as WMC5		659
515837	Mrs Jill Isaacs		CSO16845	Option WMC 1	Support		I support this chance to improve the hospital and build a new community in a practical location. Better use of space than keeping the allotments there.	The allotments can go south of Leigh Road as in WMC5.		659
515864	Mr and Mrs Andrew Patrick		CSO16854	Option WMC 1		General Comment	We agree that relocation of the allotments should be a prerequisite for development, but QUESTION whether the existing allotments may primarily serve the area in and adjoining the town centre area where gardens are small or non-existent. Evidence is required as to whether relocation to the WMC 5 area could disadvantage users and potential users from the Town Centre and adjoining.	The allotments should be required to be relocated to a location appropriate for the majority of users.		659
515938	Frank Stevens		CSO16903	Option WMC 1	Object		My family first settled in Colehill on the Pilford side if Sandy Lane in 1964. Colehill was then mainly rural with only a weekly bus service in our area. Traffic was light, and despite the rural nature of the roads one could move about relatively easily. Today, the local road system is unchanged. We have the Wimborne bypass and some widening of existing main routes - but overall these 'improvements have not seen any benefits with			659

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							<p>regard to access to Poole and Bournemouth and the West because heavier loads of traffic have made journey times longer.</p> <p>The Wimborne bypass has improved traffic flow in Wimborne Town over the holiday periods it must be admitted. But the opportunity of taking the Ferndown bypass road a step further was not taken up, nor the opportunity of extending the Tolpuddle bypass further eastwards to improve the 'Honiton to Folkestone' Trunk route.</p> <p>There was extensive estate building in the 1970s and the 1980s with a consequent increase in population. This was accompanied by the building of more schools to accommodate the increase in the number of pupils. Unfortunately, this imposed strains on the local roads especially at times of pupil movement which has resulted in congestion at many points. Attempts have been made to make roads safer by the introduction, for example, of 'pinch-points' in Middlehill Road.</p> <p>But the original minor lanes have remained the same, their attractiveness lost due to increased traffic.</p> <p>The inadequacy of the roads is highlighted, at present, by the road works at Broomhill and Burts Hill.</p> <p>I feel that extra building in the Burts Hill area will only add to our problems.</p>			
517587	John Burden	Chairman Wimborne Cemetery Joint Management Committee	CSO17018	Option WMC 1	Support		<p>At the November meeting of Wimborne Cemetery Joint Management Committee, the Core Strategy Consultation Documents for Wimborne were discussed and it was agreed that we would write to you to make the following point.</p> <p>In general the proposals WMC1 to WMC5 are well thought out and acceptable with some modifications on quantities in places e.g. WMC1 Land off St Margaret's Close, Wimborne because:-</p> <p>a) It adjoins Wimborne Cemetery, and would be more suitable for an extension to the Cemetery, which is needed for the reason that:</p> <p>i) The existing Cemetery probably only has between</p>			659

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							50 and 100 years of land available. ii) Poole and Bournemouth are both running out of Burial Plots, and it is likely that there will therefore be an increase in non-residents being buried in Wimborne Cemetery, thus shortening the life span of the existing land. iii) As the fees charged to non-residents are higher, this will enable Wimborne Cemetery to reduce, or keep down, the precepts to local ratepayers. iv) The suggestion of a split for the Cemetery would not be economically viable as it would necessitate extra staff to maintain two sites, whereas additional land would be able to be maintained with the existing staff. b) This land is known to be wet, especially at the St Margaret's Road end and therefore unsuitable for housing. c) If the Cemetery was able to obtain the land, in the short/medium time, the majority of it could be made into new allotments, alongside the Cemetery's existing ones, thus alleviating the necessity of finding a large space for the Cuthbury replacement.			
517880	Mr Russ Booker		CSO17255	Option WMC 1	Object	General Comment	I really feel that we should not build on the green belt around Wimborne as it's an irreversible step that will be hard to justify to our children. I'm clearly not alone: "The largest proportion of respondents did not want Green Belt land to be released for housing or employment development." Each time it'll only ever be small bits being redesignated and built upon but we have to, at some point stop and learn to live more within our means. Just because trends show more people living alone does not mean that we are bound to keep building houses to accommodate this inefficient and unsustainable trend: "The popularity of the area to live in, means that housing demand is almost limitless." Also the Core strategy itself points out that: "Landscape quality and character in rural areas needs to be protected." The passage of time does not meet the required criteria for damaging the green belt: "Once detailed boundaries have been defined they should			659

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							<p>only be changed in exceptional circumstances.” It is a one way process and therefore a very serious consideration which I do not feel has been adequately justified.</p> <p>I accept that you may be forced despite this to do some development of green belt and so the following points are my other opinions if the green belt is going to be built on.</p> <p>WMC1 - allotments are part of sustainable living, benefitting their holders in many ways, reducing food miles, etc. Many current holders are older citizens and may well give up at the thought of starting again from scratch after all the hard work they have put into their plots. This will reduce their exercise and burden society further in the future.</p> <p>The proposed alternative site is not a good alternative – it will force greater car use by many, if not most, allotment holders due to its less central site, as the documents acknowledge. Also if: No residential development should go within the 145m buffer of the sewage works.” And “Any development should have consideration of the noise impact of the A31(T)” Then I fail to see why people would want to spend their precious free time there enough to validate the next few words:” This area would be more suitable for the relocated sports clubs and allotments.” Let alone with the proposal to put the allotments right next to the sewage works. The staggered phasing in of a number of proposed alternative allotment sites will also not ensure a smooth transfer and will not enable the provision of allotments to all who want them, despite the councils’ obligations to provide them. This site should continue in its current state until all the alternative sites are ready and an organised, smooth transfer could take place, possibly with the assistance of the Wimborne Allotment Association. I appreciate that it is not ideal but WMC5 would be better for housing development as it would be likely to be more affordable. I also do not want to see us allotment holders evicted from very reasonable landlords’ land and see a very significant increase in</p>			

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							<p>allotment rents as an easy way of filling holes in council budgets as this will make them socially exclusive – the very thing that they shouldn't be as often the least well off have little space at home to grow their own produce.</p> <p>An opportunity for development in Colehill which could provide much needed infrastructure is being missed for no good reason.</p>			
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17562	Option WMC 1	Object		<p>Groundwater WMC1 is located within a SPZ 2. Consideration and risk assessment will be required to show that the risk to controlled water in these areas from any new development will be low.</p> <p>WMC1 Alternative Option is located within a SPZ3. Consideration and risk assessment will be required to show that the risk to controlled water in these areas from any new development will be low.</p>			659
521118	Mr Alan Spencer		CSO17791	Option WMC 1	Object		<p>Introduction</p> <p>Initially may I congratulate the East Dorset District Council (EDDC) on providing such an enormous amount of detail to the public in their proposed Core Strategy Options1, and for this very public consultation process.</p> <p>As a resident that will be adversely affected by the current proposal for area WMC4 I am grateful for the opportunity to state my case for alternative use of this land. I believe EDDC can avoid using this land for housing development, and in so doing safeguard our unique Environment and Wildlife. I consider that it is imperative that we preserve our countryside and halt the continual march of Urbanisation upon Rural pasture.</p> <p>I consider that the EDDC, or its Consultants, in choosing WMC4 for housing have not really explored all of the options for the use of this land, in so much as protecting our diminishing Green Belt. Further I would suggest that they are clutching at straws as to where to build the majority of homes proposed for the Wimborne and Colehill district. Perhaps this is because it has become an easy</p>			659

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							<p>commercial option, since the land owner has already sold an option to a housing developer for the WMC4 site. One wonders if we are being manipulated by land owners in determining the location of future housing estates, by selling land to housing developers adjacent to settlements. But surely this would not be the criteria for choosing a site for the development of housing, would it?</p> <p>In the 9 years that I have been acquainted with the area, the land to the East of the Cranborne Road at WMC4 has been used as pasture; this is because it will not sustain crops due to its sub-soil which is fundamentally clay. Clay does not absorb water, and so parts of the gardens of Burts Hill and Walford Close have become culverts for excesses of water from the elevated position of the hill, behind our properties, during periods of continuous rain, storms and now of course thawing snow. This causes our area to have a high water table.</p> <p>I am led to believe that the field to the West of the Cranborne Road is liable to flooding, although I have not seen this myself. I would imagine that at some point in its agricultural past this field was a water meadow. I have however seen quite tall geysers of water rising out of the drains in Burts Hill, and at the corner of Walford Close during periods of heavy rain, and flooding at the junction of the Cranborne Road with Burts Hill.</p> <p>I consider therefore that building homes at WMC4, providing roads, paving, tarmac drives, patios, and of course roofs, will exacerbate the problem, and that our existing homes will be far more at risk of flooding, than they are currently, because the topography of a housing estate will act as a greater run off for water than the current pasture.</p> <p>However rather than be totally negative about the proposals for WMC4 I thought I should be more proactive and offer EDDC alternative uses for the land, other than housing development, while taking into account some fundamental issues which EDDC, or its Consultants, may have overlooked in preparing the Core Strategy Options.</p>			

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							<p>Fundamental Issues for Further Consideration</p> <p>Whilst I consider the Core Strategy to be supportable in many aspects there are some quite fundamental issues that appear not to have been addressed and some that have been addressed which appear flawed. Primarily I refer to the omission of any opportunities to offset the effects of climate change and to provide space for such facilities. I believe if we are going to leave a legacy for the generations that follow us we need to address this very fundamental issue right now.</p> <p>The proposals also intimate they have addressed the effects of urbanisation on heath land but the proposed development at WMC4 is within 5km of a protected heath and has no close suitable alternative natural green space which allows residents access.</p> <p>Secondly the Core Strategy majors on the need for more homes, particularly affordable homes. It reveals that these can be satisfied from the building of between 404 to 505 affordable homes out of a potential 1005 to be developed. We must question therefore why it is considered necessary to destroy more of our rural area than is absolutely necessary by building more than the required number of affordable homes?</p> <p>The Core Strategy identifies that we place too high a reliance on personal motorised transportation and that we need to reduce our dependency on this. It suggests that this can be achieved by relying on public transport, cycling and walking. I believe this to be totally unrealistic in our highly pressurised, motivated, mobile, materialistic and ageing society.</p> <p>The Core Strategy believes that parking has been resolved in the Town Centre by the addition of 213 parking spaces at Waitrose, if this is the case, why is virtually one side of the length of Allenvie Road (and adjacent cul-de-sacs) chock-a-block with cars and vans, during working hours, while the car parks remain underutilised?</p> <p>Offsetting the effects of Climate Change</p> <p>It is clear that people are looking for governments,</p>			

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							<p>businesses and councils to lead the way in controlling greenhouse gas emissions and to create opportunities for reducing energy consumption. Consequently they need schemes to be introduced that will mitigate harmful effects to our climate by offsetting our polluting habits.</p> <p>Most people recognise that burning fossil fuels leads to the release of Carbon Dioxide and other pollutants into the atmosphere and increases global warming. They can however be offset by using green solutions to create energy and by increasing forestation to soak up pollutants.</p> <p>If we take example from Europe most countries have constructed wind and solar energy farms close to their settlements, and increased the expanse of their deciduous forests. Wind Farms seem to be a very contentious issue on land in the UK, but not at sea, and so I am very pleased to note that parts of the Dorset coast line will be developed as a Wind Farm 13. However this does not detract from the fact that each community should play its part in offsetting the effects of climate change, which in fact it causes.</p> <p>I would therefore have expected EDDC to recognise that it has but one opportunity, not to be missed, to include within its core strategy, areas for both a solar energy farm and a deciduous forest to offset the effects of climate change. We cannot afford to waste another 15 years in debating where these should be situated.</p> <p>We need to provide suitable space to locate a Solar Energy Farm capable of generating in excess of 5 Megawatts of Electricity.¹¹</p> <p>We need to provide suitable space to locate a deciduous Forest capable of extracting 7000 tonnes of Carbon Dioxide from the Atmosphere.^{17,18}</p> <p>I therefore make the following alternative recommendations for the Core Strategy; Suitable sites for these two requirements would be WMC4 and “undeveloped” land South of Leigh Road and East of WMC5. It is worth mentioning that these two areas have the same surface area.</p>			

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							<p>My favoured option is to use WMC4 for the following reasons;</p> <p>The land to the East of the Cranborne Road is elevated; it is not obscured from the South, and at 35 acres would be able to house a Solar Energy Farm capable of generating in excess of 7 Megawatts of Electricity. (refer to Map Option A)</p> <p>The distance between Holt Heath and Walford Close is exactly 3 miles (4.8Km) by road. As the crow flies this is 4.5 Km to the Cranborne Road and therefore the area to the East of the Cranborne Road is within 5Km of protected Heath land. Consequently EDDC will be obliged to provide Suitable Alternative Natural Green Space, as required by EU legislation, but this does not seem to have been addressed within the Core Strategy. Complementing the recommendation for the land East of the Cranborne Road, to aid Heath Land protection, and provide recreational facilities in the nature of a Country Park, I would plant a new deciduous Forest to the West of the Cranborne Road of 28 acres which will be capable of extracting in excess of 7000 tonnes of Carbon Dioxide from the Atmosphere.</p> <p>In time the forest will blend with the tree belt known as "The Row" and could be extended all the way up to, and to include Catley Copse. I would recommend that it is established on the lines of the successful Moors Valley Country Park. If further "infill" is created between the new deciduous Forest and the Cranborne Road it could be landscaped to include a Golf Course in the locality. (refer to Map Option A)</p> <p>Thinking more laterally about other potential uses for WMC4, I can conceive that it would be possible to level the fields to the East of the Cranborne Road in order to facilitate the relocation of the Rugby and Football Clubs and also allow expansion of the facilities into a Sports Complex. With regards to the field to the West of the Cranborne Road this could be set out as allotments, which would be significantly larger than the existing sites. The remainder of the space could be allocated as new</p>			

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							<p>deciduous Forest as identified in the paragraphs above. (refer to Map Option B)</p> <p>If this option was considered to be more practical the space at WMC5, allocated currently for Sports Facilities, could become a Solar Energy Farm, which would overcome the problem of what to site in this area because of odour emanating from the adjacent Sewage Works. (refer to Map Option C)</p> <p>I believe either of these proposals would be more palatable to local Burts Hill and Walford Close residents than Urbanising the Rural area at WMC4 and of course any of these schemes is capable of creating much needed additional revenue for EDDC. In addition Walford Close and Burts Hill residents would be able to continue to observe the family of deer that forage and feed in this area at dawn and dusk during Spring and Autumn before haymaking destroys their cover and food supply.</p> <p>Recognising that this would remove the housing options for WMC4, I propose that these should be re-established in the "undeveloped" land South of Leigh Road and to the East of WMC5. (refer to Map Option E, but see also my views on "The Housing Need?" which follows)</p> <p>If this last suggestion proves not to be feasible then perhaps deciduous forestation could be established in this "undeveloped" land South of Leigh Road. However it would not have the same potential for expansion as that to the East of the Cranborne Road, since any expansion would have to straddle the A31 which is likely to lead to a high percentage of road kill and / or an increasing number of accidents in this area. (refer to Map Option C)</p> <p>Regarding sites for a Solar Energy Farm, I can only propose one other alternative site which is in the Northern sub-area of Leigh Road, but I believe this would be a contentious issue between Wimborne and Colehill residents, regarding coalescence.</p> <p>It is fantastic to learn that Eco Sustainable Solutions^{6,7} have put forward a planning application to Christchurch Borough Council for a Solar Energy Farm at Parley along the lines I am suggesting</p>			

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							<p>above. I truly believe this to be a really worthwhile venture and I hope that EDDC will give this application its full backing.</p> <p>I have also discovered that Solar Energy Farms are being proposed and introduced by other County Councils in the South West of England see http://www.thisiscornwall.co.uk/news/Massive-solar-farms-planned/article-2166168-detail/article.html for details of this, and associated business and industrial opportunities for their local industries.¹¹</p> <p>I would hope that the EDDC realises that we cannot wait another 15 years until the next Core Strategy to mitigate the effects of Climate Change.</p> <p>We have only ONE CHANCE, TIME IS RUNNING OUT. We must ACT NOW.</p> <p>The Housing Need?</p> <p>Do we really need to build 1005 homes in Wimborne and Colehill, of which only 50% will be affordable? EDDC objective in building affordable homes is stated as "There is a significant need to provide affordable housing in East Dorset. Because house prices are high compared to wages, the number of public sector homes are very low and there are consequently a large number of residents who cannot afford to live in the private sector and cannot access affordable housing." Additionally it adds, "It wants to support the provision of increased affordable housing opportunities for young people in order that they can have the same opportunities to live and work within their local communities."¹</p> <p>EDDC have also recognised that "with a growing number of older people there will be an increased demand for accessible and supportable housing."¹</p> <p>Interestingly the Core Strategy Area Profile identifies;</p> <p>a) Only 31 homes are needed in East Colehill and 87 in Wimborne making a total housing need of 118 at the present time. 2</p> <p>b) In East and West Colehill 76% of households are composed of adults, without children and 24% of these are of pensionable age. 2</p> <p>c) In Wimborne 84% of households are composed</p>			

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							<p>of adults, without children and over 40% of these are of pensionable age. 2</p> <p>Perhaps the reason for this is that young people do not necessarily want to live in Wimborne or Colehill, maybe the area is seen as lacking in job opportunities or perhaps it's too tranquil and boring to live among so many older folk!</p> <p>I believe that if EDDC build 1005 homes, 50% of these will be occupied by couples that want to move to, and retire, in Dorset. Not that I have objection to this, but this would tend to defeat the object of providing affordable housing solutions because this would again increase house prices rather than reduce them.</p> <p>My view therefore is that the additional homes provided should only be in the category of affordable housing and therefore the number of homes to be built should be restricted to a maximum of 500 over the next 15 years. Clearly the benefit of this policy would be to avoid building in rural areas, avoid coalescence, provide an opportunity for a Green infrastructure for the town, and reduce the impact on the local environment, particularly through transportation.</p> <p>I see no point in creating another local community in Wimborne Minster at WMC4 when we have an existing local community at Leigh Park which is recognised as one of the most deprived areas of the County.¹ Surely we should concentrate our effort in bringing this area out of deprivation and enhancing it with a first school, open space and shops. I doubt that we can afford to do this in two locations.</p> <p>But where should 500 affordable homes be built?</p> <p>If we consider that area WMC4 is now allocated to mitigating the effects of Climate Change then we still have WMC1 (170 homes), WMC2 (50 homes), WMC3 (35 homes) and WMC5 (200 homes) which provides 455 houses of mixed quality (affordable to non-affordable in the ratio of approx. 50%.³) I am sure if the density of housing were increased where practical, from 20 per hectare, to 25 per hectare, in excess of 500 affordable homes could be built on</p>			

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							<p>these sites, and still provide much open and play spaces.</p> <p>In this deliberation we should not rule out the area of land South of The Acorns, and to the North side of the A31, which could provide at least another 70 homes of an affordable nature. (refer to Map Option D)</p> <p>The noise issues in this area could be abated by using Gabion Walls to edge the North side of the A31 between Canford Bottom and Merley House Roundabouts.</p> <p>Access into the proposed Sports Complex, Allotments, and the additional 70 homes proposed above, could also be provided from the A31. (notionally on an Eastbound Carriageway – see my views on Transportation Issues which follow)</p> <p>If we consider it to be absolutely paramount that 1005 homes still have to be built, and after having established a commitment to offset the effects of Climate Change, and agreeing that this can be achieved by sighting suitable Green Projects at WMC4, then I recommend that all of the “undeveloped” land South of Leigh Road and East of WMC5 is utilised to create the same number of houses proposed for WMC4. (refer to Map Option E)</p> <p>I am totally convinced that within this context there are greater benefits in developing all of the land South of Leigh Road to provide greater mobility for Employment, Education, Shopping and Leisure than there are in leaving it as Green Belt. (see my views on Transportation Issues which follow)</p> <p>It is also important to remember that Leigh Park is recognised as one of the most deprived areas in the County and one of the 40% most deprived areas in the Country.¹ Here then would be an opportunity to redress the balance in this location.</p> <p>If this “undeveloped” land is not taken up in this review, I am sure this area will be the target for future housing development. I also see no practical reason why the “Scheduled Ancient Monument” cannot be fully preserved in this area, segregated from both housing and an adjacent Sports Complex.</p>			

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							<p>In fact if development were to take place in this area it would ensure the Section of Roman Road was preserved in perpetuity.¹²</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 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)</p>			

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							<p>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. 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</p>			

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							<p>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 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</p>			

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							<p>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>Conclusion</p> <p>In this paper I have tried to prick the conscience of the EDDC to consider the wider aspects of their Core Strategy, particularly in relation to Climate Change. I have also indicated the benefits that embracing solutions to combat Climate Change can bring to the community as a whole.</p> <p>I have put forward two further options for consideration which major on the need for mitigating the effects of global warming. These are;</p> <p>a) A Solar Energy Farm and deciduous Forest at WMC4 with housing development limited to affordable and supportable housing in locations identified in EDDC's Options for Housing in the Wimborne and Colehill area, other than at WMC4.</p> <p>b) A Sports Complex, allotments and a deciduous Forest at WMC4, which will allow a Solar Energy Farm to be sited at WMC5 and additional housing to be developed in the "undeveloped" land to the South of Leigh Road and adjacent to WMC5.</p> <p>I have questioned the amount of homes to be built in our locality based on current needs and the detrimental effect that over population would have on our Rural and Natural environment. I have recommended the number be reduced by 50%.</p> <p>I have analysed the anticipated travel requirements of Wimborne and Colehill residents and concluded that the A31 is a major contributor to mobility in our catchment area. Thus for any Core Strategy for Wimborne and Colehill to be successfully implemented MAJOR SURGERY is necessary to improve traffic flow along or over the A31. I have</p>			

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							<p>outlined proposals for achieving this.</p> <p>I have looked at the issue of car parking, and proposed a solution to overcome this which it is hoped would encourage more pedestrians into the town, whilst controlling parking spaces for residential use.</p> <p>The question now arises does the EDDC have the courage and commitment to pursue these greater choices and accept that it must make truly sustainable decisions for the benefit of future generations.</p> <p>As a final thought; "How embarrassing would it be for our County if the most prestigious and affluent area of Dorset became submerged under the sea at Sandbanks?" It is a very real possibility unless we take action now.</p> <p>As a final, final thought wouldn't it be just fantastic to see the EDDC putting Dorset at the forefront of a movement, and an industry, that is capable of leading the rest of the country to carbon neutrality. Think of the kudos this could bring to our County and the increased revenue and prosperity for our Market Town.</p> <p>SEE ATTACHMENT</p>			
521315	Janet & Kevin Healy Paul Timberlake		CSO17809	Option WMC 1	Support		<p>EXAMINATION OF EACH POTENTIAL SITE FOR DEVELOPMENT</p> <p>SUMMARY WMC1: CUTHBURY ALLOTMENTS ETC, ALSO ST MARGARET'S CLOSE (170)</p> <p>We DO NOT OBJECT to this option.</p> <p>We think this is one of the best options, however, our approval would depend on achieving 40% affordable housing.</p> <p>If the correct design is used for the housing, especially those along the river, this proposed site could actually enhance the townscape and the new landscaped green space, provided it was in keeping with the natural landscape of the river valley, would make a more pleasant entrance to the Stour Valley foot path.</p> <p>Providing capacity existed at the schools close to the proposed housing so school runs would be</p>			659

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							<p>curtailed, this would make the site more sustainable. More potential employment closer to Wimborne, within cycling distance, would also improve sustainability. Improved pedestrian footways would be of benefit as some existing pavements in Wimborne are very narrow for pushchairs, small children and the disabled.</p> <p>This site would add approximately 255 cars to our overburdened transport system. There are already 10307 commuters on the road, most in cars, and these figures were from 2001. All the proposed sites will add to the daily traffic congestion and air pollution. For this reason some priority must be given to cycle tracks as well as footpaths.</p> <p>St Margaret's Close - OBJECT: keep it as it is but use it as an open space. It will compensate when it is too wet on Stour meadows. Just mow some paths and place some seats. It is a pretty, rural and tranquil place, cool in summer and sheltered in winter.</p> <p>PURPOSES OF THE GREENBELT PPG2 (as applicable to this site)</p> <p>To check the unrestricted sprawl of large built up areas.</p> <p>Although the town will spread, it will be less of a sprawl than in other areas as it would be confined to a piece of land between existing housing and the river.</p> <p>To preserve the setting and special character of historic towns.</p> <p>Provided the housing was of a design similar to those of old Wimborne, we think the setting of the town could actually be enhanced and may improve the view when approached over Julian's Bridge.</p> <p>VISUAL IMPACT ON BOTH THE NATURAL AND HISTORIC LANDSCAPE</p> <p>There is an abundance of mature trees around most of this site which will help to soften the impact of new building. Obviously many more mature deciduous trees would need to be planted, especially on and around what is now the practice football pitch. This is the one area that will be a bit</p>			

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							<p>more intrusive as the land rises slightly towards the hospital making it the most visible green open space. The trees should be planted and tended early in the development to make sure they were thriving and growing when the housing was occupied and the developers left. When viewed from across the Stour from the Merley river terrace, the rest of the proposed site is quite hidden by trees, and even from along Julian's Road it would not be too intrusive. We make the assumption that the hospital would retain the use of the actual football pitch for future expansion as this is would be a key reason for agreeing to the Football Club's move. The local hospital is wonderful service for us all. The relocation of the Housing Association units on Julian's Road would actually improve the landscape and townscape.</p> <p>Although there would be an awful loss of green space as both the allotments and football pitches would be relocated, much of this area is enclosed, shielded by trees, we think it would be developed in a way which would actually enhance the townscape. We assume the site on the opposite side of Julian's Road is where the allotments are. Not only is it also well enclosed, it would just carry on from an existing line of houses. We do think it very important that the people of Wimborne be involved in the design of the housing and the layout as it would be such a large change to the town. If the design was poor you could destroy Dorset's most beautiful market town. It will have to blend in with the old Wimborne town houses and cottages. You could possibly persuade a brewer to build a riverside pub.</p> <p>St Margaret's Close: this is a tiny area we did not know existed, a small orchard and paddock between the Close and the Cemetery. Any development would have to be very low level not to be too intrusive. Such a shame though, it is a little bit of countryside in the middle of the town.</p> <p>SUSTAINABLE LOCATION (PPS1) Location Primary Schools</p>			

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							<p>Middle and Upper Daily shopping Post Office Doctors WMC1 Closest 0.7km 1.2km – M 1.3km - U 0.8km 0.8km 1.0km to Q/Jack EMPLOYMENT Stone Lane Industrial Site Riverside Park Industrial Estate Brook Road & Flight Refuelling Bournemouth Airport Ferndown Industrial Site Bournemouth and Poole Commuting for Wimborne and Colehill: Total population 13,520 Internal Commuters: 2335 In Commuters: 3812 Out Commuters: 6495 Net Commuting: -2683 Total Commuting (in and out): 10307 Source 2001 census: ONS 80% of commuters are driving or being driven (Core Strategy). That is a lot of cars on the road twice daily. Apart from Brook Road, Flight's, Riverside Park and Stone Lane all of which are close to the town, there are no cycle routes and anyone working in Ferndown direction would have to cross Canford Bottom roundabout on a bike, though it does look as if the alterations to the roundabout will include a bridge that hopefully both pedestrians and cyclists can use. PUBLIC TRANSPORT There is a 15 minute bus service from Wimborne to Poole, but this bus stops at Broadstone before travelling non-stop to Poole. Therefore anyone working at the Poole out of town shopping centre at</p>			

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							<p>Creekmoor cannot use public transport. Time to Poole is 30 minutes.</p> <p>The number 13 to Bournemouth is half hourly and it passes Ferndown Industrial Estate. It takes nearly an hour to get to Bournemouth.</p> <p>NEAREST CENTRE WITH FULL RANGE OF SERVICES</p> <p>Wimborne: for weekly shopping there is a choice of two stores but due to the volume of shopping a car would be required. All other services exist.</p> <p>PROVISION OF MULTI-FUNCTIONAL GREEN INFRASTRUCTURE AND OPEN SPACES: (Natural England's Green Infrastructure Guidance NE176 & PPG17 Planning for Open Spaces</p> <p>This potential site robs Wimborne of both recreation ground and allotments. The location of the site is on land between existing houses and the Stour that spills out over the football pitch to the west. Any compensating GI and open spaces will be close to the Stour and would be susceptible to flood and not accessible in prolonged wet weather. To the west the land becomes lower, but most of the landscaped area to the south west should remain dry. The same cannot be said of the proposed SANGS. The river and flood plane will restrict all year round access so GI links to the existing recreational area in the middle of Wimborne will be most important. Perhaps these areas could be enhanced to provide a safe and pleasing route into town as the pavements leading into town are often narrow.</p> <p>ENVIRONMENTAL IMPACTS: Our comments on environmental aspects of the Core Strategy Options document are included in the Response of the Environmental TAG, East Dorset Community Partnership, which we fully endorse.</p> <p>ECOSYSTEM DAMAGE:</p> <p>Currently the site is used as allotments and for football. Ecological surveys would be required.</p> <p>St Margaret's Close: The orchard and the paddock looked as if they had been there for a long time, the chickens were running free, the grass was short so it was not possible to see the natural potential of the</p>			

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							<p>site. It would be rather nice for Wimborne if this site could be used as a green space. TRANQUILLITY: a sense of place Housing exists on two sides, lots of allotments, so possibly little loss of tranquillity. The open greenness of the practice pitch will be lost on the quieter west side of the site. A busy road runs to the south west. LIGHT POLLUTION Please see the ETAG Response for Bob Mizon's report. DRAINAGE PPS25 (causing increase in river flooding or surface water problems) This is a job for the Environment Agency as it is so close to the river. PROXIMITY TO HEATHLAND AND AVAILABILITY OF SANGS FOR MITIGATION The proposed site is approximately 6.8km from Holt Heath by road and approximately 6km from Canford Heath. Never the less, SANGS has been proposed along the Stour which is highly commendable, though as flood plain it gets very wet at times. It would be better left as a natural space with only limited improvements to some paths, perhaps to join up with the paths at Eyebridge. According to BroadwayMalyan's Masterplan Report: 'people value the naturalness of sites and artificial infrastructure should be avoided where possible.' PROVISION OF ADDITIONAL INFRASTRUCTURE (schools etc.) This potential site seems to be in a sustainable location except for employment. However, this sustainability of access to services would only apply if any children residing on this proposed estate could attend the existing first, middle and Upper schools. No additional 'school trip' journeys by car should be allowed. Therefore capacity must be made in these schools. Additional medical facilities would be required. IMPACT ON TRANSPORT INFRASTRUCTURE The roads are at capacity. Alterations to Canford</p>			

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							<p>Bottom roundabout and Parley Cross roads will hardly keep the traffic running when all the new housing is built. We have too many cars on the road. No amount of GI or public transport will solve this basic problem. We do not need more roads destroying more ecosystems we need alternate systems that work. Schools close by housing and suitable employment sites that are accessible without using a car. More good, safe and direct cycle and pedestrian paths.</p> <p>East Dorset District Council has a target in the Transport Plan to introduce buses to take workers directly to industrial estates. This is an excellent idea. However, one such bus already exists, the number 29 from Bournemouth to Ferndown Industrial site. There are two early morning buses from Bournemouth, one leaving the estate at lunch time and two leaving in the evening. This service started in April 2010, without subsidies. The Yellow bus company confirmed that they do carry some regular passengers to and from the Industrial Estate. We suspect the buses are not that well used, one major problem influencing their use is the vast areas of free parking available on Ferndown Industrial Estate. It may be that the 'stick and carrot' needs to be introduced to get people out of their cars and into a bus. If less parking existed there would be more room for new business. We noticed a large new factory down Brook Road had a vast new car park, when parking is free and easy no-one will catch a bus. Perhaps spaces should only be allocated if there are no other means of reasonable travel, or if there would be personal difficulties if an employee were forced to travel by alternate means.</p>			
521337	Christine Charlesworth		CSO17787	Option WMC 1	Object		<p>I wish to record my opposition to the proposals contained in the consultation document. My comments relate mainly to the proposals for Wimborne.</p> <p>General Reasons for Objection</p> <p>The proposed developments, with the creation on more than one thousand new homes on Wimborne,</p>			659

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							<p>together with associated commercial/industrial/leisure facilities, would change the whole character of what is now a small market town. The primary reasons for my objections are:-</p> <ul style="list-style-type: none"> - the expansion in population and the inevitable changes in the character of the town - the creation of major new traffic flows - the increased pressure on infrastructure - the destruction of Green Belt land and the danger to sensitive conservation sites such as the River Allen - the resurrection of the bad old principle of ribbon development. <p>Issues of Attitude and Approach</p> <p>1. There are too many ifs, buts and maybes in this consultation. No site is specified from the new Cuthbury allotments, for instance, despite the fact that an increase in their number is used as a justification for proposal WMC1. likewise, in proposals CM1 Lockyers School is proposed for relocation, but no site is specified and it is admitted that 'if a site cannot be found in the built up area of the village, Green Belt land would need to be used for the school'.</p> <p>2. Judging by the video clips on the website introduction to this consultation, there is some confusion in basic thinking.</p> <ul style="list-style-type: none"> - The number of people featured in the video clips is very small. Surely some effort could have been made to draw comments from more individuals, perhaps through schools, churches and local service organisations? Several of the younger contributors seemed to hail from the same jitsu club. Very worthy, but hardly a broad cross-section of local society. There are other bodies and other sports. What about Young Farmers, the various scouting/guiding/cadet bodies? What about the ordinary youngsters to be found in the shops, the library, and 'The Planet'? There is also the issue of envisaging some kind of 'right' to local housing. Many people would challenge the idea that just because a person was born and raised locally and 			

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							<p>wished to remain near his/her 'mates', they automatically have a right to a house, regardless of their employability and financial prospects. It also seems patronising to accept this simplistic view of what young people want. Many of them will have wider ambitions than simply staying in Wimborne all their lives. They will wish to take up opportunities in the wider country and the wider world - not to spend their lifetime working in a tiny business enterprise in a newly constructed premises built 'south of Leigh Road'.</p> <p>- Likewise, the reasons given for encouraging young people to stay in the town include access to amenities. Fair enough, but the two areas cited are the New Forest and 'the beaches'. Neither of these areas is less than six miles from the town. The true value of Wimborne's market town location lies in the surrounding countryside - the very same Green Belt on these proposals wish to build. A woman in the video clips emphasises the importance of green space and the connection with the farming community. It is hard to see how this connection can be maintained by plastering development across what is now Green Belt and covering former farmland with housing. There is also a strange remark about areas of the Green Belt 'not doing much' at present. If this refers to changes in land use and agricultural patterns - which is the only sensible interpretation - then it should be remembered that such changes are on-going and unpredictable. They are not a basis for long term/medium term planning. Nor is the Green Belt required to do 'anything much' except be there. That has been its purpose ever since its inception. The observation is inappropriate and faintly ridiculous.</p> <p>- Among the reasons given for the desirability of Wimborne as a place to live, 'absence of crowds' and 'tranquillity' are cited. The proposed developments would destroy both these attributes. Already, Wimborne is gridlocked during the morning and evening rush hours and the school run periods and parking in the town, even at other times of the</p>			

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							<p>day, is a nightmare. I carry a blue badge because I am a carer for my very elderly mother, yet even I often circle the town several times before giving up, taking my mother back home (to her disappointment), then coming back on foot. Despite the heroic and laudable measures to restore conditions in the town after the disastrous fire, the town centre has only limited capacity and the large increase in housing - with its attendant increase in road use and parking demand - would prove unsustainable. Does anybody really imagine that new occupants of the new housing stretching out nearly as far as Dog Dean would come to shop in the town centre on foot or by bicycle?</p> <p>- This whole set of proposals is premised upon the issue of 'affordable housing' and the fact that in the current market situation, young local people are unable to remain in the area, as they wish to do. Although the term 'affordable' is widely used, it is not clear to me, and no doubt it is unclear to others, what precisely is the definition of that term, not how (by what mechanisms) the desired affordability is to be achieved. Many questions spring to mind. Given the fact that size-for-size, type-for-type, new build is generally more expensive on the open market than is older housing stock, how are the proposed additional houses to be made 'affordable'? Will they be subsidised through national or local taxation. What will the affordable stock consist of? Will it be small, modest, minimal footprint housing? By the tone of the introductory material, and the proposed location in the case of WMC4, it is unlikely to be flats, so presumably it will be house-plus-garden. What size? What facilities? Nobody wishes to return to the era of tenement flats without proper sanitation, or back-to-back housing of yesteryear, but one hopes that the affordable will be basic by modern standards, having excellent insulation and security, but not offering large gardens and multiple garage/parking spaces. There is no reason for local people, especially those young couples already struggling to pay their mortgages and bring up their</p>			

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							<p>own families, to subsidise others through their taxes. Other Planning and Development Principles and Issues</p> <p>Detailed local planning matters have always, naturally, been the responsibility of local authorities, but in the past planning strategies been responsive to local conditions set within the wider social and financial framework. A good deal of guesswork is normally involved in these processes, but whenever government at any level has sought artificially to skew the commercial, industrial, demographic or financial base, the result has been a disaster. In the present case one suspects that the guesses are misguided and the rationale is wrong. The proposed amount of new commercial and industrial development does not match the volume of new housing stock. The danger is that Wimborne will expand its existing role as an outlier/dormitory for Poole and Bournemouth, without sufficient local opportunities. Simply building a new industrial estate will not, in itself, cause an improvement in local employment opportunities. The background (national and international) financial situation will be the governing factor. Likewise, building affordable housing to accommodate the theoretical new workers in their theoretical new jobs will not solve any problem.</p> <p>Current recession conditions cannot be overcome by putting up a few new buildings and a mass of new housing to accommodate the theoretical future workers. Nor should we seek to build a major new commercial enterprise artificially. The likes of 'Flight Refuelling', local farming enterprises and ancillary operations, local growers' initiatives and other commercial ventures within the town grew up 'organically' in response to prevailing circumstances - not because local planners decided that they would be there.</p> <p>The proposed industrial/commercial development for Wimborne is remote from the majority of the new housing. In reality, even assuming that new ventures do indeed take up the new space, it is</p>			

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							<p>unlikely that many of the workforce will walk or cycle to this site. Its creation will add pressure to an already over-pressed local roads network. There are worries at the demographic level also. In the introductory material references are made to 'nimbyism', yet almost in the same breath, spiteful remarks are made about 'older couples and single people' occupying three- and four-bedroomed houses. The housing market has long been dictated by external financial factors on the one hand and individual circumstances on the other. Unless we intend to adopt a centralised 'command economy' system, like that of the failed Soviet Union, where housing and jobs were allocated by central government, we must accept that if any couple, individual or family desire a particular type of housing, and can afford to buy and maintain it out of their own resources, it is not for others to complain. The issue about second homes is a separate one, but again, this would be better dealt with by taxation penalties rather than by knee-jerk planning proposals.</p> <p>I would also observe, finally, that the protection of the heathland of the District is a key objective in the proposed measures. It is a worthy idea and one I wholeheartedly support, but it must be noted that only two years ago the District Council sought to ban dog owners and their dogs from taking proper exercise in public recreation areas such as Corfe Mullen RG and the comparable Ferndown facility, and tried to force them to use adjacent heathland instead. This was successfully opposed, which was a victory for common sense and the local taxpayers' democratic rights, but it is ironic that the rationale for these unworkable proposals includes prevention on the very same increase in heathland destruction to which the Dog Control Orders would have led.</p>			
522257	Mr Richard Beaman		CSO18090	Option WMC 1	Support		<p>My support for the additional housing proposed in Verwood and Wimborne is conditional, based on building the proposed secondary school in Verwood. The new school should start to be built prior to or at</p>			659

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							the same time as any of the proposed larger housing developments.			
522385	Mr Kevin Froud		CSO18131	Option WMC 1	Object		I really object to the building works WMC4 in Wimborne. My sister is buried just up the road from there in the Woodland burial ground. It is a lovely peaceful spot unspoilt and building that amount of houses there will ruin the area by noise and by the added traffic.			659
522410	Susan Spiller		CSO18140	Option WMC 1	Object		As an allotment holder I do object until further detail on where it is considered that the allotments would be relocated to. The site is established and the land fertile and pleasant to work being adjacent to the Recreational ground. If there is space for them within the village??? can this space then not be used for housing? If re-siting to an acceptable location is inevitable then an advantage would be if the site was secure/lockable and sheds or storage was allowed. (Like the allotments in Blandford). Traffic flow is also of concern as the roundabout junction at that end of the village is already very congested at peak flow times. Whilst I appreciate the need for affordable housing, the definition of affordable at this time, and in this financial climate is difficult in itself. What is deemed affordable?? in our area.			659
522671	Mrs K Thompson		CSO18166	Option WMC 1		No Opinion				659
523300	Mr Trevor Abbott		CSO18273	Option WMC 1	Support					659
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18539	Option WMC 1	Object		It is clear from the Wimborne and Colehill area overview that there is a recognised demand for additional residential development across the area and additional community and leisure facilities within Colehill. There is a recognised lack of any facilities other than schools within Colehill. An ageing population may have impacts upon the viability of			659

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							<p>these schools, however the overview recognises that Colehill remains attractive for migrating families because of the proximity to schools.</p> <p>7.3.2 The overview discusses the need for strategic urban extensions in three broad locations. The overview recognises housing and facilities deficiencies in Colehill but yet the strategic extensions being considered are all closer to Wimborne and removed from Colehill. The urban extension to the north of Wimborne extends the urban area into the countryside, requires a first school and will not assist in offsetting any of the deficiencies in Colehill. Yet there are opportunities for providing development in Colehill on the subject land which will not need the provision of additional school facilities, other than perhaps the extension of existing schools, and which would enable the provision of additional facilities in the form of a local area centre to serve the wider community.</p> <p>7.3.3 The overview states that any development within Colehill should reflect an existing suburban density. Such an approach limits the capacity for new development within the existing urban area and thus the identified issues within Colehill will remain unresolved. Development of the subject land would significantly resolve these issues in a location which will be of benefit to the entire settlement of Wimborne and Colehill. The definition of the area of Colehill within the settlement hierarchy as a suburban centre with no centre further restricts the amount and type of development which can be accommodated within Colehill, which will further hamper any additional development.</p> <p>7.3.4 The main issue to consider with the development of the subject land is one of strategic gap and coalescence. This issue needs to be considered against the other options in terms of urban extension which extends the limits of the settlement further into the countryside or, as is proposed within this document, developing land clearly within the limits of the main settlement i.e. the subject land, which will ensure the settlement</p>			

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							<p>does not extend into the countryside and which will enable the entire settlement to be more compact and operate efficiently in land use terms.</p> <p>7.3.5 It is clear that the Core Strategy Options document puts forward the idea of Colehill and Wimborne as two separate settlements but it is clear that they are inextricably linked and, if this premise could be embraced, there is scope for meeting all of the main identified issues in a more meaningful way to the benefit of the entire settlement.</p> <p>7.3.6 However, even with the development of the subject land in an appropriate manner retaining existing landscape features, there will still be the retention of significant elements of green space between the areas of Colehill and Wimborne. The areas of green space to the north and south of Leigh Road would remain in place and therefore, along the main thoroughfares, there will still be the perception of a strategic gap. Likewise, the open space to the west of North Leigh Lane and Beaucroft Lane will all remain in place and this area, due to its mature sylvan nature, does represent a significant green wedge and corridor or open land between the various suburban areas which includes the low density residential areas along the Colehill ridge.</p> <p>7.3.7 The overview of Wimborne and Colehill provided within existing East Dorset District Wide Local Plan quite clearly states that much of the development within Colehill is not visible from the wider area due to the manner in which it is situated within the slopes of the hill and within a sylvan setting. Development of the subject land could be accommodated in a similar manner whereas development of the land to the north of Wimborne on either side of Cranborne Road would quite clearly be an intrusion into the countryside.</p> <p>7.3.8 The subject land was included within an area of search identified as northern sub-area 1. This sub-area included all of the green space to the north of Leigh Road and was ruled out due to the loss of all of the green space between the various developed areas. The option of some of this land</p>			

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							<p>being developed, and the remaining land not being developed in order to retain the strategic gap and open space function, does not appear to have been considered.</p> <p>7.3.9 As indicated at the outset, the primary thrust of this representation is to promote the subject land in preference to the other options. It may be that, in order to meet housing demand, some of the other options are also promoted along with the subject land however it is difficult to comment on this when there is no definitive figure provided in relation to the amount of housing that is to be provided. I intend therefore to assess the merits of the subject land being developed and compare the advantages and disadvantages with the other options. The analysis will demonstrate that the site can be developed in a manner which retains sufficient green space to prevent coalescence, regardless of whether the urban area is viewed as one or two settlements, and to demonstrate that, in terms of urban design, landscape, Green Belt, infrastructure and meeting the identified strategic objectives and resolving the various issues, the development of the subject land should be a preferred option.</p> <p>7.3.10 With the above in mind, the representation now comments on the consideration given to the various areas of search by providing an appraisal of the methodology and factors of consideration and providing comment and support/objection to the specific areas. I will then comment upon the various preferred options before providing a detailed appraisal of the subject land which is being promoted. Using the same methodology and factors of consideration, it is clear that the subject land scores as highly as, if not higher than, the preferred options.</p> <p>This option promotes Cuthbury Allotments including Cuthbury Close, Wimborne Football Club and St Margarets Close.</p> <p>7.3.13.2 This representation objects to the development of the allotments at Cuthbury and adjacent St Margarets Close. An objection is also</p>			

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							<p>raised to the development of the football club. There is no objection to the development of land adjoining St Margarets Close with the exception of the allotment gardens.</p> <p>7.3.13.3 The development of Cuthbury Allotments and the football pitch would result in an encroachment into the countryside with urban development. This option also requires the replacement of uses to other locations within what is currently open countryside. While those replaced uses in part may be appropriate for Green Belt locations there is a certain amount of development also required with these uses which will have significant impacts on openness and result in encroachment.</p> <p>7.3.13.4 The allotment gardens cover an extensive area between the existing edge of the settlement and the banks of the River Stour. The area is highly visible in both near and distance views from the A31, the approach to Julian's Bridge, Cowgrove Road and beyond from the slopes rising up to Corfe Mullen.</p> <p>7.3.13.5 The area immediately to the west of the River Stour is an area of great landscape value and any encroachment into the Cuthbury Allotments will bring urban development closer to the banks of the river and to the AGLV.</p> <p>7.3.13.6 The various allotments and the football pitch, along with car parking and all ancillary facilities, will need to be located elsewhere in an appropriate and accessible location. Any such uses will, of necessity, have to be on Greenfield sites adjacent to the urban fringe or further into the countryside and would result in further encroachment into countryside and Green Belt, albeit with appropriate uses. It appears that such an approach would have double the negative effect, i.e. encroachment from urban development and further encroachment from other uses which will have an impact upon openness. The latter uses, although they may be appropriate in Green Belt terms, will still involve development and built facilities, some of</p>			

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							<p>which is likely to go beyond what would be considered to be essential facilities.</p> <p>7.3.13.7 The town has already lost the cricket ground which has removed important green space from the area within and around the town centre. The green area between the river and the existing fringes of the town is an important characteristic and its development would result in harm from encroachment within this area.</p> <p>7.3.13.8 The Core Strategy Option document does not provide details of where the allotments will be relocated to, other than to suggest a much smaller area of land to the east of the sewerage works. A further potential location is stated as being to the south of Julian's Road however no details are provided.</p> <p>7.3.13.9 The Core Strategy document does provide indications of the relocation of the football ground to the eastern extent of the settlement to the south of Leigh Road within the southern sub-area. These matters are discussed further below however it is clear that the relocation will result in further encroachment into the countryside on the eastern side of Wimborne which will result in encroachment to the east and west in both directions.</p> <p>7.3.13.10 The existing football club has an extensive car park, floodlighting, spectator stands and club facilities. In order for the club to relocate, there will need to be provision of similar or better facilities than the existing. Therefore, while outdoor sport and recreation may be an appropriate use for the countryside, there will be many ancillary facilities for an operation such as Wimborne Town Football Club. Many of these facilities would not be seen as essential for outdoor sport and recreation and would result in development over and above that which would be considered appropriate within a Green Belt location. The existing club, for example, advertises it's excellent bar facilities which are available to hire for parties, weddings, birthdays and so forth. The element of the Core Strategy which suggests relocating football and rugby clubs to the east of the</p>			

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							<p>town in the southern sub-area does not mention or discuss the possibility of the requirement and provision of such facilities and the consequent impact. Such facilities, for example, with floodlighting, would be highly visible from the A31, from Leigh Road and from the higher land to the north. The Core Strategy document is silent on all of these issues and therefore is not being completely open regarding the effect on the Green Belt.</p> <p>7.3.13.11 This representation therefore objects to the development of this land. The Core Strategy document should set out details of the relocation of allotments and also what level of development is envisaged, or indeed will be required, in order to enable the relocation of the various sports issues to the eastern extent of the town.</p> <p>7.3.13.12 I am also concerned as to the highly visible nature of any development of the land rising up to the football ground site which will be highly visible across the flat terrain of the Stour valley resulting in a significant encroachment which will be much more damaging to the countryside and purposes of including land within the Green Belt than the development of the subject land would be.</p> <p>7.3.13.13 I am also concerned about the highly visible nature of development on Cuthbury Allotments and the consequent development of land to the east of Wimborne. Both areas are highly visible from the main thoroughfares and primary views and vistas in and around the existing settlement and the Stour Valley.</p> <p>7.3.13.14 Consideration also needs to be given to deliverability. There are numerous landowners and a multitude of stakeholders involved and reconciling all of the specific requirements in both practical and legal terms will throw up no end of challenges and may indeed prove not to be practical at all. For example, are the various open air uses, such as allotments and the football club, going to appreciate being relocated adjacent the sewage works and the A31 which, the Core Strategy document states, is not a suitable location for residential development.</p>			

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524495	Mr Stanley Jackson		CSO18617	Option WMC 1	Support		The WMC 4 and 5 option would facilitate the implementation of Option WMC 1 (Cuthbury) and the alternative preferred option (Leigh Park). Regarding the former while we would lose the attractive vista when approaching Wimborne from the Eye Bridge, I would give support to the development of the allotments provided alternative plots were provided as I understand to be the case in at least two of the other options. The football ground if vacated might be a possible extension site for the valued Wimborne Hospital. I do not however think there is any value in the limited development at St Margarets Close. I would however support moving the site in Julians Road to the urban area (KS4). Currently this plot is limited to development for agricultural or forestry purposes under the terms of Policy HSUP3 of the East Dorset Local Plan.			659
524723	Mr John Worth	Chair Wimborne Civic Society	CSO18732	Option WMC 1	Support		The Leigh Road Option would facilitate the implementation, at least in part, of Option WMC1 (Cuthbury), and of Option WMC2 (Leigh Park). Regarding the former, we would not wish to lose in its entirety the attractive vista when approaching Wimborne from Eye Bridge and also from the A31 towards Julian's Bridge; we would therefore give support only to the development of part of the proposed area, namely the space available if the Football Club was moved from Cuthbury, and the part of the site nearest to Julian's Road. This would of course require the replacement of the blocks of flats immediately south of the allotments and using the space between them and Julian's Road for development, but it would leave most of the present allotment area undisturbed. We support the provision of additional allotments, to help to meet the current shortfall, on the site south of Leigh Road. The football ground, if vacated, might be a possible extension site for the valued Wimborne Hospital. We do not, however, think there is any value in the limited development at St Margaret's Close. We would oppose moving the site in Julian's Road to the urban area, as proposed in Preferred Option			659

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							KS4; very little building land would be provided, the approach to Wimborne from the west would not be improved and access would be difficult;			
527512	Eric Thompson		CSO18789	Option WMC 1		No Opinion				659
527750	Mr Colin MacNee		CSO18898	Option WMC 1		No Opinion				659
527818	Mr Nigel Lester	Synergy Housing Association	CSO18956	Option WMC 1	Support		Having looked at the proposals for each of the geographical areas and the proposed sites within those areas we can see no reason to disagree with the Local Authorities assessment and findings in each case, and would be very keen to become involved in the provision of affordable housing on any of these sites.			659
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19012	Option WMC 1	Support		Option WMC 1 Issues for developers' consideration in conjunction with the development of this site: the location of access points on to the existing network, improved pedestrian and cycling links from the site across Julian's Bridge, pedestrian and cycling links through the site, the traffic impact on Pye Corner roundabout, a contribution to St Margaret's Hill footway / cycleway improvement.			659
527859	Mr Tony Murphy	Synergy Housing	CSO19001	Option WMC 1	Support		This site is a logical and natural infill and as such is ideal for the provision of more housing, which would help provide a well-balanced mixed tenure neighbourhood in the area. The site would help provide much needed affordable housing and provision of the existing tired affordable housing on the edge of the site, for those existing affordable housing occupiers. The existing affordable housing tenants would benefit from new more sustainable homes that would reduce their energy bills in these difficult economic times.			659
527908	Mrs J		CSO19089	Option WMC 1	Object					659

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	Coakes									
533834	Mr Tim Harris		CSO19194	Option WMC 1	Object					659
534820	Paul Batten		CSO19446	Option WMC 1		No Opinion				659
534833	Frederick Wall		CSO19461	Option WMC 1		No Opinion				659
534837	Mrs P Martin		CSO19475	Option WMC 1		No Opinion	Horses need grazing land. No infrastructure in place for the total number of homes planned. I do not go out between 8.00 and 9.30 am and 3.00pm and 6.30pm because of the traffic on the roads now.			659
534875	Brian Lane		CSO19525	Option WMC 1		No Opinion				659
534882	M Cuff		CSO19559	Option WMC 1	Object					659
534914	Mrs P Froud		CSO19583	Option WMC 1		No Opinion				659
535070	Mr Alan Reade		CSO19616	Option WMC 1	Object					659
535112	Mr Jack Tindall		CSO19686	Option WMC 1		No Opinion				659
535167	Lynda Lake		CSO19728	Option WMC 1	Support					659
535206	Mr Calvert		CSO19781	Option WMC 1		No Opinion				659
535209	Mr P		CSO19782	Option WMC 1	Object		Please liaise with NFDC and NPA, as the additional traffic generated by the extra housing and			659

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	Webster						employment zones will increase the traffic problems at the already congested bottleneck at Ringwood and cause yet more problems for the people who live in New Forest hamlets such as Linwood, Brook and Burley as motorists try to find alternative routes. Can the New Forest take any more pressure from additional numbers of visitors? Has Dorset got enough sand and gravel in the land bank to meet the needs of the developers? Can you force Tarmac to start mining gravel by the Spur Road near Hurn? What will happen to the pollution levels close to the trunk roads e.g. at Ringwood, especially particulate pollution? Can Bournemouth Water meet the increased demands for water?			
535349	P Thomas		CSO19810	Option WMC 1		No Opinion				659
535368	Mr Andrew Evans		CSO19851	Option WMC 1	Object		I think that this whole core strategy consultation needs a full review in light of the proposed changes being brought in under the new government. I particularly object to all the proposed Verwood development as the infrastructure is not in place to support the current population let alone adding even further to it by building a further 400 homes. Any EDDC councillor who has the affront to say that the infrastructure is in place to support this development does not know what they are talking about and obviously do not live in the town.			659
535387	Mr Brian Cox		CSO19878	Option WMC 1		No Opinion				659
535393	Jeremy Berg		CSO19882	Option WMC 1	Support		ROADS, ROADS, ROADS, BEFORE YOU BUILD ANYWHERE & DESTROY EVERYONES WAY OF LIFE FOREVER, BUILD ROADS & BY PASSES.			659
535421	Mr Roland Andrews		CSO20602	Option WMC 1		No Opinion				659
535457	Mr		CSO19935	Option	Support		As a lifelong resident of Wimborne I feel the need			659

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	Matthew Newman			WMC 1			for a sizable housing development is greatly needed for families & young professionals as the town is seriously lacking in affordable private ownership family & starter homes. Family sized properties in the Wimborne area are very overpriced (as demand is high) and I am aware of many families living in inadequate sized dwellings that are unable to bridge the price gap to buy a home that is suitable for their needs. In recent years the majority of development that has taken place in the area has been small scale and is usually aimed at the executive high end market. A larger housing development would cater for a wider range of housing stock which is greatly needed by the residents of the town.			
535500	David Veevers		CSO19998	Option WMC 1		No Opinion				659
535504	Mr Michael Beer		CSO20006	Option WMC 1	Object					659
535509	Mrs S Durant		CSO20042	Option WMC 1		No Opinion				659
535517	Roy Rich		CSO20076	Option WMC 1		No Opinion				659
535547	Mr M Folland		CSO20148	Option WMC 1	Object					659
535550	Mrs D Mogg		CSO20152	Option WMC 1	Support					659
535566	Mrs L Cook		CSO20209	Option WMC 1	Object					659
535567	Ms Judy		CSO20212	Option WMC 1		No Opinion				659

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	McMath									
535574	Mr and Mrs Ralph Williams		CSO20224	Option WMC 1		No Opinion				659
535591	A Walker		CSO20274	Option WMC 1		No Opinion				659
535610	Mr Stewart Bullen		CSO20309	Option WMC 1	Object		WMC1 This proposed development is on a flood plain which if it went ahead could result in poorer flood defences for the town. We also object to the fact that this land is highly fertile alluvial soil currently used for productive allotments.			659
535621	Mrs T Brine		CSO20349	Option WMC 1		No Opinion				659
535670	Dave Allen		CSO20398	Option WMC 1		No Opinion				659
535678	Andrew Bryant		CSO20425	Option WMC 1		No Opinion				659
535688	Susan Hobbs		CSO20458	Option WMC 1	Object		The proposed developments in Wimborne are highly undesirable. Their size will radically change the nature of this small market town and the pressures on the present infrastructure would be unsustainable. In particular, the road system is already overloaded and the number of extra cars having to come through the centre of Wimborne would lead to major congestion. It is no good planning developments BEFORE the infrastructure is upgraded to support the influx of more people and traffic. Three proposals in particular are highly undesirable : WMC4(Cranborne)This major development would require new schools, doctors and shops out on the Cranborne road if Allenvie road is not to become a major traffic bottleneck. Many of the people living out there would be heading for Poole and Bournemouth and the present Wimborne road system would not support			659

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							the through traffic generated. WMC9 & WMC10. There is not sufficient land to support these proposed developments. All the existing car p g to provide the significant investment capital required - and local authorities are going to be severely constrained by Government spending cuts.			
535701	Mr Andy Skeats		CSO20474	Option WMC 1	Object					659
535815	Mrs C M Davies		CSO20543	Option WMC 1		No Opinion				659
535836	Peter Parsons		CSO20570	Option WMC 1	Object					659
535865	Darren Charles Bryson		CSO20632	Option WMC 1		No Opinion				659
535875	John Kitchenside		CSO20663	Option WMC 1		No Opinion				659
535907	Mr Christopher Baxendale		CSO20679	Option WMC 1		No Opinion				659
535917	Mrs K Spears		CSO20724	Option WMC 1	Object		The traffic on Julians Road is busy at peak times and there is a concern that development on the allotments is going to increase this, when the traffic is light, Julians Road shows what lovely entrance in to Wimborne it is. The difficulty this road has, it that larger vehicles (heavy trucks) use the route & turn up (& back) Victoria Road and onwards, this increases the volume considerably. In a 'perfect' world if this type of traffic could be re directed so that it does not use this route, this would enable room for the lighter vehicles i.e. increased cars due to the development. People need good quality affordable homes and we need to keep a diverse population, because that is what makes Wimborne a town we love to live in, but a balance has to be			659

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							reached achieving this. Cuthbury allotments the surrounding area and river walk is beautiful, it would be a great shame to over develop it.			
535921	Mrs Charlotte Miller		CSO20731	Option WMC 1	Support					659
535935	Mr Peter J Medler		CSO20759	Option WMC 1	Object		The majority of residents in this area relocated because of the permanent despoiling of their places of birth by elected local and national 'representatives' who would not listen or care about the needs of the people that voted for them. Do you want to be remembered as the people who finally ruined this area or the people who saved it. Do not forget that people still visit this area as tourists and we welcome them and accept their contribution to the local economy. They will stop coming if the developments continue. How many tourists visit the outer London sprawl? Can I quote p227 from the Core Strategy Options paper - Para 11.28 The Government's key housing policy is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. This is an impossible dream that can never and will never, be fulfilled. If the developments did go ahead what would be the effect of another 5000 cars on our local roads be ? If Morrisons developments go ahead where are the customers going to park? The parking within Verwood is just about adequate at the moment.			659
535940	Mrs Linda Medler		CSO20764	Option WMC 1	Object		Any additional building of houses will need to have a better road structure than exist at the moment to cater for all the extra traffic this will bring. I thought we were trying to bring about a greener environment to Dorset county?			659
536014	Mrs Dawn Tindall		CSO20847	Option WMC 1		No Opinion				659
536046	L		CSO20873	Option	Object					659

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	Appleton			WMC 1						
536050	Mr Andrew Collin		CSO20875	Option WMC 1		No Opinion				659
536096	Katie Lacey		CSO20935	Option WMC 1	Object					659
536129	Mr Peter Houghton		CSO20954	Option WMC 1		No Opinion				659
536169	Mr Tony Treviss-Bell		CSO20996	Option WMC 1	Support					659
536267	Trish Wheeler		CSO21133	Option WMC 1		No Opinion				659
536271	Mrs D Holt		CSO21139	Option WMC 1	Object		No development should be supported within Green belt areas at all.			659
536282	Mrs Doreen Kingaby		CSO21173	Option WMC 1	Support					659
536324	Paul Sumner		CSO21244	Option WMC 1	Support		Wimborne has the land and facilities to support more houses. The other areas do not. Especially Verwood, as it has been built upon to the point where it is second only to Dorchester, in terms of population. Verwood should be left alone and other areas play catch up. Verwood has no vibrant town centre no realistic extra employment opportunities. No infrastructure, no buses after 6pm or police for that matter. One nhs dentist with a waiting list as long as your arm. Same with the meagre doctors services. None of the houses are actually needed, only for the council to get social housing built. Not the attractive affordable homes it seems to like to label them as. Building on green belt land is supposed to be for exceptional circumstances, there			659

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							are no homeless in verwood.Do no destroy green belt land just because of a loophole. There is no need for social housing in verwood,therefore no exceptional circumstances exist.I have looked at the proposed sights and they will all destroy habitat for local wildlife,VWM4 will also see ssi sites read beds ancient hedge rows etc. severely disrupted. Did you know that there is a flood plane? What about the scientific report on the river crane and fishing lakes down there?. Common sense please.			
536341	Adrian Bowyer		CSO21287	Option WMC 1	Object					659
536346	Mr Ben Richards		CSO21314	Option WMC 1	Object					659
536349	Mrs C Bowyer		CSO21347	Option WMC 1		No Opinion				659
536449	Dave Isaacs		CSO21433	Option WMC 1	Object					659
536543	Samantha Fysh		CSO21502	Option WMC 1	Support		NO MORE HOUSES IN VERWOOD.. ENOUGH IS ENOUGH!!!!			659
536546	Mrs Sarah Jupp		CSO21505	Option WMC 1		No Opinion				659
536572	Roger Fysh		CSO21557	Option WMC 1	Support		I strongly object to the proposal to increase the housing in and around Verwood. Verwood has been extensively developed over the years and there is inadequate services to support the extra cars and people. Also having seen the housing density of the Ebblake housing estate it is clear that agreeing to more housing will only create 'no go' areas in the very near future. I also note that in and around Wimborne there are huge areas of open land, which could easily be developed, especially between Ferndown and Wimborne which also has excellent			659

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							road networks in place as it could immediately open onto the A31			
536576	Mrs Valerie Green		CSO21566	Option WMC 1		No Opinion				659
536628	Mr C.A Wills		CSO21691	Option WMC 1	Support		In ALL cases I've assumed 'Flooding areas' have been agreed on and that NO developments will be allowed on the flood plains WMC1, WMC 3, WMC4 (West side) and WMC5. Most of these areas have flooded in my time living in Wimborne!			659
536699	Ms Kathryn D'Arcy		CSO21755	Option WMC 1	Support		Ensure that all existing unoccupied homes are utilised. Look at infill in a positive way- Ensure that all infrastructure REALLY supports proposed development Do not build homes if the occupants are unable to find work locally. This leads to juvenile problems and a group of unemployed within the community. There is not enough employment in Wimborne for the number of homes proposed.			659
536771	B Lusher		CSO21833	Option WMC 1	Object		I object to any development that expands Wimborne and surrounding villages now and at any time in the future. Why is Wimborne such a beautiful town, could it be the Minster, old buildings, steeped in history? probably all of these and many other attributes. Take a good look at that stunning photograph 'Wimborne Minster and Stour In Winter' by Roger Holman, fields and the town centre, all in one picture. This view of the landscape, identified as a scene of merit by the artistic eye of the photographer, often passes the layman by, until pointed out so graphically. This photograph, like others, is a measure of what we could lose. I wonder if there were other equally stunning scenes in the hills northeast of Wimborne, Colehill, now completely covered in houses. Can you imagine the equivalent photograph of that time, the town, with a backdrop of fields and trees rising above horizon. Too late, that moment has passed. The town, in close proximity to countryside, is ye has realised this			659

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							and is making an effort to preserve old Singapore. We, on the other hand, seem to be quite happy to knock down our countryside in the name of development. If we really want to preserve Wimborne for generations to come, so they can see the town, be part of its unique character, situated amongst, close at hand countryside, then we must make a conscious decision now to preserve the green belt and green areas in the town forever, before Wimborne eventually becomes a quaint little roundabout that travellers come across on the way from somewhere to somewhere.			
536777	Karen Hodgkiss		CSO21853	Option WMC 1		No Opinion				659
536790	David Steadman		CSO21881	Option WMC 1	Object					659
536802	Anida Griffiths		CSO21929	Option WMC 1		No Opinion				659
536808	Ms Yvette Allen		CSO21960	Option WMC 1		No Opinion				659
536812	R H Barker		CSO21966	Option WMC 1		No Opinion				659
536830	Mrs Janet Sutcliffe		CSO22040	Option WMC 1		No Opinion				659
536848	Ola Steadman		CSO22102	Option WMC 1	Support					659
536850	Mr Michael Hird		CSO22103	Option WMC 1		No Opinion				659
536856	Mr and Mrs Ian Barnes		CSO22135	Option WMC 1	Support					659

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536860	Mrs Sparks		CSO22172	Option WMC 1	Object					659
536866	Emma Huns		CSO22197	Option WMC 1		No Opinion				659
536930	Mrs Susannah Spencer		CSO22282	Option WMC 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.			659
536932	Paul Bason		CSO22287	Option WMC 1	Object					659
537050	Diane Fletcher		CSO22398	Option WMC 1		No Opinion				659
537064	Elizabeth Harvey		CSO22425	Option WMC 1	Object		I have lived in the centre of Wimborne for 17 years and have recently June 2010 got an allotment on the Cuthbury site. i have no back garden only a small paved patio area and walking to the allotment and spending my weekends and evenings in the lighter evenings is my escape. i look after adults with learning difficulties and mental health issues and as you can imagine this is a very stressful occupation. the time that i spend up at the allotment and walking through there and mixing with the other people that have the allotments is relaxing, quiet, hard work but takes your mind off every day things. also i lost my mother to cancer in November and she spent from June to the end of September up there sitting in her wheelchair planning with me what we would grow for this year, i feel she is very much still with me up there and i would feel heartbroken and shattered if we were to lose this to housing. i appreciate that houses have to be built somewhere and everyone will have an opinion and opposition to wherever they are built but this is mine and i am very much against the idea. How can it be possible for Wimborne to have an extra 1000 homes built and not suffer, the sewage and drainage cannot cope with the houses we have now and i feel that			659

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							this should be considered before new homes are built.			
537075	Mrs Elaine Holt		CSO22432	Option WMC 1	Object					659
537106	C Hebditch		CSO22464	Option WMC 1	Object		The more homes we build the more roads we need. The homes and roads get filled up then we're back to square one. When will it ever end. The notion expressed in some of the planning, about trying to get people out of their cars, off the roads, and into public transport, is a joke. For example, building on the Cuthbury allotments in Wimborne means that those who have one of the new allotments will have to get their cars out to drive to them, whereas at present there are many people in Wimborne who can walk to their allotments. Most of the areas designated as fit for development will mean even more chaos on our local roads because public transport is not going to improve to the state where those of us who are fortunate to have a job to go to will all be able to get to work on time using a bus. The size of the proposed developments, in my opinion, is too big and will put undue pressure on local services for which we do not at present have funding to improve. I suppose though that these new homes will bring some new council tax payers to the area and therefore, maybe, help with the budget deficit ... until we have to build the new roads			659
537362	Peter Constable		CSO22521	Option WMC 1	Support		The larger residential building proposals are completely out of character for the area and will consume large tracts of green belt. The infrastructure to support development on a large scale is simply not in place. The smaller developments appear to be a better fit e.g. Cuthbury, Leigh Park, Stone Lane.			659
537435	Ms Pauline Burton		CSO22549	Option WMC 1		No Opinion				659

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537529	Mrs C White		CSO22576	Option WMC 1	Object					659
537571	Nick and Marion Leatherdale		CSO22628	Option WMC 1	Object		WMC1: when there has been encouragement from the government for allotments, what is the rationale for this current proposal?			659
538210	Mr and Mrs Peter Griffiths		CSO22706	Option WMC 1	Support		Approve of provision of affordable housing, however, agreement with Housing Association must be watertight so housing stock for rent remains constant and stock can never be sold. These houses will be near to facilities, schools, shops, transport, work and will alleviate pressure on rural communities with no facilities to provide affordable housing in the Green Belt.			659
359416	Mrs Tracy PAINE	Clerk Colehill Parish Council	CSO17698	Option WMC 2	Support	General Comment	Proposed development acceptable but concern was expressed about the loss of open space in what is already an area of some social deprivation.			662
359482	Ms Helen POWELL	Conservation Officer Natural England, Dorset and Somerset Team	CSO18702	Option WMC 2		No Opinion	WMC1, 2, 3, 4, 5 These options offer opportunities for significant green infrastructure that could remove potential adverse effects (from recreational pressures) on the Dorset heaths and increase the value of the locality for biodiversity. Our opinion on this option will therefore be shaped by the strength and detail of policy on delivery of the green infrastructure as an integral part of the development. We support the opportunities to integrate and link recreational access between the WMC3 Stone Lane Industrial Estate and WMC4 land to the east and west of Cranborne Road options. Further opportunities exist to integrate development under option WMC5 south of Leigh Road to a potential Country Park centred on the Stour Valley.			662
359555	Mr L HEWITT	Town Clerk Wimborne Minster Town Council	CSO17898	Option WMC 2	Support	General Comment	<ul style="list-style-type: none"> Although the predicted growth appears to be large; in fact, across the whole of East Dorset it is only 70 properties for each of 15 years which is not thought to be excessive. The current infrastructure is considered to be 			662

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							<p>inadequate to support the development options. There appears to be a shortage of funds which, because the infrastructure may not be there, could inhibit development and we would not gain extra facilities that are needed now.</p> <ul style="list-style-type: none"> • It is recognised that developers will have to make substantial contributions to facilitate affordable housing, and to provide the infrastructure in addition to heathland mitigation etc. The economic model suggests that this will depress the value of development land, rather than increase the cost of housing greatly, and suitable land may therefore not be put forward. • Leigh Park itself is largely residential and has recently benefitted from a new community centre. It is agreed, depending on the relocation of the rugby club (see above), that up to 50% of the undeveloped area could be allocated for further housing with the remainder being retained as green open space. 			
359568	Mr James MEADOWS	Rural Surveyor National Trust	CSO13494	Option WMC 2	Support					662
359571	Mr Renny Henderson	Conservation Officer Royal Society for the Protection of Birds	CSO18690	Option WMC 2	Object		We agree with the findings of the HRA in connection with the proposed housing sites within these areas. Consequently, until such time as assessment of the potential impacts of the options on European sites is determined we object to the following policies:			662
359582	Mr Richard SCOTSON		CSO14584	Option WMC 2	Object					662
359598	Mr A KETCHLEY		CSO7987	Option WMC 2		No Opinion	<p>Unfortunately whatever is finally decided on the following well known saying will occur: 'You can please some of the people all the time, You can please all of the people some of the time, But you cannot please all of the people all of the time!' I wish you well in whatever is decided. Some will</p>			662

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							see it as inevitable due to the area's population increases, whereas others will see it as a necessary evil, and some will accept it without question.			
359841	Mrs Felicity Riley		CSO15011	Option WMC 2	Object		We need more houses, especially for young people, but need to preserve green space, such as rugby club and the allotments, within the town to give residents the beneficial effects of these areas.			662
359872	Mr K ADSHEAD		CSO14735	Option WMC 2	Support		Noise problems, shielding/insulation important.			662
359873	Mrs M HUGHES		CSO8602	Option WMC 2	Object		A31 Canford Bottom needs to be bridged if increased traffic from new housing takes place; it just can't take any further loading (or a dual carriage way up to A350 from Ferdown).			662
359875	Dr Lesley HASKINS		CSO19286	Option WMC 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 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			662

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							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.			
359883	Mr R.W. ELCOCK		CSO5497	Option WMC 2	Support					662
359889	Mr and Mrs P CLARK		CSO8468	Option WMC 2	Support		With any developments we would need to be assured that infrastructure improvements are in place BEFORE any development is consented to. This is particularly important with regard to public transport provisions. It is also important that feedback is forthcoming as an acknowledgement of our response to this survey.			662
359891	Mrs Susanne Parkin		CSO18367	Option WMC 2	Support					662
359916	JB Cossins		CSO13166	Option WMC 2	Object					662
359920	S PARKER		CSO9524	Option WMC 2	Support					662
359927	Mrs Ann BISSEX		CSO6314	Option WMC 2		No Opinion				662
359954	Mr Alan FLINT		CSO9999	Option WMC 2	Support		1. I want to know the projected time scale for these options to start to become active. 2. It is most important that there is adequate employment to accommodate the houses to be built. 3. More attention must be made to supply of affordable housing.			662

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							4. The green belt must be respected where possible. 5. The estates around Wimborne must be consulted fully.			
359967	Mr John A CARPENTER		CSO14324	Option WMC 2	Support					662
359977	Miss M.G. EARP		CSO8035	Option WMC 2	Support					662
360002	Mr Mike BARTLETT		CSO16180	Option WMC 2	Support		Very well set out in booklet and well thought out proposals. Speed is the essence - I have 3 children in need!			662
360029	Mr David LANIGAN		CSO10272	Option WMC 2	Support		Thank you for the opportunity to comment on the Christchurch & East Dorset Core Strategy Document, Managing Growth and Development up to the year 2027. I agree with the preamble stating that we need to meet local housing needs, with the emphasis on growing the main settlements where we have good access to facilities that people require. Some development of smaller communities should continue however, especially the provision of low cost housing. The community as a whole, needs the services of teachers, nurses, firemen, postmen, and policemen who are poorly paid because they commit to a vocation rather than a high salary job. We also need the services of skilled people such as builders, electricians, plumbers, gas fitters, and motor mechanics, the essentially blue collar professionals. They must not be priced out of the market in terms of being able to buy a starter home, in the community that they serve. Having bought my first home in 1963, a two bedroom bungalow for £2,200 I am aware that locally such a property is currently one hundred times as much. This makes things difficult for young couples with the ratio of house prices to wages being the highest in the country. Many struggle with			662

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							<p>getting mortgages that now require typically a 25% deposit on an already expensive property.</p> <p>I moved to West Moors 15 years ago and appreciate the planning decisions that have taken place affecting this village. We now have a new build shopping centre on Station Road, complete with flats, good pavements, lighting, pelican crossing and trees. I am pleased to have seen built several small, three storey, blocks of retirement and two bed flats close to the village centre. I support the gradual expansion of the</p> <p>Village, current population around 7,500 as we have good schools, a large Memorial hall, Churches with halls, two public houses, doctors, dentists and good bus services to both Poole and Bournemouth. We have footpath access to open land such as Holt Heath, as well as being able to use the old railway line route through the village to Ringwood, - the Castleman Trail. Recently St Marys Church has had built a new Church Hall which will serve the community and thanks to the National Lottery grant we now have an excellent Bowling Club. I support the continued slow expansion of the village as currently we have many facilities for people of all ages to enjoy.</p> <p>My current house was built in the mid-70s, and has trebled in value since my wife and I moved here 15 years ago. In the 1970s West Moors doubled in size and acquired new schools and since then other infrastructure improvements. In recent years the Library was refurbished. The facilities for retirees in West Moors, with access to Ferndown and Verwood, are very good, and coupled with excellent hospitals at Poole, Bournemouth and Wimborne, and I have felt no need to move from East Dorset area in the conceivable future.</p> <p>I therefore support the proposals for additional housing as outlined in the Core Strategy Consultation, as well as the proposals for business sites for employment. I also support provisions for new schools particularly a new Secondary School at Verwood, and recreation areas to cater for the</p>			

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							<p>population increase. I understand that net immigration into Dorset is running at two thousand people a year so clearly we need to plan for housing, jobs, education, recreation, road improvements especially at busy junctions, and off road car parking in town centres and on new housing estates.</p> <p>There are many reasons why East Dorset and Christchurch, are attractive places for people to live, work and retire to. Long term planning that caters for the needs of a steady population increase is sensible and is to be welcomed.</p>			
360037	Mr Dave BARNES		CSO4037	Option WMC 2	Object	General Comment	What alternative locations, if any, have been considered? There is mention of heathland development.....where would this be?			662
360095	Mr & Mrs John & Barbara POLKINGHORN		CSO9812	Option WMC 2	Support					662
360097	Mr John DOWLING		CSO14478	Option WMC 2		No Opinion				662
360111	Mr K VIVIAN		CSO9587	Option WMC 2	Support					662
360145	Mr Nigel WARREN		CSO8140	Option WMC 2		No Opinion				662
360173	Mr C SHEW		CSO13724	Option WMC 2	Object		<p>Whilst we understand the need for some more limited housing in the area, we are opposed to your current proposals for the following reasons:-</p> <ul style="list-style-type: none"> - Erosion of the Green Belt should be avoided for all the reasons that are widely stated and we're sure you're well aware. - taking even very little of the Green Belt and secure Government funding, would set a very dangerous and challenging future legal precedent. - there are enough brown field sites which could be 			662

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							<p>put to good use without destroying our wonderful town and country.</p> <ul style="list-style-type: none"> - the infrastructure could not cope with the influx of 4000 new residents in Wimborne alone. If you also take into account the adjoining proposed developments in West Parley and Corfe Mullen, assuming there would be an average of 4 people per household, that would be a total of 9860 new residents. It's not difficult to work out 4930 more cars, assuming an average of 2 per household, plus any supporting trades vehicles etc. - referring to the 550 new home development in the Cranborne Road, neither Burts Hill, Furzehill nor Dogdean could cope with the extra traffic which would be generated trying to find its way to Smugglers Lane and Middlehill Road, en route to the Canford Bottom roundabout. -where are the hospitals that can serve all these people, the doctors, dentists, schools and other essential services. - where are all the jobs for these extra people to support themselves? - if you concrete over the Green Belt, how will the rainwater etc. soak away? It has to go somewhere, so the risk of severe flooding elsewhere will be increase. - can the existing sewage system cope? - Particular attention should be paid to the Colehill conservation area which was recently introduced by yourselves. It does not appear to be shown correctly on your plan. The boundary does not simple end at Burts Hill, but does include some of the adjoining fields, including a continuous 5 metre strip from the highway into and beyond the adjoining hedgerows on the north side of Burts Hill. The Haven and its driveway is also included. Consequently, and entrance to or exit from any proposed development could not be via Burts Hill, which is both Green Belt and Conservation area. <p>Much of Wimborne's charm is as a market town nestling in the Green Belt. This plan sets about making it a congested urban sprawl, thus destroying</p>			

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							it for ever. We sincerely hope that you will reappraise this plan before it's too late.			
360235	Mr Christopher UNDERY	Christopher D Undery	CSO16709	Option WMC 2	Support		Good location for required residential development.			662
360289	Mr Kevin HODDER	Chief Executive East Boro Housing Trust	CSO14763	Option WMC 2	Support		Strongly support WMC 1,2,4 5,9.			662
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	CSO18148	Option WMC 2		General Comment	Change to housing would reduce light pollution here. There is little open space around Leigh Park so GI provision within the site is essential: the potential for links to the riverside recreational areas could be investigated.			662
360618	Mr David Chapman		CSO9231	Option WMC 2	Support		We are dismayed at the prospect of a relatively HUGE expansion of housing in Wimborne and the Cranborne Road WMC 4 specifically. Living in East Borough we already endure a near intolerable level of traffic using the road as a rat run, in spite of signage, which ACHIEVES NOTHING, and a failed attempt to slow traffic by using parking bays. If research had been done properly there would be a revelation that traffic goes one way at certain times (i.e. they are not being slowed). What proposals are there for the impact of a further thousand cars??			662
360626	Mr Frank Miller	Chair Person Sturminster Marshall Affordable Housing Self Build Homes Group	CSO14745	Option WMC 2	Object		Developers should not buy their way into the planning system by contributions to transport or otherwise. You're not running a clear Planning Dept. Support to Self-Build - where has that been looked at? I have a plan ready to go.			662
360685	Mr M.P HOSE		CSO4615	Option WMC 2	Object		WMC 2 - Financial implications associated with relocation of the rugby club must be totally financed from the sale of the ground and private sector. General Comment - East Dorset District Council should adopt a policy of increasing the annual			662

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							community charge in line with the increase of pensions financed from the public sector. From the money raised, the first call must be for statutory obligations of the council, the remainder may be used for supporting sporting facilities and such like.			
360714	Carol Morgan		CSO22753	Option WMC 2	Support		Moving businesses already on industrial estates in or near towns out of the town is counterproductive in terms of jobs and accessibility. 500+ houses and schools etc. is in effect another village and will not connect easily with the town of Wimborne. Take a look at Poundbury, good idea but now far too big.			662
360768	Cllr. Mr David Packer	Colehill West Ward East Dorset District Council	CSO20628	Option WMC 2	Support					662
360863	Mr David MITCHELL	Chairman Colehill Parish Plan Group	CSO14386	Option WMC 2	Support					662
360977	Mr Nick Solomon		CSO20680	Option WMC 2	Object					662
361015	Mr and Mrs M.S and C.E HACK		CSO8453	Option WMC 2	Support					662
361024	Mr & Mrs Kenny PEARCE		CSO22074	Option WMC 2		No Opinion				662
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17737	Option WMC 2	Support		The CS identifies that the key transport problem in the area relates to the A31, in particular the Canford Bottom junction, referring to capacity and safety concerns. The Agency endorses the recognition that there are constraints affecting the A31 Canford Bottom junction, and the need for improvements. The current position is that the design of the proposed improvements for Canford Bottom is being progressed by the Highways Agency, and a decision			662

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							<p>on whether the scheme will be funded is expected by March 2011. Subject to funding, we expect that work could start in April 2011.</p> <p>We endorse the comments included in the CS in respect of the constraints affecting the A31 Canford Bottom junction, and the need for improvements. We support the development of the evidence base to inform any strategic growth retained in the Wimborne area, notably the use of SEDMMTS. However, the Agency is likely to treat any large scale development proposals in this area with particular caution, given the proximity of the highly constrained A31 between the Canford Bottom and Merley junctions.</p> <p>In this respect, the Agency considers the Wimborne Minster eastern area of search to be of greater concern than the northern area of search, since the eastern search area adjoins the A31 directly. The SEDMMT model will provide the appropriate means for testing the impacts of alternative growth scenarios in Wimborne and elsewhere.</p>			
361037	Mr P STRATFORD		CSO11242	Option WMC 2	Object		<p>I expect that my objection to everything is not very practical. However, I have lived in the area for most of the last fifty years. In that time there has been a constant cycle of the council saying we need more housing, followed by we need more industrial areas to provide extra jobs for all the new homes. Then in turn the council says we require extra jobs for the new homes, then in turn the council says we require extra homes for the new workers. This process is never ending. During this time I've witnessed the creation and expansion of the industrial estates at Ferndown, Uddens, Ebblake and Wimborne. A whole new housing estate at Tricketts Cross, Glenmoor Rd Ferndown, the expansion of West Moors, Colehill, Verwood turned from sleepy village into a town. In this time I am not aware of any developed area being returned to its natural state from a developed one. Please let me know if you think differently. I hope you agree that my objection to development is rational and that the never ending</p>			662

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							cycle of expansion is stopped.			
361041	Mr & Mrs G K HAMPTON		CSO4010	Option WMC 2	Support		We strongly support the provision of affordable housing on all the sites and that the two types of housing should be intermingled. We applaud the emphasis on provision of adequate public transport.			662
361055	Mr David OAKLEY		CSO997	Option WMC 2	Support					662
361099	Mrs Lynette PAYNE		CSO1242	Option WMC 2	Support		A good number of these options, especially in Wimborne and Parley, are on the edges of the urban areas. Building in these locations changes the whole ethos of the area. When you leave Wimborne you see fields, trees and rivers dotted with thatched cottages. Even along Leigh Road, there is a definite rural feel, with true separation between Wimborne and Colehill. Developing along here, or Cranborne Road will dramatically change the area, for the worst. This in turn reduces people's quality of life, as we see our area creep closer to urbanisation, field by field. Why can't some of the brownfield sites be used instead?			662
361105	Mr John GOOCH	Also member of Colehill Parish Council	CSO9900	Option WMC 2	Support		WMC 2 and 5 - Victoria Hospital is unlikely to expand materially. Both the Football and Rugby Clubs have invested in improvements and are substantially reliant on hospitality (i.e.. alcohol). They will need substantial compensation to move further out of town, and the parking problems will be huge. Why do West Moors and Holt not get mentioned?			662
361106	Mr and Mrs Robin and Janet WALL		CSO3664	Option WMC 2	Object		We object to WMC2: 1. If rugby club is moved the green space should be left for enjoyment of residents.			662
361111	Mr Raymond Brown		CSO2062	Option WMC 2	Support	General Comment	Affordable Homes - What would be the process on the allocation / purchase / rental of affordable homes? Would they be available only to local East Dorset residents, (say minimum of 10 years			662

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							residency in the East Dorset District)? I would be concerned if they ended up being allocated to EU or non EU immigrants with little connection to the area.			
361113	Mr Alan Meade		CSO6476	Option WMC 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.			662
361121	Mrs Elizabeth JONES		CSO13963	Option WMC 2	Support					662
361123	Mr Iain STEVENSON		CSO8213	Option WMC 2	Support					662
361124	Mrs M.E Brown		CSO16349	Option WMC 2	Support					662
361138	Mr Rod WHITHAM		CSO16872	Option WMC 2	Support					662
361145	Mr D Stone		CSO16740	Option WMC 2	Support		Again good infilling of land adjacent to town centre and all amenities. Requiring little or no financial additions to the existing infrastructure. The rugby club accommodated at WMC5.			662
361147	Mrs Susan PHILLIPS		CSO2153	Option WMC 2		No Opinion				662
361161	Mr Douglas FORWARD		CSO13601	Option WMC 2	Object		WRFC has a 50 year lease from WTC. Already too late for tenants in Hardy Crescent. Utter vandalism. The most un-green council in Dorset. Short-termist - distinctly tight fisted.			662
361170	Mr TR HARVEY		CSO2831	Option WMC 2	Support					662

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361176	Mr and Mrs B.J HUNT		CSO9059	Option WMC 2	Object					662
361181	Mr & Mrs A HARRIS		CSO16672	Option WMC 2	Object		<p>We should like to express our deep concern regarding the proposals to build a huge number of houses, more than were originally proposed, in the Colehill/Wimborne area. Our Green Belt land is precious and has created a clean, green environment in which to live. Not everyone wants to live in an urban sprawl!</p> <p>Our roads are already heavily congested especially Middlehill Road, Leigh Road and the A31 and these homes would mean even reated traffic flows, with all the accompanying pollution, accidents etc. as people travel to work and school.</p> <p>Local schools are full to overflowing and the increased population of children will find it impossible to go to school in their neighbourhood.</p> <p>In the current economic climate many services and maintenance schedules are being reduced, so how can we even think that this housing development will improve our quality of life. Where is the extra money for increasing education places, health care professionals, council workers, water and sewage facilities to meet these new residents' needs, going to come from?</p> <p>Our children and grandchildren will never forgive us if we leave them a legacy of urbanisation.</p>			662
361184	Mr S MOON		CSO13337	Option WMC 2	Support					662
361196	Mr J.M BULLIVANT		CSO16267	Option WMC 2		No Opinion				662
361263	Mrs REVILL		CSO6059	Option WMC 2	Support					662
474426	Mr Phillip		CSO2364	Option WMC 2	Support					662

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	Barnes									
474462	Mrs Sheila Bourton		CSO464	Option WMC 2	Support		<p>The suggestion to move the Rugby Club to south of Parmiter Drive would free up space for Affordable Housing which is needed close to the Town centre and would therefore take some of the pressure off Greenbelt sites elsewhere. This option at Leigh Park would provide more open space for existing and residents</p> <p>This option would allow more affordable homes to be built close to Wimborne town centre and take away the Rugby Club with its associated noise from an area of mainly domestic housing. Its development would also take away some, albeit small, pressure from Greenbelt sites.</p>			662
474490	keep wimborne green	chairman keep wimborne green	CSO672	Option WMC 2	Support		<p>We support this option as it would provide some affordable homes near to the town centre and provide some green space for the residents of that area.</p>			662
475541	Mr Phil Spencer		CSO17917	Option WMC 2	Support		<p>I do not believe that the area adjacent to Parmiter Drive and Brookside Road is appropriate for housing development as it would reduce the already narrow width of the green belt between Wimborne and Colehill.</p> <p>I do however support the relocation of the rugby club by the creation of new sports facilities north-west of Walford Bridge, thus allowing the land currently occupied by the rugby club to be used for housing. This should remove certain noise and traffic sources from the Leigh Park area, although it is accepted that the new housing will itself generate some traffic.</p> <p>I advocate the relocation of the Cuthbury allotments to the area south of Parmiter Drive, together with a new access road and car park off Leigh Road and to the east of Brookside Road to serve these allotments. I suggest that the footpath from the end of Parmiter Drive should be diverted into this new road to minimise the likelihood of allotment users parking in Parmiter Road/Way/Drive and using the</p>			662

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							current footpath to access the allotments. SEE ATTACHMENT			
476247	Mr Richard Pike		CSO13111	Option WMC 2	Support					662
476264	Mr David Reddaway		CSO15653	Option WMC 2		No Opinion				662
476792	Mr and Mrs Lomas		CSO14521	Option WMC 2	Support					662
477822	Ms Susan Rayment		CSO6760	Option WMC 2	Support					662
482494	Mrs Yvette Jones		CSO21865	Option WMC 2	Object		Large scale developments damage the environment for everyone, and it is for ever. The open green spaces are valued by so many who have paid a premium to live in a semi-rural area. Desecration of this is an assault to the residents' wellbeing; an unwarranted invasion causing a wholesale change of character to what is home to thousands of people who chose a neighbourhood because of its history of modest gradual development. Not convinced there is a housing shortage. Keep 'social' housing in more 'affordable' areas. What is there to aspire to and work towards otherwise? Don't patronise us re. 'housing for local people' - occupants become 'local' by living in a 'location'. Small developments can be assimilated to the character of an area without destroying people's enjoyment of their homes. They can be developed with consideration, gradually and as appropriate. They do not have to cause illness through acute distress of residents just to line the developers' pockets and gratify councillors.			662
482902	Mr KD Johnson		CSO21868	Option WMC 2	Support					662

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483391	Mrs Eileen Mann		CSO14630	Option WMC 2	Support					662
484088	Mr David Price		CSO2498	Option WMC 2		No Opinion				662
485695	Mr John Cornish		CSO14333	Option WMC 2	Object					662
488253	Mr David Cartmale		CSO16006	Option WMC 2	Support					662
489765	Derek KEAREY		CSO19477	Option WMC 2		No Opinion				662
490584	Mr and Mrs R J Wills		CSO1040	Option WMC 2	Object					662
490854	D MUTTON		CSO20154	Option WMC 2		No Opinion				662
491232	Mr Keith Barnett		CSO6962	Option WMC 2	Object		The area cannot sustain this quantity of new homes which would also require jobs for the vast majority. This proposal of 2,570 homes would also add another 5,000 cars to an already congested junction at West Parley. This area is already over stretched private and industrial vehicles. Jobs are already at a premium with companies moving out of the area or even closing. Warehouses are laying empty and shops are being converted into living accommodation. The young local people are not able to find homes due to the vast majority going to people moving into the area. This vast development will destroy this rural area. Just look at Bournemouth if you require any proof.			662
491252	Margaret Wareham		CSO16556	Option WMC 2		No Opinion				662

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491311	Mr Kevin GILLING		CSO2696	Option WMC 2	Support					662
491361	Mr Barry SCAMMELL		CSO1212	Option WMC 2	Object		Not happy with any development at all. Light pollution would destroy the outstanding beauty of the area. If there has to be housing in the fields behind us then at least leave some greenery, at least, i.e. the field directly behind all the gardens of Leigh and Parmiter Road. The sports fields are a good move as long as they are as near to the bypass as possible. I'm sure at the end of the day what will be will be and we don't have any choice.			662
491378	Mrs A SCAMMELL		CSO1224	Option WMC 2	Object		I understand the need to move the football club for the hospital but I do object to housing on the back of Leigh Road. If you have to do something then please leave a field at the back of Leigh Road and side of Brookside Road as a buffer between the existing homes and any possible development. I would prefer not to see any development on this lovely small bit of green belt - our green belt system was introduced for a reason - we don't want to live in a concrete jungle. Traffic is also a big issue. There is already an increase in traffic congestion since restrictions on the use of which tip you can use (Brook Road and Millams) and even more so since Waitrose was built. Wimborne is a beautiful place, please don't spoil it!!!			662
491401	S Ost		CSO1263	Option WMC 2	Object		The local roads, schools, hospitals would be unable to cope with extra movements of traffic and people coming into the area.			662
495562	Mr MJ Banting		CSO1502	Option WMC 2		No Opinion				662
495625	Mr Michael McMath		CSO1529	Option WMC 2		No Opinion				662

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495971	T A Reith		CSO1590	Option WMC 2		No Opinion				662
496188	Mr RE Vogel		CSO1606	Option WMC 2		No Opinion				662
496252	Jill Shorto	Leigh Park Residents Group	CSO1646	Option WMC 2	Support		The rugby club urgently requires new premises to cope with modern demands. The field can easily accommodate many more homes and leave space for recreation. I actually wrote EDDC 2/3 years ago suggesting this.		Support for option WMC2 also received via East Dorset News Response	662
496378	Mrs R Sargeant		CSO1655	Option WMC 2	Support		We fully support housing development on the entire rugby ground. Any leisure / play facilities are a hazard here! And not accessible to all. Use WMC5 for leisure including outdoor play (Wimborne lacks good quality parks) cycle track and paths (not cycle lanes on roads that families aren't able to use). Include arenas / halls akin to QE which can be multipurpose, not just team sports. Please don't refer to this as a 'sports village' if only football / rugby represented. Yuk!! Allotments, wildlife ponds and education centre (Blashford Lakes style). Outdoor, traditional market space (courtyard, tree shaded?).	Seek out all 'brown' sites and insist they are used! e.g. site adjacent to us was cleared 10 years ago and since then has been used to fly tip!		662
496479	Charlotte Dixon		CSO1693	Option WMC 2	Object					662
496503	Miss C Howard		CSO1705	Option WMC 2	Object		This smacks of infilling, again with no concerns re roads and poor infrastructure or taking away green space.	Keep Wimborne Wimborne! Do we need to change the character of the town?		662
496564	JH Lockwood		CSO1741	Option WMC 2		No Opinion				662
496612	Mr and Mrs		CSO1792	Option	Support					662

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	JP Lovell			WMC 2						
496637	Mr David Leadbetter		CSO1810	Option WMC 2	Object		Strongly object because of:- 1) Loss of green spaces, in this age of conservation and green issues. The allotment area will be a fraction of what it should be for population. 2) Where is the infrastructure for all the extra traffic? Also extra pollution. The town becomes grid locked at the best of times. 3) Where are the extra jobs for the amount of people. I assume they will all travel to Bournemouth / Poole conurbation and that would be a nightmare. 4) The whole character of the town would be lost forever.	Perhaps more building on Canford Heath and other areas where arsonists seem intent on destroying.		662
496659	Mr & Mrs Tony & Hilary Hendy		CSO11725	Option WMC 2	Support					662
496958	Mrs J Beech		CSO1922	Option WMC 2	Support					662
497014	Mary Haw		CSO1965	Option WMC 2	Support					662
497026	Doreen Smith		CSO1977	Option WMC 2	Object		This amount of building will create extra traffic in Ferndown and Parley which already has a lot of road build up in the busy morning and evening travel. Also taking a lot of natural land for our wild life.			662
497060	Mrs Mary Tuffrey		CSO2045	Option WMC 2	Support					662
497089	Mr Frank A Soan		CSO2095	Option WMC 2	Object					662
497184	Mr Hilling		CSO2170	Option WMC 2	Support					662

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497239	Martine Lewis		CSO2240	Option WMC 2	Object					662
497343	Sharon Sutcliffe		CSO2266	Option WMC 2	Support					662
497773	R Johnstone		CSO2469	Option WMC 2		No Opinion				662
497947	Mr Guy Brooker		CSO22680	Option WMC 2		No Opinion				662
498044	Carolyne BANKS		CSO2634	Option WMC 2	Object		<p>Transport needs to be sorted out centrally - to get something that works properly - this is the biggest showstopper to all of these schemes - the current roads will not support any more traffic.</p> <p>Use the newer out-of-town developments to extend housing - after all that's what they were created for i.e.: Verwood, Corfe Mullen, Sturminster Marshall. Don't cram more development into existing residential areas in town.</p> <p>Consider the impact on horse-riders especially in West Parley, where there are a significant number of horses. Adding more traffic to horses = more accidents. Horse-riders have to use the roads to access the bridleways. Recent increases in traffic already make the situation fraught with danger.</p>			662
498047	CD Bradford		CSO2638	Option WMC 2	Support					662
498062	Mr Nick Crawford		CSO2695	Option WMC 2	Support		Although I live in Ferndown, I work and travel a lot in the local area so feel I can voice my opinion on developments around the area.			662
498084	Mr P HARTLEY		CSO2736	Option WMC 2	Object					662
498125	Mr and Mrs P DASHWOOD		CSO2782	Option WMC 2		No Opinion				662

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498169	Mrs D WEAVER		CSO2879	Option WMC 2		No Opinion				662
498184	Mrs Angela BARKER		CSO2915	Option WMC 2		No Opinion				662
498214	Mr and Mrs K Swash		CSO2943	Option WMC 2	Object		Further roads should be built and infrastructure put in place before any new homes are built.			662
498268	Mr and Mrs R Cullen		CSO2994	Option WMC 2	Support					662
498271	Mandy CHEESEMAN		CSO3024	Option WMC 2		No Opinion				662
498335	Mr and Mrs Lester		CSO3075	Option WMC 2	Object					662
498402	Mrs T Hughes		CSO22198	Option WMC 2		No Opinion				662
498490	Mr Michael Bloxham		CSO3257	Option WMC 2	Support					662
498495	Mr John Williams		CSO3264	Option WMC 2	Support					662
498711	Mr T CHANT		CSO3376	Option WMC 2	Object					662
498775	Mrs P L Buckler		CSO10729	Option WMC 2	Object		I object very strongly to any green belt land being used for housing. The roads are very often impossible anyway without the massive increase proposed. HANDS OFF OUR GREEN BELT!!			662

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498996	M E CLARKE		CSO3437	Option WMC 2	Object					662
499231	Mrs A Lathbury		CSO3513	Option WMC 2		No Opinion				662
499236	J PIPE		CSO3524	Option WMC 2		No Opinion				662
499245	Mr and Mrs N BUTLER		CSO3568	Option WMC 2	Support					662
499261	Mrs Norma JACKSON		CSO3601	Option WMC 2	Support		I have no objection to the limited use of green belt land for development, as long as there are no water/flooding issues, and there are enough green spaces in any development for children's play areas.			662
499290	Mrs Lisa TURNBULL		CSO3634	Option WMC 2		No Opinion				662
499367	Mrs R M C COWARD		CSO3700	Option WMC 2	Support					662
499384	Mr A I ROSE		CSO3708	Option WMC 2	Object		Proposed population increase will need much better transport / shops/ services. Pensioners need mobility. Young families need jobs. Wimborne - real country towns should grow on their edges to preserve town centres.			662
499447	G Frampton		CSO3766	Option WMC 2	Support					662
499479	Mr and Mrs K Wisker		CSO3777	Option WMC 2	Object		The addition of some 1000+ new houses combined with the riverside development on the old Flight Refuelling site will put a significant extra strain on the current services water, sewage, roads etc. An additional first school may help with some of the potential 1000+ children, but what about the Middle and Upper schools. Colehill Middle school has been			662

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							'temporarily' extended to cater for Poole overspill. The existing estate is already overcrowded, and the dense riverside development will add to the crowding in this area. What happens to the old market site and its associated parking?			
499492	Mrs A Pennell		CSO3802	Option WMC 2	Support					662
499596	R Palin		CSO3848	Option WMC 2	Support					662
499683	S Crotch-Harvey		CSO3869	Option WMC 2	Support					662
499748	Ms Soozi Cooper		CSO9729	Option WMC 2	Support					662
499858	MJ and JC Palmer		CSO3963	Option WMC 2	Object					662
499873	Mr Graham Holt		CSO3973	Option WMC 2	Object					662
500060	Mr Stuart PIDDOCK		CSO4065	Option WMC 2	Support					662
500070	Mr J W ELCOCK		CSO4096	Option WMC 2		No Opinion				662
500080	Cllr Diann MARCH		CSO4121	Option WMC 2	Object	General Comment	How many empty properties are there in the district at the present time? How many properties are there in the district that are second homes? I object most strongly to the loss of any recreation ground. This land came back into the ownership of Wimborne Minster Town Council to save it from being used for housing back in the 1980s by EDDC.			662

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							None of the present Town Councillors (myself included) are aware of the time spent by the then members to save it as a recreation ground for future generations to the town to enjoy.			
500222	S Hartley		CSO4176	Option WMC 2	Object					662
500350	Mr P H BARTLETT		CSO4210	Option WMC 2	Object					662
500361	Mr and Miss N and A Middleton and Turner		CSO4246	Option WMC 2		No Opinion				662
500382	Mrs S GRETTON		CSO7609	Option WMC 2		No Opinion				662
500427	Mrs D J LYONS		CSO4302	Option WMC 2	Object		I strongly object to the building on the allotments, the football ground and the rugby ground in Wimborne. Wimborne has already seen the loss of a central green space when the cricket pitch was built on. It would be short-sighted to build on these environmentally beneficial sites. Who wants to live where there are no green areas! Wimborne is a beautiful town and should stay that way. It already has a market, and Allendale Centre and Tivoli.			662
500454	Mr Stephen PROTHEROE		CSO4328	Option WMC 2	Support					662
500558	A Baker		CSO4342	Option WMC 2		No Opinion				662
500697	Mr Thomas SMITH		CSO4470	Option WMC 2		No Opinion				662
500706	R & J		CSO4487	Option	Support					662

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	Jeans			WMC 2						
500720	Mrs VALLIER		CSO4513	Option WMC 2	Object					662
500746	Mrs J Lothian		CSO14077	Option WMC 2	Object					662
500748	Mrs Lauren MATTHEWS		CSO4565	Option WMC 2		No Opinion				662
500802	J Hayward		CSO4659	Option WMC 2	Object					662
500817	Mr L Lothian		CSO13541	Option WMC 2	Support					662
500836	Mrs Sylvia Hines		CSO4709	Option WMC 2	Object					662
500903	Mr and Mrs S and R Harris		CSO4747	Option WMC 2	Support		Any developments must be preceded by improved road infrastructure.			662
501012	Louise ARNOLD		CSO4824	Option WMC 2	Support					662
501015	Mr & Mrs W McMillan		CSO4847	Option WMC 2		No Opinion				662
501044	Mr and Mrs McMahan		CSO4884	Option WMC 2	Support		If a doctors surgery is built on the current rugby pitch it must have plenty of policing and make Gordon Road no parking as it currently gets very congested, especially by the shop. Not all the rugby pitch should be built on. It is important to leave a good amount of open space for children and residents. All too often developments are packed in and problems start when people live			662

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							on top of each other with no space. Better access to the river and the ability to do walks along it would be an advantage. Country Park idea is good. Be nice to include an extension of the cycle route from Oakley Hill. Maybe put along river. Very useful for commuting to work. Will the current tip be improved or relocated as it is currently not big enough but is extremely useful. This is a concern especially with the increase in house numbers i.e. Cobhams land behind Churchill Road.			
501107	Mr & Mrs E C Lacey		CSO4949	Option WMC 2		No Opinion				662
501118	Mr Ron Cook		CSO4971	Option WMC 2	Object		Re WMC2-Rugby Club/Leigh Park Not only do the rugby club use Leigh Park but it gives youngsters a green site to run and play football in an area of predominantly Housing Assn properties which keeps down vandalism.			662
501197	Mrs H Collop		CSO5092	Option WMC 2	Support		If the sites WMC1, WMC2, WMC3, and WMC5 were all developed, there would be no need to build on the Green Belt at WMC4. This is unacceptable in so many ways. Green Belt, traffic, local services would all be overwhelmed and spoil a lovely small market town.			662
501227	Mr John Collop		CSO5124	Option WMC 2	Support					662
501252	R and B Taylor		CSO5144	Option WMC 2	Object		Infrastructure is not in place to support the level of building projected. Schools, doctors, transport etc. would be under extreme pressure. Where is the capital coming from to support any proposals.			662
501279	Mrs F Smith		CSO5154	Option WMC 2	Support		All my "support" ticks are coloured by my huge hope that all thought and preparation in advance is given and made. Re. sufficient infrastructure in the shape of doctors, schools and transport.			662

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501324	Julie Light		CSO5171	Option WMC 2	Support		To keep our town of Wimborne we need to build around the outskirts of the town enabling people to use the facilities- the homes must be affordable and housing. Perhaps if the high rates that shops etc. have to pay were reduced then more shops would be available-it is so sad to see so many empty shops-reduce the rates - we don't want a ghost town.			662
501351	Mr and Mrs R D'Cruze		CSO5207	Option WMC 2		No Opinion				662
501357	Armstrong and Perry		CSO5227	Option WMC 2	Support					662
501364	Mr M Devetta		CSO5254	Option WMC 2	Support		When land in Wimborne (WMC1, WMC4 and WMC2) was part of the spatial strategy our MP and councils all seemed against development. Why are these now back as an option? Now that Waitrose is up and running-very nice too-what about our promised town square? Where is the money that was put aside for the project. We were told it would be done when Waitrose was finished. What is the hold up? Love the new riverside park next to Waitrose.			662
501485	Mrs J JACKSON		CSO5281	Option WMC 2	Object		You need to take into account impact or roads, transport, shops, doctor's surgery, schools, when building new homes, not just roads alone. Whilst an extension to Wimborne Hospital is important and necessary - moving a football/rugby club to Leigh Road would cause major traffic jams and provide more open space for dog walkers, rather than family walking and destroy more open space.			662
501488	Chris LAMB		CSO5308	Option WMC 2	Support					662
501492	Mr Colin Tyler		CSO5315	Option WMC 2	Support		Support for options shown would keep any development within the boundaries of by-pass and rivers.			662

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501497	Adrian Rafferty		CSO5347	Option WMC 2	Support					662
501502	Mr Michael WAREHAM		CSO5345	Option WMC 2		No Opinion				662
501520	Mrs Z MERRIFIELD		CSO5413	Option WMC 2		No Opinion				662
501523	Rita Gilbert		CSO5433	Option WMC 2	Object					662
501531	Mr Boyd Read		CSO5455	Option WMC 2	Support		Existing infrastructure is already beyond capacity. The traffic at either end of the town is a severe restriction. Canford Bottom being particularly bad every day of the week. Families moving into the area already find that there are no school places, doctors availability etc. The existing green belt and rural / agricultural areas are equally important to the community. With the proposed level of development, where is all the "local" employment coming from? In Scheme WCM 5 I am not opposed in principal to the rugby, football pitches and parkland but the 200+ houses are unacceptable. There is far less impact with WMC 4.			662
501542	Mr and Mrs STRACHAN		CSO5507	Option WMC 2		No Opinion	Please do not accept any community centre / halls or leisure centre as a corporate inducement from developers of housing developments. In my experience they hardly ever work and cost a great deal in subsidy for councils each and every year. i.e.. Verwood Hub; Lenham, Kent; Ditton, Nr Maidstone, Kent. My ref: 10 years as a Parish Councillor in Ditton, Kent.			662
501544	Mrs Susan Read		CSO5612	Option WMC 2	Support		No infrastructure - schools, roads, no employment for so many new families. Green Belt vital for quality of life. Farmland valuable as a future resource. Better options are available. Parkland and rugby pitches on WCM 5 would be acceptable.			662

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501547	Mrs Helen Lessnoff		CSO5545	Option WMC 2		No Opinion				662
501559	D R Harrocks		CSO5615	Option WMC 2	Support					662
501560	Mr Christopher CLARKE		CSO5558	Option WMC 2	Support					662
501565	Mr P Keeping		CSO5583	Option WMC 2	Object					662
501569	Neil Pettefer		CSO5605	Option WMC 2	Support		The increase in traffic loads will lead to road congestion and parking difficulties. The level of development proposed will change the character of Wimborne and bring with it an overwhelming number of young families, with large numbers of youths, and all the attendant problems for a town. Large estates are out of character with the existing housing provision in Wimborne. There are potentially more suitable development sites in the area such as the Grange area off the A31. Object to WMC1, WMC4, WMC5 and WMC10.			662
501591	Mr & Mrs A Davies		CSO5656	Option WMC 2	Support					662
501596	Mr and Mrs B & K O'Loughlin		CSO5670	Option WMC 2	Support					662
501607	Dr Fairchild		CSO5690	Option WMC 2		No Opinion				662
501616	R J Joyce		CSO5724	Option WMC 2		No Opinion				662

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501626	Mrs J A Russell		CSO5728	Option WMC 2	Object					662
501694	Mr R BRYAN		CSO5782	Option WMC 2	Support					662
501699	B THOMAS		CSO5809	Option WMC 2		No Opinion				662
501707	Mr Charles J R STREET		CSO5842	Option WMC 2	Object		I am against any development on green field sites.			662
501720	Dr and Mrs D HARLOW		CSO5877	Option WMC 2	Support					662
501750	K G Holloway		CSO5947	Option WMC 2	Support		It is pointless to complain that Wimborne Minster is dying and traders are suffering - as many people do - and at the same time to object to every proposal that would bring more customers to the town and environs.			662
501751	Mr RG Birch		CSO5960	Option WMC 2	Object		Leigh Park is already congested with property. Further construction will increase problems in the Wimborne area.			662
501761	Mr D Curtis		CSO5985	Option WMC 2		No Opinion				662
501804	Mr Glyn Davies		CSO6081	Option WMC 2	Object	General Comment	Do not entertain any further 'traffic calming' measures such as the dangerous/expensive version in Colehill. Re-allocate money to the surface quality of minor roads. Sports facilities could always do with improvement which can often be achieved at fairly low cost.			662
501818	E J Read		CSO6122	Option WMC 2	Support					662

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501823	Mr and Mrs E A Osgood		CSO6132	Option WMC 2	Support					662
501853	B G Young		CSO6168	Option WMC 2	Object					662
501867	Mrs I M Marks		CSO6155	Option WMC 2	Support					662
501873	Mr and Mrs Harold A and D Joan Lilley		CSO6188	Option WMC 2	Object		All proposals of this nature have a number of basic needs. One of the most important is infrastructure. Subject to finance being available Canford Bottom Roundabout is to be drastically amended for the Olympic Games. The reference to "Improvements to Canford Bottom therefore appear to have been superseded. Since I cannot find any intention to improve the road network all these proposals will only add to our present problems and cannot be supported.			662
501876	J Long		CSO6182	Option WMC 2	Object					662
501881	B W Deverill		CSO6197	Option WMC 2		No Opinion				662
501900	Miss Theresa Gale		CSO6240	Option WMC 2	Support					662
501940	Mr M J Godfrey		CSO6319	Option WMC 2		No Opinion				662
502022	Mr HWR Stevens		CSO6364	Option WMC 2	Object		Dorset's villages and small towns should be preserved as such. So called "developers" are only concerned with profits. There'll always be an England? Not when it has been built over and occupied by strangers.			662
502029	Mr		CSO6408	Option	Object	General	Quality of materials and road layout is a key			662

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	J MacArthur			WMC 2		Comment	requirement to any new house building. More 2 bed homes to give small families a chance at being housed. Houses and roads can be attractive (Look at Poundbury, Nr Dorchester). Enough parking is a must - no 1.25 spaces per plot, plus a couple of visitors bays, will not suffice. Plenty of 'part rent - part buy' should be included to give all young people a chance to have a home. Try to get away from open plan frontages. Terraces of even small boundary fenced homes look better and give a feel of being established houses.			
502032	Mr and Mrs Pitt		CSO6420	Option WMC 2	Object		The whole area is congested, there is no real provision for new TRANSPORT OR services for new homes i.e. doctors, local shops or community ctrs. There are already MANY EMPTY industrial units. Building more industrial is only viable if a tax loss for developers. Verwood has lost its soul now, and does not need any more ad-hock development. Wimborne will follow if the development of this (at present) lovely Town is carried out in the same way as Verwood has been.			662
502059	Mr R Seddon		CSO6484	Option WMC 2	Support					662
502076	Kay Stead		CSO6530	Option WMC 2	Object					662
502078	Mr R Marlow		CSO6523	Option WMC 2	Object		Why waste more tax payers money!!! Too much now!!! These proposals are ridiculous, as any further work prospects in this area are "zero". So why more homes and cars when the road/transport structure is obsolete for modern days need, let alone provision for the future 20/30 years. Just building more houses will not solve the long standing problems in Dorset i.e. jobs and road structures.			662
502099	Carolyn Lourens		CSO6568	Option WMC 2	Object					662

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502114	Mr P Foster		CSO6615	Option WMC 2	Support					662
502136	Mr and Mrs WA Forster		CSO6663	Option WMC 2		No Opinion				662
502138	Mrs E Mason		CSO6661	Option WMC 2		No Opinion				662
502212	Mrs M Fuller		CSO6723	Option WMC 2	Object		Due to the new housing being built on the land of Flight Refuelling and with the proposed 50 homes at Leigh Park the amount of traffic coming through the estate will be too much for the roads to cope with. It will be dangerous for the local children and animals and the pollution from the vehicles will be too much for the locals to live with.			662
502224	Mr and Mrs Larcombe		CSO6730	Option WMC 2	Support					662
502253	Mrs Lesley Jane Franklin		CSO6746	Option WMC 2	Support		I support all options for Verwood, Wimborne and Colehill because I feel there is a great need for more affordable housing in these areas, especially for young families and vulnerable elderly people in rural areas.			662
502312	Mrs Sally Brierley		CSO6775	Option WMC 2	Support	General Comment	No new building should be anywhere near a floodplain with sea levels rising. Transport issues on and around the A31 are already over capacity - no development should proceed without that being sorted - including knock on effects of A31 issues. Has it actually been established that there is a need for all the homes and industrial development? Are we at risk of creating a need in order to service developers rather than establishing if there will be a real need in the first place?			662
502317	Cllr Peter		CSO6812	Option WMC 2		No Opinion				662

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	Lucas									
502326	Mr and Mrs T Bennett		CSO6857	Option WMC 2	Object		With more homes will need more employment, a vicious circle. Our roads are too busy now. We surely have enough community areas and centres.			662
502329	Mrs Rosemary Rooke		CSO6869	Option WMC 2		No Opinion				662
502345	Mr and Mrs Ray and Irene Coulson		CSO6930	Option WMC 2		No Opinion				662
502347	Sarah Cobb		CSO6939	Option WMC 2		No Opinion				662
502381	Mr Cyril Josey		CSO7007	Option WMC 2	Support		Why is it necessary to include affordable homes (low value) in with others (of higher value), thus lowering the value of other properties in the area. Put low value homes of high density in low value areas. People are not going to accept paying high prices for property when other houses nearby are run by housing associations or the council renting to tenants. 50% affordable housing in any area is too much. Local infrastructure, road improvement, services etc. must be provided in all cases.			662
502387	Mr George Kilpatrick		CSO7014	Option WMC 2	Support		I would like to see the justification for increased housing in East Dorset e.g., demographics, immigration, increased work opportunities etc. I would also like to understand how transport strategy (and infrastructure) is coordinated with this in such a way to make expansion sustainable.			662
502424	Mr and Mrs A V Messenger		CSO7108	Option WMC 2		No Opinion				662
502441	Mrs Ingrid		CSO7151	Option WMC 2	Support					662

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	Wells									
502468	Robert Lambert		CSO7177	Option WMC 2	Object					662
502568	Sarah Morgan		CSO7266	Option WMC 2	Object					662
502569	Mr & Ms M & L Skinner & Jeffries		CSO7293	Option WMC 2	Object					662
502570	Mr Samways		CSO7321	Option WMC 2	Support					662
502579	Mr & Mrs R L Thorne		CSO7349	Option WMC 2	Support					662
502595	Mr Colin House		CSO7398	Option WMC 2	Support		All these developments will cause an impact on the local heathland and the proposals in all areas will cause road chaos on the A31, Ferndown, Parley and Wimborne. A new road structure is required before any development takes place.			662
502596	A C Hayter		CSO7392	Option WMC 2	Support					662
502610	John Jackson		CSO7435	Option WMC 2		No Opinion				662
502612	Hugh and Joy Dickson		CSO7434	Option WMC 2	Support					662
502673	Mrs A Powell		CSO7541	Option WMC 2	Object		The infrastructure in this area needs to be sorted out before anymore building goes ahead. There are times you cannot move on the roads. The area is being ruined with all this building works that are already going on.			662
502701	Mrs M		CSO7580	Option WMC 2		No Opinion				662

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	Williams									
502708	Ms Julia Owen		CSO7623	Option WMC 2	Support					662
502745	Mrs J.M Kenny		CSO7665	Option WMC 2		No Opinion				662
502913	Mr & Mrs D Whitmarsh		CSO7831	Option WMC 2	Object		There should not be any more large scale house building in the East Dorset area as the roads cannot cope with any more traffic			662
502921	Mr and Mrs L Forinton		CSO7761	Option WMC 2	Object					662
502935	Mr Roger Parker		CSO7790	Option WMC 2	Support					662
502999	Mrs Marion E Lock		CSO7860	Option WMC 2	Object		1. What has happened to the idea of development on the old Dormy Hotel site in West Parley? 2. It would be better to develop on the outskirts of our villages, as this would also help to sustain their village schools, shops, post offices and churches etc. It also provides a more natural environment to bring children up in. They are more likely to experience a friendly, close-knit community where people all know one another, than on a large estate near a town. Towns also don't become over-developed.			662
503024	Valerie Measey		CSO7899	Option WMC 2	Support					662
503085	Mr P.A. Scott		CSO7960	Option WMC 2	Support					662
503156	Richard and Jackie		CSO8015	Option WMC 2	Object					662

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	Blunderfield									
503171	Sally Cooke		CSO8055	Option WMC 2		No Opinion				662
503183	B Chissell		CSO8127	Option WMC 2	Support		Having lived in Wimborne for many years, I see the problem with allowing development on WMC4 as the roads. People will either need to go through the already congested town or through the equally busy Colehill to get to Bournemouth or Poole for work etc. So my preference is the sites in the East of Wimborne for travel ease.			662
503233	F Parkes		CSO8194	Option WMC 2		No Opinion				662
503250	Mrs Helen Poole		CSO8210	Option WMC 2		No Opinion				662
503303	Mr Anthony Roberts		CSO8298	Option WMC 2		No Opinion				662
503315	Mr Kenneth Wood		CSO8326	Option WMC 2	Support					662
503347	Ms Hardwick		CSO8353	Option WMC 2	Support					662
503355	Mr Robert Griffiths		CSO8383	Option WMC 2	Object		Wimborne does not need to waste millions on unjustified new rugby and football clubs that are used for 2 hours on a Saturday. Why squeeze more housing on a small area (WMC2) We moved to this little enclave to spend our retirement years in peace and quiet. We paid a premium price for the privilege of backing onto green belt. EDC are now proposing to turn it into several years building site. Our property will be devalued (already difficult to sell). Will we be compensated for the devaluation of our property?			662

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503358	H C Hoare		CSO8410	Option WMC 2	Support		I support WMC 1, 2,3 and 5, because these new developments would improve Wimborne. I strongly object to WMC 4 because the development is on prime agricultural land and Wimborne does not require a new estate of this size.			662
503368	Mr Nicholas J Long		CSO8445	Option WMC 2		No Opinion	Whilst I accept the need for more houses in the Wimborne area, I am concerned about large clusters of affordable housing developing. As a resident of Leigh Park, I consider this particular area to have reached almost saturation point with regard to low-cost housing. PS. I found the Public Exhibition at Leigh Park very informative - Council staff very helpful.			662
503421	Mr Geof Haywood		CSO8530	Option WMC 2	Support					662
503444	R Hobbs		CSO8551	Option WMC 2	Object					662
503454	Mr & Mrs Tame		CSO8571	Option WMC 2	Object					662
503482	Mr Ron Hopkins		CSO8653	Option WMC 2	Support					662
503533	Mr N Payne		CSO8710	Option WMC 2	Support					662
503554	Mr D Verguson		CSO8738	Option WMC 2	Object		Wimborne and Colehill – Having examined the Core Strategy Document for Colehill and Wimborne, my reaction is dismay at the Council's ambivalent attitude towards the Green Belt and its failure to acknowledge the problems their ambitious plans will undoubtedly cause. The plan envisages a total of 1005 new houses, of which 400-503 are affordable. Given an average of two adults and two children per house, this implies a possible additional 4000 persons living in this area,			662

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							<p>a growth of over 30% over the present population of 13,300 a massive increase by any standards for this historic market town and its surrounding areas. Is there really the need in this area for such a substantial increase in housing and population? I have always understood that affordable housing is meant, primarily, for essential workers, such as nurses, policemen, and firemen etc., who would otherwise be unable to live close to their workplace. Is Wimborne / Colehill that short of essential workers as indicated by the number of affordable houses envisaged?</p> <p>The same argument applies equally to the total of new houses planned. With so many households needing two breadwinners, the question must be asked: has Wimborne / Colehill the employment capacity to provide the 1500+ jobs implied, or will many of the new residents planned for need to commute outside this area for employment, as so many existing residents already do?</p> <p>This has serious implications for traffic on already congested roads, and in this context I must refute the Council's assertion that Wimborne is well served by public transport. The area WMC5, south of Leigh Road, which is earmarked for 250 new houses, will be particularly badly affected. This is an area entirely devoid of essential services and, with little or no public transport, is already heavily dependent to access work and essential facilities, schools, shops, health services, library, banks, post office etc., all of which are a mile away in Wimborne.</p> <p>Aggravating the situation is, of course, this area's dependence on Leigh Road, the only road in or out of the area. Acknowledge already by the Council as being congested, additional traffic must be anticipated soon from the large-scale industrial buildings under construction in Brook Lane, once they are occupied.</p> <p>This problem of congestion is not just confined to Leigh Road and its surrounding roads east of Wimborne; it will also impact upon Wimborne centre. Increased demand for essential services</p>			

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							<p>from an extra 1000 households means increased traffic into the town centre, a need for additional parking, and additional health and council services, as well as more schools. Existing schools are already full, and there will be a need to plan for up to an additional 2000 extra school-age children from the new houses planned for the area. Are there suitable sites available for those schools, or is yet more Green Belt land to be sacrificed?</p> <p>This raises the question of the Council's ambivalent attitude towards the Green Belt. The consultation document states quite clearly that the narrow Green Belt areas that separate Wimborne / Colehill from neighbouring settlements are particularly important to protect. To the west and north of Wimborne / Colehill the Green Belt is expansive, with no large settlements nearby. It is only to the east that the Green Belt gap is narrow, and neighbouring settlements close. Yet it is precisely the narrow Green Belt areas to the north and south of Leigh Road, east of Wimborne / Colehill, that are under threat from the Council's plans, clearly in breach of its own guidelines.</p> <p>For years now ByetheWay, the Green Belt gap north of Leigh Road, has been under threat, a threat now lifted because the Council has been compelled to admit residents were right that the site was unsuitable for sports use. Now the threat is transferred to the Green Belt gap south of Leigh Road, with a substantial area threatened by 200 houses, allotments and the relocation of the Rugby and Football clubs, involving new pitches with floodlighting, a clubhouse contrary to Green Belt regulations, and extensive parking for cars and coaches. Furthermore, siting these clubs so close to the sewage works leaves no room for future expansion of these works to cope with our increasing population.</p> <p>What is odd is that no concerns have been expressed about these very extensive developments in WMC5, apart from the worry about the view from the bypass. Yet in other areas, FWP1</p>			

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							<p>and FWP2 concerns have been expressed about likely damage to the narrow Green Belt gap between Ferndown and Longham, while in Corfe Mullen there are concerns for the Green Belt and how new houses relate to existing houses. Is this double standards or a reflection of the number of concerned councillors living in these areas as against the dearth of councillors living around WMC5.</p> <p>Finally I turn to the proposed relocation of the Rugby and Football clubs on to the Green Belt land south of Leigh Road. When the ByetheWay feasibility study was being considered in 2006, doubts about the ability of Leigh Road to accommodate more traffic were raised and acknowledged. These problems still remain. Moreover, what appears to have been overlooked in the current proposals is that the approach to the new sites off Leigh Road is along extremely narrow residential roads totally unsuited for the volume and type of traffic these clubs generate. In the feasibility study for ByetheWay, parking for up to 200 cars, plus separate coach parking, was deemed necessary. As for relocation itself, I have never understood why the Council, which has no statutory obligation towards these clubs, should be prepared to spend, literally, several million pounds, in order, so they say, to provide additional pitches for their junior teams. The latest plans envisage only one extra pitch, and it would seem to be a very expensive exercise for so little gain, particularly as there appears to be no shortage of playing fields in the area.</p> <p>We have Queen Elizabeth School, now being transformed into a state-of-the-art Sports Academy, with facilities to match, which have always been available to children from local feeder schools, and adults. In addition, there are many school playing fields which are underused outside school hours, precisely the times when these junior teams need access to playing fields.</p> <p>To conclude, these ambitious plans for a massive</p>			

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							increase in population will severely test essential services already under severe financial pressure, and carry a real risk of turning Wimborne / Colehill into yet another indistinguishable dormitory suburb or Bournemouth / Poole, given the limited prospects for employment in the local area. Under the straitened financial circumstances, within which the Council will be operating into the foreseeable future, it is essential that planning should be realistic, concentrating on what is essential and affordable. Otherwise the Council risks infecting long-term planning blight over substantial areas of Wimborne / Colehill quite needlessly.			
503598	Mr John Turner		CSO8756	Option WMC 2	Object		Before ANY further development in the Leigh Road area is contemplated, attention should be given to traffic issues and , in particular, the concentration of traffic into the bottleneck already existing into and through the town (Wimborne). Public transport improvement is a necessity.			662
503603	Mrs DJ Morley		CSO8770	Option WMC 2		No Opinion				662
503621	A G Haines		CSO8818	Option WMC 2	Support		As I'm sure you are perfectly aware, all developments I have ticked require serious consideration to the whole road network in the areas concerned.			662
503624	Mr RT Jackson		CSO8826	Option WMC 2		No Opinion				662
503635	Mr J Gough		CSO8878	Option WMC 2	Support		Any development in the Wimborne area MUST include improvement to Canford Bottom Roundabout which is a nightmare to local residents and holiday traffic alike. There should also be a new section to the Castleman Trail which joins The Willet Arms to the section in Colehill Plantation. This could then be used by people going to work in Poole from			662

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							Wimborne and Colehill - it would also improve recreational activities and take cyclists off the road. The whole cycle lane system around Colehill and Wimborne should be reviewed so that children can cycle to school safely.			
503639	Mrs and Mr M Stevens		CSO8904	Option WMC 2	Support					662
503640	N J and S A White		CSO8928	Option WMC 2		No Opinion				662
503644	Mr J Riley		CSO8955	Option WMC 2	Object					662
503659	Mr JD Jenkins		CSO8981	Option WMC 2	Support					662
503683	Mr and Mrs A Chester		CSO9035	Option WMC 2		No Opinion				662
503687	Mr Nick Smith		CSO9044	Option WMC 2	Object					662
503690	Ms Clare Parvin		CSO9061	Option WMC 2	Object		Transport issues: public transport needs to be addressed - there are TOO MANY CARS ON THE ROAD. People need to realise the damage caused by heavy use of road transport not only to the environment but to the general health of the population. Drastic guidelines and law passed needs to be done to reduce transport (one car per household!). Walking into wimborne, as I do (I do not own a car), is as bad as being a passive smoker, being forced to consume carcinogenic toxins. The building work proposed will exacerbate this problem. We are already overpopulated on this area. I realise some of these proposals will have to take place, but it is too much (in the case of			662

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							Wimborne, my main concern) as the infrastructure will not support such a drastic building plan. Historically we are a market town which should be maintained as our local heritage.			
503725	G A Hughes		CSO9178	Option WMC 2	Support		Consideration should be given to improved car parking facilities at Redcotts Recreation Ground.			662
503759	Mr D.J. Middleton		CSO9198	Option WMC 2	Support					662
503761	Mr David Bourne		CSO9203	Option WMC 2	Support					662
503787	Mrs P A Dent		CSO9277	Option WMC 2		No Opinion				662
503846	Mr Anthony Hose		CSO9295	Option WMC 2		No Opinion				662
503861	Mr E Hawkins		CSO9325	Option WMC 2	Support					662
503878	Mr Peter Smith		CSO9386	Option WMC 2	Object		Generally most of the proposed housing developments do not seem to provide necessary improvements to local infrastructure.			662
503879	Mr S Smithson		CSO9399	Option WMC 2		No Opinion				662
503943	Mr & Mrs Rumball		CSO9434	Option WMC 2	Support		Good to see more houses, affordable houses being built. The only objection I have is to the increase of traffic on the A31, Christchurch Road, Parley Crossroads. Why not make new roads, flyovers, underpasses where possible - Canford Bottom roundabout is one in question and make it a dual carriage way - too many accidents.			662

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504093	Mr & Mrs Vivian		CSO9468	Option WMC 2		No Opinion				662
504101	Mrs Mary Trewiss-Bell		CSO9497	Option WMC 2	Object					662
504216	Mr Mark Rich		CSO9566	Option WMC 2	Object					662
504285	Mr P Miller		CSO9643	Option WMC 2		No Opinion				662
504314	Ms Selina Roper		CSO9705	Option WMC 2	Object					662
505269	Mr H Stringer		CSO9805	Option WMC 2	Support		If the Rugby Club moves it should retain its separate status and not be merged with the Football Club			662
505273	Mrs Lorraine Hubbard		CSO9838	Option WMC 2		No Opinion	Keep Waitrose, please don't let Dorset CC waste money on a public inquiry. KWG are talking rubbish! I have lived in Wimborne for 20 years and never has the green been used as a public open space - the grounds were locked unless open for cricket and Folk Festival car parking. Wimborne is busy once again since the opening of Waitrose.			662
505288	Mrs S Cramer		CSO9874	Option WMC 2	Support	General Comment	As a married mother of 3 children, 2 girls and 1 boy, living in a 2 bed Council flat (first floor), I welcome more housing to the Wimborne area for young families needing affordable housing / rented housing.			662
505315	Mr Frank W Myerscough		CSO9926	Option WMC 2	Support		Provide disabled car parking behind Scrivens with access from the bridge over the Allen River via Co-op car park. Eliminate all private car parking and private car traffic through the Square and High Street. Pedestrianise Square and High Street			662

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							allowing bus parking and taxis, and lorry/van unloading only. IT IS ABOUT TIME A RADICAL SOLUTION TO THE PROBLEM WHICH HAS BEEN TALKED ABOUT FOR AT LEAST 25 YEARS WITH NO ACTION. ALL CONTINENTAL EVIDENCE HAS INCREASED SHOP BUSINESS BY THIS MEANS.			
505354	Mr Tim Edwards		CSO9946	Option WMC 2	Support					662
505369	J Young		CSO9973	Option WMC 2	Support					662
505506	Mr Peter Hendra		CSO10049	Option WMC 2	Object	General Comment	Building more houses has NOTHING to do with meeting the needs of (existing) local residents. We do not need or want more houses in our area. Planning to build more houses is driven by the 'need' to meet externally imposed quotas based on false assumptions on the desirability of further population and economic growth. Instead of wasting resources on building more housing which is ecologically unsustainable, we should be using them to make a transition to a low energy sustainable future for our children. Please listen to local residents and reject further development.			662
505523	Mr & Mrs A Turner		CSO10076	Option WMC 2		No Opinion				662
505561	Mr D. Calvert		CSO10102	Option WMC 2		No Opinion				662
505590	M Spalding		CSO10128	Option WMC 2	Support					662
505681	Mr Nick Lewis		CSO10166	Option WMC 2		No Opinion				662

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505742	L. J. Ashplant		CSO10193	Option WMC 2		No Opinion				662
505802	Mr RGH Chapman		CSO10235	Option WMC 2	Support					662
506161	Mr RD Holyoake		CSO10316	Option WMC 2	Object		Any more development within Dorset's existing built up areas will end with a complete gridlock of traffic.			662
506196	Mr & Mrs P Stout		CSO10345	Option WMC 2		No Opinion				662
506754	Mr Derek E Marsh		CSO10372	Option WMC 2		No Opinion				662
507026	Mr David Craig		CSO10425	Option WMC 2		No Opinion	I would like to see priority given to projects which have a higher concentration of social housing inclusion, and also include a higher green/renewable energy provision. Particular concentration on family areas, playgrounds and social/community facilities should be considered.			662
507033	A R Twaits		CSO10477	Option WMC 2	Support	General Comment	Despite improvements to public transport, cycling and walking, the reality is that the vast majority of journeys will continue to be made by car. Local roads are already congested and the extent of development proposed is not acceptable without significant increases in the capacity of these roads for cars. In particular problems on the Ferndown and Wimborne bypasses need to be resolved, and the A31 to Poole link built. It is often difficult to find convenient short stay parking in Wimborne and additional housing will increase the need for additional short stay parking.			662
507132	Ms L		CSO10523	Option WMC 2	Support		Plans for Verwood: In supporting options VWM 2,4 and 7 it is essential that consideration should also			662

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	Joyce						be given within these plans for a new large food store as currently the Morrisons store is far too small and does not meet the needs of the current community let alone the development of new homes as well. Also we desperately need a new secondary school but within that! I would like to see plans for a new leisure centre and swimming pool for Verwood. Otherwise I would be very reluctant to support any new developments and would urge the council to re-consider the current options with a view to inclusion of: extensive food store; new leisure centre, that developers could contribute to these two things alone would alleviate traffic pressures, pressure on QE and Ringwood plus wider area.			
507170	Miss A K Jukes		CSO10569	Option WMC 2	Object					662
507286	Mr N P Butler		CSO10681	Option WMC 2		No Opinion				662
507336	Mr John Page		CSO10742	Option WMC 2		No Opinion				662
507356	Mr and Mrs M Moody		CSO10803	Option WMC 2		No Opinion				662
507361	Mr Kenneth Archer		CSO20312	Option WMC 2		No Opinion				662
507363	Mr Kevin Sayer		CSO10822	Option WMC 2	Object	General Comment	The area alongside the A31 between St Leonards Hospital and Tricketts Cross is an area where many houses could be built. Currently this area is an eyesore and gives a bad impression to visitors as they cross into Dorset from Hampshire. Why are nearly all your proposals on greenbelt land? There are many areas in East Dorset on non-			662

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							greenbelt land which could be built on. Your proposal (FWP 4 and 5) will put more pressure on Parley Common as well as introduce more traffic on an already busy road system.			
507388	Mr David Huggins		CSO10886	Option WMC 2		No Opinion				662
507524	Mr C G Richardson		CSO11071	Option WMC 2		No Opinion				662
507555	Mr and Mrs C Lamond		CSO11098	Option WMC 2	Object					662
507572	GJ Pettifer		CSO11127	Option WMC 2	Support					662
507659	Ms Victoria Johnstone		CSO11209	Option WMC 2		No Opinion				662
507693	Mrs P Carter		CSO11246	Option WMC 2		No Opinion				662
507737	Mrs S Philpot		CSO20171	Option WMC 2	Object					662
507789	Mr CJ Barrett		CSO11403	Option WMC 2	Support					662
507800	Mrs K M Platt		CSO11419	Option WMC 2		No Opinion				662
507908	Mr Philip H James		CSO11521	Option WMC 2		No Opinion				662

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507980	Sylvia Allen		CSO11574	Option WMC 2	Support					662
508383	Ms Emma Hayter		CSO11693	Option WMC 2	Object					662
508413	Mrs S Best		CSO11752	Option WMC 2	Support					662
508735	Mr Peter Barham		CSO22258	Option WMC 2		No Opinion				662
508835	Mrs E.L. Stratford		CSO12174	Option WMC 2	Object		The Council is always after land for housing or business development. Whatever is granted is never enough and a few years later they want more. This process has been going on for over 50 years and it is time it came to a stop. Enough is enough as it is ruining the area.			662
508852	Mrs L.A. Cheshire		CSO12217	Option WMC 2	Support					662
508887	Mr J.S. Kidd		CSO12288	Option WMC 2	Support					662
508928	Mr D.W. Lonsdale		CSO12350	Option WMC 2	Support		Although I have indicated support for development considerations for Wimborne, express surprise that such a document totally omits any mention of infrastructure to support these developments. You estimate the construction of over 1000 homes but make no mention of the need to construct roads to handle what would otherwise be crippling congestion. For instance the construction of 550 homes along the east and west side of the Cranborne Road and 170 homes at Cuthbury Allotments and the football ground with the accompanying 1000 or so extra cars means that a bypass to enable vehicles to pass			662

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							towards Poole and Bournemouth without going through the centre of Wimborne is essential. If your answer is that road transport is a County matter then you must involve the County before finalising any thinking about further house building in the Wimborne area.			
508993	Mr A Samways		CSO14537	Option WMC 2	Support					662
509006	Mr S.R. Taylor		CSO12450	Option WMC 2	Object					662
509065	Mrs B Burge		CSO12473	Option WMC 2	Support					662
509814	Mr T M Trickett		CSO15194	Option WMC 2	Object		It appears that most of this proposed development is in the Green Belt, I feel that the planners should have indicated the Green Belt areas on this document.			662
510268	Ms Deborah McClure		CSO13041	Option WMC 2	Support					662
510292	Mr S Waddington		CSO13047	Option WMC 2	Support					662
510309	Suzanne Chapman		CSO13059	Option WMC 2	Support		I support affordable housing for all who need this, especially young people, but I am concerned about the impact this will make on transport up East Borough and down it.			662
510323	Mr and Mrs B Hallam		CSO13070	Option WMC 2	Object					662
510325	Mrs A		CSO13073	Option WMC 2	Support					662

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	Swain									
510350	Mr Alan Woodward		CSO13127	Option WMC 2	Object					662
510353	D M Parsonage		CSO13086	Option WMC 2	Object		Is every bit of green land in area to be covered. You have already ruined Wimborne with the appalling Waitrose building (no objection to Waitrose coming but not there). Soon you will be going round gardens to see if you can put a house in them. We need green land and trees, so stop filling them with so called affordable housing. I have 2 adult children earning very good salaries and neither of them could afford your so called affordable housing.			662
510366	JK Lake		CSO13094	Option WMC 2	Support					662
510368	R Honess		CSO13098	Option WMC 2	Support					662
510380	Kelvyn and Fiona Jones		CSO13112	Option WMC 2	Support					662
510411	Ms Julie Camsookai		CSO13135	Option WMC 2	Support					662
510420	Mr Peter Stevens		CSO13144	Option WMC 2	Object					662
510439	EJ Cossins		CSO13181	Option WMC 2	Support		Houses desperately needed for young families at a price they can afford and near schools, shops, places of employment etc.			662
510446	Brooks		CSO13192	Option WMC 2	Support		The traffic figures below were taken from our window 12th, 15th, 16th and 17th November last year (2009) (in half hour sessions), 6.30 to 8.30 am Wimborne to Colehill 190)Burts Hill) Colehill to Wimborne 228 (Burts Hill)			662

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							Cranborne to Colehill 56 (Burts Hill) Wimborne to Cranborne 56 Cranborne to Wimborne 487 Approximate total 1,252 Hope they may be of some use to you			
510449	F W Voysey		CSO13190	Option WMC 2	Support					662
510459	Roger and Dorothy Cook		CSO13200	Option WMC 2	Support					662
510473	Mr Faulkner		CSO13207	Option WMC 2	Object					662
510483	Mr and Mrs B Rogers		CSO13213	Option WMC 2	Support					662
510490	Ms Helen Banfield		CSO13215	Option WMC 2	Support					662
510504	Chris Mercer		CSO13232	Option WMC 2		No Opinion				662
510509	Christopher Joy		CSO13237	Option WMC 2	Object		Please leave the Wimborne area alone after the cricket ground farce.			662
510521	K G Burling		CSO13261	Option WMC 2	Object		Further development adjacent to Leigh Road and Wimborne Road West will aggravate the already congested route out of Wimborne to the Canford Bottom roundabout and there are insufficient shops and other facilities in the area.			662
510532	W.W. Chant		CSO13272	Option WMC 2	Support					662
510535	Vicky Wells		CSO13283	Option WMC 2	Support					662
510549	Mrs		CSO13315	Option	Object		B 3073 road (along Wimborne Road West and Leigh			662

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	R Green			WMC 2			Road) already unable to cope with traffic owing to bottleneck, more homes would worsen the situation.			
510552	Nigel and Pauline Allen		CSO13320	Option WMC 2	Support					662
510623	Mr Douglas Priest		CSO13343	Option WMC 2	Support					662
510627	Mr J Elcock		CSO13350	Option WMC 2	Support		A new road to a roundabout near to QE school (to relieve traffic and reduce traffic lights) from along Cranborne Road.			662
510630	Mr A B Wood		CSO13351	Option WMC 2	Object		I need to know the effect the new roads will have on an already stretched road system.			662
510637	D H Letchford		CSO13365	Option WMC 2	Support					662
510647	Mrs M E Elcock		CSO13376	Option WMC 2		No Opinion				662
510674	P Rhodes		CSO13397	Option WMC 2	Object		Do the authorities seriously consider that the infrastructure in and around Wimborne can substantiate this no of new properties and increase in population. If so it would be interesting to know what action is to be taken before building commences.			662
510684	Angela Pullman		CSO13405	Option WMC 2	Support					662
510709	D Williams		CSO13425	Option WMC 2	Support					662
510711	Ms Emma Haynes		CSO13465	Option WMC 2	Support					662

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510722	J P Stallard		CSO13438	Option WMC 2		No Opinion				662
510725	Mrs D Davidson		CSO13441	Option WMC 2		No Opinion				662
510733	MK Clayson		CSO13453	Option WMC 2	Object		Too many vehicles for the road network			662
510747	Alison Francis		CSO13461	Option WMC 2		No Opinion				662
510763	Dr and Mrs Dicker		CSO13477	Option WMC 2	Support					662
510794	Mrs S P Houghton		CSO13509	Option WMC 2		No Opinion				662
510798	Mr F Sullivan		CSO13515	Option WMC 2	Support					662
510828	Mr G Williams		CSO13558	Option WMC 2		No Opinion				662
510844	Mr Michael Guilmany-Cush		CSO13566	Option WMC 2	Support					662
510873	Mr & Mrs B.R. Mayes		CSO13614	Option WMC 2	Object					662
510974	Mr Jim Cullumbine		CSO13642	Option WMC 2	Support		As I understand it the Council (County?) already owns the land north of Tops Nursery that was purchased specifically as a recreational open space. Why is this not included in the plan to rehouse e.g. Wimborne Rugby clubs etc. When the land was first purchased, clubs, particularly Wimborne RFC, worked hard to get the Club re-located there at their			662

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							own cost by rejected by Planning.			
510993	R.A. Cherrett		CSO13675	Option WMC 2	Support					662
511015	Mr Christopher White		CSO13712	Option WMC 2	Object		Area is already densely populated, with poor access i.e. Gordon Road is narrow and already busy. The area is neglected with little attraction for private buyers.			662
511057	Mr & Mrs J Bradford		CSO13786	Option WMC 2	Support					662
511076	Mr Ian Burden		CSO13807	Option WMC 2	Object		I do not understand East Dorset's obsession with building on sports and recreation grounds. I have lived in Corfe Mullen and Merley for 60 years and I am very upset that you are proposing to build on Lockyers School, the recreation ground and the waygrounds plus Wimborne Football Club, which I have associated with for 45 years. All of these areas have lovely views over the valley towards Sturminster Marshall and Ashleywood. Please do not repeat the mistake by making more irreversible decisions like the building on Wimborne Cricket Ground.			662
511176	B.M. Timpany		CSO13894	Option WMC 2	Support		Can rugby club be moved?			662
511219	Ms Kathleen Smith		CSO13918	Option WMC 2	Object					662
511258	Helen Leavens		CSO13954	Option WMC 2		No Opinion				662
511320	Mrs C J Ballard		CSO13985	Option WMC 2	Support					662
511324	Mr M H		CSO13993	Option WMC 2	Support					662

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	Ballard									
511328	David Griffin		CSO14001	Option WMC 2	Support					662
511383	Mrs Jean Archer		CSO20375	Option WMC 2		No Opinion				662
511395	Mr S M German		CSO14031	Option WMC 2	Support					662
511399	Mr & Mrs Michael and Diana Froud		CSO14035	Option WMC 2	Support					662
511406	G F Dival		CSO14041	Option WMC 2	Support					662
511413	Ben Rowe		CSO14062	Option WMC 2	Object		Market and rugby club create pleasant relief to surrounding housing.			662
511429	Mr P Shenton		CSO14090	Option WMC 2		No Opinion				662
511430	A.D. May		CSO14111	Option WMC 2	Support					662
511433	R M Jones		CSO14100	Option WMC 2	Object					662
511441	Mr John Harris		CSO14118	Option WMC 2	Object		Did not move to Wimborne to see it grow out of hand. With more homes comes more money and more power and that inevitable capitalist growth. Small and green is good. Leave it alone.			662
511446	Daphne Archard		CSO14125	Option WMC 2	Object		My opinion is that the area will not lend itself to such a large increase in population. Roads are already extremely busy. If there are to be new homes please make them affordable and first homes.			662

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511462	C Wedgery		CSO14139	Option WMC 2	Object		The area including Christchurch, Bournemouth and Poole is overpopulated. Over 50% of Dorset lives here.			662
511464	Mr M F Brown		CSO14143	Option WMC 2	Support					662
511467	Mrs H R Wood		CSO14156	Option WMC 2		No Opinion				662
511483	Mr and Mrs Richard and Elizabeth Wilson		CSO14285	Option WMC 2	Object		We object because in our view any significant housing will cause major problems on our already busy roads. The infrastructure is already inadequate and simply cannot cope with the volume of traffic in and around the town. Of particular concern is the impact of so many houses on the environment e.g. WMC4 and WMC1 causing extra pressure on local resources.			662
511489	Mr H G Holden		CSO14165	Option WMC 2	Support					662
511538	Anne Whittle		CSO14209	Option WMC 2	Object		I would like to see any building of extra homes kept down to the absolute minimum to comply with Government directives. Wimborne could so easily become swamped by suburbs like poor old Poole. Population growth inevitably drives housing growth but I would not like to see new people encouraged to come here by new housing. I do not think many developers are driven by altruism. I would not like to see development on the Allenview car park - even with the Waitrose car park, as cited. More people in more housing will need more parking space for the proposed new community centre and commercial centre etc. I would like to see the land adjoining the Recycling Centre in Brook Road bought back and incorporated into the existing Rec. Centre - for all the extra people brought in by extra housing !			662

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511571	Colin Alborough		CSO14220	Option WMC 2	Support		We are in desperate need of more affordable housing in the East Dorset area. There is also a shortage of employment opportunities in the area. The provision of more houses should help to push house prices down to give young people a change of getting on the property ladder.			662
511613	Mr & Mrs W.C. Finlayson		CSO14247	Option WMC 2	Support					662
511618	Mrs V Blunden		CSO14254	Option WMC 2	Support					662
511621	Ms Mary A Combe		CSO14267	Option WMC 2	Object					662
511639	Paul Hockey		CSO14309	Option WMC 2	Object		I believe the area is already developed to its limits, Wimborne has a unique character that needs safeguarding. As custodians of Wimborne it is your duty to prevent the further ... of the whole area and so protect its future. The population of this small country is too large and the continual building of new homes will not ease this over pressing problem.			662
511659	Mrs M.A. Bosworth		CSO14336	Option WMC 2	Support					662
511668	Mr Philip Chissell		CSO14343	Option WMC 2		No Opinion	My first thought is that we need new housing in the country as a whole and in particular in East Dorset due to strong demand and the unaffordability for younger buyers. I believe that Wimborne is clearly the best place for this in East Dorset: <ul style="list-style-type: none"> • It has good facilities including a superb hospital, schools, shops, churches, doctors, cinema, public houses, sporting facilities etc.; • It had good infrastructure particularly in relation to employment facilities locally, at Ferndown and Hurn industrial areas, and Bournemouth/Poole; • It is more sustainable to have concerted 			662

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							<p>development within walking/cycling distance of the town centre reducing car use;</p> <ul style="list-style-type: none"> • It keeps housing away from more sensitive sites in East Dorset in particular heathland; • It brings vitality to the town (as opposed to dormant suburbs) and may reverse the ageing demographics. <p>Wimborne needs development to remain the vibrant town that it is. This is an opportunity to fulfil housing needs, reinvigorate the town and benefit the community.</p> <p>Within this area you have identified five sites that could accommodate development. In broad principle I am in favour of all these.</p> <p>WMC2 would in my opinion be suitable for social housing but should still retain green space.</p>			
511675	Mr and Mrs R G Fletcher		CSO14349	Option WMC 2		No Opinion				662
511680	Mr Alan Mogg		CSO14356	Option WMC 2	Support					662
511685	Mr & Mrs B Todd		CSO14375	Option WMC 2	Support		<p>Wimborne Rugby Club will have to have new pitches and facilities before any development takes part.</p> <p>I do not think that the views of people not living in the areas should be taken into account. After all it concerns the locals more than outsiders.</p>			662
511687	Mr N Paton		CSO14376	Option WMC 2	Support					662
511692	Ms Ruth Blaug		CSO14398	Option WMC 2	Support					662
511699	Mr Laurence Danks	Waste Collection and Recycling	CSO14405	Option WMC 2	Object		<p>WMC 1, 2, 3 concentrate more to affordable housing.</p> <p>1) would help solve immediate problems</p>			662

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							2) their locations are more practical. Promote more shared equity housing to give young people a chance to invest in something of their own, to keep social housing to a minimum. To look at market housing with improvement in economy and growth (with requirement)			
511704	Mr A M Nisbet		CSO14434	Option WMC 2	Support					662
511711	Coombes		CSO14422	Option WMC 2		No Opinion				662
511731	Mrs E A Webb		CSO14455	Option WMC 2	Object		The playing fields at Leigh Park are a public open space and have been used as such for over 50 years. There are deeds held by the Dorset county archive which show that the land is a public open space given to the people of Wimborne; previous attempts to build on this land have been refused on these grounds. We object to building any houses on the Leigh Park playing fields.			662
511740	Mr Grahame Austin		CSO14457	Option WMC 2	Support					662
511747	Mr T W Tonge		CSO14464	Option WMC 2	Support					662
511761	Mr G Burge		CSO14482	Option WMC 2	Support					662
511769	Catryn Holton		CSO14503	Option WMC 2	Support					662
511840	S Hicks		CSO14529	Option WMC 2	Object					662
511870	Margaret Waddicor		CSO14550	Option WMC 2		No Opinion				662

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511883	Mr Anthony Houghton		CSO14563	Option WMC 2	Object					662
511888	Mr and Mrs M Hayter		CSO14578	Option WMC 2		General Comment	The rugby club has just paid out large sums to re-furbish the changing rooms and Harrison Room, how will this taken into account if the club is moved, club members have and continue to work hard to raise these funds.			662
511903	Gordon Macrae		CSO14600	Option WMC 2	Support					662
511904	Sue Budd and Sue Pearson		CSO14607	Option WMC 2	Support	General Comment	Some Questions: 1. How many affordable homes are needed and will mortgages be available?			662
511932	Mrs J Beardsley		CSO14642	Option WMC 2	Object		It would be madness to put social housing everywhere and private housing on Leigh Estate! Put the social housing on Leigh Estate. Put private development elsewhere!			662
511934	Mr and Mrs D A Wilkinson		CSO14645	Option WMC 2	Support					662
511938	Mr R Stoney		CSO14666	Option WMC 2	Object		Bus route and service should be re-instated along Wimborne Road West - particularly if there is to be less car parking but more people in the area.			662
511940	A C and K G Sherman		CSO14668	Option WMC 2	Support					662
511951	Karen Main		CSO14690	Option WMC 2	Object					662
511960	Mr E I Pease		CSO14696	Option WMC 2	Support		For housing the 'old' Cobham buildings by the river should be included in plans.			662
511969	Mrs Pamela H James		CSO14707	Option WMC 2	Support					662

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511979	Mrs Browning Smith		CSO14718	Option WMC 2		No Opinion	Please use brownfield sites before those green as in Cranborne Road area.			662
512014	R P Perrior		CSO14759	Option WMC 2	Support					662
512019	C Sargeant		CSO14779	Option WMC 2	Object					662
512030	Marg A Smith		CSO14790	Option WMC 2	Object		Areas WMC1 and WMC2 are too liable to flooding.			662
512057	Mr Trevor Davies	Headteacher Pamphill First School	CSO14815	Option WMC 2		No Opinion				662
512095	Bennett		CSO14846	Option WMC 2	Support		I only support options if something has to be done.			662
512110	Mrs Felicity Prince		CSO14867	Option WMC 2	Support					662
512123	Mrs M Masterman		CSO14885	Option WMC 2	Object					662
512126	Mr and Mrs P Taylor		CSO14883	Option WMC 2	Support					662
512131	Mr and Mrs S Turner		CSO14907	Option WMC 2		No Opinion				662
512151	Mr S Adams		CSO14925	Option WMC 2	Support					662
512176	Adrian Newton		CSO14940	Option WMC 2	Object					662
512188	K		CSO14948	Option	Support					662

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	North			WMC 2						
512255	Mrs A K Horitz		CSO14956	Option WMC 2		No Opinion				662
512277	Tristram and Sarah Hobson		CSO14970	Option WMC 2	Object					662
512281	Graham Roberts		CSO14966	Option WMC 2	Support					662
512298	Rosemary Protheroe		CSO14984	Option WMC 2	Support					662
512316	Mr P Willgress		CSO15001	Option WMC 2	Object		Following the redevelopment of the cricket ground to build Waitrose, it would be criminal to deprive the Leigh Park residents of a much used green open space.			662
512326	Mr Ian Willis		CSO15035	Option WMC 2	Support		The development of 50 homes at Leigh Park, 20/25 being affordable. Should these not all be affordable - who is going to want to buy a quality, more expensive house right in the middle of a Council estate?			662
512343	J Spink		CSO15071	Option WMC 2	Object		Open space for children to play. The nightmare of Canford Bottom roundabout needs to be dealt with now.			662
512354	Mr David Little		CSO15101	Option WMC 2	Support		Because of the state Wimborne RFC has made at Leigh Park , homes would make a big improvement to the site. I hope the homes would be built in the centre of the playing field so as to not obstruct the original properties. A road around the outside so residents could have back entrances would be a great help. It's about time Wimborne FC and RFC had a decent ground and clubhouse to enjoy. The town needs to give them a chance.			662
512359	Mr		CSO15095	Option	Support					662

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	J Robertson			WMC 2						
512360	Richard Acres		CSO15098	Option WMC 2	Support					662
512373	Mr and Mrs J Lund		CSO15123	Option WMC 2		No Opinion				662
512599	R J Miles		CSO15207	Option WMC 2	Support					662
512613	Mr N F and Mrs J Burchell		CSO15215	Option WMC 2	Object					662
512703	Rita Sweatland		CSO15228	Option WMC 2	Object					662
513033	Mr Jonathan Hoyle		CSO15272	Option WMC 2	Support					662
513499	Mrs D Thomas		CSO15375	Option WMC 2	Object		I don't not think it is a good scheme to build 50 new homes on the Rugby Pitch. We are all elderly people here at Tapper Court and do not want the upheaval and noise of more children around here. The traffic would be horrendous if it were to go ahead, as there are not enough parking spaces for us, let alone 50 more houses you want to build.			662
513639	Mr and Mrs D J A Kirby		CSO15423	Option WMC 2	Object					662
513692	Mrs A Willis		CSO15471	Option WMC 2		No Opinion				662
513881	Mrs S Bagg		CSO15510	Option WMC 2	Support		By ticking 'SUPPORT BOXES' I am not actively supporting the locations but, if we must have so much development, making the best of a bad job.			662

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							We must not spoil the area by over development. More houses only bring more people to our already overcrowded area. Local houses for local people, yes, but how can that be ensured?			
513900	Mr P Wall		CSO15554	Option WMC 2	Support		Unfortunately more development more movement. A comprehensive transport policy should be developed e.g.. road improvement (A31), bus and trams, rail links (restored).			662
513974	Mr A Moore		CSO15670	Option WMC 2		No Opinion				662
514009	L Stock		CSO15685	Option WMC 2	Object					662
514039	Mrs R Doman		CSO15720	Option WMC 2	Support					662
514049	Mrs E Hellier		CSO15731	Option WMC 2		No Opinion				662
514087	Joan Smithies		CSO15781	Option WMC 2	Object					662
514091	Mr RJ Potts		CSO15792	Option WMC 2	Support					662
514099	Mr and Mrs T C Blakeley		CSO15833	Option WMC 2	Object					662
514111	Penelope Webiery		CSO15882	Option WMC 2	Object					662
514136	Mrs J Crumb		CSO15918	Option WMC 2	Support					662

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514225	Mr Simon Dixon	Secretary West Moors Traders Association	CSO15942	Option WMC 2	Support					662
514246	Theresa Monahan & Jonathon Chaffey		CSO15984	Option WMC 2	Object					662
514274	Mr Showell		CSO16032	Option WMC 2		No Opinion				662
514450	Mr and Mrs P Webb		CSO16160	Option WMC 2	Object		WMC 2/4/5: Objection is that there are too many houses proposed. A smaller development in all areas would be far more acceptable and in keeping with Wimborne's present ambience.			662
514467	Mrs Lesley Cripps		CSO16181	Option WMC 2		No Opinion				662
514482	C E T Gilbert		CSO16207	Option WMC 2	Object		Wimborne FC Ground appears now to need a new site, for it to enlarge, improve league, ready for the future.			662
514507	Mr and Mrs C Macy		CSO16240	Option WMC 2	Object					662
514637	P C Dibben		CSO16294	Option WMC 2		No Opinion				662
514649	Mrs June Sawyer		CSO16301	Option WMC 2	Object					662
514674	Mrs J Williams		CSO16332	Option WMC 2	Support					662
514752	Claire Richardson &		CSO16379	Option WMC 2	Object					662

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	Jamie Shirley									
514805	Mrs D Sadler		CSO16409	Option WMC 2		No Opinion				662
514812	Mr C Sawyer		CSO16416	Option WMC 2	Object					662
514912	Mrs Mary Carsbury		CSO16446	Option WMC 2	Support		Seeking the opinion of the general public on planning issues is all very commendable - but setting aside all political persuasion my feeling is that this is no more than a Public Relations exercise because in the end the final decisions are always to the advantage of the developers whoever they may be because of money, greed and looks good on paper. My general view is that density levels for new homes should be kept down, East Dorset has become so over developed that is its now just one big urban sprawl. In fact it has lost so much of all the natural character and charm that it used to enjoy it is hard to know where the so called green belt begins and ends.			662
514913	Mr and Mrs M Clark		CSO16449	Option WMC 2		No Opinion				662
514939	D Porter		CSO16491	Option WMC 2	Object		The more land you concrete over the more you have to because you just increase demand. Infill best option.			662
514959	Mr and Mrs R Fisher		CSO16525	Option WMC 2		No Opinion				662
514993	Dr Peter J Hardwick		CSO16552	Option WMC 2	Object		The area is already over-developed and congested - further development on the scales proposed would lead to deterioration of the environment and a reduction in the quality of life. I am particularly dismayed by continued threats to the Green Belt,			662

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							especially as this Government pledged to protect it. I do not believe that such massive development is necessary or beneficial to the vast majority of inhabitants. Pressure on our area should be reduced by Government tackling such issues as population growth through immigration control and regeneration of brownfield sites in Midlands and North. There is a need for limited affordable and social housing locally, but not more executive homes. It is wrong to build new homes while second homes and investment properties continue to exist.			
515033	Mr T Crump		CSO16594	Option WMC 2	Support					662
515266	S Webb		CSO16663	Option WMC 2	Object		Dear Sir / Madam, I am referring to the various articles in newspapers about the enormous amount of housing to be built in Wimborne and Colehill in the next 10 to 15 years, and wish to voice my concern. Not only will we lose green belt land, but where is the traffic going of the many cars? The roads are already congested. Please consider me one of the opposed Colehill citizens. Yours faithfully, S Webb			662
515287	Mr L Jackson		CSO16661	Option WMC 2	Support		The A31 trunk road from Ferndown by-pass should be widened to form a dual carriageway all the way through to Bere Regis.			662
515367	Mr & Mrs J Pottinger		CSO16705	Option WMC 2	Support					662
515659	Mr P E Liddiard		CSO16759	Option WMC 2	Object		With all the intended urbanisation of Wimborne (A small market town), I am extremely concerned as to how do you intend keeping traffic moving, especially what with the recent development/desecration of the Wimborne cricket green. Maybe it was more the thought of extra business rates? With regard to the cricket-green Wimborne already			662

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							<p>had and still has existing supermarket? Also, when the Square is pedestrianised, what is planned for the parking of all the extra vehicles that the new houses will no doubt be bringing into the area? How do you mean to ensure that the present transport system will be able to cope? Then there's the issue of policing, doctors, dentists and schools? In the government's own survey (25/10/2010) 1 in 5 primary schools in England are overcrowded. i.e. will there be provision for an additional school in the planning? I understand, that in Parmiter Drive, planning consent wasn't given for the conversion of a single storey bungalow to a chalet bungalow but you're considering building 200 houses on a field just a matter of yards away, contradictory or what! Maybe again here you're just thinking of the extra income from council tax? Similarly, Councils will not let householders concrete there front gardens to allow off road parking because it cause flooding but again its ok to concrete over a field? Further to the above, how has the issue of sewage/drainage been overcome on the intended development at the end of Parmiter Drive? I suggest that you look at all the above issues and the 'big picture' before you continue with any decision in regard to the proposed planning? I feel one has only to look at the Canford Bottom roundabout and the Middlehill traffic calming system, to realise what disasters can occur! And who pays - the tax payer!!? Finally, I feel there are much more suitable alternative sites for the proposed development? The land off of the A31 by St Leonards for instance? That land has easy access to the road network and towns (including Wimborne) and all other intended sites.</p>			
515733	Mrs V B Taylor		CSO16768	Option WMC 2	Object		<p>My reasons for objecting are as follows:- 1) We not have available schools, doctors, or dentists in Wimborne to support such a large</p>	I would suggest before you build one house that you build		662

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							number of potential households. Neither do I think Wimborne Hospital or indeed any of our hospitals will cope with even more people. 2) Leigh Park, Wimborne has only 2 entrances/exits onto Leigh Road and Brook Road is constantly block due to number of vehicles going to and from the council tip. Also Gordon Road is blocked due to vehicles parked for people to use the shops. 3) Wimborne is a small country town. We already suffer from long traffic queues and our roads are just not good enough to deal with considerably more cars given that you wish to build houses in 4 areas around Wimborne.	more schools, doctors surgeries and dentists surgeries and of course employ suitably qualified people to work in them. Also many of our roads are in a very bad condition and therefore I would also suggest that before even more cars are driven on them they are all properly resurfaced and repaired.		
515782	Mr R C Head		CSO16807	Option WMC 2	Object		Land was given to the people of the estate as open space. If it is taken away there is no open space. Access is poor.			662
515793	Mr Frederick Isaacs		CSO16832	Option WMC 2	Object		There is an existing rugby field and clubhouse in a suitable location that adds a green space in a large housing estate. Access could be improved for a fraction of the cost of re-location. This should be the long term view.	Keep existing clubhouse and pitch but investigate park and ride or free parking elsewhere.		662
515837	Mrs Jill Isaacs		CSO16846	Option WMC 2	Object		Why spend money on building another rugby field and club house when we already have one especially when we are having to cut so many vital things and stop some altogether.	Keep the rugby facilities as they are but offer free parking in town for matches.		662
517521	Michael Moysey	Chairman Wimborne Rugby Football Club Ltd	CSO16975	Option WMC 2	Support		I am taking this opportunity to formally respond within the above consultation process on behalf of Wimborne rugby Football Club. As you are aware for many years the Club has been investigating opportunities to relocate, most recently in conjunction with EDDC on the land at the 'By The Way' site. As you well know the Council declined to progress with this scheme and indeed subsequently were not prepared to make any of the land available			662

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							<p>for sport facilities purposes.</p> <p>In principle, therefore whilst Wimborne RFC very much support the current proposals within the Strategy you will equally appreciate the concerns within the Club that 'we have been here before' and expended considerable time, effort and money getting nowhere!</p> <p>As I am sure you are also aware the club has recently committed considerable expenditure to the upgrading of the outdated and non-compliant changing facilities at Leigh Park during the last two years (in excess of £300,000) and the Club would quite rightly expect to recoup this expenditure as part of any future relocation proposals.</p> <p>Whilst we appreciate that the indicative drawings within the Strategy documentation are for illustrative purposes only, (option WMC5) there are some concerns within the Club that this only indicates the replacement of two playing pitches on the land to the south of Parmiter Drive. The minimum facilities that the Club will require to relocate to is three pitches and a suitable floodlit training area to meet current and anticipated playing requirements. It is for this reason and the inadequacies of our current playing area that we have indeed pursued any previous relocation options. In addition of course we will also require the re provision of our licenced clubhouse and appropriate changing facilities together with car parking and associated infrastructure.</p>			
517587	John Burden	Chairman Wimborne Cemetery Joint Management Committee	CSO17025	Option WMC 2	Support		<p>At the November meeting of Wimborne Cemetery Joint Management Committee, the Core Strategy Consultation Documents for wimborne were discussed and it was agreed that we would write to you to make the following point.</p> <p>In general the proposals WMC1 to WMC5 are well thought out and acceptable with some modifications on quantities in places e.g. WMC1 Land off St Margaret's Close, Wimborne.</p>			662
519991	Ms	Planning	CSO17564	Option		General	WMC2 and WMC3 are located within a SPZ1, and			662

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	Claire Aldridge	Liaison Officer Environment Agency		WMC 2		Comment	WMC2 is located extremely close to an abstraction borehole. A Hydrogeological Assessment would need to be done to assess both the impact of the construction and from drainage. The suitability of SuDS would need to be established.			
521118	Mr Alan Spencer		CSO17800	Option WMC 2	Object		<p>Introduction</p> <p>Initially may I congratulate the East Dorset District Council (EDDC) on providing such an enormous amount of detail to the public in their proposed Core Strategy Options¹, and for this very public consultation process.</p> <p>As a resident that will be adversely affected by the current proposal for area WMC4 I am grateful for the opportunity to state my case for alternative use of this land. I believe EDDC can avoid using this land for housing development, and in so doing safeguard our unique Environment and Wildlife. I consider that it is imperative that we preserve our countryside and halt the continual march of Urbanisation upon Rural pasture.</p> <p>I consider that the EDDC, or its Consultants, in choosing WMC4 for housing have not really explored all of the options for the use of this land, in so much as protecting our diminishing Green Belt. Further I would suggest that they are clutching at straws as to where to build the majority of homes proposed for the Wimborne and Colehill district. Perhaps this is because it has become an easy commercial option, since the land owner has already sold an option to a housing developer for the WMC4 site. One wonders if we are being manipulated by land owners in determining the location of future housing estates, by selling land to housing developers adjacent to settlements. But surely this would not be the criteria for choosing a site for the development of housing, would it?</p> <p>In the 9 years that I have been acquainted with the area, the land to the East of the Cranborne Road at WMC4 has been used as pasture; this is because it will not sustain crops due to its sub-soil which is fundamentally clay. Clay does not absorb water, and</p>			662

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							<p>so parts of the gardens of Burts Hill and Walford Close have become culverts for excesses of water from the elevated position of the hill, behind our properties, during periods of continuous rain, storms and now of course thawing snow. This causes our area to have a high water table.</p> <p>I am led to believe that the field to the West of the Cranborne Road is liable to flooding, although I have not seen this myself. I would imagine that at some point in its agricultural past this field was a water meadow. I have however seen quite tall geysers of water rising out of the drains in Burts Hill, and at the corner of Walford Close during periods of heavy rain, and flooding at the junction of the Cranborne Road with Burts Hill.</p> <p>I consider therefore that building homes at WMC4, providing roads, paving, tarmac drives, patios, and of course roofs, will exacerbate the problem, and that our existing homes will be far more at risk of flooding, than they are currently, because the topography of a housing estate will act as a greater run off for water than the current pasture.</p> <p>However rather than be totally negative about the proposals for WMC4 I thought I should be more proactive and offer EDDC alternative uses for the land, other than housing development, while taking into account some fundamental issues which EDDC, or its Consultants, may have overlooked in preparing the Core Strategy Options.</p> <p>Fundamental Issues for Further Consideration Whilst I consider the Core Strategy to be supportable in many aspects there are some quite fundamental issues that appear not to have been addressed and some that have been addressed which appear flawed. Primarily I refer to the omission of any opportunities to offset the effects of climate change and to provide space for such facilities. I believe if we are going to leave a legacy for the generations that follow us we need to address this very fundamental issue right now.</p> <p>The proposals also intimate they have addressed the effects of urbanisation on heath land but the</p>			

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							<p>proposed development at WMC4 is within 5km of a protected heath and has no close suitable alternative natural green space which allows residents access.</p> <p>Secondly the Core Strategy majors on the need for more homes, particularly affordable homes. It reveals that these can be satisfied from the building of between 404 to 505 affordable homes out of a potential 1005 to be developed. We must question therefore why it is considered necessary to destroy more of our rural area than is absolutely necessary by building more than the required number of affordable homes?</p> <p>The Core Strategy identifies that we place too high a reliance on personal motorised transportation and that we need to reduce our dependency on this. It suggests that this can be achieved by relying on public transport, cycling and walking. I believe this to be totally unrealistic in our highly pressurised, motivated, mobile, materialistic and ageing society.</p> <p>The Core Strategy believes that parking has been resolved in the Town Centre by the addition of 213 parking spaces at Waitrose, if this is the case, why is virtually one side of the length of Allenview Road (and adjacent cul-de-sacs) chock-a-block with cars and vans, during working hours, while the car parks remain underutilised?</p> <p>Offsetting the effects of Climate Change It is clear that people are looking for governments, businesses and councils to lead the way in controlling greenhouse gas emissions and to create opportunities for reducing energy consumption. Consequently they need schemes to be introduced that will mitigate harmful effects to our climate by offsetting our polluting habits.</p> <p>Most people recognise that burning fossil fuels leads to the release of Carbon Dioxide and other pollutants into the atmosphere and increases global warming. They can however be offset by using green solutions to create energy and by increasing forestation to soak up pollutants.</p> <p>If we take example from Europe most countries</p>			

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							<p>have constructed wind and solar energy farms close to their settlements, and increased the expanse of their deciduous forests. Wind Farms seem to be a very contentious issue on land in the UK, but not at sea, and so I am very pleased to note that parts of the Dorset coast line will be developed as a Wind Farm 13. However this does not detract from the fact that each community should play its part in offsetting the effects of climate change, which in fact it causes.</p> <p>I would therefore have expected EDDC to recognise that it has but one opportunity, not to be missed, to include within its core strategy, areas for both a solar energy farm and a deciduous forest to offset the effects of climate change. We cannot afford to waste another 15 years in debating where these should be situated.</p> <p>We need to provide suitable space to locate a Solar Energy Farm capable of generating in excess of 5 Megawatts of Electricity.¹¹</p> <p>We need to provide suitable space to locate a deciduous Forest capable of extracting 7000 tonnes of Carbon Dioxide from the Atmosphere.^{17,18}</p> <p>I therefore make the following alternative recommendations for the Core Strategy; Suitable sites for these two requirements would be WMC4 and “undeveloped” land South of Leigh Road and East of WMC5. It is worth mentioning that these two areas have the same surface area.</p> <p>My favoured option is to use WMC4 for the following reasons;</p> <p>The land to the East of the Cranborne Road is elevated; it is not obscured from the South, and at 35 acres would be able to house a Solar Energy Farm capable of generating in excess of 7 Megawatts of Electricity. (refer to Map Option A)</p> <p>The distance between Holt Heath and Walford Close is exactly 3 miles (4.8Km) by road. As the crow flies this is 4.5 Km to the Cranborne Road and therefore the area to the East of the Cranborne Road is within 5Km of protected Heath land. Consequently EDDC will be obliged to provide</p>			

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							<p>Suitable Alternative Natural Green Space, as required by EU legislation, but this does not seem to have been addressed within the Core Strategy. Complementing the recommendation for the land East of the Cranborne Road, to aid Heath Land protection, and provide recreational facilities in the nature of a Country Park, I would plant a new deciduous Forest to the West of the Cranborne Road of 28 acres which will be capable of extracting in excess of 7000 tonnes of Carbon Dioxide from the Atmosphere.</p> <p>In time the forest will blend with the tree belt known as "The Row" and could be extended all the way up to, and to include Catley Copse. I would recommend that it is established on the lines of the successful Moors Valley Country Park. If further "infill" is created between the new deciduous Forest and the Cranborne Road it could be landscaped to include a Golf Course in the locality. (refer to Map Option A)</p> <p>Thinking more laterally about other potential uses for WMC4, I can conceive that it would be possible to level the fields to the East of the Cranborne Road in order to facilitate the relocation of the Rugby and Football Clubs and also allow expansion of the facilities into a Sports Complex. With regards to the field to the West of the Cranborne Road this could be set out as allotments, which would be significantly larger than the existing sites. The remainder of the space could be allocated as new deciduous Forest as identified in the paragraphs above. (refer to Map Option B)</p> <p>If this option was considered to be more practical the space at WMC5, allocated currently for Sports Facilities, could become a Solar Energy Farm, which would overcome the problem of what to site in this area because of odour emanating from the adjacent Sewage Works. (refer to Map Option C)</p> <p>I believe either of these proposals would be more palatable to local Burts Hill and Walford Close residents than Urbanising the Rural area at WMC4 and of course any of these schemes is capable of creating much needed additional revenue for EDDC.</p>			

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							<p>In addition Walford Close and Burts Hill residents would be able to continue to observe the family of deer that forage and feed in this area at dawn and dusk during Spring and Autumn before haymaking destroys their cover and food supply.</p> <p>Recognising that this would remove the housing options for WMC4, I propose that these should be re-established in the “undeveloped” land South of Leigh Road and to the East of WMC5. (refer to Map Option E, but see also my views on “The Housing Need?” which follows)</p> <p>If this last suggestion proves not to be feasible then perhaps deciduous forestation could be established in this “undeveloped” land South of Leigh Road. However it would not have the same potential for expansion as that to the East of the Cranborne Road, since any expansion would have to straddle the A31 which is likely to lead to a high percentage of road kill and / or an increasing number of accidents in this area. (refer to Map Option C)</p> <p>Regarding sites for a Solar Energy Farm, I can only propose one other alternative site which is in the Northern sub-area of Leigh Road, but I believe this would be a contentious issue between Wimborne and Colehill residents, regarding coalescence.</p> <p>It is fantastic to learn that Eco Sustainable Solutions^{6,7} have put forward a planning application to Christchurch Borough Council for a Solar Energy Farm at Parley along the lines I am suggesting above. I truly believe this to be a really worthwhile venture and I hope that EDDC will give this application its full backing.</p> <p>I have also discovered that Solar Energy Farms are being proposed and introduced by other County Councils in the South West of England see http://www.thisiscornwall.co.uk/news/Massive-solar-farms-planned/article-2166168-detail/article.html for details of this, and associated business and industrial opportunities for their local industries.¹¹</p> <p>I would hope that the EDDC realises that we cannot wait another 15 years until the next Core Strategy to mitigate the effects of Climate Change.</p>			

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							<p>We have only ONE CHANCE, TIME IS RUNNING OUT. We must ACT NOW.</p> <p>The Housing Need?</p> <p>Do we really need to build 1005 homes in Wimborne and Colehill, of which only 50% will be affordable? EDDC objective in building affordable homes is stated as "There is a significant need to provide affordable housing in East Dorset. Because house prices are high compared to wages, the number of public sector homes are very low and there are consequently a large number of residents who cannot afford to live in the private sector and cannot access affordable housing." Additionally it adds, "It wants to support the provision of increased affordable housing opportunities for young people in order that they can have the same opportunities to live and work within their local communities."¹ EDDC have also recognised that "with a growing number of older people there will be an increased demand for accessible and supportable housing."¹ Interestingly the Core Strategy Area Profile identifies;</p> <p>a) Only 31 homes are needed in East Colehill and 87 in Wimborne making a total housing need of 118 at the present time. 2</p> <p>b) In East and West Colehill 76% of households are composed of adults, without children and 24% of these are of pensionable age. 2</p> <p>c) In Wimborne 84% of households are composed of adults, without children and over 40% of these are of pensionable age. 2</p> <p>Perhaps the reason for this is that young people do not necessarily want to live in Wimborne or Colehill, maybe the area is seen as lacking in job opportunities or perhaps it's too tranquil and boring to live among so many older folk!</p> <p>I believe that if EDDC build 1005 homes, 50% of these will be occupied by couples that want to move to, and retire, in Dorset. Not that I have objection to this, but this would tend to defeat the object of providing affordable housing solutions because this would again increase house prices rather than</p>			

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							<p>reduce them.</p> <p>My view therefore is that the additional homes provided should only be in the category of affordable housing and therefore the number of homes to be built should be restricted to a maximum of 500 over the next 15 years. Clearly the benefit of this policy would be to avoid building in rural areas, avoid coalescence, provide an opportunity for a Green infrastructure for the town, and reduce the impact on the local environment, particularly through transportation.</p> <p>I see no point in creating another local community in Wimborne Minster at WMC4 when we have an existing local community at Leigh Park which is recognised as one of the most deprived areas of the County.¹ Surely we should concentrate our effort in bringing this area out of deprivation and enhancing it with a first school, open space and shops. I doubt that we can afford to do this in two locations.</p> <p>But where should 500 affordable homes be built?</p> <p>If we consider that area WMC4 is now allocated to mitigating the effects of Climate Change then we still have WMC1 (170 homes), WMC2 (50 homes), WMC3 (35 homes) and WMC5 (200 homes) which provides 455 houses of mixed quality (affordable to non-affordable in the ratio of approx. 50%.³) I am sure if the density of housing were increased where practical, from 20 per hectare, to 25 per hectare, in excess of 500 affordable homes could be built on these sites, and still provide much open and play spaces.</p> <p>In this deliberation we should not rule out the area of land South of The Acorns, and to the North side of the A31, which could provide at least another 70 homes of an affordable nature. (refer to Map Option D)</p> <p>The noise issues in this area could be abated by using Gabion Walls to edge the North side of the A31 between Canford Bottom and Merley House Roundabouts.</p> <p>Access into the proposed Sports Complex, Allotments, and the additional 70 homes proposed</p>			

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							<p>above, could also be provided from the A31. (notionally on an Eastbound Carriageway – see my views on Transportation Issues which follow)</p> <p>If we consider it to be absolutely paramount that 1005 homes still have to be built, and after having established a commitment to offset the effects of Climate Change, and agreeing that this can be achieved by sighting suitable Green Projects at WMC4, then I recommend that all of the “undeveloped” land South of Leigh Road and East of WMC5 is utilised to create the same number of houses proposed for WMC4. (refer to Map Option E)</p> <p>I am totally convinced that within this context there are greater benefits in developing all of the land South of Leigh Road to provide greater mobility for Employment, Education, Shopping and Leisure than there are in leaving it as Green Belt. (see my views on Transportation Issues which follow)</p> <p>It is also important to remember that Leigh Park is recognised as one of the most deprived areas in the County and one of the 40% most deprived areas in the Country.¹ Here then would be an opportunity to redress the balance in this location.</p> <p>If this “undeveloped” land is not taken up in this review, I am sure this area will be the target for future housing development. I also see no practical reason why the “Scheduled Ancient Monument” cannot be fully preserved in this area, segregated from both housing and an adjacent Sports Complex. In fact if development were to take place in this area it would ensure the Section of Roman Road was preserved in perpetuity.¹²</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>			

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							<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 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</p>			

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							<p>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 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</p>			

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							<p>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 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>Conclusion</p> <p>In this paper I have tried to prick the conscience of the EDDC to consider the wider aspects of their</p>			

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							<p>Core Strategy, particularly in relation to Climate Change. I have also indicated the benefits that embracing solutions to combat Climate Change can bring to the community as a whole.</p> <p>I have put forward two further options for consideration which major on the need for mitigating the effects of global warming. These are;</p> <p>a) A Solar Energy Farm and deciduous Forest at WMC4 with housing development limited to affordable and supportable housing in locations identified in EDDC's Options for Housing in the Wimborne and Colehill area, other than at WMC4.</p> <p>b) A Sports Complex, allotments and a deciduous Forest at WMC4, which will allow a Solar Energy Farm to be sited at WMC5 and additional housing to be developed in the "undeveloped" land to the South of Leigh Road and adjacent to WMC5.</p> <p>I have questioned the amount of homes to be built in our locality based on current needs and the detrimental effect that over population would have on our Rural and Natural environment. I have recommended the number be reduced by 50%.</p> <p>I have analysed the anticipated travel requirements of Wimborne and Colehill residents and concluded that the A31 is a major contributor to mobility in our catchment area. Thus for any Core Strategy for Wimborne and Colehill to be successfully implemented MAJOR SURGERY is necessary to improve traffic flow along or over the A31. I have outlined proposals for achieving this.</p> <p>I have looked at the issue of car parking, and proposed a solution to overcome this which it is hoped would encourage more pedestrians into the town, whilst controlling parking spaces for residential use.</p> <p>The question now arises does the EDDC have the courage and commitment to pursue these greater choices and accept that it must make truly sustainable decisions for the benefit of future generations.</p> <p>As a final thought; "How embarrassing would it be for our County if the most prestigious and affluent</p>			

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							<p>area of Dorset became submerged under the sea at Sandbanks?" It is a very real possibility unless we take action now.</p> <p>As a final, final thought wouldn't it be just fantastic to see the EDDC putting Dorset at the forefront of a movement, and an industry, that is capable of leading the rest of the country to carbon neutrality. Think of the kudos this could bring to our County and the increased revenue and prosperity for our Market Town.</p> <p>SEE ATTACHMENT</p>			
521315	Janet & Kevin Healy Paul Timberlake		CSO17825	Option WMC 2	Support		<p>SUMMARY: WMC2 THE RELOCATION OF WIMBORNE RUGBY CLUB AND WIMBORNE MARKET (SEPT VERSION)</p> <p>We do NOT OBJECT.</p> <p>As long as the market and Rugby Club can be relocated to a suitable site, we see no reason to object to this proposed development. In fact these would be ideal sites for additional housing within the existing confines of the town.</p> <p>However, we would urge the District Council to provide more employment land, or improve the density of the existing land, to provide more local jobs to cut, or at least prevent an increase, in the figures of 10307 twice daily car journeys by commuters from Wimborne and Colehill.</p> <p>PURPOSES OF THE GREENBELT PPG2 (as applicable to this site)</p> <p>Nor applicable to this option, but the Wimborne Rugby Club would be considered as recreational ground under PPG17. This policy opens with the words: 'Open spaces, sport and recreation all underpin people's quality of life'. Relocation could add to the existing facilities, as well as vacating an area suitable for housing. Not sure about the relocation of the market which is so popular with locals and tourists.</p> <p>VISUAL IMPACT ON BOTH THE NATURAL AND HISTORIC LANDSCAPE</p> <p>Both sites are surrounded by a built up area, partly housing, part industrial buildings. The visual impact</p>			662

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							<p>would be very localised, affecting those nearby, so plenty of landscaping with mature deciduous trees and some open space to compensate.</p> <p>SUSTAINABLE LOCATION PPS1</p> <p>Location</p> <p>Primary Schools Middle and Upper Daily shopping Post Office Doctors Rugby Club Market 0.8km nearest 1.9km Wi Fst 0.5km nearest 1.6km Wi Fst 1.8km – M 2.9km - U 1.4km - M 2.5km - U Approx. 0.3km 1.4km 1.2km 1.0km Quarterjack 0.7km Quarterjack</p> <p>Providing there is capacity in the local schools, this should be a most sustainable site for access to both schools, daily and weekly services. Access to schools must be encouraged by means other than private car. The Allendale car park can be rendered almost useless by school traffic.</p> <p>EMPLOYMENT</p> <p>Stone Lane Industrial Site Riverside Park Industrial Estate Brook Road & Flight Refuelling Bournemouth Airport Ferndown Industrial Site Bournemouth and Poole Commuting for Wimborne and Colehill: Total population 13,520 Internal Commuters: 2335 In Commuters: 3812 Out Commuters: 6495</p>			

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							<p>Net Commuting: -2683 Total Commuting (in and out): 10307 Source 2001 census: ONS 80% of commuters are drivers or being driven. That is a lot of cars on the road twice daily. Apart from Brook Road, Flight's, Riverside Park and Stone Lane which are close to the town, there are no cycle routes and anyone working in Ferndown direction would have to cross Canford Bottom roundabout on a bike. However, the alterations to the roundabout do include a bridge that we assume is for cyclists and pedestrians.</p> <p>PUBLIC TRANSPORT There is a 15 minute bus service from Wimborne to Poole, but this bus stops at Broadstone before travelling non-stop to Poole. Therefore anyone working at the Poole out of town shopping centre at Creekmoor cannot use public transport. Time to Poole is 30 minutes. The number 13 to Bournemouth is half hourly and it passes Ferndown Industrial Estate. It takes nearly an hour to get to Bournemouth.</p> <p>NEAREST CENTRE WITH FULL RANGE OF SERVICES Wimborne: for weekly shopping there is a choice of two stores but due to the volume of shopping a car would be required. All other services exist.</p> <p>PROVISION OF MULTI-FUNCTIONAL GREEN INFRASTRUCTURE AND OPEN SPACES: (Natural England's Green Infrastructure Guidance NE176 & PPG17 Planning for Open Spaces There would have to be some open spaces on both sites. GI would have to link up with the proposed new sports site and larger landscaped open spaces planned in WMC5. This would then take people either into the new country park that is planned north of the Stour, or they could access the existing open area north of Leigh Road.</p> <p>ENVIRONMENTAL IMPACTS: Our comments on environmental aspects of the Core Strategy Options document are included in the Response of the Environmental TAG, East Dorset Community</p>			

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							<p>Partnership, which we fully endorse.</p> <p>ECOSYSTEM DAMAGE: disturbance to flora and fauna</p> <p>See ETAG Response.</p> <p>TRANQUILLITY: sense of place</p> <p>No impacts over all. Instead of being very noisy at times, quiet at others, the noise would be lower but more consistent.</p> <p>LIGHT POLLUTION</p> <p>Please see the ETAG Response that includes a report by Bob Mizon.</p> <p>DRAINAGE PPS25 (causing increase in river flooding or surface water problems)</p> <p>The rugby pitch would be lost as an area to absorb surface water so SUDS would be required. The market has a lot of hard standing already.</p> <p>PROXIMITY TO HEATHLAND AND AVAILABILITY OF SANGS FOR MITIGATION</p> <p>Both sites are approximately 4.2km from Canford Heath by road. There is a large area of SANGS planned, with a country park over the A31 and north of the Stour. This is highly commendable but it is, of course, on flood plain. Although it may only flood on a few days or a few times a year, at others it is very wet for walking.</p> <p>PROVISION OF ADDITIONAL INFRASTRUCTURE (schools etc.)</p> <p>Additional capacity may be required at local schools to maintain the sustainability of this option. The big question is the relocation of the market.</p> <p>There have been suggestions of a street market, but each stall, of which there are many, are usually accompanied by a large white van. The market also runs over 3 days each week. If the Allendale centre was used , same problem. Lots of large white vans and where do the people park if there is a loss of public parking space? Although the current site would be very suitable for housing, we do not think the relocation has been thought through.</p> <p>IMPACT ON TRANSPORT INFRASTRUCTURE</p> <p>The roads are at capacity. Alterations to Canford Bottom roundabout and Parley Cross roads will</p>			

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							<p>hardly keep the traffic running, especially with more cars on the road.. We have too many cars on the road. No amount of GI or public transport will solve this basic problem. We do not need more roads destroying more ecosystems we need alternate systems that work. Schools close by housing and suitable employment sites that are accessible without using a car. More good, safe and direct cycle and pedestrian paths.</p> <p>East Dorset District Council has a target in the Transport Plan to introduce buses to take workers directly to industrial estates. This is an excellent idea. However, one such bus already exists, the number 29 from Bournemouth to Ferndown Industrial site. There are two early morning buses from Bournemouth, one leaving the estate at lunch time and two leaving in the evening. This service started in April 2010, without subsidies. The Yellow bus company confirmed that they do carry some regular passengers to and from the Industrial Estate. We suspect the buses are not that well used, one major problem influencing their use is the vast areas of free parking available on Ferndown Industrial Estate. It may be that the 'stick and carrot' needs to be introduced to get people out of their cars and into a bus. If less parking existed there would be more room for new business. We noticed a large new factory down Brook Road had a vast new car park, when parking is free and easy no-one will catch a bus. Perhaps spaces should only be allocated if there are no other means of reasonable travel.</p>			
521337	Christine Charlesworth		CSO17852	Option WMC 2	Object		<p>I wish to record my opposition to the proposals contained in the consultation document. My comments relate mainly to the proposals for Wimborne.</p> <p>General Reasons for Objection The proposed developments, with the creation on more than one thousand new homes on Wimborne, together with associated commercial/industrial/leisure facilities, would change</p>			662

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							<p>the whole character of what is now a small market town. The primary reasons for my objections are:-</p> <ul style="list-style-type: none"> - the expansion in population and the inevitable changes in the character of the town - the creation of major new traffic flows - the increased pressure on infrastructure - the destruction of Green Belt land and the danger to sensitive conservation sites such as the River Allen - the resurrection of the bad old principle of ribbon development. <p>Issues of Attitude and Approach</p> <p>1. There are too many ifs, buts and maybes in this consultation. No site is specified from the new Cuthbury allotments, for instance, despite the fact that an increase in their number is used as a justification for proposal WMC1. likewise, in proposals CM1 Lockyers School is proposed for relocation, but no site is specified and it is admitted that 'if a site cannot be found in the built up area of the village, Green Belt land would need to be used for the school'.</p> <p>2. Judging by the video clips on the website introduction to this consultation, there is some confusion in basic thinking.</p> <ul style="list-style-type: none"> - The number of people featured in the video clips is very small. Surely some effort could have been made to draw comments from more individuals, perhaps through schools, churches and local service organisations? Several of the younger contributors seemed to hail from the same jitsu club. Very worthy, but hardly a broad cross-section of local society. There are other bodies and other sports. What about Young Farmers, the various scouting/guiding/cadet bodies? What about the ordinary youngsters to be found in the shops, the library, and 'The Planet'? There is also the issue of envisaging some kind of 'right' to local housing. Many people would challenge the idea that just because a person was born and raised locally and wished to remain near his/her 'mates', they automatically have a right to a house, regardless of 			

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							<p>their employability and financial prospects. It also seems patronising to accept this simplistic view of what young people want. Many of them will have wider ambitions than simply staying in Wimborne all their lives. They will wish to take up opportunities in the wider country and the wider world - not to spend their lifetime working in a tiny business enterprise in a newly constructed premises built 'south of Leigh Road'.</p> <p>- Likewise, the reasons given for encouraging young people to stay in the town include access to amenities. Fair enough, but the two areas cited are the New Forest and 'the beaches'. Neither of these areas is less than six miles from the town. The true value of Wimborne's market town location lies in the surrounding countryside - the very same Green Belt on which these proposals wish to build. A woman in the video clips emphasises the importance of green space and the connection with the farming community. It is hard to see how this connection can be maintained by plastering development across what is now Green Belt and covering former farmland with housing. There is also a strange remark about areas of the Green Belt 'not doing much' at present. If this refers to changes in land use and agricultural patterns - which is the only sensible interpretation - then it should be remembered that such changes are on-going and unpredictable. They are not a basis for long term/medium term planning. Nor is the Green Belt required to do 'anything much' except be there. That has been its purpose ever since its inception. The observation is inappropriate and faintly ridiculous.</p> <p>- Among the reasons given for the desirability of Wimborne as a place to live, 'absence of crowds' and 'tranquillity' are cited. The proposed developments would destroy both these attributes. Already, Wimborne is gridlocked during the morning and evening rush hours and the school run periods and parking in the town, even at other times of the day, is a nightmare. I carry a blue badge because I am a carer for my very elderly mother, yet even I</p>			

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							<p>often circle the town several times before giving up, taking my mother back home (to her disappointment), then coming back on foot. Despite the heroic and laudable measures to restore conditions in the town after the disastrous fire, the town centre has only limited capacity and the large increase in housing - with its attendant increase in road use and parking demand - would prove unsustainable. Does anybody really imagine that new occupants of the new housing stretching out nearly as far as Dog Dean would come to shop in the town centre on foot or by bicycle?</p> <p>- This whole set of proposals is premised upon the issue of 'affordable housing' and the fact that in the current market situation, young local people are unable to remain in the area, as they wish to do. Although the term 'affordable' is widely used, it is not clear to me, and no doubt it is unclear to others, what precisely is the definition of that term, not how (by what mechanisms) the desired affordability is to be achieved. Many questions spring to mind. Given the fact that size-for-size, type-for-type, new build is generally more expensive on the open market than is older housing stock, how are the proposed additional houses to be made 'affordable'? Will they be subsidised through national or local taxation. What will the affordable stock consist of? Will it be small, modest, minimal footprint housing? By the tone of the introductory material, and the proposed location in the case of WMC4, it is unlikely to be flats, so presumably it will be house-plus-garden. What size? What facilities? Nobody wishes to return to the era of tenement flats without proper sanitation, or back-to-back housing of yesteryear, but one hopes that the affordable will be basic by modern standards, having excellent insulation and security, but not offering large gardens and multiple garage/parking spaces. There is no reason for local people, especially those young couples already struggling to pay their mortgages and bring up their own families, to subsidise others through their taxes. Other Planning and Development Principles and</p>			

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							<p>Issues</p> <p>Detailed local planning matters have always, naturally, been the responsibility of local authorities, but in the past planning strategies been responsive to local conditions set within the wider social and financial framework. A good deal of guesswork is normally involved in these processes, but whenever government at any level has sought artificially to skew the commercial, industrial, demographic or financial base, the result has been a disaster. In the present case one suspects that the guesses are misguided and the rationale is wrong. The proposed amount of new commercial and industrial development does not match the volume of new housing stock. The danger is that Wimborne will expand its existing role as an outlier/dormitory for Poole and Bournemouth, without sufficient local opportunities. Simply building a new industrial estate will not, in itself, cause an improvement in local employment opportunities. The background (national and international) financial situation will be the governing factor. Likewise, building affordable housing to accommodate the theoretical new workers in their theoretical new jobs will not solve any problem.</p> <p>Current recession conditions cannot be overcome by putting up a few new buildings and a mass of new housing to accommodate the theoretical future workers. Nor should we seek to build a major new commercial enterprise artificially. The likes of 'Flight Refuelling', local farming enterprises and ancillary operations, local growers' initiatives and other commercial ventures within the town grew up 'organically' in response to prevailing circumstances - not because local planners decided that they would be there.</p> <p>The proposed industrial/commercial development for Wimborne is remote from the majority of the new housing. In reality, even assuming that new ventures do indeed take up the new space, it is unlikely that many of the workforce will walk or cycle to this site. Its creation will add pressure to an</p>			

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							<p>already over-pressed local roads network. There are worries at the demographic level also. In the introductory material references are made to 'nimbyism', yet almost in the same breath, spiteful remarks are made about 'older couples and single people' occupying three- and four-bedroomed houses. The housing market has long been dictated by external financial factors on the one hand and individual circumstances on the other. Unless we intend to adopt a centralised 'command economy' system, like that of the failed Soviet Union, where housing and jobs were allocated by central government, we must accept that if any couple, individual or family desire a particular type of housing, and can afford to buy and maintain it out of their own resources, it is not for others to complain. The issue about second homes is a separate one, but again, this would be better dealt with by taxation penalties rather than by knee-jerk planning proposals.</p> <p>I would also observe, finally, that the protection of the heathland of the District is a key objective in the proposed measures. It is a worthy idea and one I wholeheartedly support, but it must be noted that only two years ago the District Council sought to ban dog owners and their dogs from taking proper exercise in public recreation areas such as Corfe Mullen RG and the comparable Ferndown facility, and tried to force them to use adjacent heathland instead. This was successfully opposed, which was a victory for common sense and the local taxpayers' democratic rights, but it is ironic that the rationale for these unworkable proposals includes prevention on the very same increase in heathland destruction to which the Dog Control Orders would have led.</p>			
522257	Mr Richard Beaman		CSO18091	Option WMC 2		No Opinion				662
523300	Mr Trevor		CSO18274	Option WMC 2	Support					662

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	Abbott									
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18542	Option WMC 2	Object		<p>It is clear from the Wimborne and Colehill area overview that there is a recognised demand for additional residential development across the area and additional community and leisure facilities within Colehill. There is a recognised lack of any facilities other than schools within Colehill. An ageing population may have impacts upon the viability of these schools, however the overview recognises that Colehill remains attractive for migrating families because of the proximity to schools.</p> <p>7.3.2 The overview discusses the need for strategic urban extensions in three broad locations. The overview recognises housing and facilities deficiencies in Colehill but yet the strategic extensions being considered are all closer to Wimborne and removed from Colehill. The urban extension to the north of Wimborne extends the urban area into the countryside, requires a first school and will not assist in offsetting any of the deficiencies in Colehill. Yet there are opportunities for providing development in Colehill on the subject land which will not need the provision of additional school facilities, other than perhaps the extension of existing schools, and which would enable the provision of additional facilities in the form of a local area centre to serve the wider community.</p> <p>7.3.3 The overview states that any development within Colehill should reflect an existing suburban density. Such an approach limits the capacity for new development within the existing urban area and thus the identified issues within Colehill will remain unresolved. Development of the subject land would significantly resolve these issues in a location which will be of benefit to the entire settlement of Wimborne and Colehill. The definition of the area of Colehill within the settlement hierarchy as a suburban centre with no centre further restricts the amount and type of development which can be accommodated within Colehill, which will further hamper any additional development.</p>			662

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							<p>7.3.4 The main issue to consider with the development of the subject land is one of strategic gap and coalescence. This issue needs to be considered against the other options in terms of urban extension which extends the limits of the settlement further into the countryside or, as is proposed within this document, developing land clearly within the limits of the main settlement i.e. the subject land, which will ensure the settlement does not extend into the countryside and which will enable the entire settlement to be more compact and operate efficiently in land use terms.</p> <p>7.3.5 It is clear that the Core Strategy Options document puts forward the idea of Colehill and Wimborne as two separate settlements but it is clear that they are inextricably linked and, if this premise could be embraced, there is scope for meeting all of the main identified issues in a more meaningful way to the benefit of the entire settlement.</p> <p>7.3.6 However, even with the development of the subject land in an appropriate manner retaining existing landscape features, there will still be the retention of significant elements of green space between the areas of Colehill and Wimborne. The areas of green space to the north and south of Leigh Road would remain in place and therefore, along the main thoroughfares, there will still be the perception of a strategic gap. Likewise, the open space to the west of North Leigh Lane and Beaucroft Lane will all remain in place and this area, due to its mature sylvan nature, does represent a significant green wedge and corridor or open land between the various suburban areas which includes the low density residential areas along the Colehill ridge.</p> <p>7.3.7 The overview of Wimborne and Colehill provided within existing East Dorset District Wide Local Plan quite clearly states that much of the development within Colehill is not visible from the wider area due to the manner in which it is situated within the slopes of the hill and within a sylvan setting. Development of the subject land could be accommodated in a similar manner whereas</p>			

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							<p>development of the land to the north of Wimborne on either side of Cranborne Road would quite clearly be an intrusion into the countryside.</p> <p>7.3.8 The subject land was included within an area of search identified as northern sub-area 1. This sub-area included all of the green space to the north of Leigh Road and was ruled out due to the loss of all of the green space between the various developed areas. The option of some of this land being developed, and the remaining land not being developed in order to retain the strategic gap and open space function, does not appear to have been considered.</p> <p>7.3.9 As indicated at the outset, the primary thrust of this representation is to promote the subject land in preference to the other options. It may be that, in order to meet housing demand, some of the other options are also promoted along with the subject land however it is difficult to comment on this when there is no definitive figure provided in relation to the amount of housing that is to be provided. I intend therefore to assess the merits of the subject land being developed and compare the advantages and disadvantages with the other options. The analysis will demonstrate that the site can be developed in a manner which retains sufficient green space to prevent coalescence, regardless of whether the urban area is viewed as one or two settlements, and to demonstrate that, in terms of urban design, landscape, Green Belt, infrastructure and meeting the identified strategic objectives and resolving the various issues, the development of the subject land should be a preferred option.</p> <p>7.3.10 With the above in mind, the representation now comments on the consideration given to the various areas of search by providing an appraisal of the methodology and factors of consideration and providing comment and support/objection to the specific areas. I will then comment upon the various preferred options before providing a detailed appraisal of the subject land which is being promoted. Using the same methodology and factors</p>			

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							<p>of consideration, it is clear that the subject land scores as highly as, if not higher than, the preferred options.</p> <p>7.3.14.1 The logic of the development of Wimborne Rugby Club appears straightforward in itself however the same comments apply as in relation to the football club in terms of what level of facilities will be required with any relocated facility. A clearer indication needs to be given regarding the extent of encroachment into open countryside and what level of development will be necessary to support the rugby club.</p> <p>7.3.14.2 The club appears to be well attended and supported and there appears to be parking and congestion issues on busy match days. Greater certainty needs to be provided as to the extent of how the area identified for a replacement rugby club is going to be developed into land which is currently open countryside. If the development results in a few rugby pitches then this is an option which may be supported. However, if the result is an extensive developed area then more consideration needs to be applied. Again, the Core Strategy document is not completely open on these issues and I would suggest that the combined impact with WMC1 above is going to result in significant encroachment and sprawling of Wimborne.</p> <p>7.3.14.3 Again, the issue of deliverability needs to be considered and the club will only wish to move if it is provided with a certain level of facilities. For the sake of comparison, one can consider the level of facilities at Chapel Gate where it is clear that their facilities have quite a significant impact upon the openness of the Green Belt.</p>			
524495	Mr Stanley Jackson		CSO18621	Option WMC 2	Support		I would support the proposals for Leigh Park once the rugby club has moved. However this housing development will only work if the road/transport/parking infrastructure is satisfactorily solved and this project should be considered jointly with the application for 186 units at the riverside site at Cobham Plc, Brook Road.			662

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524723	Mr John Worth	Chair Wimborne Civic Society	CSO18733	Option WMC 2	Support		We would support the proposals for Leigh Park once the rugby club has moved. However, this housing development will only work if the road/transport/parking infrastructure is satisfactorily solved and this project should be considered jointly with the application for 180 units at the riverside site at Cobham plc, Brook Road, about which we made submissions on 26th. December 2008 and 20th. October 2009. We consider it essential, however, that some of this land at Leigh Park should be used to develop further facilities for the local residents, such as playgrounds, following the success of the new community centre.			662
527750	Mr Colin MacNee		CSO18901	Option WMC 2		No Opinion				662
527818	Mr Nigel Lester	Synergy Housing Association	CSO18957	Option WMC 2	Support		Having looked at the proposals for each of the geographical areas and the proposed sites within those areas we can see no reason to disagree with the Local Authorities assessment and findings in each case, and would be very keen to become involved in the provision of affordable housing on any of these sites.			662
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19014	Option WMC 2	Support		Option WMC 2 Development of these sites appears acceptable as links to Wimborne town centre exist. The capacity of local junctions will need testing.			662
527908	Mrs J Coakes		CSO19090	Option WMC 2	Object					662
533834	Mr Tim Harris		CSO19195	Option WMC 2	Object					662
534820	Paul Batten		CSO19447	Option WMC 2		No Opinion				662

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534833	Frederick Wall		CSO19462	Option WMC 2		No Opinion				662
534837	Mrs P Martin		CSO19482	Option WMC 2		No Opinion	Horses need grazing land. No infrastructure in place for the total number of homes planned. I do not go out between 8.00 and 9.30 am and 3.00pm and 6.30pm because of the traffic on the roads now.			662
534875	Brian Lane		CSO19526	Option WMC 2		No Opinion				662
534882	M Cuff		CSO19560	Option WMC 2	Object					662
534914	Mrs P Froud		CSO19643	Option WMC 2		No Opinion				662
535070	Mr Alan Reade		CSO19617	Option WMC 2	Object					662
535112	Mr Jack Tindall		CSO19688	Option WMC 2		No Opinion				662
535167	Lynda Lake		CSO19731	Option WMC 2	Support					662
535209	Mr P Webster		CSO19783	Option WMC 2	Object		Please liaise with NFDC and NPA, as the additional traffic generated by the extra housing and employment zones will increase the traffic problems at the already congested bottleneck at Ringwood and cause yet more problems for the people who live in New Forest hamlets such as Linwood, Brook and Burley as motorists try to find alternative routes. Can the New Forest take any more pressure from additional numbers of visitors? Has Dorset got enough sand and gravel in the land bank to meet the needs of the developers? Can you force Tarmac to start mining gravel by the Spur Road near Hurn? What will happen to the pollution levels close to the trunk roads e.g. at Ringwood, especially particulate			662

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							pollution? Can Bournemouth Water meet the increased demands for water?			
535349	P Thomas		CSO19811	Option WMC 2		No Opinion				662
535368	Mr Andrew Evans		CSO19854	Option WMC 2	Object		I think that this whole core strategy consultation needs a full review in light of the proposed changes being brought in under the new government. I particularly object to all the proposed Verwood development as the infrastructure is not in place to support the current population let alone adding even further to it by building a further 400 homes. Any EDDC councillor who has the affront to say that the infrastructure is in place to support this development does not know what they are talking about and obviously do not live in the town.			662
535393	Jeremy Berg		CSO19884	Option WMC 2	Support		ROADS, ROADS, ROADS, BEFORE YOU BUILD ANYWHERE & DESTROY EVERYONES WAY OF LIFE FOREVER, BUILD ROADS & BY PASSES.			662
535421	Mr Roland Andrews		CSO20603	Option WMC 2		No Opinion				662
535457	Mr Matthew Newman		CSO19948	Option WMC 2	Object					662
535500	David Veevers		CSO19999	Option WMC 2		No Opinion				662
535504	Mr Michael Beer		CSO20011	Option WMC 2	Object					662
535509	Mrs S Durant		CSO20052	Option WMC 2		No Opinion				662
535517	Roy Rich		CSO20079	Option WMC 2		No Opinion				662

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535547	Mr M Folland		CSO20150	Option WMC 2	Support					662
535550	Mrs D Mogg		CSO20155	Option WMC 2	Support					662
535566	Mrs L Cook		CSO20210	Option WMC 2		No Opinion				662
535567	Ms Judy McMath		CSO20256	Option WMC 2	Object					662
535574	Mr and Mrs Ralph Williams		CSO20230	Option WMC 2		No Opinion				662
535591	A Walker		CSO20276	Option WMC 2		No Opinion				662
535610	Mr Stewart Bullen		CSO20315	Option WMC 2	Support					662
535670	Dave Allen		CSO20399	Option WMC 2		No Opinion				662
535678	Andrew Bryant		CSO20426	Option WMC 2		No Opinion				662
535688	Susan Hobbs		CSO20459	Option WMC 2	Object		The proposed developments in Wimborne are highly undesirable. Their size will radically change the nature of this small market town and the pressures on the present infrastructure would be unsustainable. In particular, the road system is already overloaded and the number of extra cars having to come through the centre of Wimborne would lead to major congestion. It is no good planning developments BEFORE the infrastructure is upgraded to support the influx of more people and			662

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							traffic. Three proposals in particular are highly undesirable : WMC4(Cranborne)This major development would require new schools, doctors and shops out on the Cranborne road if Allenvie road is not to become a major traffic bottleneck. Many of the people living out there would be heading for Poole and Bournemouth and the present Wimborne road system would not support the through traffic generated. WMC9 & WMC10. There is not sufficient land to support these proposed developments. All the existing car p g to provide the significant investment capital required - and local authorities are going to be severely constrained by Government spending cuts.			
535701	Mr Andy Skeats		CSO20475	Option WMC 2		No Opinion				662
535815	Mrs C M Davies		CSO20544	Option WMC 2		No Opinion				662
535836	Peter Parsons		CSO20571	Option WMC 2	Object					662
535865	Darren Charles Bryson		CSO20634	Option WMC 2		No Opinion				662
535875	John Kitchenside		CSO20664	Option WMC 2		No Opinion				662
535907	Mr Christopher Baxendale		CSO20691	Option WMC 2		No Opinion				662
535935	Mr Peter J Medler		CSO20810	Option WMC 2	Object		The majority of residents in this area relocated because of the permanent despoiling of their places of birth by elected local and national 'representatives' who would not listen or care about the needs of the people that voted for them. Do you want to be remembered as the people who finally ruined this area or the people who saved it. Do not			662

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							forget that people still visit this area as tourists and we welcome them and accept their contribution to the local economy. They will stop coming if the developments continue. How many tourists visit the outer London sprawl? Can I quote p227 from the Core Strategy Options paper - Para 11.28 The Government's key housing policy is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. This is an impossible dream that can never and will never, be fulfilled. If the developments did go ahead what would be the effect of another 5000 cars on our local roads be ? If Morrisons developments go ahead where are the customers going to park? The parking within Verwood is just about adequate at the moment.			
535940	Mrs Linda Medler		CSO20766	Option WMC 2	Object		Any additional building of houses will need to have a better road structure than exist at the moment to cater for all the extra traffic this will bring. I thought we were trying to bring about a greener environment to Dorset county?			662
536014	Mrs Dawn Tindall		CSO20850	Option WMC 2		No Opinion				662
536046	L Appleton		CSO20876	Option WMC 2	Support					662
536096	Katie Lacey		CSO20936	Option WMC 2	Object					662
536129	Mr Peter Houghton		CSO20955	Option WMC 2		No Opinion				662
536169	Mr Tony Treviss-Bell		CSO20999	Option WMC 2	Object					662
536267	Trish Wheeler		CSO21134	Option WMC 2		No Opinion				662

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536271	Mrs D Holt		CSO21142	Option WMC 2	Object		No development should be supported within Green belt areas at all.			662
536282	Mrs Doreen Kingaby		CSO21174	Option WMC 2	Support					662
536324	Paul Sumner		CSO21248	Option WMC 2	Support		Wimborne has the land and facilities to support more houses. The other areas do not. Especially Verwood, as it has been built upon to the point where it is second only to Dorchester, in terms of population. Verwood should be left alone and other areas play catch up. Verwood has no vibrant town centre no realistic extra employment opportunities. No infrastructure, no buses after 6pm or police for that matter. One nhs dentist with a waiting list as long as your arm. Same with the meagre doctors services. None of the houses are actually needed, only for the council to get social housing built. Not the attractive affordable homes it seems to like to label them as. Building on green belt land is supposed to be for exceptional circumstances, there are no homeless in verwood. Do not destroy green belt land just because of a loophole. There is no need for social housing in verwood, therefore no exceptional circumstances exist. I have looked at the proposed sights and they will all destroy habitat for local wildlife, VWM4 will also see ssi sites read beds ancient hedge rows etc. severely disrupted. Did you know that there is a flood plane? What about the scientific report on the river crane and fishing lakes down there?. Common sense please.			662
536341	Adrian Bowyer		CSO21289	Option WMC 2	Support					662
536346	Mr Ben Richards		CSO21320	Option WMC 2	Object					662
536349	Mrs C		CSO21350	Option WMC 2		No Opinion				662

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	Bowyer									
536449	Dave Isaacs		CSO21435	Option WMC 2	Object					662
536543	Samantha Fysh		CSO21503	Option WMC 2	Support		NO MORE HOUSES IN VERWOOD.. ENOUGH IS ENOUGH!!!!			662
536572	Roger Fysh		CSO21560	Option WMC 2	Support		I strongly object to the proposal to increase the housing in and around Verwood. Verwood has been extensively developed over the years and there is inadequate services to support the extra cars and people. Also having seen the housing density of the Ebblake housing estate it is clear that agreeing to more housing will only create 'no go' areas in the very near future. I also note that in and around Wimborne there are huge areas of open land, which could easily be developed, especially between Ferndown and Wimborne which also has excellent road networks in place as it could immediately open onto the A31			662
536576	Mrs Valerie Green		CSO21568	Option WMC 2		No Opinion				662
536628	Mr C.A Wills		CSO21695	Option WMC 2	Support					662
536699	Ms Kathryn D'Arcy		CSO21756	Option WMC 2	Object		Ensure that all existing unoccupied homes are utilised. Look at infill in a positive way- Ensure that all infrastructure REALLY supports proposed development Do not build homes if the occupants are unable to find work locally. This leads to juvenile problems and a group of unemployed within the community. There is not enough employment in Wimborne for the number of homes proposed.			662
536771	B Lusher		CSO21834	Option WMC 2	Object		I object to any development that expands Wimborne and surrounding villages now and at any time in the future. Why is Wimborne such a beautiful town, could it be the Minster, old buildings, steeped in			662

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							<p>history? probably all of these and many other attributes. Take a good look at that stunning photograph 'Wimborne Minster and Stour In Winter' by Roger Holman, fields and the town centre, all in one picture. This view of the landscape, identified as a scene of merit by the artistic eye of the photographer, often passes the layman by, until pointed out so graphically. This photograph, like others, is a measure of what we could lose. I wonder if there were other equally stunning scenes in the hills northeast of Wimborne, Colehill, now completely covered in houses. Can you imagine the equivalent photograph of that time, the town, with a backdrop of fields and trees rising above horizon. Too late, that moment has passed. The town, in close proximity to countryside, is ye has realised this and is making an effort to preserve old Singapore. We, on the other hand, seem to be quite happy to knock down our countryside in the name of development. If we really want to preserve Wimborne for generations to come, so they can see the town, be part of its unique character, situated amongst, close at hand countryside, then we must make a conscious decision now to preserve the green belt and green areas in the town forever, before Wimborne eventually becomes a quaint little roundabout that travellers come across on the way from somewhere to somewhere.</p>			
536790	David Steadman		CSO21882	Option WMC 2	Support					662
536802	Anida Griffiths		CSO21932	Option WMC 2		No Opinion				662
536808	Ms Yvette Allen		CSO21962	Option WMC 2		No Opinion				662
536812	R H Barker		CSO21967	Option WMC 2		No Opinion				662
536830	Mrs		CSO22041	Option		No Opinion				662

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	Janet Sutcliffe			WMC 2						
536848	Ola Steadman		CSO22105	Option WMC 2		No Opinion				662
536850	Mr Michael Hird		CSO22107	Option WMC 2		No Opinion				662
536860	Mrs Sparks		CSO22174	Option WMC 2	Support					662
536866	Emma Huns		CSO22199	Option WMC 2		No Opinion				662
536930	Mrs Susannah Spencer		CSO22285	Option WMC 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.			662
536932	Paul Bason		CSO22290	Option WMC 2	Object					662
537050	Diane Fletcher		CSO22399	Option WMC 2		No Opinion				662
537064	Elizabeth Harvey		CSO22426	Option WMC 2	Object		I have lived in the centre of Wimborne for 17 years and have recently June 2010 got an allotment on the Cuthbury site. i have no back garden only a small paved patio area and walking to the allotment and spending my weekends and evenings in the lighter evenings is my escape. i look after adults with learning difficulties and mental health issues and as you can imagine this is a very stressful occupation. the time that i spend up at the allotment and walking through there and mixing with the other people that have the allotments is relaxing, quiet, hard work but takes your mind off every day things. also i lost my mother to cancer in November and she spent from June to the end of September up there sitting in her wheelchair planning with me what			662

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							we would grow for this year, i feel she is very much still with me up there and i would feel heartbroken and shattered if we were to lose this to housing. i appreciate that houses have to be built somewhere and everyone will have an opinion and opposition to wherever they are built but this is mine and i am very much against the idea. How can it be possible for Wimborne to have an extra 1000 homes built and not suffer, the sewage and drainage cannot cope with the houses we have now and i feel that this should be considered before new homes are built.			
537075	Mrs Elaine Holt		CSO22433	Option WMC 2	Object					662
537106	C Hebditch		CSO22465	Option WMC 2	Object		The more homes we build the more roads we need. The homes and roads get filled up then we're back to square one. When will it ever end. The notion expressed in some of the planning, about trying to get people out of their cars, off the roads, and into public transport, is a joke. For example, building on the Cuthbury allotments in Wimborne means that those who have one of the new allotments will have to get their cars out to drive to them, whereas at present there are many people in Wimborne who can walk to their allotments. Most of the areas designated as fit for development will mean even more chaos on our local roads because public transport is not going to improve to the state where those of us who are fortunate to have a job to go to will all be able to get to work on time using a bus. The size of the proposed developments, in my opinion, is too big and will put undue pressure on local services for which we do not at present have funding to improve. I suppose though that these new homes will bring some new council tax payers to the area and therefore, maybe, help with the budget deficit ... until we have to build the new roads			662
537362	Peter		CSO22522	Option	Support		The larger residential building proposals are			662

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	Constable			WMC 2			completely out of character for the area and will consume large tracts of green belt. The infrastructure to support development on a large scale is simply not in place. The smaller developments appear to be a better fit e.g. Cuthbury, Leigh Park, Stone Lane.			
537435	Ms Pauline Burton		CSO22550	Option WMC 2		No Opinion				662
537529	Mrs C White		CSO22577	Option WMC 2		No Opinion				662
537571	Nick and Marion Leatherdale		CSO22629	Option WMC 2	Support					662
538210	Mr and Mrs Peter Griffiths		CSO22707	Option WMC 2	Support		Approve of provision of affordable housing, however, agreement with Housing Association must be watertight so housing stock for rent remains constant and stock can never be sold. These houses will be near to facilities, schools, shops, transport, work and will alleviate pressure on rural communities with no facilities to provide affordable housing in the Green Belt.			662
359416	Mrs Tracy PAINE	Clerk Colehill Parish Council	CSO17699	Option WMC 3	Object	General Comment	Consideration should be given to improving this area for commercial use, to increase local employment opportunities.			665
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17486	Option WMC 3	Support		Interpreted as support with concerns as no reference to objecting to policy. DWT has concerns over the development of this site with respect to potential impacts on the River Allen. The river is a particularly important chalk stream which supports a range of important species including the native white-clawed crayfish, otter, water vole, invertebrates and fish. We consider that urban development should be set well back from the river and the potential landscape area significantly increased in size. The potential landscape area should include biodiversity enhancements along the			665

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							river and the river would need to be protected from pollution through the use of Sustainable Urban Drainage Systems and consideration to the impacts of lighting.			
359482	Ms Helen POWELL	Conservation Officer Natural England, Dorset and Somerset Team	CSO18703	Option WMC 3		No Opinion	WMC1, 2, 3, 4, 5 These options offer opportunities for significant green infrastructure that could remove potential adverse effects (from recreational pressures) on the Dorset heaths and increase the value of the locality for biodiversity. Our opinion on this option will therefore be shaped by the strength and detail of policy on delivery of the green infrastructure as an integral part of the development. We support the opportunities to integrate and link recreational access between the WMC3 Stone Lane Industrial Estate and WMC4 land to the east and west of Cranborne Road options. Further opportunities exist to integrate development under option WMC5 south of Leigh Road to a potential Country Park centred on the Stour Valley.			665
359555	Mr L HEWITT	Town Clerk Wimborne Minster Town Council	CSO17904	Option WMC 3		General Comment	<ul style="list-style-type: none"> • The general consultation is being well organised. EDDC needs to be sure that everyone has the opportunity to respond. (After note: the consultation is promulgated in East Dorset News, distributed to all households). • Although the predicted growth appears to be large; in fact, across the whole of East Dorset it is only 70 properties for each of 15 years which is not thought to be excessive. • The current infrastructure is considered to be inadequate to support the development options. There appears to be a shortage of funds which, because the infrastructure may not be there, could inhibit development and we would not gain extra facilities that are needed now. 			665
359568	Mr James MEADOWS	Rural Surveyor National Trust	CSO13496	Option WMC 3	Object		Careful thought regarding environmental impact and sustainability is required, particularly when looking after riverside locations, or over aquifers. Infill and continuation of urban/rural boundaries will			665

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							maintain character.			
359571	Mr Renny Henderson	Conservation Officer Royal Society for the Protection of Birds	CSO18692	Option WMC 3	Object		We agree with the findings of the HRA in connection with the proposed housing sites within these areas. Consequently, until such time as assessment of the potential impacts of the options on European sites is determined we object to the following policies:			665
359582	Mr Richard SCOTSON		CSO14592	Option WMC 3	Support					665
359598	Mr A KETCHLEY		CSO7988	Option WMC 3	Support		Unfortunately whatever is finally decided on the following well known saying will occur: 'You can please some of the people all the time, You can please all of the people some of the time, But you cannot please all of the people all of the time!' I wish you well in whatever is decided. Some will see it as inevitable due to the area's population increases, whereas others will see it as a necessary evil, and some will accept it without question			665
359841	Mrs Felicity Riley		CSO15014	Option WMC 3	Support					665
359872	Mr K ADSHEAD		CSO14737	Option WMC 3	Support					665
359873	Mrs M HUGHES		CSO8603	Option WMC 3		No Opinion				665
359875	Dr Lesley HASKINS		CSO19185	Option WMC 3		General Comment	The River Allen is also of high nature conservation interest, notably for the exceptional survival of the native crayfish. Preferred options in the Core Strategy most obviously impinging on the River Allen and its corridor include WMC3, part of WMC 4 and WMC9 & 10.			665

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359875	Dr Lesley HASKINS		CSO19287	Option WMC 3	Object		<p>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 SNClS 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 the judgement of these options.</p> <p>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.</p> <p>Again it is undesirable and ill advised to place new residential development in such close proximity to a river corridor – in this case the sensitive Allen. The tiny band left between the river corridor and the existing housing at Walford Mill is a sad example to be rejected - not copied. The residential area should be very substantially reduced and the green space substantially increased.</p>			665

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359883	Mr R.W. ELCOCK		CSO5498	Option WMC 3	Support					665
359889	Mr and Mrs P CLARK		CSO8470	Option WMC 3	Support		With any developments we would need to be assured that infrastructure improvements are in place BEFORE any development is consented to. This is particularly important with regard to public transport provisions. It is also important that feedback is forthcoming as an acknowledgement of our response to this survey.			665
359891	Mrs Susanne Parkin		CSO18368	Option WMC 3	Object					665
359916	JB Cossins		CSO13168	Option WMC 3	Support		There is a very great need for housing and the sooner we see these being built the happier I will be. My grandchildren are getting to the age when they will need homes to live in. The present access for Stone Lane industrial estate is very difficult for lorries etc.			665
359920	S PARKER		CSO9529	Option WMC 3	Support					665
359927	Mrs Ann BISSEX		CSO6316	Option WMC 3		No Opinion				665
359954	Mr Alan FLINT		CSO10000	Option WMC 3	Support		1. I want to know the projected time scale for these options to start to become active. 2. It is most important that there is adequate employment to accommodate the houses to be built. 3. More attention must be made to supply of affordable housing. 4. The green belt must be respected where possible. 5. The estates around Wimborne must be consulted fully.			665
359967	Mr John A		CSO14325	Option WMC 3	Support					665

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	CARPENTER									
359977	Miss M.G. EARP		CSO8038	Option WMC 3	Support					665
360029	Mr David LANIGAN		CSO10273	Option WMC 3	Support		<p>Thank you for the opportunity to comment on the Christchurch & East Dorset Core Strategy Document, Managing Growth and Development up to the year 2027. I agree with the preamble stating that we need to meet local housing needs, with the emphasis on growing the main settlements where we have good access to facilities that people require. Some development of smaller communities should continue however, especially the provision of low cost housing. The community as a whole, needs the services of teachers, nurses, firemen, postmen, and policemen who are poorly paid because they commit to a vocation rather than a high salary job. We also need the services of skilled people such as builders, electricians, plumbers, gas fitters, and motor mechanics, the essentially blue collar professionals. They must not be priced out of the market in terms of being able to buy a starter home, in the community that they serve.</p> <p>Having bought my first home in 1963, a two bedroom bungalow for £2,200 I am aware that locally such a property is currently one hundred times as much. This makes things difficult for young couples with the ratio of house prices to wages being the highest in the country. Many struggle with getting mortgages that now require typically a 25% deposit on an already expensive property.</p> <p>I moved to West Moors 15 years ago and appreciate the planning decisions that have taken place affecting this village. We now have a new build shopping centre on Station Road, complete with flats, good pavements, lighting, pelican crossing and trees. I am pleased to have seen built several small, three storey, blocks of retirement and two bed flats close to the village centre. I support the gradual expansion of the</p>			665

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							<p>Village, current population around 7,500 as we have good schools, a large Memorial hall, Churches with halls, two public houses, doctors, dentists and good bus services to both Poole and Bournemouth. We have footpath access to open land such as Holt Heath, as well as being able to use the old railway line route through the village to Ringwood, - the Castleman Trail. Recently St Marys Church has had built a new Church Hall which will serve the community and thanks to the National Lottery grant we now have an excellent Bowling Club. I support the continued slow expansion of the village as currently we have many facilities for people of all ages to enjoy.</p> <p>My current house was built in the mid-70s, and has trebled in value since my wife and I moved here 15 years ago. In the 1970s West Moors doubled in size and acquired new schools and since then other infrastructure improvements. In recent years the Library was refurbished. The facilities for retirees in West Moors, with access to Ferndown and Verwood, are very good, and coupled with excellent hospitals at Poole, Bournemouth and Wimborne, and I have felt no need to move from East Dorset area in the conceivable future.</p> <p>I therefore support the proposals for additional housing as outlined in the Core Strategy Consultation, as well as the proposals for business sites for employment. I also support provisions for new schools particularly a new Secondary School at Verwood, and recreation areas to cater for the population increase. I understand that net immigration into Dorset is running at two thousand people a year so clearly we need to plan for housing, jobs, education, recreation, road improvements especially at busy junctions, and off road car parking in town centres and on new housing estates.</p> <p>There are many reasons why East Dorset and Christchurch, are attractive places for people to live, work and retire to. Long term planning that caters for the needs of a steady population increase is</p>			

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							sensible and is to be welcomed.			
360037	Mr Dave BARNES		CSO4038	Option WMC 3	Support	General Comment	What alternative locations, if any, have been considered? There is mention of heathland development.....where would this be?			665
360095	Mr & Mrs John & Barbara POLKINGHORN		CSO9813	Option WMC 3	Support					665
360097	Mr John DOWLING		CSO14479	Option WMC 3		No Opinion				665
360111	Mr K VIVIAN		CSO9588	Option WMC 3	Object					665
360145	Mr Nigel WARREN		CSO8142	Option WMC 3		No Opinion				665
360173	Mr C SHEW		CSO13725	Option WMC 3	Object		<p>Whilst we understand the need for some more limited housing in the area, we are opposed to your current proposals for the following reasons:-</p> <ul style="list-style-type: none"> - Erosion of the Green Belt should be avoided for all the reasons that are widely stated and we're sure you're well aware. - taking even very little of the Green Belt and secure Government funding, would set a very dangerous and challenging future legal precedent. - there are enough brown field sites which could be put to good use without destroying our wonderful town and country. - the infrastructure could not cope with the influx of 4000 new residents in Wimborne alone. If you also take into account the adjoining proposed developments in West Parley and Corfe Mullen, assuming there would be an average of 4 people per household, that would be a total of 9860 new residents. It's not difficult to work out 4930 more cars, assuming an average of 2 per household, plus any supporting trades vehicles etc. 			665

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							<p>- referring to the 550 new home development in the Cranborne Road, neither Burts Hill, Furzehill nor Dogdean could cope with the extra traffic which would be generated trying to find its way to Smugglers Lane and Middlehill Road, en route to the Canford Bottom roundabout.</p> <p>-where are the hospitals that can serve all these people, the doctors, dentists, schools and other essential services.</p> <p>- where are all the jobs for these extra people to support themselves?</p> <p>- if you concrete over the Green Belt, how will the rainwater etc. soak away? It has to go somewhere, so the risk of severe flooding elsewhere will be increase.</p> <p>- can the existing sewage system cope?</p> <p>- Particular attention should be paid to the Colehill conservation area which was recently introduced by yourselves. It does not appear to be shown correctly on your plan. The boundary does not simple end at Burts Hill, but does include some of the adjoining fields, including a continuous 5 metre strip from the highway into and beyond the adjoining hedgerows on the north side of Burts Hill. The Haven and its driveway is also included. Consequently, and entrance to or exit from any proposed development could not be via Burts Hill, which is both Green Belt and Conservation area.</p> <p>Much of Wimborne's charm is as a market town nestling in the Green Belt. This plan sets about making it a congested urban sprawl, thus destroying it for ever.</p> <p>We sincerely hope that you will reappraise this plan before it's too late.</p>			
360235	Mr Christopher UNDERY	Christopher D Undery	CSO16710	Option WMC 3	Support		Good location for required residential development.			665
360289	Mr Kevin HODDER	Chief Executive East Boro Housing Trust	CSO14765	Option WMC 3	Object		Stone Lane - WMC3 - only develop if alternative industrial is provided - losing employment for only 35 units when judged against other sites and			665

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							numbers should be last priority.			
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	CSO18151	Option WMC 3		General Comment	The proximity of this site to R Allen is cause for concern and advice from the Environment Agency should be sought to ensure no damage. We advise increasing the width of the green space between the development and the river. The quality and nature of SUDS here, as in all river basin sites will be critical. Light pollution to the AONB is currently not a problem and the British Astronomical Society advises that housing is unlikely to increase light trespass. Currently large commercial vehicles access the site via the main town centre: their loss will be an environmental improvement			665
360618	Mr David Chapman		CSO9232	Option WMC 3	Support		We are dismayed at the prospect of a relatively HUGE expansion of housing in Wimborne and the Cranborne Road WMC 4 specifically. Living in East Borough we already endure a near intolerable level of traffic using the road as a rat run, in spite of signage, which ACHIEVES NOTHING, and a failed attempt to slow traffic by using parking bays. If research had been done properly there would be a revelation that traffic goes one way at certain times (i.e. they are not being slowed). What proposals are there for the impact of a further thousand cars??			665
360626	Mr Frank Miller	Chair Person Sturminster Marshall Affordable Housing Self Build Homes Group	CSO14747	Option WMC 3	Object		Developers should not buy their way into the planning system by contributions to transport or otherwise. You're not running a clear Planning Dept. Support to Self-Build - where has that been looked at? I have a plan ready to go. Also objected to in Options for Employment leaflet			665
360685	Mr M.P HOSE		CSO4616	Option WMC 3		No Opinion				665
360714	Carol Morgan		CSO22754	Option WMC 3	Object		Moving businesses already on industrial estates in or near towns out of the town is counterproductive in terms of jobs and accessibility. 500+ houses and			665

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							schools etc. is in effect another village and will not connect easily with the town of Wimborne. Take a look at Poundbury, good idea but now far too big.			
360768	Cllr. Mr David Packer	Colehill West Ward East Dorset District Council	CSO20629	Option WMC 3	Support					665
360863	Mr David MITCHELL	Chairman Colehill Parish Plan Group	CSO14389	Option WMC 3	Support					665
360977	Mr Nick Solomon		CSO20682	Option WMC 3	Support					665
361014	Mr Peter Hammond		CSO17068	Option WMC 3	Support					665
361015	Mr and Mrs M.S and C.E HACK		CSO8456	Option WMC 3	Support					665
361024	Mr & Mrs Kenny PEARCE		CSO22076	Option WMC 3		No Opinion				665
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17738	Option WMC 3	Support		The CS identifies that the key transport problem in the area relates to the A31, in particular the Canford Bottom junction, referring to capacity and safety concerns. The Agency endorses the recognition that there are constraints affecting the A31 Canford Bottom junction, and the need for improvements. The current position is that the design of the proposed improvements for Canford Bottom is being progressed by the Highways Agency, and a decision on whether the scheme will be funded is expected by March 2011. Subject to funding, we expect that work could start in April 2011. We endorse the comments included in the CS in respect of the constraints affecting the A31 Canford			665

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							<p>Bottom junction, and the need for improvements. We support the development of the evidence base to inform any strategic growth retained in the Wimborne area, notably the use of SEDMMTS. However, the Agency is likely to treat any large scale development proposals in this area with particular caution, given the proximity of the highly constrained A31 between the Canford Bottom and Merley junctions.</p> <p>In this respect, the Agency considers the Wimborne Minster eastern area of search to be of greater concern than the northern area of search, since the eastern search area adjoins the A31 directly. The SEDMMT model will provide the appropriate means for testing the impacts of alternative growth scenarios in Wimborne and elsewhere.</p>			
361037	Mr P STRATFORD		CSO11244	Option WMC 3	Object		<p>I expect that my objection to everything is not very practical. However, I have lived in the area for most of the last fifty years. In that time there has been a constant cycle of the council saying we need more housing, followed by we need more industrial areas to provide extra jobs for all the new homes. Then in turn the council says we require extra jobs for the new homes, then in turn the council says we require extra homes for the new workers. This process is never ending. During this time I've witnessed the creation and expansion of the industrial estates at Ferndown, Uddens, Ebblake and Wimborne. A whole new housing estate at Tricketts Cross, Glenmoor Rd Ferndown, the expansion of West Moors, Colehill, Verwood turned from sleepy village into a town. In this time I am not aware of any developed area being returned to its natural state from a developed one. Please let me know if you think differently. I hope you agree that my objection to development is rational and that the never ending cycle of expansion is stopped.</p>			665
361041	Mr & Mrs G K HAMPTON		CSO4011	Option WMC 3		No Opinion				665

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361055	Mr David OAKLEY		CSO1000	Option WMC 3	Support					665
361099	Mrs Lynette PAYNE		CSO1244	Option WMC 3		No Opinion	A good number of these options, especially in Wimborne and Parley, are on the edges of the urban areas. Building in these locations changes the whole ethos of the area. When you leave Wimborne you see fields, trees and rivers dotted with thatched cottages. Even along Leigh Road, there is a definite rural feel, with true separation between Wimborne and Colehill. Developing along here, or Cranborne Road will dramatically change the area, for the worst. This in turn reduces people's quality of life, as we see our area creep closer to urbanisation, field by field. Why can't some of the brownfield sites be used instead?			665
361105	Mr John GOOCH	Also member of Colehill Parish Council	CSO9901	Option WMC 3	Support		Why do West Moors and Holt not get mentioned?			665
361106	Mr and Mrs Robin and Janet WALL		CSO3665	Option WMC 3	Object					665
361111	Mr Raymond Brown		CSO2063	Option WMC 3	Support	General Comment	Affordable Homes - What would be the process on the allocation / purchase / rental of affordable homes? Would they be available only to local East Dorset residents, (say minimum of 10 years residency in the East Dorset District)? I would be concerned if they ended up being allocated to EU or non EU immigrants with little connection to the area.			665
361113	Mr Alan Meade		CSO6477	Option WMC 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.			665
361121	Mrs Elizabeth JONES		CSO13964	Option WMC 3	Support					665

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361123	Mr Iain STEVENSON		CSO8214	Option WMC 3	Support					665
361124	Mrs M.E Brown		CSO16350	Option WMC 3	Support					665
361125	Mr KAY		CSO13488	Option WMC 3	Support		I am happy with development on the sites indicated provided that the design is first class and if this means a slight reduction in the density, so be it.			665
361138	Mr Rod WHITHAM		CSO16873	Option WMC 3	Support					665
361145	Mr D Stone		CSO16741	Option WMC 3	Support		Good infilling of land adjacent to town centre and all amenities. requiring little or no financial additions to the existing infrastructures. The industrial units have Brook Road and Uddens estate to relocate to.			665
361156	Mr John NEWMAN		CSO13594	Option WMC 3	Support					665
361170	Mr TR HARVEY		CSO2833	Option WMC 3	Support					665
361176	Mr and Mrs B.J HUNT		CSO9060	Option WMC 3	Support					665
361181	Mr & Mrs A HARRIS		CSO16674	Option WMC 3	Object		We should like to express our deep concern regarding the proposals to build a huge number of houses, more than were originally proposed, in the Colehill/Wimborne area. Our Green Belt land is precious and has created a clean, green environment in which to live. Not everyone wants to live in an urban sprawl! Our roads are already heavily congested especially Middlehill Road, Leigh Road and the A31 and these homes would mean even related traffic flows, with			665

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							all the accompanying pollution, accidents etc. as people travel to work and school. Local schools are full to overflowing and the increased population of children will find it impossible to go to school in their neighbourhood. In the current economic climate many services and maintenance schedules are being reduced, so how can we even think that this housing development will improve our quality of life. Where is the extra money for increasing education places, health care professionals, council workers, water and sewage facilities to meet these new residents' needs, going to come from? Our children and grandchildren will never forgive us if we leave them a legacy of urbanisation.			
361184	Mr S MOON		CSO13339	Option WMC 3	Support					665
361196	Mr J.M BULLIVANT		CSO16268	Option WMC 3	Support					665
361263	Mrs REVILL		CSO6064	Option WMC 3		No Opinion				665
474426	Mr Phillip Barnes		CSO2365	Option WMC 3	Object		No further green belt should be used for building houses.			665
474462	Mrs Sheila Bourton		CSO420	Option WMC 3	Support		It would provide affordable homes near to Wimborne town centre where it is un necessary to have industrial development.			665
474490	keep wimborne green	chairman keep wimborne green	CSO673	Option WMC 3	Support		We support this option as it would provide for affordable homes close to the town centre			665
475541	Mr Phil Spencer		CSO17914	Option WMC 3		General Comment	Stone Lane Industrial Estate The inclusion of this area for housing, together with an improved junction with Stone Lane, is strongly supported. Additionally the provision of a			665

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							pedestrian/cyclist bridge over the River Allen and a new segregated path through this area up to Stone Lane, thus linking up with the proposed developments north of Wimborne, is welcomed. It would not appear to be possible to create segregated cycle lanes along Stone Lane within highway boundaries, so the opportunity of creating a completely new route between the proposed bridge over the River Allen and the top of Stone Lane to encourage walking and cycling to the QE School and Leisure Centre should be explored. Public transport Public transport would be provided by Route 3C on West Borough/Wimborne Road. A footpath alongside the river into the public car park at Walford Mill could provide an attractive largely traffic-free route between the development site and Walford Bridge. The proposed bus stops for Route 3C at the end of Blind Lane would be around 400metres from the site. Details of this proposed service are given in Appendix B. SEE ATTACHMENT			
476247	Mr Richard Pike		CSO13113	Option WMC 3	Support					665
476264	Mr David Reddaway		CSO15655	Option WMC 3		No Opinion				665
476502	Mr Mark David	Davids of Wimborne Ltd	CSO13422	Option WMC 3	Support		We feel that the amount of houses you have planned is far too few for this development to work.			665
476792	Mr and Mrs Lomas		CSO14522	Option WMC 3	Support		Also supported in Options for Employment Leaflet			665
477822	Ms Susan Rayment		CSO6761	Option WMC 3	Support					665
481604	Mr		CSO17011	Option	Support					665

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	Gerald Toomer			WMC 3						
482494	Mrs Yvette Jones		CSO21866	Option WMC 3	Object		Large scale developments damage the environment for everyone, and it is for ever. The open green spaces are valued by so many who have paid a premium to live in a semi-rural area. Desecration of this is an assault to the residents' wellbeing; an unwarranted invasion causing a wholesale change of character to what is home to thousands of people who chose a neighbourhood because of its history of modest gradual development. Not convinced there is a housing shortage. Keep 'social' housing in more 'affordable' areas. What is there to aspire to and work towards otherwise? Don't patronise us re. 'housing for local people' - occupants become 'local' by living in a 'location'. Small developments can be assimilated to the character of an area without destroying people's enjoyment of their homes. They can be developed with consideration, gradually and as appropriate. They do not have to cause illness through acute distress of residents just to line the developers' pockets and gratify councillors.			665
482902	Mr KD Johnson		CSO3205	Option WMC 3	Object		I am concerned that the housing proposals seem to include the abandonment or relocation of the existing light industrial employment opportunities. Small industrial units integrated into the community have less environmental impact and generate less traffic than large industrial ghetto estates.			665
483391	Mrs Eileen Mann		CSO14632	Option WMC 3	Support					665
484088	Mr David Price		CSO2499	Option WMC 3		No Opinion				665
485695	Mr John Cornish		CSO14334	Option WMC 3	Support					665

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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
488253	Mr David Cartmale		CSO16008	Option WMC 3		No Opinion				665
489765	Derek KEAREY		CSO19478	Option WMC 3	Support					665
490854	D MUTTON		CSO20151	Option WMC 3		No Opinion				665
491232	Mr Keith Barnett		CSO6964	Option WMC 3	Object		The area cannot sustain this quantity of new homes which would also require jobs for the vast majority. This proposal of 2,570 homes would also add another 5,000 cars to an already congested junction at West Parley. This area is already over stretched private and industrial vehicles. Jobs are already at a premium with companies moving out of the area or even closing. Warehouses are laying empty and shops are being converted into living accommodation. The young local people are not able to find homes due to the vast majority going to people moving into the area. This vast development will destroy this rural area. Just look at Bournemouth if you require any proof.			665
491252	Margaret Wareham		CSO16558	Option WMC 3		No Opinion				665
491311	Mr Kevin GILLING		CSO2698	Option WMC 3	Support					665
491361	Mr Barry SCAMMELL		CSO1213	Option WMC 3	Support		Not happy with any development at all. Light pollution would destroy the outstanding beauty of the area. If there has to be housing in the fields behind us then at least leave some greenery, at least, i.e. the field directly behind all the gardens of Leigh and Parmiter Road. The sports fields are a good move as long as they are as near to the bypass as possible. I'm sure at the end of the day what will be will be and we don't have any choice.			665

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491378	Mrs A SCAMMELL		CSO1226	Option WMC 3	Support		I understand the need to move the football club for the hospital but I do object to housing on the back of Leigh Road. If you have to do something then please leave a field at the back of Leigh Road and side of Brookside Road as a buffer between the existing homes and any possible development. I would prefer not to see any development on this lovely small bit of green belt - our green belt system was introduced for a reason - we don't want to live in a concrete jungle. Traffic is also a big issue. There is already an increase in traffic congestion since restrictions on the use of which tip you can use (Brook Road and Millams) and even more so since Waitrose was built. Wimborne is a beautiful place, please don't spoil it!!!			665
491401	S Ost		CSO1264	Option WMC 3	Support		The local roads, schools, hospitals would be unable to cope with extra movements of traffic and people coming into the area.			665
495562	Mr MJ Banting		CSO1503	Option WMC 3		No Opinion				665
495625	Mr Michael McMath		CSO1530	Option WMC 3		No Opinion				665
495971	T A Reith		CSO1591	Option WMC 3		No Opinion				665
496188	Mr RE Vogel		CSO1607	Option WMC 3		No Opinion				665
496479	Charlotte Dixon		CSO1694	Option WMC 3	Support					665
496503	Miss C Howard		CSO1708	Option WMC 3	Object		This smacks of infilling, again with no concerns re roads and poor infrastructure or taking away green space.	Keep Wimborne Wimborne! Do we need to change the character of the		665

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								town?		
496564	JH Lockwood		CSO1742	Option WMC 3		No Opinion				665
496612	Mr and Mrs JP Lovell		CSO1793	Option WMC 3	Support					665
496637	Mr David Leadbetter		CSO1811	Option WMC 3	Object		Strongly object because of:- 1) Loss of green spaces, in this age of conservation and green issues. The allotment area will be a fraction of what it should be for population. 2) Where is the infrastructure for all the extra traffic? Also extra pollution. The town becomes grid locked at the best of times. 3) Where are the extra jobs for the amount of people. I assume they will all travel to Bournemouth / Poole conurbation and that would be a nightmare. 4) The whole character of the town would be lost forever.	Perhaps more building on Canford Heath and other areas where arsonists seem intent on destroying.		665
496958	Mrs J Beech		CSO1923	Option WMC 3	Support					665
497026	Doreen Smith		CSO1978	Option WMC 3	Object		This amount of building will create extra traffic in Ferndown and Parley which already has a lot of road build up in the busy morning and evening travel. Also taking a lot of natural land for our wild life.			665
497060	Mrs Mary Tuffrey		CSO2046	Option WMC 3	Object					665
497089	Mr Frank A Soan		CSO2096	Option WMC 3		No Opinion				665
497184	Mr Hilling		CSO2172	Option WMC 3		No Opinion				665

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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
497239	Martine Lewis		CSO2241	Option WMC 3	Support					665
497343	Sharon Sutcliffe		CSO2267	Option WMC 3	Support					665
497773	R Johnstone		CSO2470	Option WMC 3		No Opinion				665
497947	Mr Guy Brooker		CSO22681	Option WMC 3		No Opinion				665
498044	Carolyne BANKS		CSO2636	Option WMC 3	Object		<p>Transport needs to be sorted out centrally - to get something that works properly - this is the biggest showstopper to all of these schemes - the current roads will not support any more traffic.</p> <p>Use the newer out-of-town developments to extend housing - after all that's what they were created for i.e.: Verwood, Corfe Mullen, Sturminster Marshall. Don't cram more development into existing residential areas in town.</p> <p>Consider the impact on horse-riders especially in West Parley, where there are a significant number of horses. Adding more traffic to horses = more accidents. Horse-riders have to use the roads to access the bridleways. Recent increases in traffic already make the situation fraught with danger.</p>			665
498047	CD Bradford		CSO2639	Option WMC 3	Support					665
498062	Mr Nick Crawford		CSO2697	Option WMC 3	Support		Although I live in Ferndown, I work and travel a lot in the local area so feel I can voice my opinion on developments around the area.			665
498084	Mr P HARTLEY		CSO2739	Option WMC 3	Support					665
498125	Mr and Mrs P DASHWOOD		CSO2783	Option WMC 3		No Opinion				665

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498169	Mrs D WEAVER		CSO2889	Option WMC 3		No Opinion				665
498184	Mrs Angela BARKER		CSO2916	Option WMC 3		No Opinion				665
498214	Mr and Mrs K Swash		CSO2944	Option WMC 3	Object		Further roads should be built and infrastructure put in place before any new homes are built.			665
498268	Mr and Mrs R Cullen		CSO2996	Option WMC 3		No Opinion				665
498271	Mandy CHEESEMAN		CSO3029	Option WMC 3	Object					665
498335	Mr and Mrs Lester		CSO3077	Option WMC 3		No Opinion				665
498402	Mrs T Hughes		CSO22201	Option WMC 3		No Opinion				665
498490	Mr Michael Bloxham		CSO3258	Option WMC 3	Support					665
498495	Mr John Williams		CSO3265	Option WMC 3	Support					665
498566	Mrs Susan Davies		CSO3335	Option WMC 3	Object		I object in part to this because I believe it is far more important to improve this area as a commercial hub for Wimborne rather than building additional housing. Local jobs really should be a priority and encouraging businesses to move into an improved Stone Lane Industrial Estate should be the focus for Wimborne Town Council and the Chamber of Trade.			665
498711	Mr		CSO3377	Option	Support					665

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	T CHANT			WMC 3						
498775	Mrs P L Buckler		CSO10731	Option WMC 3	Support		I object very strongly to any green belt land being used for housing. The roads are very often impossible anyway without the massive increase proposed. HANDS OFF OUR GREEN BELT!!			665
498996	M E CLARKE		CSO3438	Option WMC 3	Support					665
499231	Mrs A Lathbury		CSO3514	Option WMC 3		No Opinion				665
499236	J PIPE		CSO3527	Option WMC 3	Support					665
499245	Mr and Mrs N BUTLER		CSO3569	Option WMC 3	Support					665
499261	Mrs Norma JACKSON		CSO3602	Option WMC 3	Support		I have no objection to the limited use of green belt land for development, as long as there are no water/flooding issues, and there are enough green spaces in any development for children's play areas.			665
499290	Mrs Lisa TURNBULL		CSO3635	Option WMC 3		No Opinion				665
499367	Mrs R M C COWARD		CSO3701	Option WMC 3	Object		Where are the businesses supposed to relocate to? They serve the 'local' community and there is no new business site proposed for this side of Wimborne. e.g. Motor mechanic where I leave my car for servicing and walk home.			665
499384	Mr A I ROSE		CSO3709	Option WMC 3	Object		Proposed population increase will need much better transport / shops/ services. Pensioners need mobility. Young families need jobs. Wimborne - real country towns should grow on their edges to preserve town centres.			665

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499447	G Frampton		CSO3767	Option WMC 3	Support					665
499479	Mr and Mrs K Wisker		CSO3778	Option WMC 3	Object		The addition of some 1000+ new houses combined with the riverside development on the old Flight Refuelling site will put a significant extra strain on the current services water, sewage, roads etc. An additional first school may help with some of the potential 1000+ children, but what about the Middle and Upper schools. Colehill Middle school has been 'temporarily' extended to cater for Poole overspill. This appears to be a considerable upheaval for so few houses if WMC4 is given approval.			665
499492	Mrs A Pennell		CSO3804	Option WMC 3	Support					665
499596	R Palin		CSO3850	Option WMC 3	Support					665
499683	S Crotch-Harvey		CSO3871	Option WMC 3	Object					665
499748	Ms Soози Cooper		CSO9730	Option WMC 3		No Opinion				665
499858	MJ and JC Palmer		CSO3964	Option WMC 3	Object					665
500060	Mr Stuart PIDDOCK		CSO4066	Option WMC 3	Support					665
500070	Mr J W ELCOCK		CSO4097	Option WMC 3	Object					665
500080	Cllr Diann MARCH		CSO4124	Option WMC 3	Support	General Comment	How many empty properties are there in the district at the present time? How many properties are there in the district that are second homes?			665

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							Fully support this as long as all the businesses would be willing to relocate.			
500222	S Hartley		CSO4177	Option WMC 3	Support					665
500350	Mr P H BARTLETT		CSO4211	Option WMC 3	Support					665
500361	Mr and Miss N and A Middleton and Turner		CSO4247	Option WMC 3	Support					665
500382	Mrs S GRETTON		CSO7614	Option WMC 3		No Opinion				665
500454	Mr Stephen PROTHEROE		CSO4329	Option WMC 3	Support					665
500558	A Baker		CSO4343	Option WMC 3		No Opinion				665
500693	Mrs NEWMAN		CSO4444	Option WMC 3	Object		Where are the extra dentists, doctors, schools and parking places for all the extra families? Where is the employment?			665
500697	Mr Thomas SMITH		CSO4471	Option WMC 3		No Opinion				665
500706	R & J Jeans		CSO4493	Option WMC 3		No Opinion				665
500720	Mrs VALLIER		CSO4514	Option WMC 3	Object					665
500746	Mrs J Lothian		CSO14081	Option WMC 3	Support		Supported also on Options for Employment Leaflet and commented:- Yes, more lower priced homes are needed,			665

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							especially now with so many people suffering long term unemployment.			
500748	Mrs Lauren MATTHEWS		CSO4575	Option WMC 3		No Opinion				665
500802	J Hayward		CSO4660	Option WMC 3	Support					665
500817	Mr L Lothian		CSO13542	Option WMC 3	Support		Also supported in Options for Employment leaflet			665
500836	Mrs Sylvia Hines		CSO4710	Option WMC 3	Object					665
500903	Mr and Mrs S and R Harris		CSO4749	Option WMC 3	Support		Any developments must be preceded by improved road infrastructure.			665
501012	Louise ARNOLD		CSO4826	Option WMC 3	Support					665
501015	Mr & Mrs W McMillan		CSO4849	Option WMC 3		No Opinion				665
501107	Mr & Mrs E C Lacey		CSO4962	Option WMC 3		No Opinion				665
501118	Mr Ron Cook		CSO4978	Option WMC 3		No Opinion	Wimborne does need an increase in population to support local traders and also to keep town centre active outside of the tourist season.			665
501188	Mrs M Brown		CSO5075	Option WMC 3	Support		I			665
501197	Mrs H		CSO5096	Option WMC 3	Support		If the sites WMC1, WMC2, WMC3, and WMC5 were all developed, there would be no need to build on			665

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	Collop						the Green Belt at WMC4. This is unacceptable in so many ways. Green Belt, traffic, local services would all be overwhelmed and spoil a lovely small market town.			
501227	Mr John Collop		CSO5126	Option WMC 3	Support		Could this be increased to say 50 houses?			665
501279	Mrs F Smith		CSO5155	Option WMC 3	Support		All my "support" ticks are coloured by my huge hope that all thought and preparation in advance is given and made. Re. sufficient infrastructure in the shape of doctors, schools and transport.			665
501324	Julie Light		CSO5173	Option WMC 3	Support		To keep our town of Wimborne we need to build around the outskirts of the town enabling people to use the facilities- the homes must be affordable and housing. Perhaps if the high rates that shops etc. have to pay were reduced then more shops would be available-it is so sad to see so many empty shops-reduce the rates - we don't want a ghost town.			665
501351	Mr and Mrs R D'Cruze		CSO5209	Option WMC 3		No Opinion				665
501357	Armstrong and Perry		CSO5230	Option WMC 3		No Opinion				665
501364	Mr M Devetta		CSO5256	Option WMC 3	Support		When land in Wimborne (WMC1, WMC4 and WMC2) was part of the spatial strategy our MP and councils all seemed against development. Why are these now back as an option? Now that Waitrose is up and running-very nice too-what about our promised town square? Where is the money that was put aside for the project. We were told it would be done when Waitrose was finished. What is the hold up? Love the new riverside park next to Waitrose.			665
501485	Mrs J		CSO5282	Option WMC 3	Support					665

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	JACKSON									
501488	Chris LAMB		CSO5309	Option WMC 3	Support					665
501492	Mr Colin Tyler		CSO5316	Option WMC 3	Support		Support for options shown would keep any development within the boundaries of by-pass and rivers.			665
501497	Adrian Rafferty		CSO5354	Option WMC 3	Support					665
501502	Mr Michael WAREHAM		CSO5350	Option WMC 3		No Opinion				665
501520	Mrs Z MERRIFIELD		CSO5415	Option WMC 3		No Opinion				665
501523	Rita Gilbert		CSO5434	Option WMC 3	Object					665
501542	Mr and Mrs STRACHAN		CSO5508	Option WMC 3		No Opinion	Please do not accept any community centre / halls or leisure centre as a corporate inducement from developers of housing developments. In my experience they hardly ever work and cost a great deal in subsidy for councils each and every year. i.e.. Verwood Hub; Lenham, Kent; Ditton, Nr Maidstone, Kent. My ref: 10 years as a Parish Councillor in Ditton, Kent.			665
501547	Mrs Helen Lessnoff		CSO5548	Option WMC 3	Object		It would be a shame to force existing businesses to relocate. We need to have local employment.			665
501559	D R Harrocks		CSO5616	Option WMC 3	Support					665
501560	Mr Christopher CLARKE		CSO5559	Option WMC 3	Support					665

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501565	Mr P Keeping		CSO5588	Option WMC 3	Object					665
501569	Neil Pettefer		CSO5607	Option WMC 3	Support		The increase in traffic loads will lead to road congestion and parking difficulties. The level of development proposed will change the character of Wimborne and bring with it an overwhelming number of young families, with large numbers of youths, and all the attendant problems for a town. Large estates are out of character with the existing housing provision in Wimborne. There are potentially more suitable development sites in the area such as the Grange area off the A31. Object to WMC1, WMC4, WMC5 and WMC10.			665
501591	Mr & Mrs A Davies		CSO5657	Option WMC 3	Support					665
501596	Mr and Mrs B & K O'Loughlin		CSO5673	Option WMC 3	Support					665
501607	Dr Fairchild		CSO5692	Option WMC 3	Object		The road network will not support these developments. Long Lane & Colehill Lane have now become "rat runs" for traffic trying to access the A31 and more houses will increase this very big issue			665
501616	R J Joyce		CSO5727	Option WMC 3	Support					665
501626	Mrs J A Russell		CSO5733	Option WMC 3		No Opinion				665
501694	Mr R BRYAN		CSO5783	Option WMC 3	Support					665
501699	B		CSO5810	Option		No Opinion				665

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	THOMAS			WMC 3						
501707	Mr Charles J R STREET		CSO5843	Option WMC 3		No Opinion				665
501720	Dr and Mrs D HARLOW		CSO5879	Option WMC 3	Object					665
501750	K G Holloway		CSO5949	Option WMC 3	Support		It is pointless to complain that Wimborne Minster is dying and traders are suffering - as many people do - and at the same time to object to every proposal that would bring more customers to the town and environs.			665
501751	Mr RG Birch		CSO5965	Option WMC 3	Object		Leigh Park is already congested with property. Further construction will increase problems in the Wimborne area.			665
501761	Mr D Curtis		CSO5989	Option WMC 3	Support		The most urgent and critical limiting factors are the A31 single carriageways E and W and density of traffic using Canford Bottom roundabout - Encouraging increased commercial traffic re. PC 4 to PC 9 would only exacerbate the present traffic problems.			665
501804	Mr Glyn Davies		CSO6083	Option WMC 3	Support	General Comment	Do not entertain any further 'traffic calming' measures such as the dangerous/expensive version in Colehill. Re-allocate money to the surface quality of minor roads. Sports facilities could always do with improvement which can often be achieved at fairly low cost.			665
501818	E J Read		CSO6123	Option WMC 3	Support					665
501823	Mr and Mrs E A Osgood		CSO6133	Option WMC 3	Support					665
501853	B G Young		CSO6170	Option WMC 3		No Opinion				665

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501867	Mrs I M Marks		CSO6156	Option WMC 3	Object					665
501873	Mr and Mrs Harold A and D Joan Lilley		CSO6192	Option WMC 3	Object		All proposals of this nature have a number of basic needs. One of the most important is infrastructure. Subject to finance being available Canford Bottom Roundabout is to be drastically amended for the Olympic Games. The reference to "Improvements to Canford Bottom therefore appear to have been superseded. Since I cannot find any intention to improve the road network all these proposals will only add to our present problems and cannot be supported.			665
501876	J Long		CSO6183	Option WMC 3	Support					665
501881	B W Deverill		CSO6199	Option WMC 3		No Opinion				665
501940	Mr M J Godfrey		CSO6326	Option WMC 3		No Opinion				665
502022	Mr HWR Stevens		CSO6365	Option WMC 3	Object		Dorset's villages and small towns should be preserved as such. So called "developers" are only concerned with profits. There'll always be an England? Not when it has been built over and occupied by strangers.			665
502029	Mr J MacArthur		CSO6410	Option WMC 3	Object	General Comment	Quality of materials and road layout is a key requirement to any new house building. More 2 bed homes to give small families a chance at being housed. Houses and roads can be attractive (Look at Poundbury, Nr Dorchester). Enough parking is a must - no 1.25 spaces per plot, plus a couple of visitors bays, will not suffice. Plenty of 'part rent - part buy' should be included to give all young people a chance to have a home. Try to get away from open plan frontages. Terraces of even small boundary fenced homes looked better and give a feel of being established houses.			665

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502032	Mr and Mrs Pitt		CSO6421	Option WMC 3	Support					665
502059	Mr R Seddon		CSO6485	Option WMC 3	Object		Development should be restricted to brownfield sites. Greenbelt must be preserved. Any development impacting on environmentally important areas such as Wimborne water meadows and River Allen must be avoided at all costs. Affordable homes should not be built on greenfield sites which have high environmental value to the community. These heritage sites must be preserved.			665
502076	Kay Stead		CSO6531	Option WMC 3		No Opinion				665
502078	Mr R Marlow		CSO6524	Option WMC 3	Object		Why waste more tax payers money!!! Too much now!!! These proposals are ridiculous, as any further work prospects in this area are "zero". So why more homes and cars when the road/transport structure is obsolete for modern days need, let alone provision for the future 20/30 years. Just building more houses will not solve the long standing problems in Dorset i.e. jobs and road structures.			665
502099	Carolyn Lourens		CSO6569	Option WMC 3		No Opinion				665
502114	Mr P Foster		CSO6618	Option WMC 3	Support					665
502136	Mr and Mrs WA Forster		CSO6665	Option WMC 3		No Opinion				665
502138	Mrs E Mason		CSO6662	Option WMC 3		No Opinion				665
502212	Mrs M Fuller		CSO6724	Option WMC 3	Support					665

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502224	Mr and Mrs Larcombe		CSO6731	Option WMC 3	Support					665
502253	Mrs Lesley Jane Franklin		CSO6747	Option WMC 3	Support		I support all options for Verwood, Wimborne and Colehill because I feel there is a great need for more affordable housing in these areas, especially for young families and vulnerable elderly people in rural areas.			665
502312	Mrs Sally Brierley		CSO6776	Option WMC 3		No Opinion				665
502317	Cllr Peter Lucas		CSO6813	Option WMC 3	Support					665
502326	Mr and Mrs T Bennett		CSO6858	Option WMC 3	Object		With more homes will need more employment, a vicious circle. Our roads are too busy now. We surely have enough community areas and centres.			665
502329	Mrs Rosemary Rooke		CSO6871	Option WMC 3		No Opinion				665
502345	Mr and Mrs Ray and Irene Coulson		CSO6931	Option WMC 3		No Opinion				665
502347	Sarah Cobb		CSO7005	Option WMC 3		No Opinion				665
502381	Mr Cyril Josey		CSO7036	Option WMC 3	Support		Why is it necessary to include affordable homes (low value) in with others (of higher value), thus lowering the value of other properties in the area. Put low value homes of high density in low value areas. People are not going to accept paying high prices for property when other houses nearby are run by housing associations or the council renting to tenants. 50% affordable housing in any area is too much. Local infrastructure, road improvement, services etc.			665

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							must be provided in all cases.			
502387	Mr George Kilpatrick		CSO7015	Option WMC 3	Support		I would like to see the justification for increased housing in East Dorset e.g., demographics, immigration, increased work opportunities etc. I would also like to understand how transport strategy (and infrastructure) is coordinated with this in such a way to make expansion sustainable.			665
502424	Mr and Mrs A V Messenger		CSO7109	Option WMC 3		No Opinion				665
502441	Mrs Ingrid Wells		CSO7152	Option WMC 3	Support					665
502468	Robert Lambert		CSO7183	Option WMC 3	Support					665
502568	Sarah Morgan		CSO7267	Option WMC 3		No Opinion				665
502569	Mr & Ms M & L Skinner & Jeffries		CSO7294	Option WMC 3		No Opinion				665
502570	Mr Samways		CSO7322	Option WMC 3	Support					665
502579	Mr & Mrs R L Thorne		CSO7350	Option WMC 3	Support					665
502595	Mr Colin House		CSO7402	Option WMC 3	Support		All these developments will cause an impact on the local heathland and the proposals in all areas will cause road chaos on the A31, Ferndown, Parley and Wimborne. A new road structure is required before any development takes place.			665
502596	A C Hayter		CSO7393	Option WMC 3	Support					665

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502610	John Jackson		CSO7438	Option WMC 3		No Opinion				665
502612	Hugh and Joy Dickson		CSO7436	Option WMC 3	Support					665
502673	Mrs A Powell		CSO7543	Option WMC 3	Object		The infrastructure in this area needs to be sorted out before anymore building goes ahead. There are times you cannot move on the roads. The area is being ruined with all this building works that are already going on.			665
502701	Mrs M Williams		CSO7581	Option WMC 3		No Opinion				665
502708	Ms Julia Owen		CSO7624	Option WMC 3	Support					665
502745	Mrs J.M Kenny		CSO7666	Option WMC 3	Object		No building on green sites (green belt land). No increase of traffic along A31, A350, A35.			665
502913	Mr & Mrs D Whitmarsh		CSO7832	Option WMC 3	Object		There should not be any more large scale house building in the East Dorset area as the roads cannot cope with any more traffic			665
502921	Mr and Mrs L Forinton		CSO7763	Option WMC 3	Support					665
502935	Mr Roger Parker		CSO7792	Option WMC 3	Support					665
502999	Mrs Marion E Lock		CSO7862	Option WMC 3	Support		1. What has happened to the idea of development on the old Dormy Hotel site in West Parley? 2. It would be better to develop on the outskirts of our villages, as this would also help to sustain their village schools, shops, post offices and churches etc. It also provides a more natural environment to bring children up in. They are more likely to			665

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							experience a friendly, close-knit community where people all know one another, than on a large estate near a town. Towns also don't become over-developed.			
503024	Valerie Measey		CSO7902	Option WMC 3		No Opinion				665
503085	Mr P.A. Scott		CSO7961	Option WMC 3	Support					665
503156	Richard and Jackie Blunderfield		CSO8016	Option WMC 3	Object		Also objected to on Options for Employment leaflet			665
503171	Sally Cooke		CSO8056	Option WMC 3		No Opinion				665
503183	B Chissell		CSO8129	Option WMC 3		No Opinion				665
503233	F Parkes		CSO8195	Option WMC 3		No Opinion				665
503250	Mrs Helen Poole		CSO8211	Option WMC 3		No Opinion				665
503303	Mr Anthony Roberts		CSO8299	Option WMC 3	Support					665
503347	Ms Hardwick		CSO8354	Option WMC 3	Support					665
503355	Mr Robert Griffiths		CSO8384	Option WMC 3		No Opinion				665
503358	H C Hoare		CSO8411	Option WMC 3	Support		I support WMC 1, 2,3 and 5, because these new developments would improve Wimborne. I strongly object to WMC 4 because the development is on			665

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							prime agricultural land and Wimborne does not require a new estate of this size.			
503368	Mr Nicholas J Long		CSO8446	Option WMC 3	Support		Whilst I accept the need for more houses in the Wimborne area, I am concerned about large clusters of affordable housing developing. As a resident of Leigh Park, I consider this particular area to have reached almost saturation point with regard to low-cost housing. PS. I found the Public Exhibition at Leigh Park very informative - Council staff very helpful.			665
503421	Mr Geof Haywood		CSO8531	Option WMC 3	Support					665
503444	R Hobbs		CSO8552	Option WMC 3	Support					665
503454	Mr & Mrs Tame		CSO8575	Option WMC 3	Support					665
503482	Mr Ron Hopkins		CSO8654	Option WMC 3	Support					665
503533	Mr N Payne		CSO8711	Option WMC 3	Support					665
503603	Mrs DJ Morley		CSO8772	Option WMC 3		No Opinion				665
503621	A G Haines		CSO8819	Option WMC 3		No Opinion				665
503624	Mr RT Jackson		CSO8828	Option WMC 3		No Opinion				665
503635	Mr J		CSO8879	Option WMC 3	Support		Any development in the Wimborne area MUST include improvement to Canford Bottom			665

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	Gough						Roundabout which is a nightmare to local residents and holiday traffic alike. There should also be a new section to the Castleman Trail which joins The Willet Arms to the section in Colehill Plantation. This could then be used by people going to work in Poole from Wimborne and Colehill - it would also improve recreational activities and take cyclists off the road. The whole cycle lane system around Colehill and Wimborne should be reviewed so that children can cycle to school safely.			
503639	Mrs and Mr M Stevens		CSO8906	Option WMC 3	Support					665
503640	N J and S A White		CSO8931	Option WMC 3	Support					665
503644	Mr J Riley		CSO8958	Option WMC 3	Object					665
503659	Mr JD Jenkins		CSO8983	Option WMC 3	Support					665
503683	Mr and Mrs A Chester		CSO9036	Option WMC 3		No Opinion				665
503687	Mr Nick Smith		CSO9045	Option WMC 3	Object					665
503690	Ms Clare Parvin		CSO9072	Option WMC 3	Support					665
503725	G A Hughes		CSO9179	Option WMC 3	Support		Consideration should be given to improved car parking facilities at Redcotts Recreation Ground.			665
503759	Mr		CSO9199	Option	Support					665

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	D.J. Middleton			WMC 3						
503761	Mr David Bourne		CSO9207	Option WMC 3	Support		WMC 3 - Provide a proper cycleway from town centre to QE School. This has already been long outstanding.			665
503787	Mrs P A Dent		CSO9278	Option WMC 3		No Opinion				665
503846	Mr Anthony Hose		CSO9296	Option WMC 3		No Opinion				665
503861	Mr E Hawkins		CSO9327	Option WMC 3	Support					665
503878	Mr Peter Smith		CSO9387	Option WMC 3	Object		Generally most of the proposed housing developments do not seem to provide necessary improvements to local infrastructure.			665
503879	Mr S Smithson		CSO9401	Option WMC 3		No Opinion				665
503943	Mr & Mrs Rumball		CSO9435	Option WMC 3	Support		Good to see more houses, affordable houses being built. The only objection I have is to the increase of traffic on the A31, Christchurch Road, Parley Crossroads. Why not make new roads, flyovers, underpasses where possible - Canford Bottom roundabout is one in question and make it a dual carriage way - too many accidents.			665
504093	Mr & Mrs Vivian		CSO9470	Option WMC 3		No Opinion				665
504216	Mr Mark Rich		CSO9567	Option WMC 3	Object					665
504285	Mr		CSO9644	Option		No Opinion				665

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	P Miller			WMC 3						
504314	Ms Selina Roper		CSO9706	Option WMC 3	Object					665
505269	Mr H Stringer		CSO9806	Option WMC 3	Support					665
505273	Mrs Lorraine Hubbard		CSO9839	Option WMC 3		No Opinion	Keep Waitrose, please don't let Dorset CC waste money on a public inquiry. KWG are talking rubbish! I have lived in Wimborne for 20 years and never has the green been used as a public open space - the grounds were locked unless open for cricket and Folk Festival car parking. Wimborne is busy once again since the opening of Waitrose.			665
505288	Mrs S Cramer		CSO9875	Option WMC 3	Support	General Comment	As a married mother of 3 children, 2 girls and 1 boy, living in a 2 bed Council flat (first floor), I welcome more housing to the Wimborne area for young families needing affordable housing / rented housing.			665
505315	Mr Frank W Myerscough		CSO9927	Option WMC 3	Support		Provide disabled car parking behind Scrivens with access from the bridge over the Allen River via Co-op car park. Eliminate all private car parking and private car traffic through the Square and High Street. Pedestrianise Square and High Street allowing bus parking and taxis, and lorry/van unloading only. IT IS ABOUT TIME A RADICAL SOLUTION TO THE PROBLEM WHICH HAS BEEN TALKED ABOUT FOR AT LEAST 25 YEARS WITH NO ACTION. ALL CONTINENTAL EVIDENCE HAS INCREASED SHOP BUSINESS BY THIS MEANS.			665
505354	Mr Tim Edwards		CSO9947	Option WMC 3	Support					665

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505369	J Young		CSO9974	Option WMC 3	Object					665
505506	Mr Peter Hendra		CSO10050	Option WMC 3	Object	General Comment	Building more houses has NOTHING to do with meeting the needs of (existing) local residents. We do not need or want more houses in our area. Planning to build more houses is driven by the 'need' to meet externally imposed quotas based on false assumptions on the desirability of further population and economic growth. Instead of wasting resources on building more housing which is ecologically unsustainable, we should be using them to make a transition to a low energy sustainable future for our children. Please listen to local residents and reject further development.			665
505523	Mr & Mrs A Turner		CSO10077	Option WMC 3		No Opinion				665
505561	Mr D. Calvert		CSO10100	Option WMC 3	Object					665
505590	M Spalding		CSO10129	Option WMC 3	Support					665
505681	Mr Nick Lewis		CSO10167	Option WMC 3		No Opinion				665
505742	L. J. Ashplant		CSO10194	Option WMC 3		No Opinion				665
505802	Mr RGH Chapman		CSO10236	Option WMC 3	Support					665
506161	Mr RD Holyoake		CSO10317	Option WMC 3	Object		Any more development within Dorset's existing built up areas will end with a complete gridlock of traffic.			665

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506196	Mr & Mrs P Stout		CSO10346	Option WMC 3	Support					665
506754	Mr Derek E Marsh		CSO10373	Option WMC 3		No Opinion				665
507026	Mr David Craig		CSO10426	Option WMC 3		No Opinion	I would like to see priority given to projects which have a higher concentration of social housing inclusion, and also include a higher green/renewable energy provision. Particular concentration on family areas, playgrounds and social/community facilities should be considered.			665
507032	Mr David Oliver		CSO10452	Option WMC 3	Object	General Comment	1. Has any thought been given to services required for these developments - gas, electric, water and sewage? 2. Where are Stone Lane businesses to be relocated - are we to subsidise any relocation cost which may be considerable?			665
507033	A R Twaits		CSO10478	Option WMC 3	Support	General Comment	Despite improvements to public transport, cycling and walking, the reality is that the vast majority of journeys will continue to be made by car. Local roads are already congested and the extent of development proposed is not acceptable without significant increases in the capacity of these roads for cars. In particular problems on the Ferndown and Wimborne bypasses need to be resolved, and the A31 to Poole link built. It is often difficult to find convenient short stay parking in Wimborne and additional housing will increase the need for additional short stay parking.			665
507132	Ms L Joyce		CSO10524	Option WMC 3	Object		Support VWM 2, 4 and 5. Otherwise I would be very reluctant to support any new developments and would urge the council to reconsider current options with a view to inclusion of : Extensive food store New leisure centre			665

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							that developers could contribute to. These two things alone would alleviate traffic pressures , pressures on QE and Ringwood plus wider area.			
507170	Miss A K Jukes		CSO10570	Option WMC 3	Object					665
507286	Mr N P Butler		CSO10682	Option WMC 3		No Opinion				665
507336	Mr John Page		CSO10743	Option WMC 3		No Opinion				665
507361	Mr Kenneth Archer		CSO20313	Option WMC 3		No Opinion				665
507363	Mr Kevin Sayer		CSO10825	Option WMC 3	Object	General Comment	<p>The area alongside the A31 between St Leonards Hospital and Tricketts Cross is an area where many houses could be built. Currently this area is an eye-sore and gives a bad impression to visitors as they cross into Dorset from Hampshire.</p> <p>Why are nearly all your proposals on greenbelt land?</p> <p>There are many areas in East Dorset on non-greenbelt land which could be built on. Your proposal (FWP 4 and 5) will put more pressure on Parley Common as well as introduce more traffic on an already busy road system.</p>			665
507388	Mr David Huggins		CSO10888	Option WMC 3		No Opinion				665
507428	Mr Robert Lofthouse	Savills Planning & Regeneration	CSO10976	Option WMC 3	Support		<p>On behalf of the owners of the northern part of the Stone Lane Industrial Estate, we support the Council's 'Option WMC3' for the allocation of the site for housing development. However, we would suggest that the proposed number of houses (currently 35) should be increased dramatically in</p>	<p>The number of homes the site could accommodate should be informed by a more robust analysis of the sites</p>		665

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							<p>order to make the plan a viable and deliverable proposition. This is reflected in the suggested amendment as part of these comments. Whilst appropriate consideration needs to be given to the relocation of existing businesses the site provides an excellent opportunity, within the existing built up area and within close proximity of the town centre, for residential development. The Council's approach to supporting the local economy and promoting new opportunities for economic development is noted in other parts of the current consultation document (including Ch15 'Creating Prosperous Communities'). There are likely opportunities for existing employers at this site to relocate and sustain local economic activity, in accordance with the Core Strategy. The Council needs to take a balanced approach to encouraging alternative forms of development in some locations and promoting new economic development elsewhere. These decisions are at the heart of developing sustainable communities. The Christchurch and East Dorset Employment Land Review (Stage 1 Report) considered the Stone Lane Industrial Estate and noted the limitations of the site for, including 'The building stock is generally ageing and offers only a limited size range... There are a variety of issues which affect this site. Most significantly, there is only a single point of entry and the existing road junction is narrow, with poor visibility. The site also lies within a wider area of residential development.'</p> <p>The Government's national planning policy for housing (Planning Policy Statement 3) recognises the importance of considering a range of incentives and interventions to ensure that previously-developed land is developed (Para 44). This includes '...considering whether sites that are currently allocated for industrial or commercial use could be more appropriately re-allocated for housing development.' Whilst the Employment Land Review itself did not proactively suggest reallocating the site for housing, the Council have identified key issues in</p>	<p>development potential. The whole site extends to c1.85ha. The site has significantly more capacity (>50 homes at a relatively low 30 dwellings per hectare) than outlined in the current consultation. The scale of development the site is able to potentially accommodate is significant, not just in terms of meeting the area's housing needs but also since this will (subject to site viability) have potentially positive implications for the proportionate delivery of other benefits (affordable housing, for example).</p>		

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							<p>the current Core Strategy options in support of such an approach.</p> <p>The potential for the redevelopment on a previously-developed, brownfield, site such as this should be given appropriate weight where meeting the housing needs of the District is critical. The site has the potential to make an important contribution to help meet Wimborne's housing needs, particularly for high quality family housing.</p> <p>The site has the potential to accommodate in excess of the 35 new homes suggested in the consultation document. We understand that figure has been based on a very conservative density assumption. Further work would be necessary to properly understand the realistic and viable potential of the site. Dependant on a further, more-detailed, assessment of the development potential of the site, issues of access, remediation, open space provision, flood risk and other matters can be identified and appropriate design measures given proper consideration.</p> <p>The Council have identified access to the site as a 'prerequisite for development' and that the Council own two properties at the site entrance. The sole vehicular access onto Stone Lane currently serves the whole estate and is therefore regularly used by HGV and other commercial vehicles. Residential development of the site offers the potential to secure improvements to access and highways safety.</p> <p>As a relatively rare (in East Dorset) previously-developed site with the potential for housing development, the Council should recognise that viability is critical to effectively delivering development. The development of such a brownfield site will have costs not experienced on some of the other green field sites also suggested for housing development. This should be reflected in a flexible approach to the requirement for affordable housing and other contributions expected from development. The principle of residential development would also provide the opportunity for improvement of residential amenity for existing residents around the</p>			

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							<p>site. Whilst the occupiers of the estate would not like to be considered 'bad neighbours', the development of the site would afford opportunities for improved amenities, in terms of creating a more attractive environment and outlook and reducing noise and disturbance to neighbours.</p> <p>The concept plans prepared by the Council's consultants in the Housing Options paper illustrate how the site can readily integrate to the existing urban area. The Council have noted that the site has a sensitive frontage to the river corridor. There is significant potential to create green space along this corridor and for high quality design to provide an attractive development which responds positively to its edge of town location and which can bring about significant environmental enhancements – for the benefit of future an existing residents.</p>			
507524	Mr C G Richardson		CSO11072	Option WMC 3		No Opinion				665
507555	Mr and Mrs C Lamond		CSO11099	Option WMC 3	Object					665
507572	GJ Pettifer		CSO11128	Option WMC 3		No Opinion				665
507659	Ms Victoria Johnstone		CSO11210	Option WMC 3		No Opinion				665
507693	Mrs P Carter		CSO11250	Option WMC 3		No Opinion				665
507737	Mrs S Philpot		CSO20175	Option WMC 3		No Opinion				665
507789	Mr CJ		CSO11404	Option WMC 3	Support					665

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	Barrett									
507800	Mrs K M Platt		CSO11420	Option WMC 3		No Opinion				665
507908	Mr Philip H James		CSO11531	Option WMC 3	Support					665
507980	Sylvia Allen		CSO11575	Option WMC 3	Support					665
508383	Ms Emma Hayter		CSO11694	Option WMC 3	Object					665
508413	Mrs S Best		CSO11753	Option WMC 3	Support					665
508562	K Clayson		CSO17186	Option WMC 3		No Opinion				665
508735	Mr Peter Barham		CSO22259	Option WMC 3		No Opinion				665
508835	Mrs E.L. Stratford		CSO12176	Option WMC 3	Object		The Council is always after land for housing or business development. Whatever is granted is never enough and a few years later they want more. This process has been going on for over 50 years and it is time it came to a stop. Enough is enough as it is ruining the area.			665
508852	Mrs L.A. Chesshire		CSO12219	Option WMC 3	Support					665
508887	Mr J.S. Kidd		CSO12294	Option WMC 3	Support					665

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508928	Mr D.W. Lonsdale		CSO12353	Option WMC 3	Support		Although I have indicated support for development considerations for Wimborne, express surprise that such a document totally omits any mention of infrastructure to support these developments. You estimate the construction of over 1000 homes but make no mention of the need to construct roads to handle what would otherwise be crippling congestion. For instance the construction of 550 homes along the east and west side of the Cranborne Road and 170 homes at Cuthbury Allotments and the football ground with the accompanying 1000 or so extra cars means that a bypass to enable vehicles to pass towards Poole and Bournemouth without going through the centre of Wimborne is essential. If your answer is that road transport is a County matter then you must involve the County before finalising any thinking about further house building in the Wimborne area.			665
508993	Mr A Samways		CSO14538	Option WMC 3	Support					665
509006	Mr S.R. Taylor		CSO12452	Option WMC 3	Support					665
509065	Mrs B Burge		CSO12474	Option WMC 3	Support					665
509795	Mr R Ridley		CSO17161	Option WMC 3	Support					665
510268	Ms Deborah McClure		CSO13042	Option WMC 3	Support					665
510292	Mr S Waddington		CSO13049	Option WMC 3	Support					665

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510309	Suzanne Chapman		CSO13062	Option WMC 3	Support		I support affordable housing for all who need this, especially young people, but I am concerned about the impact this will make on transport up East Borough and down it.			665
510323	Mr and Mrs B Hallam		CSO13072	Option WMC 3	Support					665
510325	Mrs A Swain		CSO13075	Option WMC 3	Support					665
510350	Mr Alan Woodward		CSO13132	Option WMC 3		No Opinion				665
510353	D M Parsonage		CSO13087	Option WMC 3	Object		Is every bit of green land in area to be covered. You have already ruined Wimborne with the appalling Waitrose building (no objection to Waitrose coming but not there). Soon you will be going round gardens to see if you can put a house in them. We need green land and trees, so stop filling them with so called affordable housing. I have 2 adult children earning very good salaries and neither of them could afford your so called affordable housing.			665
510366	JK Lake		CSO13095	Option WMC 3	Support					665
510368	R Honess		CSO13099	Option WMC 3	Support					665
510411	Ms Julie Camsookai		CSO13137	Option WMC 3	Support					665
510420	Mr Peter Stevens		CSO13145	Option WMC 3	Object					665
510439	EJ Cossins		CSO13182	Option WMC 3	Support		Houses desperately needed for young families at a price they can afford and near schools, shops,			665

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							places of employment etc. Also supported on Options for Employment Leaflet			
510446	Brooks		CSO13195	Option WMC 3		No Opinion				665
510449	F W Voysey		CSO13191	Option WMC 3	Support					665
510459	Roger and Dorothy Cook		CSO13201	Option WMC 3		No Opinion				665
510483	Mr and Mrs B Rogers		CSO13214	Option WMC 3	Support					665
510490	Ms Helen Banfield		CSO13218	Option WMC 3	Support					665
510504	Chris Mercer		CSO13233	Option WMC 3		No Opinion				665
510509	Christopher Joy		CSO13239	Option WMC 3	Object		Please leave the Wimborne area alone after the cricket ground farce.			665
510521	K G Burling		CSO13264	Option WMC 3	Support					665
510532	W.W. Chant		CSO13273	Option WMC 3	Support					665
510535	Vicky Wells		CSO13285	Option WMC 3	Support		WMC3 - will cause problems with school traffic on Stone Lane. You will need to make provisions for additional traffic to ensure this doesn't become too obstructive.			665
510549	Mrs R Green		CSO13318	Option WMC 3	Support					665
510552	Nigel and		CSO13328	Option	Support					665

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	Pauline Allen			WMC 3						
510623	Mr Douglas Priest		CSO13346	Option WMC 3		No Opinion				665
510627	Mr J Elcock		CSO13352	Option WMC 3	Object		A new road to a roundabout near to QE school (to relieve traffic and reduce traffic lights) from along Cranborne Road.			665
510630	Mr A B Wood		CSO13353	Option WMC 3	Object		I need to know the effect the new roads will have on an already stretched road system.			665
510637	D H Letchford		CSO13366	Option WMC 3	Support					665
510647	Mrs M E Elcock		CSO13377	Option WMC 3	Support					665
510674	P Rhodes		CSO13398	Option WMC 3	Object		Do the authorities seriously consider that the infrastructure in and around Wimborne can substantiate this no of new properties and increase in population. If so it would be interesting to know what action is to be taken before building commences.			665
510684	Angela Pullman		CSO13407	Option WMC 3	Support					665
510708	Mrs M M Bush		CSO13433	Option WMC 3	Object		I realise that Wimborne needs more housing and that it cannot remain unchanged. My objections to the areas above relate to issues regarding water tables and spring lines, and the possibility/inevitability of much increased traffic levels. I have not been persuaded that these issues have been satisfactorily resolved.			665
510709	D Williams		CSO13426	Option WMC 3	Object		We do not need any more development in the middle of Wimborne			665

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510711	Ms Emma Haynes		CSO13466	Option WMC 3	Object					665
510722	J P Stallard		CSO13440	Option WMC 3	Support					665
510725	Mrs D Davidson		CSO13443	Option WMC 3		No Opinion				665
510733	MK Clayson		CSO13454	Option WMC 3	Object		Too many vehicles for the road network			665
510747	Alison Francis		CSO13463	Option WMC 3	Support					665
510763	Dr and Mrs Dicker		CSO13478	Option WMC 3	Object		WMC 3 area needs jobs. relocation often means unaffordable units and job losses. Leave the industrial estate alone. Spend on projects which bring jobs and new houses.			665
510794	Mrs S P Houghton		CSO13510	Option WMC 3		No Opinion				665
510798	Mr F Sullivan		CSO13517	Option WMC 3	Support					665
510828	Mr G Williams		CSO13559	Option WMC 3		No Opinion				665
510844	Mr Michael Guilmany-Cush		CSO13567	Option WMC 3	Support					665
510873	Mr & Mrs B.R. Mayes		CSO13616	Option WMC 3		No Opinion				665
510974	Mr		CSO13643	Option	Support					665

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	Jim Cullumbine			WMC 3						
510993	R.A. Cherrett		CSO13676	Option WMC 3	Support					665
511015	Mr Christopher White		CSO13713	Option WMC 3	Support					665
511057	Mr & Mrs J Bradford		CSO13787	Option WMC 3		No Opinion				665
511076	Mr Ian Burden		CSO13810	Option WMC 3		No Opinion				665
511176	B.M. Timpany		CSO13895	Option WMC 3	Support					665
511219	Ms Kathleen Smith		CSO13917	Option WMC 3	Object					665
511258	Helen Leavens		CSO13955	Option WMC 3	Support					665
511320	Mrs C J Ballard		CSO13986	Option WMC 3	Support					665
511324	Mr M H Ballard		CSO13994	Option WMC 3	Support					665
511328	David Griffin		CSO14002	Option WMC 3	Support					665
511383	Mrs Jean Archer		CSO20376	Option WMC 3		No Opinion				665

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511395	Mr S M German		CSO14033	Option WMC 3	Support					665
511399	Mr & Mrs Michael and Diana Froud		CSO14049	Option WMC 3	Support					665
511406	G F Divall		CSO14042	Option WMC 3	Support					665
511413	Ben Rowe		CSO14066	Option WMC 3	Support					665
511429	Mr P Shenton		CSO14096	Option WMC 3	Support					665
511430	A.D. May		CSO14103	Option WMC 3		No Opinion				665
511433	R M Jones		CSO14101	Option WMC 3	Object					665
511441	Mr John Harris		CSO14119	Option WMC 3	Object		Did not move to Wimborne to see it grow out of hand. With more homes comes more money and more power and that inevitable capitalist growth. Small and green is good. Leave it alone.			665
511446	Daphne Archard		CSO14126	Option WMC 3	Object		My opinion is that the area will not lend itself to such a large increase in population. Roads are already extremely busy. If there are to be new homes please make them affordable and first homes.			665
511462	C Wedgery		CSO14141	Option WMC 3	Object		The area including Christchurch, Bournemouth and Poole is overpopulated. Over 50% of Dorset lives here.			665
511464	Mr M F Brown		CSO14146	Option WMC 3	Support					665

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511467	Mrs H R Wood		CSO14157	Option WMC 3		No Opinion				665
511483	Mr and Mrs Richard and Elizabeth Wilson		CSO14288	Option WMC 3	Object		We object because in our view any significant housing will cause major problems on our already busy roads. The infrastructure is already inadequate and simply cannot cope with the volume of traffic in and around the town. Of particular concern is the impact of so many houses on the environment e.g. WMC4 and WMC1 causing extra pressure on local resources.			665
511489	Mr H G Holden		CSO14166	Option WMC 3	Support					665
511538	Anne Whittle		CSO14210	Option WMC 3	Object		I would like to see any building of extra homes kept down to the absolute minimum to comply with Government directives. Wimborne could so easily become swamped by suburbs like poor old Poole. Population growth inevitably drives housing growth but I would not like to see new people encouraged to come here by new housing. I do not think many developers are driven by altruism. I would not like to see development on the Allenview car park - even with the Waitrose car park, as cited. More people in more housing will need more parking space for the proposed new community centre and commercial centre etc. I would like to see the land adjoining the Recycling Centre in Brook Road bought back and incorporated into the existing Rec. Centre - for all the extra people brought in by extra housing !			665
511557	Mrs H.J. Sayers		CSO14215	Option WMC 3	Object		Stone Lane, Cranborne Road and the traffic lights at their junction, together with the bridge over the River Allen (on Cranborne Road) would not be able to cope. There are already traffic queues in all directions at peak times. There are no speed limit signs on Stone Lane and there is regular speeding on that road.			665

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							There are no pedestrian crossing points at any of these roads. Crossing Stone Lane and Cranborne Road are very hazardous (Stone Lane being the most dangerous) 550 homes being added in one area is too large a number			
511571	Colin Alborough		CSO14221	Option WMC 3	Support		We are in desperate need of more affordable housing in the East Dorset area. There is also a shortage of employment opportunities in the area. The provision of more houses should help to push house prices down to give young people a change of getting on the property ladder.			665
511613	Mr & Mrs W.C. Finlayson		CSO14248	Option WMC 3	Object					665
511618	Mrs V Blunden		CSO14255	Option WMC 3	Support					665
511621	Ms Mary A Combe		CSO14268	Option WMC 3	Object					665
511639	Paul Hockey		CSO14310	Option WMC 3	Object		I believe the area is already developed to its limits, Wimborne has a unique character that needs safeguarding. As custodians of Wimborne it is your duty to prevent the further ... of the whole area and so protect its future. The population of this small country is too large and the continual building of new homes will not ease this over pressing problem.			665
511659	Mrs M.A. Bosworth		CSO14345	Option WMC 3	Support					665
511668	Mr Philip Chissell		CSO14347	Option WMC 3	Support		My first thought is that we need new housing in the country as a whole and in particular in East Dorset due to strong demand and the unaffordability for younger buyers. I believe that Wimborne is clearly the best place for this in East Dorset:			665

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							<ul style="list-style-type: none"> • It has good facilities including a superb hospital, schools, shops, churches, doctors, cinema, public houses, sporting facilities etc.; • It had good infrastructure particularly in relation to employment facilities locally, at Ferndown and Hurn industrial areas, and Bournemouth/Poole; • It is more sustainable to have concerted development within walking/cycling distance of the town centre reducing car use; • It keeps housing away from more sensitive sites in East Dorset in particular heathland; • It brings vitality to the town (as opposed to dormant suburbs) and may reverse the ageing demographics. <p>I think it is important to retain employment land within town, but recognize the constraints of access to Stone Lane industrial estate and the market site. Wimborne needs development to remain the vibrant town that it is. This is an opportunity to fulfil housing needs, reinvigorate the town and benefit the community.</p> <p>Within this area you have identified five sites that could accommodate development. In broad principle I am in favour of all of these.</p> <p>With regard to the other proposed sites I am broadly in favour of their development. I think it is important to retain employment land within towns, but recognise the constraints of access to Stone Lane industrial estate and the market site.</p>			
511675	Mr and Mrs R G Fletcher		CSO14353	Option WMC 3		No Opinion				665
511680	Mr Alan Mogg		CSO14358	Option WMC 3	Support					665
511685	Mr & Mrs B Todd		CSO14379	Option WMC 3	Object		I do not think that the views of people not living in the areas should be taken into account. After all it concerns the locals more than outsiders.			665

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511687	Mr N Paton		CSO14377	Option WMC 3	Support					665
511692	Ms Ruth Blaug		CSO14399	Option WMC 3	Support					665
511699	Mr Laurence Danks	Waste Collection and Recycling	CSO14408	Option WMC 3	Object		WMC 1, 2, 3 concentrate more to affordable housing. 1) would help solve immediate problems 2) their locations are more practical. Promote more shared equity housing to give young people a chance to invest in something of their own, to keep social housing to a minimum. To look at market housing with improvement in economy and growth (with requirement)			665
511704	Mr A M Nisbet		CSO14436	Option WMC 3	Support					665
511711	Coombes		CSO14423	Option WMC 3		No Opinion				665
511740	Mr Grahame Austin		CSO14458	Option WMC 3	Support					665
511747	Mr T W Tonge		CSO14465	Option WMC 3	Support					665
511761	Mr G Burge		CSO14483	Option WMC 3	Support		Also supported in Options for Employment leaflet			665
511769	Catryn Holton		CSO14504	Option WMC 3	Object					665
511840	S Hicks		CSO14530	Option WMC 3	Support					665

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511870	Margaret Waddicor		CSO14552	Option WMC 3		No Opinion				665
511883	Mr Anthony Houghton		CSO14564	Option WMC 3	Support					665
511888	Mr and Mrs M Hayter		CSO14580	Option WMC 3	Support		We live at the rear of the industrial estate, and though it is an eyesore, we would hope it would not block light out or mean we are overlooked if houses built.			665
511903	Gordon Macrae		CSO14601	Option WMC 3	Support					665
511904	Sue Budd and Sue Pearson		CSO14610	Option WMC 3	Object	General Comment	Some Questions: 1. How many affordable homes are needed and will mortgages be available? 2. WMC 1, WMC 3 and WMC 4 - what will be the effect on traffic and existing infrastructure?			665
511932	Mrs J Beardsley		CSO14651	Option WMC 3	Object					665
511934	Mr and Mrs D A Wilkinson		CSO14647	Option WMC 3	Support					665
511938	Mr R Stoney		CSO14669	Option WMC 3	Support					665
511940	A C and K G Sherman		CSO14672	Option WMC 3	Support					665
511951	Karen Main		CSO14692	Option WMC 3	Support					665
511960	Mr E I Pease		CSO14699	Option WMC 3	Support					665

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511969	Mrs Pamela H James		CSO14709	Option WMC 3	Support					665
511979	Mrs Browning Smith		CSO14720	Option WMC 3	Support					665
512014	R P Perrior		CSO14760	Option WMC 3	Support					665
512019	C Sargeant		CSO14780	Option WMC 3		No Opinion				665
512030	Marg A Smith		CSO14791	Option WMC 3	Support					665
512057	Mr Trevor Davies	Headteacher Pamphill First School	CSO14816	Option WMC 3	Support					665
512095	Bennett		CSO14849	Option WMC 3	Object					665
512099	Mrs P E Gaskin		CSO14850	Option WMC 3	Support					665
512110	Mrs Felicity Prince		CSO14868	Option WMC 3	Support					665
512123	Mrs M Masterman		CSO14887	Option WMC 3	Object					665
512126	Mr and Mrs P Taylor		CSO14884	Option WMC 3	Support					665
512131	Mr and Mrs S Turner		CSO14910	Option WMC 3	Object		Our main concern is the infrastructure/traffic management on Stone Lane. This road already carries a vast amount of traffic and has got substantially busier in recent years. Backing onto			665

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							this road we accepted the traffic noise etc. when moving into the house but if this gets excessive then the noise would be unacceptable.			
512151	Mr S Adams		CSO14926	Option WMC 3	Support					665
512176	Adrian Newton		CSO14941	Option WMC 3	Object					665
512188	K North		CSO14949	Option WMC 3	Support					665
512255	Mrs A K Horitz		CSO14957	Option WMC 3		No Opinion				665
512277	Tristram and Sarah Hobson		CSO14973	Option WMC 3	Support					665
512281	Graham Roberts		CSO14967	Option WMC 3	Support					665
512298	Rosemary Protheroe		CSO14985	Option WMC 3	Support					665
512316	Mr P Willgress		CSO15006	Option WMC 3	Support					665
512326	Mr Ian Willis		CSO15038	Option WMC 3	Support					665
512343	J Spink		CSO15073	Option WMC 3	Support					665
512354	Mr David Little		CSO15111	Option WMC 3		No Opinion				665

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512359	Mr J Robertson		CSO15097	Option WMC 3	Support					665
512360	Richard Acres		CSO15100	Option WMC 3	Support					665
512373	Mr and Mrs J Lund		CSO15124	Option WMC 3		No Opinion				665
512586	Mr D.B Thwaites		CSO15200	Option WMC 3	Support					665
512599	R J Miles		CSO15208	Option WMC 3	Support					665
512613	Mr N F and Mrs J Burchell		CSO15216	Option WMC 3	Support					665
512703	Rita Sweatland		CSO15229	Option WMC 3	Support					665
513033	Mr Jonathan Hoyle		CSO15273	Option WMC 3	Object		WMC 3 - Stone Lane can't cope with the volume of traffic even with new access this wouldn't work unless there was access from Knobcrook Road as well.			665
513499	Mrs D Thomas		CSO15376	Option WMC 3	Support					665
513639	Mr and Mrs D J A Kirby		CSO15427	Option WMC 3	Object					665
513651	Mrs W Pearsall		CSO17060	Option WMC 3	Support					665
513692	Mrs		CSO15473	Option		No Opinion				665

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	A Willis			WMC 3						
513881	Mrs S Bagg		CSO15519	Option WMC 3	Object					665
513900	Mr P Wall		CSO15556	Option WMC 3	Support		Unfortunately more development more movement. A comprehensive transport policy should be developed e.g.. road improvement (A31), bus and trams, rail links (restored).			665
513966	Mr and Mrs Howard		CSO15634	Option WMC 3	Support					665
513974	Mr A Moore		CSO15671	Option WMC 3		No Opinion				665
514009	L Stock		CSO15688	Option WMC 3	Object					665
514039	Mrs R Doman		CSO15721	Option WMC 3	Support					665
514049	Mrs E Hellier		CSO15733	Option WMC 3		No Opinion				665
514087	Joan Smithies		CSO15783	Option WMC 3	Support					665
514091	Mr RJ Potts		CSO15793	Option WMC 3		No Opinion				665
514099	Mr and Mrs T C Blakeley		CSO15835	Option WMC 3	Object					665
514111	Penelope Webiery		CSO15884	Option WMC 3	Object					665

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514136	Mrs J Crumb		CSO15919	Option WMC 3	Support					665
514225	Mr Simon Dixon	Secretary West Moors Traders Association	CSO15944	Option WMC 3	Support					665
514246	Theresa Monahan & Jonathon Chaffey		CSO15985	Option WMC 3		No Opinion				665
514450	Mr and Mrs P Webb		CSO16162	Option WMC 3		No Opinion				665
514467	Mrs Lesley Cripps		CSO16182	Option WMC 3	Support					665
514482	C E T Gilbert		CSO16209	Option WMC 3	Object		Wimborne FC Ground appears now to need a new site, for it to enlarge, improve league, ready for the future.			665
514507	Mr and Mrs C Macy		CSO16242	Option WMC 3	Object					665
514637	P C Dibben		CSO16295	Option WMC 3	Support					665
514649	Mrs June Sawyer		CSO16302	Option WMC 3	Object					665
514674	Mrs J Williams		CSO16333	Option WMC 3	Support					665
514752	Claire Richardson &		CSO16380	Option WMC 3	Support					665

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	Jamie Shirley									
514805	Mrs D Sadler		CSO16410	Option WMC 3		No Opinion				665
514812	Mr C Sawyer		CSO16417	Option WMC 3	Object					665
514912	Mrs Mary Carsbury		CSO16447	Option WMC 3	Support		Seeking the opinion of the general public on planning issues is all very commendable - but setting aside all political persuasion my feeling is that this is no more than a Public Relations exercise because in the end the final decisions are always to the advantage of the developers whoever they may be because of money, greed and looks good on paper. My general view is that density levels for new homes should be kept down, East Dorset has become so over developed that is its now just one big urban sprawl. Infact it has lost so much of all the natural character and charm that it used to enjoy it is hard to know where the so called green belt begins and ends.			665
514913	Mr and Mrs M Clark		CSO16451	Option WMC 3		No Opinion				665
514939	D Porter		CSO16492	Option WMC 3	Object		The more land you concrete over the more you have to because you just increase demand. Infill best option.			665
514959	Mr and Mrs R Fisher		CSO16526	Option WMC 3		No Opinion				665
514993	Dr Peter J Hardwick		CSO16554	Option WMC 3		No Opinion				665
515033	Mr		CSO16597	Option	Object		These proposals are typical of the failures contrived			665

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	T Crump			WMC 3			by Council and Consultants to address short term solutions to Government edict. Fundamental to any significant further development is the need for joined up thinking for transportation. All of these proposals further the burden on traffic flow through and around conurbation centres. These major roads are the responsibility of the government highways department. They should foot the bill for their improvements prior to further development. Some of these proposals virtually adjoin 100 instance flood lines. This is totally unacceptable. Any proposal to move allotments, away from the housing that uses them, increases road usage and has a negative impact on the community.			
515266	S Webb		CSO16665	Option WMC 3	Object		Dear Sir / Madam, I am referring to the various articles in newspapers about the enormous amount of housing to be built in Wimborne and Colehill in the next 10 to 15 years, and wish to voice my concern. Not only will we lose green belt land, but where is the traffic going of the many cars? The roads are already congested. Please consider me one of the opposed Colehill citizens. Yours faithfully, S Webb			665
515287	Mr L Jackson		CSO16664	Option WMC 3	Support		The A31 trunk road from Ferndown by-pass should be widened to form a dual carriageway all the way through to Bere Regis.			665
515367	Mr & Mrs J Pottinger		CSO16706	Option WMC 3	Support					665
515479	Mr D Lenehan		CSO16727	Option WMC 3		No Opinion				665
515659	Mr P E Liddiard		CSO16760	Option WMC 3	Object		With all the intended urbanisation of Wimborne (A small market town), I am extremely concerned as to how do you intend keeping traffic moving, especially what with the recent development/desecration of the			665

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							<p>Wimborne cricket green. Maybe it was more the thought of extra business rates? With regard to the cricket-green Wimborne already had and still has existing supermarket? Also, when the Square is pedestrianised, what is planned for the parking of all the extra vehicles that the new houses will no doubt be bringing into the area? How do you mean to ensure that the present transport system will be able to cope? Then there's the issue of policing, doctors, dentists and schools? In the government's own survey (25/10/2010) 1 in 5 primary schools in England are overcrowded. i.e. will there be provision for an additional school in the planning? I understand, that in Parmiter Drive, planning consent wasn't given for the conversion of a single storey bungalow to a chalet bungalow but you're considering building 200 houses on a field just a matter of yards away, contradictory or what! Maybe again here you're just thinking of the extra income from council tax? Similarly, Councils will not let householders concrete there front gardens to allow off road parking because it cause flooding but again its ok to concrete over a field? Further to the above, how has the issue of sewage/drainage been overcome on the intended development at the end of Parmiter Drive? I suggest that you look at all the above issues and the 'big picture' before you continue with any decision in regard to the proposed planning? I feel one has only to look at the Canford Bottom roundabout and the Middlehill traffic calming system, to realise what disasters can occur! And who pays - the tax payer!!? Finally, I feel there are much more suitable alternative sites for the proposed development? The land off of the A31 by St Leonards for instance? That land has easy access to the road network and towns (including Wimborne) and all other intended sites.</p>			

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515733	Mrs V B Taylor		CSO16769	Option WMC 3	Object		My reasons for objecting are as follows:- 1) We not have available schools, doctors, or dentists in Wimborne to support such a large number of potential households. Neither do I think Wimborne Hospital or indeed any of our hospitals will cope with even more people. 2) Leigh Park, Wimborne has only 2 entrances/exits onto Leigh Road and Brook Road is constantly block due to number of vehicles going to and from the council tip. Also Gordon Road is blocked due to vehicles parked for people to use the shops. 3) Wimborne is a small country town. We already suffer from long traffic queues and our roads are just not good enough to deal with considerably more cars given that you wish to build houses in 4 areas around Wimborne.	I would suggest before you build one house that you build more schools, doctors surgeries and dentists surgeries and of course employ suitably qualified people to work in them. Also many of our roads are in a very bad condition and therefore I would also suggest that before even more cars are driven on them they are all properly resurfaced and repaired.		665
515763	Mr V S Harris		CSO16802	Option WMC 3	Object					665
515788	J M May		CSO17139	Option WMC 3		No Opinion				665
515793	Mr Frederick Isaacs		CSO16837	Option WMC 3	Support		Ideal location for new housing.	Factories from Stone Lane area should be re-located to Brook Road end of land by sewage works that is already an industrial area.		665
515837	Mrs Jill Isaacs		CSO16848	Option WMC 3	Support		I approve of putting houses here. A good location close to town and an improvement to the area.	Relocate factories from Stone Lane to Brook Road, extending the far end into the field by the sewage works		665

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								by the bypass - affects no one there.		
515864	Mr and Mrs Andrew Patrick		CSO16855	Option WMC 3	Object		We agree this could improve visual and residential amenity, and highway safety. However, we OPPOSE the loss of local businesses and local jobs, when the evidence is that in Wimborne and Colehill 46% of employees work locally (within 5km of home).	Provision of replacement employment land / floor space must be a prerequisite of development.		665
516313	Mr Julian Humphries		CSO16938	Option WMC 3	Support		This site is more appropriate as housing as it is tired and ageing site.			665
517528	Dr Susan Burton		CSO16983	Option WMC 3		No Opinion				665
517587	John Burden	Chairman Wimborne Cemetery Joint Management Committee	CSO17026	Option WMC 3	Support		At the November meeting of Wimborne Cemetery Joint Management Committee, the Core Strategy Consultation Documents for Wimborne were discussed and it was agreed that we would write to you to make the following point. In general the proposals WMC1 to WMC5 are well thought out and acceptable with some modifications on quantities in places e.g. WMC1 Land off St Margaret's Close, Wimborne.			665
517600	Mrs M Papadopulo		CSO17022	Option WMC 3	Support					665
517835	Mr G D Rodrigues		CSO17246	Option WMC 3		No Opinion				665
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17566	Option WMC 3	Object		WMC2 and WMC3 are located within a SPZ1, and WMC2 is located extremely close to an abstraction borehole. A Hydrogeological Assessment would need to be done to assess both the impact of the construction and from drainage. The suitability of SuDS would need to be established. Foul Drainage			665

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							<p>All WMC Options. It should be ensured that there is capacity within Wimborne STW and associated infrastructure to accommodate the growth shown within the Core Strategy.</p> <p>Overall issues for consideration are: flood risk / surface water drainage; SUDS; foul drainage; water supply / water efficiency; groundwater and contaminated land; sustainable development (recommend at least Code for Sustainable Homes Level 3); waste management facilities; green infrastructure/ biodiversity issues; pollution prevention. Further information on these topics can be seen in the general section of our letter.</p>			
521118	Mr Alan Spencer		CSO17801	Option WMC 3	Object		<p>Introduction</p> <p>Initially may I congratulate the East Dorset District Council (EDDC) on providing such an enormous amount of detail to the public in their proposed Core Strategy Options¹, and for this very public consultation process.</p> <p>As a resident that will be adversely affected by the current proposal for area WMC4 I am grateful for the opportunity to state my case for alternative use of this land. I believe EDDC can avoid using this land for housing development, and in so doing safeguard our unique Environment and Wildlife. I consider that it is imperative that we preserve our countryside and halt the continual march of Urbanisation upon Rural pasture.</p> <p>I consider that the EDDC, or its Consultants, in choosing WMC4 for housing have not really explored all of the options for the use of this land, in so much as protecting our diminishing Green Belt. Further I would suggest that they are clutching at straws as to where to build the majority of homes proposed for the Wimborne and Colehill district. Perhaps this is because it has become an easy commercial option, since the land owner has already sold an option to a housing developer for the WMC4 site. One wonders if we are being manipulated by land owners in determining the location of future housing estates, by selling land to</p>			665

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							<p>housing developers adjacent to settlements. But surely this would not be the criteria for choosing a site for the development of housing, would it?</p> <p>In the 9 years that I have been acquainted with the area, the land to the East of the Cranborne Road at WMC4 has been used as pasture; this is because it will not sustain crops due to its sub-soil which is fundamentally clay. Clay does not absorb water, and so parts of the gardens of Burts Hill and Walford Close have become culverts for excesses of water from the elevated position of the hill, behind our properties, during periods of continuous rain, storms and now of course thawing snow. This causes our area to have a high water table.</p> <p>I am led to believe that the field to the West of the Cranborne Road is liable to flooding, although I have not seen this myself. I would imagine that at some point in its agricultural past this field was a water meadow. I have however seen quite tall geysers of water rising out of the drains in Burts Hill, and at the corner of Walford Close during periods of heavy rain, and flooding at the junction of the Cranborne Road with Burts Hill.</p> <p>I consider therefore that building homes at WMC4, providing roads, paving, tarmac drives, patios, and of course roofs, will exacerbate the problem, and that our existing homes will be far more at risk of flooding, than they are currently, because the topography of a housing estate will act as a greater run off for water than the current pasture.</p> <p>However rather than be totally negative about the proposals for WMC4 I thought I should be more proactive and offer EDDC alternative uses for the land, other than housing development, while taking into account some fundamental issues which EDDC, or its Consultants, may have overlooked in preparing the Core Strategy Options.</p> <p>Fundamental Issues for Further Consideration</p> <p>Whilst I consider the Core Strategy to be supportable in many aspects there are some quite fundamental issues that appear not to have been addressed and some that have been addressed</p>			

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							<p>which appear flawed. Primarily I refer to the omission of any opportunities to offset the effects of climate change and to provide space for such facilities. I believe if we are going to leave a legacy for the generations that follow us we need to address this very fundamental issue right now. The proposals also intimate they have addressed the effects of urbanisation on heath land but the proposed development at WMC4 is within 5km of a protected heath and has no close suitable alternative natural green space which allows residents access.</p> <p>Secondly the Core Strategy majors on the need for more homes, particularly affordable homes. It reveals that these can be satisfied from the building of between 404 to 505 affordable homes out of a potential 1005 to be developed. We must question therefore why it is considered necessary to destroy more of our rural area than is absolutely necessary by building more than the required number of affordable homes?</p> <p>The Core Strategy identifies that we place too high a reliance on personal motorised transportation and that we need to reduce our dependency on this. It suggests that this can be achieved by relying on public transport, cycling and walking. I believe this to be totally unrealistic in our highly pressurised, motivated, mobile, materialistic and ageing society. The Core Strategy believes that parking has been resolved in the Town Centre by the addition of 213 parking spaces at Waitrose, if this is the case, why is virtually one side of the length of Allenvie Road (and adjacent cul-de-sacs) chock-a-block with cars and vans, during working hours, while the car parks remain underutilised?</p> <p>Offsetting the effects of Climate Change It is clear that people are looking for governments, businesses and councils to lead the way in controlling greenhouse gas emissions and to create opportunities for reducing energy consumption. Consequently they need schemes to be introduced that will mitigate harmful effects to our climate by</p>			

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							<p>offsetting our polluting habits. Most people recognise that burning fossil fuels leads to the release of Carbon Dioxide and other pollutants into the atmosphere and increases global warming. They can however be offset by using green solutions to create energy and by increasing forestation to soak up pollutants.</p> <p>If we take example from Europe most countries have constructed wind and solar energy farms close to their settlements, and increased the expanse of their deciduous forests. Wind Farms seem to be a very contentious issue on land in the UK, but not at sea, and so I am very pleased to note that parts of the Dorset coast line will be developed as a Wind Farm 13. However this does not detract from the fact that each community should play its part in offsetting the effects of climate change, which in fact it causes.</p> <p>I would therefore have expected EDDC to recognise that it has but one opportunity, not to be missed, to include within its core strategy, areas for both a solar energy farm and a deciduous forest to offset the effects of climate change. We cannot afford to waste another 15 years in debating where these should be situated.</p> <p>We need to provide suitable space to locate a Solar Energy Farm capable of generating in excess of 5 Megawatts of Electricity.¹¹</p> <p>We need to provide suitable space to locate a deciduous Forest capable of extracting 7000 tonnes of Carbon Dioxide from the Atmosphere.^{17,18}</p> <p>I therefore make the following alternative recommendations for the Core Strategy; Suitable sites for these two requirements would be WMC4 and “undeveloped” land South of Leigh Road and East of WMC5. It is worth mentioning that these two areas have the same surface area. My favoured option is to use WMC4 for the following reasons; The land to the East of the Cranborne Road is elevated; it is not obscured from the South, and at 35 acres would be able to house a Solar Energy</p>			

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							<p>Farm capable of generating in excess of 7 Megawatts of Electricity. (refer to Map Option A) The distance between Holt Heath and Walford Close is exactly 3 miles (4.8Km) by road. As the crow flies this is 4.5 Km to the Cranborne Road and therefore the area to the East of the Cranborne Road is within 5Km of protected Heath land. Consequently EDDC will be obliged to provide Suitable Alternative Natural Green Space, as required by EU legislation, but this does not seem to have been addressed within the Core Strategy. Complementing the recommendation for the land East of the Cranborne Road, to aid Heath Land protection, and provide recreational facilities in the nature of a Country Park, I would plant a new deciduous Forest to the West of the Cranborne Road of 28 acres which will be capable of extracting in excess of 7000 tonnes of Carbon Dioxide from the Atmosphere. In time the forest will blend with the tree belt known as "The Row" and could be extended all the way up to, and to include Catley Copse. I would recommend that it is established on the lines of the successful Moors Valley Country Park. If further "infill" is created between the new deciduous Forest and the Cranborne Road it could be landscaped to include a Golf Course in the locality. (refer to Map Option A) Thinking more laterally about other potential uses for WMC4, I can conceive that it would be possible to level the fields to the East of the Cranborne Road in order to facilitate the relocation of the Rugby and Football Clubs and also allow expansion of the facilities into a Sports Complex. With regards to the field to the West of the Cranborne Road this could be set out as allotments, which would be significantly larger than the existing sites. The remainder of the space could be allocated as new deciduous Forest as identified in the paragraphs above. (refer to Map Option B) If this option was considered to be more practical the space at WMC5, allocated currently for Sports Facilities, could become a Solar Energy Farm,</p>			

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							<p>which would overcome the problem of what to site in this area because of odour emanating from the adjacent Sewage Works. (refer to Map Option C)</p> <p>I believe either of these proposals would be more palatable to local Burts Hill and Walford Close residents than Urbanising the Rural area at WMC4 and of course any of these schemes is capable of creating much needed additional revenue for EDDC. In addition Walford Close and Burts Hill residents would be able to continue to observe the family of deer that forage and feed in this area at dawn and dusk during Spring and Autumn before haymaking destroys their cover and food supply.</p> <p>Recognising that this would remove the housing options for WMC4, I propose that these should be re-established in the "undeveloped" land South of Leigh Road and to the East of WMC5. (refer to Map Option E, but see also my views on "The Housing Need?" which follows)</p> <p>If this last suggestion proves not to be feasible then perhaps deciduous forestation could be established in this "undeveloped" land South of Leigh Road. However it would not have the same potential for expansion as that to the East of the Cranborne Road, since any expansion would have to straddle the A31 which is likely to lead to a high percentage of road kill and / or an increasing number of accidents in this area. (refer to Map Option C)</p> <p>Regarding sites for a Solar Energy Farm, I can only propose one other alternative site which is in the Northern sub-area of Leigh Road, but I believe this would be a contentious issue between Wimborne and Colehill residents, regarding coalescence.</p> <p>It is fantastic to learn that Eco Sustainable Solutions^{6,7} have put forward a planning application to Christchurch Borough Council for a Solar Energy Farm at Parley along the lines I am suggesting above. I truly believe this to be a really worthwhile venture and I hope that EDDC will give this application its full backing.</p> <p>I have also discovered that Solar Energy Farms are being proposed and introduced by other County</p>			

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							<p>Councils in the South West of England see http://www.thisiscornwall.co.uk/news/Massive-solar-farms-planned/article-2166168-detail/article.html for details of this, and associated business and industrial opportunities for their local industries.¹¹</p> <p>I would hope that the EDDC realises that we cannot wait another 15 years until the next Core Strategy to mitigate the effects of Climate Change.</p> <p>We have only ONE CHANCE, TIME IS RUNNING OUT. We must ACT NOW.</p> <p>The Housing Need?</p> <p>Do we really need to build 1005 homes in Wimborne and Colehill, of which only 50% will be affordable?</p> <p>EDDC objective in building affordable homes is stated as "There is a significant need to provide affordable housing in East Dorset. Because house prices are high compared to wages, the number of public sector homes are very low and there are consequently a large number of residents who cannot afford to live in the private sector and cannot access affordable housing." Additionally it adds, "It wants to support the provision of increased affordable housing opportunities for young people in order that they can have the same opportunities to live and work within their local communities."¹</p> <p>EDDC have also recognised that "with a growing number of older people there will be an increased demand for accessible and supportable housing."¹</p> <p>Interestingly the Core Strategy Area Profile identifies;</p> <p>a) Only 31 homes are needed in East Colehill and 87 in Wimborne making a total housing need of 118 at the present time. 2</p> <p>b) In East and West Colehill 76% of households are composed of adults, without children and 24% of these are of pensionable age. 2</p> <p>c) In Wimborne 84% of households are composed of adults, without children and over 40% of these are of pensionable age. 2</p> <p>Perhaps the reason for this is that young people do not necessarily want to live in Wimborne or Colehill, maybe the area is seen as lacking in job</p>			

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							<p>opportunities or perhaps it's too tranquil and boring to live among so many older folk!</p> <p>I believe that if EDDC build 1005 homes, 50% of these will be occupied by couples that want to move to, and retire, in Dorset. Not that I have objection to this, but this would tend to defeat the object of providing affordable housing solutions because this would again increase house prices rather than reduce them.</p> <p>My view therefore is that the additional homes provided should only be in the category of affordable housing and therefore the number of homes to be built should be restricted to a maximum of 500 over the next 15 years. Clearly the benefit of this policy would be to avoid building in rural areas, avoid coalescence, provide an opportunity for a Green infrastructure for the town, and reduce the impact on the local environment, particularly through transportation.</p> <p>I see no point in creating another local community in Wimborne Minster at WMC4 when we have an existing local community at Leigh Park which is recognised as one of the most deprived areas of the County.¹ Surely we should concentrate our effort in bringing this area out of deprivation and enhancing it with a first school, open space and shops. I doubt that we can afford to do this in two locations.</p> <p>But where should 500 affordable homes be built?</p> <p>If we consider that area WMC4 is now allocated to mitigating the effects of Climate Change then we still have WMC1 (170 homes), WMC2 (50 homes), WMC3 (35 homes) and WMC5 (200 homes) which provides 455 houses of mixed quality (affordable to non-affordable in the ratio of approx. 50%.³) I am sure if the density of housing were increased where practical, from 20 per hectare, to 25 per hectare, in excess of 500 affordable homes could be built on these sites, and still provide much open and play spaces.</p> <p>In this deliberation we should not rule out the area of land South of The Acorns, and to the North side of the A31, which could provide at least another 70</p>			

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							<p>homes of an affordable nature. (refer to Map Option D)</p> <p>The noise issues in this area could be abated by using Gabion Walls to edge the North side of the A31 between Canford Bottom and Merley House Roundabouts.</p> <p>Access into the proposed Sports Complex, Allotments, and the additional 70 homes proposed above, could also be provided from the A31. (notionally on an Eastbound Carriageway – see my views on Transportation Issues which follow)</p> <p>If we consider it to be absolutely paramount that 1005 homes still have to be built, and after having established a commitment to offset the effects of Climate Change, and agreeing that this can be achieved by sighting suitable Green Projects at WMC4, then I recommend that all of the “undeveloped” land South of Leigh Road and East of WMC5 is utilised to create the same number of houses proposed for WMC4. (refer to Map Option E)</p> <p>I am totally convinced that within this context there are greater benefits in developing all of the land South of Leigh Road to provide greater mobility for Employment, Education, Shopping and Leisure than there are in leaving it as Green Belt. (see my views on Transportation Issues which follow)</p> <p>It is also important to remember that Leigh Park is recognised as one of the most deprived areas in the County and one of the 40% most deprived areas in the Country.¹ Here then would be an opportunity to redress the balance in this location.</p> <p>If this “undeveloped” land is not taken up in this review, I am sure this area will be the target for future housing development. I also see no practical reason why the “Scheduled Ancient Monument” cannot be fully preserved in this area, segregated from both housing and an adjacent Sports Complex. In fact if development were to take place in this area it would ensure the Section of Roman Road was preserved in perpetuity.¹²</p> <p>Travel Issues Travel for Employment</p>			

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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.</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>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</p>			

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							<p>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> <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</p>			

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							<p>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 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</p>			

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							<p>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 Core Strategy be capable of being successfully implemented.</p> <p>Conclusion</p> <p>In this paper I have tried to prick the conscience of the EDDC to consider the wider aspects of their Core Strategy, particularly in relation to Climate Change. I have also indicated the benefits that embracing solutions to combat Climate Change can</p>			

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							<p>bring to the community as a whole.</p> <p>I have put forward two further options for consideration which major on the need for mitigating the effects of global warming. These are;</p> <p>a) A Solar Energy Farm and deciduous Forest at WMC4 with housing development limited to affordable and supportable housing in locations identified in EDDC's Options for Housing in the Wimborne and Colehill area, other than at WMC4.</p> <p>b) A Sports Complex, allotments and a deciduous Forest at WMC4, which will allow a Solar Energy Farm to be sited at WMC5 and additional housing to be developed in the "undeveloped" land to the South of Leigh Road and adjacent to WMC5.</p> <p>I have questioned the amount of homes to be built in our locality based on current needs and the detrimental effect that over population would have on our Rural and Natural environment. I have recommended the number be reduced by 50%.</p> <p>I have analysed the anticipated travel requirements of Wimborne and Colehill residents and concluded that the A31 is a major contributor to mobility in our catchment area. Thus for any Core Strategy for Wimborne and Colehill to be successfully implemented MAJOR SURGERY is necessary to improve traffic flow along or over the A31. I have outlined proposals for achieving this.</p> <p>I have looked at the issue of car parking, and proposed a solution to overcome this which it is hoped would encourage more pedestrians into the town, whilst controlling parking spaces for residential use.</p> <p>The question now arises does the EDDC have the courage and commitment to pursue these greater choices and accept that it must make truly sustainable decisions for the benefit of future generations.</p> <p>As a final thought; "How embarrassing would it be for our County if the most prestigious and affluent area of Dorset became submerged under the sea at Sandbanks?" It is a very real possibility unless we take action now.</p>			

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							As a final, final thought wouldn't it be just fantastic to see the EDDC putting Dorset at the forefront of a movement, and an industry, that is capable of leading the rest of the country to carbon neutrality. Think of the kudos this could bring to our County and the increased revenue and prosperity for our Market Town. SEE ATTACHMENT			
521315	Janet & Kevin Healy Paul Timberlake		CSO17851	Option WMC 3	Object		<p>SUMMARY: WMC3 STONE LANE INDUSTRIAL ESTATE (35) We OBJECT to this site. This is a brown field site, all evidence suggests it would be a reasonable and sustainable location for housing. It would be very popular too as it is a lovely location. However, Wimborne needs as much employment land as possible within and close to the town in order to prevent any increase on the existing twice daily commuting figures (10307 Wimborne and Colehill). On page 225, paragraph 12.7 of the Core Strategy: 'If impacts are unavoidable, then mitigation will need to be provided to neutralise the harm, but if the harm cannot be mitigated, then development cannot take place.' We will reluctantly object to this site as a Preferred Option for housing, unless the employment facilities can be located within walking/cycling distance of the town.</p> <p>PURPOSES OF THE GREENBELT PPG2 (as applicable to this site) This is not Green Belt so PPG2 does not apply. However, it is right on the edge of the Green Belt. VISUAL IMPACT ON BOTH THE NATURAL AND HISTORIC LANDSCAPE To the north of the River Allen is Long Close Farm. From the track leading to the farm you can access the flood plain of the Allen. Looking across the Allen, from this point the estate is fairly well screened by mature trees which are growing along the river bank to the south. Despite the rise in the land up to Stony Lane, the estate has little impact on the landscape.</p>			665

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							<p>SUSTAINABLE LOCATION PPS1 Location Primary Schools Middle and Upper Daily shopping Post Office Doctors Stone Lane Ind: Est: 0.5km 0.7km – M 1.1km - U 0.6km 0.6km To close to measure Providing there is capacity in the nearest schools, this should be quite a sustainable location.</p> <p>EMPLOYMENT Stone Lane Industrial Site Riverside Park Industrial Estate Brook Road & Flight Refuelling Bournemouth Airport Ferndown Industrial Site Bournemouth and Poole Commuting for Wimborne and Colehill: Total population 13,520 Internal Commuters: 2335 In Commuters: 3812 Out Commuters: 6495 Net Commuting: -2683 Total Commuting (in and out): 10307 Source 2001 census: ONS 80% of commuters drive or are driven. That is a lot of cars on the road twice daily. With so many commuting out of Wimborne, this site needs to be retained in order to provide jobs. If it is relocated out of walking/cycling and public transport routes, it will just increase the commuting figures. Apart from Brook Road, Flight's, Riverside Park and Stone Lane which are close to the town, there are no cycle routes and anyone working in Ferndown direction would have to cross Canford Bottom roundabout on a bike, although the alterations to the</p>			

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							<p>roundabout do include a foot bridge that we assume will serve cyclists too.</p> <p>PUBLIC TRANSPORT There is a 15 minute bus service from Wimborne to Poole, but this bus stops at Broadstone before travelling non-stop to Poole. Therefore anyone working at the Poole out of town shopping centre at Creekmoor cannot use public transport. Time to Poole is 30 minutes.</p> <p>The number 13 to Bournemouth is half hourly and it passes Ferndown Industrial Estate. It takes nearly an hour to get to Bournemouth.</p> <p>The nearest bus stop is approximately 0.8km from the Square.</p> <p>NEAREST CENTRE WITH FULL RANGE OF SERVICES Wimborne: for weekly shopping there is a choice of two stores but due to the volume of shopping a car would be required. All other services exist.</p> <p>PROVISION OF MULTI-FUNCTIONAL GREEN INFRASTRUCTURE AND OPEN SPACES: (Natural England's Green Infrastructure Guidance NE176 & PPG17 Planning for Open Spaces It is a very small site so very little open space is provided. There are plenty of footpaths close to this site and leading to the central recreational areas, children's play areas and the town. The proposed footpath at the bottom of the slope and along the Allen would be most welcome. A footbridge could link it to the footpath to the north of the Allen that leads to High Hall across the fields and meadows. This would be a dry weather walk only as the Allen does flood.</p> <p>ENVIRONMENTAL IMPACTS: Our comments on environmental aspects of the Core Strategy Options document are included in the Response of the Environmental TAG, East Dorset Community Partnership, which we fully endorse.</p> <p>ECOSYSTEM DAMAGE: disturbance to flora and fauna An industrial site exists, so it is unlikely that any further damage can be done to the land it sits on.</p>			

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							<p>Along the Allen there appears to be little disturbance, with housing this may change. As otters have been recorded at Walford Mill, a full environmental survey would be required as people using paths along the Allen may disturb the wildlife.</p> <p>TRANQUILLITY: sense of place This is not a tranquil site, but it would be quiet and we assume dark at night for any wild life.</p> <p>LIGHT POLLUTION See the ETAG Response which includes a report by Bob Mizon.</p> <p>DRAINAGE PPS25 (causing increase in river flooding or surface water problems) There must be considerable run off from the road and tarmac areas on the existing estate. The proposed housing estate would have to maximise the permeability of all 'hard' surfaces. There would be little room for SUDS and our understanding of SUDS is that it does not work well on small sloping areas..</p> <p>PROXIMITY TO HEATHLAND AND AVAILABILITY OF SANGS FOR MITIGATION This site is about 5.8km – 6km by road from Holt Heath. There are plans for SANGS to the north of the River Allen if that housing development goes ahead, and it does include a foot/cycle bridge across the Allen. However, the river valley does flood and even when the water is not visible on the surface the ground can be too soft to walk on.</p> <p>PROVISION OF ADDITIONAL INFRASTRUCTURE (schools etc.) The Wimborne schools must be able to take all pupils or the site loses much of its sustainability.</p> <p>IMPACT ON TRANSPORT INFRASTRUCTURE The roads are at capacity. Amendments to Canford Bottom roundabout and Parley Cross roads will hardly keep the traffic running, especially with the proposed new housing. We have too many cars on the road. No amount of GI or public transport will solve this basic problem. We do not need more roads destroying more ecosystems we need alternate systems that work. Schools close by</p>			

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							<p>housing and suitable employment sites that are accessible without using a car. More good, safe and direct cycle and pedestrian paths.</p> <p>East Dorset District Council has a target in the Transport Plan to introduce buses to take workers directly to industrial estates. This is an excellent idea. However, one such bus already exists, the number 29 from Bournemouth to Ferndown Industrial site. There are two early morning buses from Bournemouth, one leaving the estate at lunch time and two leaving in the evening. This service started in April 2010, without subsidies. The Yellow bus company confirmed that they do carry some regular passengers to and from the Industrial Estate. We suspect the buses are not that well used, one major problem influencing their use is the vast areas of free parking available on Ferndown Industrial Estate. It may be that the 'stick and carrot' needs to be introduced to get people out of their cars and into a bus. If less parking existed there would be more room for new business. We noticed a large new factory down Brook Road had a vast new car park, when parking is free and easy no-one will catch a bus. Perhaps parking spaces should only be allocated if there are no other means of reasonable travel.</p>			
521337	Christine Charlesworth		CSO17853	Option WMC 3	Object		<p>I wish to record my opposition to the proposals contained in the consultation document. My comments relate mainly to the proposals for Wimborne.</p> <p>General Reasons for Objection</p> <p>The proposed developments, with the creation on more than one thousand new homes on Wimborne, together with associated commercial/industrial/leisure facilities, would change the whole character of what is now a small market town. The primary reasons for my objections are:-</p> <ul style="list-style-type: none"> - the expansion in population and the inevitable changes in the character of the town - the creation of major new traffic flows - the increased pressure on infrastructure 			665

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							<p>- the destruction of Green Belt land and the danger to sensitive conservation sites such as the River Allen</p> <p>- the resurrection of the bad old principle of ribbon development.</p> <p>Issues of Attitude and Approach</p> <p>1. There are too many ifs, buts and maybes in this consultation. No site is specified from the new Cuthbury allotments, for instance, despite the fact that an increase in their number is used as a justification for proposal WMC1. likewise, in proposals CM1 Lockyers School is proposed for relocation, but no site is specified and it is admitted that 'if a site cannot be found in the built up area of the village, Green Belt land would need to be used for the school'.</p> <p>2. Judging by the video clips on the website introduction to this consultation, there is some confusion in basic thinking.</p> <p>- The number of people featured in the video clips is very small. Surely some effort could have been made to draw comments from more individuals, perhaps through schools, churches and local service organisations? Several of the younger contributors seemed to hail from the same jitsu club. Very worthy, but hardly a broad cross-section of local society. There are other bodies and other sports. What about Young Farmers, the various scouting/guiding/cadet bodies? What about the ordinary youngsters to be found in the shops, the library, and 'The Planet'? There is also the issue of envisaging some kind of 'right' to local housing. Many people would challenge the idea that just because a person was born and raised locally and wished to remain near his/her 'mates', they automatically have a right to a house, regardless of their employability and financial prospects. It also seems patronising to accept this simplistic view of what young people want. Many of them will have wider ambitions than simply staying in Wimborne all their lives. They will wish to take up opportunities in the wider country and the wider world - not to spend</p>			

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							<p>their lifetime working in a tiny business enterprise in a newly constructed premises built 'south of Leigh Road'.</p> <p>- Likewise, the reasons given for encouraging young people to stay in the town include access to amenities. Fair enough, but the two areas cited are the New Forest and 'the beaches'. Neither of these areas is less than six miles from the town. The true value of Wimborne's market town location lies in the surrounding countryside - the very same Green Belt on these proposals wish to build. A woman in the video clips emphasises the importance of green space and the connection with the farming community. It is hard to see how this connection can be maintained by plastering development across what is now Green Belt and covering former farmland with housing. There is also a strange remark about areas of the Green Belt 'not doing much' at present. If this refers to changes in land use and agricultural patterns - which is the only sensible interpretation - then it should be remembered that such changes are on-going and unpredictable. They are not a basis for long term/medium term planning. Nor is the Green Belt required to do 'anything much' except be there. That has been its purpose ever since its inception. The observation is inappropriate and faintly ridiculous.</p> <p>- Among the reasons given for the desirability of Wimborne as a place to live, 'absence of crowds' and 'tranquillity' are cited. The proposed developments would destroy both these attributes. Already, Wimborne is gridlocked during the morning and evening rush hours and the school run periods and parking in the town, even at other times of the day, is a nightmare. I carry a blue badge because I am a carer for my very elderly mother, yet even I often circle the town several times before giving up, taking my mother back home (to her disappointment), then coming back on foot. Despite the heroic and laudable measures to restore conditions in the town after the disastrous fire, the town centre has only limited capacity and the large</p>			

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							<p>increase in housing - with its attendant increase in road use and parking demand - would prove unsustainable. Does anybody really imagine that new occupants of the new housing stretching out nearly as far as Dog Dean would come to shop in the town centre on foot or by bicycle?</p> <p>- This whole set of proposals is premised upon the issue of 'affordable housing' and the fact that in the current market situation, young local people are unable to remain in the area, as they wish to do. Although the term 'affordable' is widely used, it is not clear to me, and no doubt it is unclear to others, what precisely is the definition of that term, not how (by what mechanisms) the desired affordability is to be achieved. Many questions spring to mind. Given the fact that size-for-size, type-for-type, new build is generally more expensive on the open market than is older housing stock, how are the proposed additional houses to be made 'affordable'? Will they be subsidised through national or local taxation. What will the affordable stock consist of? Will it be small, modest, minimal footprint housing? By the tone of the introductory material, and the proposed location in the case of WMC4, it is unlikely to be flats, so presumably it will be house-plus-garden. What size? What facilities? Nobody wishes to return to the era of tenement flats without proper sanitation, or back-to-back housing of yesteryear, but one hopes that the affordable will be basic by modern standards, having excellent insulation and security, but not offering large gardens and multiple garage/parking spaces. There is no reason for local people, especially those young couples already struggling to pay their mortgages and bring up their own families, to subsidise others through their taxes.</p> <p>Other Planning and Development Principles and Issues</p> <p>Detailed local planning matters have always, naturally, been the responsibility of local authorities, but in the past planning strategies been responsive to local conditions set within the wider social and financial framework. A good deal of guesswork is</p>			

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							<p>normally involved in these processes, but whenever government at any level has sought artificially to skew the commercial, industrial, demographic or financial base, the result has been a disaster. In the present case one suspects that the guesses are misguided and the rationale is wrong. The proposed amount of new commercial and industrial development does not match the volume of new housing stock. The danger is that Wimborne will expand its existing role as an outlier/dormitory for Poole and Bournemouth, without sufficient local opportunities. Simply building a new industrial estate will not, in itself, cause an improvement in local employment opportunities. The background (national and international) financial situation will be the governing factor. Likewise, building affordable housing to accommodate the theoretical new workers in their theoretical new jobs will not solve any problem.</p> <p>Current recession conditions cannot be overcome by putting up a few new buildings and a mass of new housing to accommodate the theoretical future workers. Nor should we seek to build a major new commercial enterprise artificially. The likes of 'Flight Refuelling', local farming enterprises and ancillary operations, local growers' initiatives and other commercial ventures within the town grew up 'organically' in response to prevailing circumstances - not because local planners decided that they would be there.</p> <p>The proposed industrial/commercial development for Wimborne is remote from the majority of the new housing. In reality, even assuming that new ventures do indeed take up the new space, it is unlikely that many of the workforce will walk or cycle to this site. Its creation will add pressure to an already over-pressed local roads network.</p> <p>There are worries at the demographic level also. In the introductory material references are made to 'nimbyism', yet almost in the same breath, spiteful remarks are made about 'older couples and single people' occupying three- and four-bedroomed</p>			

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							<p>houses. The housing market has long been dictated by external financial factors on the one hand and individual circumstances on the other. Unless we intend to adopt a centralised 'command economy' system, like that of the failed Soviet Union, where housing and jobs were allocated by central government, we must accept that if any couple, individual or family desire a particular type of housing, and can afford to buy and maintain it out of their own resources, it is not for others to complain. The issue about second homes is a separate one, but again, this would be better dealt with by taxation penalties rather than by knee-jerk planning proposals.</p> <p>I would also observe, finally, that the protection of the heathland of the District is a key objective in the proposed measures. It is a worthy idea and one I wholeheartedly support, but it must be noted that only two years ago the District Council sought to ban dog owners and their dogs from taking proper exercise in public recreation areas such as Corfe Mullen RG and the comparable Ferndown facility, and tried to force them to use adjacent heathland instead. This was successfully opposed, which was a victory for common sense and the local taxpayers' democratic rights, but it is ironic that the rationale for these unworkable proposals includes prevention on the very same increase in heathland destruction to which the Dog Control Orders would have led.</p>			
522257	Mr Richard Beaman		CSO18093	Option WMC 3	Support		My support for the additional housing proposed in Verwood and Wimborne is conditional, based on building the proposed secondary school in Verwood. The new school should start to be built prior to or at the same time as any of the proposed larger housing developments.			665
523296	Mr Ian Spiers	Ian C Spiers & Associates	CSO18270	Option WMC 3	Support		We act on behalf of Mr Grant, ACG Developments and Mr David, David Bros, freehold owners of the first part of the site known as Stone Lane Industrial Estate. We attach a plan indicating the extent of the ownership to which we refer.			665

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							<p>In connection with the Public Consultation regarding possible future designation of the land we can report that in principle our clients are in agreement with the redesignation of the land for future residential development.</p> <p>One reason for this is that in the past there has been some difficulty in redeveloping or improving the site for its presently designated use due to the proximity of the surrounding residential development which the Council has more recently allowed.</p> <p>There is however one major reservation I agreeing to the above, that being that our Clients do not believe that the number of residential units suggested in the consultation papers is realistic. Any future development of the land will be market led and our Clients do not consider that the number of residential units suggested will adequately compensate for the present value of the site as employment land for industrial and commercial uses.</p> <p>In developing the land for residential uses several major costs will need to be taken into account. In addition to the demolition of the existing units and decontamination of the land these costs will include the widening of the access and road improvements to Stone Lane, most probably requiring the purchase of two properties. There is also the social housing element to take into account, presently we believe it to be 40% and the ever burdening infrastructure charges, Dorset Heathland contributions and others imposed by yourselves.</p> <p>Whilst our Clients are therefore sympathetic with the proposals of the plans for future residential development of the site they consider that there should be no constraint on the number of properties to be constructed.</p>			
523300	Mr Trevor Abbott		CSO18276	Option WMC 3	Support					665
524088	Mr	Ken Parke	CSO18545	Option	Object		It is clear from the Wimborne and Colehill area			665

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	Ken Parke	Planning Consultants		WMC 3			<p>overview that there is a recognised demand for additional residential development across the area and additional community and leisure facilities within Colehill. There is a recognised lack of any facilities other than schools within Colehill. An ageing population may have impacts upon the viability of these schools, however the overview recognises that Colehill remains attractive for migrating families because of the proximity to schools.</p> <p>7.3.2 The overview discusses the need for strategic urban extensions in three broad locations. The overview recognises housing and facilities deficiencies in Colehill but yet the strategic extensions being considered are all closer to Wimborne and removed from Colehill. The urban extension to the north of Wimborne extends the urban area into the countryside, requires a first school and will not assist in offsetting any of the deficiencies in Colehill. Yet there are opportunities for providing development in Colehill on the subject land which will not need the provision of additional school facilities, other than perhaps the extension of existing schools, and which would enable the provision of additional facilities in the form of a local area centre to serve the wider community.</p> <p>7.3.3 The overview states that any development within Colehill should reflect an existing suburban density. Such an approach limits the capacity for new development within the existing urban area and thus the identified issues within Colehill will remain unresolved. Development of the subject land would significantly resolve these issues in a location which will be of benefit to the entire settlement of Wimborne and Colehill. The definition of the area of Colehill within the settlement hierarchy as a suburban centre with no centre further restricts the amount and type of development which can be accommodated within Colehill, which will further hamper any additional development.</p> <p>7.3.4 The main issue to consider with the development of the subject land is one of strategic gap and coalescence. This issue needs to be</p>			

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							<p>considered against the other options in terms of urban extension which extends the limits of the settlement further into the countryside or, as is proposed within this document, developing land clearly within the limits of the main settlement i.e. the subject land, which will ensure the settlement does not extend into the countryside and which will enable the entire settlement to be more compact and operate efficiently in land use terms.</p> <p>7.3.5 It is clear that the Core Strategy Options document puts forward the idea of Colehill and Wimborne as two separate settlements but it is clear that they are inextricably linked and, if this premise could be embraced, there is scope for meeting all of the main identified issues in a more meaningful way to the benefit of the entire settlement.</p> <p>7.3.6 However, even with the development of the subject land in an appropriate manner retaining existing landscape features, there will still be the retention of significant elements of green space between the areas of Colehill and Wimborne. The areas of green space to the north and south of Leigh Road would remain in place and therefore, along the main thoroughfares, there will still be the perception of a strategic gap. Likewise, the open space to the west of North Leigh Lane and Beaucroft Lane will all remain in place and this area, due to its mature sylvan nature, does represent a significant green wedge and corridor or open land between the various suburban areas which includes the low density residential areas along the Colehill ridge.</p> <p>7.3.7 The overview of Wimborne and Colehill provided within existing East Dorset District Wide Local Plan quite clearly states that much of the development within Colehill is not visible from the wider area due to the manner in which it is situated within the slopes of the hill and within a sylvan setting. Development of the subject land could be accommodated in a similar manner whereas development of the land to the north of Wimborne on either side of Cranborne Road would quite clearly be an intrusion into the countryside.</p>			

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							<p>7.3.8 The subject land was included within an area of search identified as northern sub-area 1. This sub-area included all of the green space to the north of Leigh Road and was ruled out due to the loss of all of the green space between the various developed areas. The option of some of this land being developed, and the remaining land not being developed in order to retain the strategic gap and open space function, does not appear to have been considered.</p> <p>7.3.9 As indicated at the outset, the primary thrust of this representation is to promote the subject land in preference to the other options. It may be that, in order to meet housing demand, some of the other options are also promoted along with the subject land however it is difficult to comment on this when there is no definitive figure provided in relation to the amount of housing that is to be provided. I intend therefore to assess the merits of the subject land being developed and compare the advantages and disadvantages with the other options. The analysis will demonstrate that the site can be developed in a manner which retains sufficient green space to prevent coalescence, regardless of whether the urban area is viewed as one or two settlements, and to demonstrate that, in terms of urban design, landscape, Green Belt, infrastructure and meeting the identified strategic objectives and resolving the various issues, the development of the subject land should be a preferred option.</p> <p>7.3.10 With the above in mind, the representation now comments on the consideration given to the various areas of search by providing an appraisal of the methodology and factors of consideration and providing comment and support/objection to the specific areas. I will then comment upon the various preferred options before providing a detailed appraisal of the subject land which is being promoted. Using the same methodology and factors of consideration, it is clear that the subject land scores as highly as, if not higher than, the preferred options.</p>			

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							<p>This option refers to Stone Lane Industrial Estate. This option however requires the relocation of the existing employment and industrial uses before it can be developed. The entire site would have to be delivered as a single entity because any part development of the site for residential use would result in relationship issues with any remaining industrial uses. The Core Strategy already recognises that there is some conflict between the existing industrial estate and the surrounding residential properties.</p> <p>7.3.15.2 This area is the only area of employment land identified in the north western element of Wimborne. Relocation would result in the employment uses being decanted to other available employment locations. There is no other sufficiently sized employment land in Wimborne and Colehill and so the employment uses would have to relocate further afield to Ferndown, being the closest with potential available employment land or even to a different district altogether.</p> <p>7.3.15.3 The Core Strategy document promotes this site due to its sustainability and location in relation to the town centre however this needs to be weighed against displacing jobs further afield and potentially into neighbouring districts. The Wimborne and Colehill overview already points to a situation where the majority of workers have to travel to Ferndown or further afield into Poole and Bournemouth for work. The relocation of Stone Lane Industrial Estate will exacerbate this situation. In my view there is no good reason to relocate these employment uses. Even if the site is considered to have operational limitations, there are different types of employment uses, such as office based and technological industries, which are more neighbour friendly, appropriate, and which would retain employment within this element of the town.</p> <p>7.3.15.4 There is no good reason to promote this site when its deliverability is far from certain and the loss of employment land and opportunities would weigh against any perceived sustainability or</p>			

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							housing benefit. The justification for the option states that the land is a good location due to accessibility to important services, facilities and work opportunities but yet removes the only identified employment land, and thus work opportunities, from this part of the settlement to probably a different settlement altogether. The site would not then be located close to work opportunities as those available within Wimborne town centre are limited. This option is not progressive and should not be pursued.			
524495	Mr Stanley Jackson		CSO18592	Option WMC 3	Object		I would prefer Option WMC3 to be developed as a revamped industrial site rather than used as a location for a limited number of new homes. I feel that the Stone Lane Industrial estate has more to offer the town of Wimborne Minster as a business site than as a housing area. Some of the units are currently empty and there appear to be buildings with asbestos components on the estate. The area needs a good overhaul and refurbishment to encourage traders to occupy units and create employment opportunities. The entrance to the estate is difficult to negotiate and would need to be widened.			665
524723	Mr John Worth	Chair Wimborne Civic Society	CSO18734	Option WMC 3	Object		We feel that the Stone Lane Industrial Estate (WMC3) has more to offer the town of Wimborne Minster as a business site than as a housing area. Some of the units are currently empty and there appear to be buildings with asbestos components on the estate. The area needs a current overhaul to encourage traders to take the units and create employment opportunities. The entrance to the estate is difficult at present and needs to be widened.			665
527661	W Barnes		CSO18858	Option WMC 3		No Opinion				665
527750	Mr Colin		CSO18902	Option WMC 3		No Opinion				665

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	MacNee									
527818	Mr Nigel Lester	Synergy Housing Association	CSO18958	Option WMC 3	Support		Having looked at the proposals for each of the geographical areas and the proposed sites within those areas we can see no reason to disagree with the Local Authorities assessment and findings in each case, and would be very keen to become involved in the provision of affordable housing on any of these sites.			665
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19023	Option WMC 3	Support		Option WMC 3 This site is in a good location however access improvements are needed. The site will need linking with pedestrian and cycle infrastructure locally.			665
533834	Mr Tim Harris		CSO19196	Option WMC 3	Object					665
534820	Paul Batten		CSO19448	Option WMC 3		No Opinion				665
534833	Frederick Wall		CSO19463	Option WMC 3		No Opinion				665
534837	Mrs P Martin		CSO19483	Option WMC 3		No Opinion	Horses need grazing land. No infrastructure in place for the total number of homes planned. I do not go out between 8.00 and 9.30 am and 3.00pm and 6.30pm because of the traffic on the roads now.			665
534875	Brian Lane		CSO19527	Option WMC 3		No Opinion				665
534882	M Cuff		CSO19562	Option WMC 3	Object					665
534914	Mrs P Froud		CSO19644	Option WMC 3	Support					665
535070	Mr Alan		CSO19618	Option WMC 3	Object					665

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	Reade									
535112	Mr Jack Tindall		CSO19689	Option WMC 3		No Opinion				665
535167	Lynda Lake		CSO19732	Option WMC 3	Support					665
535209	Mr P Webster		CSO19784	Option WMC 3	Object		Please liaise with NFDC and NPA, as the additional traffic generated by the extra housing and employment zones will increase the traffic problems at the already congested bottleneck at Ringwood and cause yet more problems for the people who live in New Forest hamlets such as Linwood, Brook and Burley as motorists try to find alternative routes. Can the New Forest take any more pressure from additional numbers of visitors? Has Dorset got enough sand and gravel in the land bank to meet the needs of the developers? Can you force Tarmac to start mining gravel by the Spur Road near Hurn? What will happen to the pollution levels close to the trunk roads e.g. at Ringwood, especially particulate pollution? Can Bournemouth Water meet the increased demands for water?			665
535349	P Thomas		CSO19812	Option WMC 3		No Opinion				665
535368	Mr Andrew Evans		CSO19855	Option WMC 3	Object		I think that this whole core strategy consultation needs a full review in light of the proposed changes being brought in under the new government. I particularly object to all the proposed Verwood development as the infrastructure is not in place to support the current population let alone adding even further to it by building a further 400 homes. Any EDDC councillor who has the affront to say that the infrastructure is in place to support this development does not know what they are talking about and obviously do not live in the town.			665
535387	Mr Brian		CSO19879	Option WMC 3	Support					665

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	Cox									
535393	Jeremy Berg		CSO19886	Option WMC 3	Support		ROADS, ROADS, ROADS, BEFORE YOU BUILD ANYWHERE & DESTROY EVERYONES WAY OF LIFE FOREVER, BUILD ROADS & BY PASSES.			665
535421	Mr Roland Andrews		CSO20604	Option WMC 3		No Opinion				665
535457	Mr Matthew Newman		CSO19937	Option WMC 3	Support		As a lifelong resident of Wimborne I feel the need for a sizable housing development is greatly needed for families & young professionals as the town is seriously lacking in affordable private ownership family & starter homes. Family sized properties in the Wimborne area are very overpriced (as demand is high) and I am aware of many families living in inadequate sized dwellings that are unable to bridge the price gap to buy a home that is suitable for their needs. In recent years the majority of development that has taken place in the area has been small scale and is usually aimed at the executive high end market. A larger housing development would cater for a wider range of housing stock which is greatly needed by the residents of the town.			665
535500	David Veevers		CSO20000	Option WMC 3		No Opinion				665
535504	Mr Michael Beer		CSO20030	Option WMC 3		No Opinion				665
535509	Mrs S Durant		CSO20054	Option WMC 3		No Opinion				665
535517	Roy Rich		CSO20080	Option WMC 3	Object					665
535547	Mr M Folland		CSO20153	Option WMC 3		No Opinion				665

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535550	Mrs D Mogg		CSO20156	Option WMC 3	Object					665
535567	Ms Judy McMath		CSO20216	Option WMC 3		No Opinion				665
535574	Mr and Mrs Ralph Williams		CSO20231	Option WMC 3		No Opinion				665
535591	A Walker		CSO20278	Option WMC 3		No Opinion				665
535610	Mr Stewart Bullen		CSO20318	Option WMC 3	Support					665
535670	Dave Allen		CSO20400	Option WMC 3		No Opinion				665
535678	Andrew Bryant		CSO20427	Option WMC 3		No Opinion				665
535688	Susan Hobbs		CSO20460	Option WMC 3	Object		The proposed developments in Wimborne are highly undesirable. Their size will radically change the nature of this small market town and the pressures on the present infrastructure would be unsustainable. In particular, the road system is already overloaded and the number of extra cars having to come through the centre of Wimborne would lead to major congestion. It is no good planning developments BEFORE the infrastructure is upgraded to support the influx of more people and traffic. Three proposals in particular are highly undesirable : WMC4(Cranborne)This major development would require new schools, doctors and shops out on the Cranborne road if Allenvie road is not to become a major traffic bottleneck. Many of the people living out there would be heading for Poole and Bournemouth and the present Wimborne road system would not support			665

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							the through traffic generated. WMC9 & WMC10. There is not sufficient land to support these proposed developments. All the existing car p g to provide the significant investment capital required - and local authorities are going to be severely constrained by Government spending cuts.			
535701	Mr Andy Skeats		CSO20476	Option WMC 3		No Opinion				665
535815	Mrs C M Davies		CSO20545	Option WMC 3		No Opinion				665
535836	Peter Parsons		CSO20572	Option WMC 3	Support					665
535865	Darren Charles Bryson		CSO20635	Option WMC 3		No Opinion				665
535875	John Kitchenside		CSO20665	Option WMC 3		No Opinion				665
535907	Mr Christopher Baxendale		CSO20694	Option WMC 3		No Opinion				665
535940	Mrs Linda Medler		CSO20767	Option WMC 3	Object		Any additional building of houses will need to have a better road structure than exist at the moment to cater for all the extra traffic this will bring. I thought we were trying to bring about a greener environment to Dorset county?			665
536014	Mrs Dawn Tindall		CSO20852	Option WMC 3		No Opinion				665
536046	L Appleton		CSO20878	Option WMC 3	Support					665
536096	Katie Lacey		CSO20937	Option WMC 3	Object					665

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536129	Mr Peter Houghton		CSO20956	Option WMC 3		No Opinion				665
536169	Mr Tony Treviss-Bell		CSO21001	Option WMC 3	Object					665
536267	Trish Wheeler		CSO21135	Option WMC 3		No Opinion				665
536271	Mrs D Holt		CSO21146	Option WMC 3	Support					665
536282	Mrs Doreen Kingaby		CSO21175	Option WMC 3	Support					665
536324	Paul Sumner		CSO21250	Option WMC 3	Support		Wimborne has the land and facilities to support more houses. The other areas do not. Especially Verwood, as it has been built upon to the point where it is second only to Dorchester, in terms of population. Verwood should be left alone and other areas play catch up. Verwood has no vibrant town centre no realistic extra employment opportunities. No infrastructure, no buses after 6pm or police for that matter. One nhs dentist with a waiting list as long as your arm. Same with the meagre doctors services. None of the houses are actually needed, only for the council to get social housing built. Not the attractive affordable homes it seems to like to label them as. Building on green belt land is supposed to be for exceptional circumstances, there are no homeless in verwood. Do not destroy green belt land just because of a loophole. There is no need for social housing in verwood, therefore no exceptional circumstances exist. I have looked at the proposed sights and they will all destroy habitat for local wildlife, VW M4 will also see ssi sites read beds ancient hedge rows etc. severely disrupted. Did you know that there is a flood plane? What about the scientific report on the river crane and			665

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							fishing lakes down there?. Common sense please.			
536341	Adrian Bowyer		CSO21290	Option WMC 3	Support					665
536346	Mr Ben Richards		CSO21324	Option WMC 3	Support					665
536349	Mrs C Bowyer		CSO21351	Option WMC 3		No Opinion				665
536449	Dave Isaacs		CSO21436	Option WMC 3	Object					665
536543	Samantha Fysh		CSO21504	Option WMC 3	Support		NO MORE HOUSES IN VERWOOD.. ENOUGH IS ENOUGH!!!!			665
536572	Roger Fysh		CSO21563	Option WMC 3	Support		I strongly object to the proposal to increase the housing in and around Verwood. Verwood has been extensively developed over the years and there is inadequate services to support the extra cars and people. Also having seen the housing density of the Ebblake housing estate it is clear that agreeing to more housing will only create 'no go' areas in the very near future. I also note that in and around Wimborne there are huge areas of open land, which could easily be developed, especially between Ferndown and Wimborne which also has excellent road networks in place as it could immediately open onto the A31			665
536576	Mrs Valerie Green		CSO21569	Option WMC 3		No Opinion				665
536628	Mr C.A Wills		CSO21702	Option WMC 3	Support		In ALL cases I've assumed 'Flooding areas' have been agreed on and that NO developments will be allowed on the flood plains WMC1, WMC 3, WMC4 (West side) and WMC5. Most of these areas have flooded in my time living in Wimborne!			665

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536699	Ms Kathryn D'Arcy		CSO21757	Option WMC 3	Support		Ensure that all existing unoccupied homes are utilised. Look at infill in a positive way- Ensure that all infrastructure REALLY supports proposed development Do not build homes if the occupants are unable to find work locally. This leads to juvenile problems and a group of unemployed within the community. There is not enough employment in Wimborne for the number of homes proposed.			665
536771	B Lusher		CSO21835	Option WMC 3	Object		I object to any development that expands Wimborne and surrounding villages now and at any time in the future. Why is Wimborne such a beautiful town, could it be the Minster, old buildings, steeped in history? probably all of these and many other attributes. Take a good look at that stunning photograph 'Wimborne Minster and Stour In Winter' by Roger Holman, fields and the town centre, all in one picture. This view of the landscape, identified as a scene of merit by the artistic eye of the photographer, often passes the layman by, until pointed out so graphically. This photograph, like others, is a measure of what we could lose. I wonder if there were other equally stunning scenes in the hills northeast of Wimborne, Colehill, now completely covered in houses. Can you imagine the equivalent photograph of that time, the town, with a backdrop of fields and trees rising above horizon. Too late, that moment has passed. The town, in close proximity to countryside, is ye has realised this and is making an effort to preserve old Singapore. We, on the other hand, seem to be quite happy to knock down our countryside in the name of development. If we really want to preserve Wimborne for generations to come, so they can see the town, be part of its unique character, situated amongst, close at hand countryside, then we must make a conscious decision now to preserve the green belt and green areas in the town forever, before Wimborne eventually becomes a quaint little roundabout that travellers come across on the way from somewhere to somewhere.			665

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536790	David Steadman		CSO21884	Option WMC 3	Support					665
536802	Anida Griffiths		CSO21933	Option WMC 3		No Opinion				665
536808	Ms Yvette Allen		CSO21963	Option WMC 3		No Opinion				665
536812	R H Barker		CSO21970	Option WMC 3		No Opinion				665
536830	Mrs Janet Sutcliffe		CSO22042	Option WMC 3		No Opinion				665
536848	Ola Steadman		CSO22117	Option WMC 3		No Opinion				665
536850	Mr Michael Hird		CSO22109	Option WMC 3		No Opinion				665
536860	Mrs Sparks		CSO22175	Option WMC 3	Support					665
536866	Emma Huns		CSO22200	Option WMC 3		No Opinion				665
536930	Mrs Susannah Spencer		CSO22286	Option WMC 3	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.			665
536932	Paul Bason		CSO22291	Option WMC 3	Support					665
537050	Diane Fletcher		CSO22400	Option WMC 3		No Opinion				665
537064	Elizabeth		CSO22427	Option	Object		I have lived in the centre of Wimborne for 17 years			665

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	Harvey			WMC 3			and have recently June 2010 got an allotment on the Cuthbury site. i have no back garden only a small paved patio area and walking to the allotment and spending my weekends and evenings in the lighter evenings is my escape. i look after adults with learning difficulties and mental health issues and as you can imagine this is a very stressful occupation. the time that i spend up at the allotment and walking through there and mixing with the other people that have the allotments is relaxing, quiet, hard work but takes your mind off every day things. also i lost my mother to cancer in November and she spent from June to the end of September up there sitting in her wheelchair planning with me what we would grow for this year, i feel she is very much still with me up there and i would feel heartbroken and shattered if we were to lose this to housing. i appreciate that houses have to be built somewhere and everyone will have an opinion and opposition to wherever they are built but this is mine and i am very much against the idea. How can it be possible for Wimborne to have an extra 1000 homes built and not suffer, the sewage and drainage cannot cope with the houses we have now and i feel that this should be considered before new homes are built.			
537075	Mrs Elaine Holt		CSO22434	Option WMC 3		No Opinion				665
537106	C Hebditch		CSO22466	Option WMC 3	Object		The more homes we build the more roads we need. The homes and roads get filled up then we're back to square one. When will it ever end. The notion expressed in some of the planning, about trying to get people out of their cars, off the roads, and into public transport, is a joke. For example, building on the Cuthbury allotments in Wimborne means that those who have one of the new allotments will have to get their cars out to drive to them, whereas at present there are many people in Wimborne who can walk to their allotments. Most of the areas			665

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							designated as fit for development will mean even more chaos on our local roads because public transport is not going to improve to the state where those of us who are fortunate to have a job to go to will all be able to get to work on time using a bus. The size of the proposed developments, in my opinion, is too big and will put undue pressure on local services for which we do not at present have funding to improve. I suppose though that these new homes will bring some new council tax payers to the area and therefore, maybe, help with the budget deficit ... until we have to build the new roads			
537126	Mrs Heather Nisbet		CSO22495	Option WMC 3	Support					665
537362	Peter Constable		CSO22523	Option WMC 3	Support		The larger residential building proposals are completely out of character for the area and will consume large tracts of green belt. The infrastructure to support development on a large scale is simply not in place. The smaller developments appear to be a better fit e.g. Cuthbury, Leigh Park, Stone Lane.			665
537435	Ms Pauline Burton		CSO22551	Option WMC 3		No Opinion				665
537529	Mrs C White		CSO22578	Option WMC 3	Object					665
537571	Nick and Marion Leatherdale		CSO22630	Option WMC 3	Support					665
538210	Mr and Mrs Peter Griffiths		CSO22708	Option WMC 3	Support		Approve of provision of affordable housing, however, agreement with Housing Association must be watertight so housing stock for rent remains constant and stock can never be sold. These houses will be near to facilities, schools, shops, transport, work and will alleviate pressure on rural communities with no facilities to provide affordable			665

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							housing in the Green Belt.			
359416	Mrs Tracy PAINE	Clerk Colehill Parish Council	CSO17700	Option WMC 4	Object	General Comment	Concern that this proposed development is entirely on Green Belt land. A large development and whilst provision of a new First School is being considered, no provision has been made to expand the Middle School facility which is already under severe strain. The proposed development on this land does not appear to have taken into consideration that this is a valuable flood plain and if developed, there will be little ability for natural run-off with up to 550 homes built on this site. Another major concern is the increased flow of traffic that this volume of housing will generate, and the impact on the already congested roads through both Colehill and Wimborne.			668
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17487	Option WMC 4	Support		Together with WMC3 this proposed development could have significant impacts on the River Allen through disturbance, water and light pollution and direct damage in construction phases (e.g. new access) and will require adequate buffering, mitigation and enhancement works to protect the river and its wildlife. Additionally, consideration is needed to ensure the wildlife of Catley Copse SNCI (SU00/12 –a semi-natural woodland with a good flora and stream, lying within the proposed SANG) and the Row woodland is sustained in the longer term along with other local wildlife features, including the roadside verge E/18 on the Cranborne Road which is recognised and managed for its wildlife.			668
359482	Ms Helen POWELL	Conservation Officer England, Dorset and Somerset Team	CSO18704	Option WMC 4		No Opinion	WMC1, 2, 3, 4, 5 These options offer opportunities for significant green infrastructure that could remove potential adverse effects (from recreational pressures) on the Dorset heaths and increase the value of the locality for biodiversity. Our opinion on this option will therefore be shaped by the strength and detail of policy on delivery of the green infrastructure as an integral part of the development. We support the			668

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							opportunities to integrate and link recreational access between the WMC3 Stone Lane Industrial Estate and WMC4 land to the east and west of Cranborne Road options. Further opportunities exist to integrate development under option WMC5 south of Leigh Road to a potential Country Park centred on the Stour Valley.			
359498	Mrs Lisa GOODWIN	Clerk Holt Parish Council	CSO1683	Option WMC 4	Object		The proposal to build 550 homes to the east and west of the Cranborne Road will create increased traffic through Holt Parish to Verwood and Three Legged Cross where there is employment and industrial estates and will have an immediate effect on the lowland 'Holt Heath' area.			668
359555	Mr L HEWITT	Town Clerk Wimborne Minster Town Council	CSO17905	Option WMC 4	Support	General Comment	<ul style="list-style-type: none"> • The general consultation is being well organised. EDDC needs to be sure that everyone has the opportunity to respond. (After note: the consultation is promulgated in East Dorset News, distributed to all households). • Although the predicted growth appears to be large; in fact, across the whole of East Dorset it is only 70 properties for each of 15 years which is not thought to be excessive. • The current infrastructure is considered to be inadequate to support the development options. There appears to be a shortage of funds which, because the infrastructure may not be there, could inhibit development and we would not gain extra facilities that are needed now. • The option to develop "north of Wimborne", i.e. north of Walford Bridge and along both sides of the Cranborne Road, would present access difficulties for residents' traffic going south and east (e.g. to Bournemouth and Poole, or Ringwood and Southampton) - passing through the centre of Wimborne or along Middlehill Road, Colehill – unless a satisfactory alternative route could be established. 			668
359568	Mr James	Rural Surveyor National Trust	CSO13497	Option WMC 4	Object		Careful thought regarding environmental impact and sustainability is required, particularly when looking			668

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	MEADOWS						after riverside locations, or over aquifers. Infill and continuation of urban/rural boundaries will maintain character.			
359571	Mr Renny Henderson	Conservation Officer Royal Society for the Protection of Birds	CSO18695	Option WMC 4	Object		We agree with the findings of the HRA in connection with the proposed housing sites within these areas. Consequently, until such time as assessment of the potential impacts of the options on European sites is determined we object to the following policies:			668
359582	Mr Richard SCOTSON		CSO14593	Option WMC 4	Object					668
359598	Mr A KETCHLEY		CSO7989	Option WMC 4		No Opinion	Unfortunately whatever is finally decided on the following well known saying will occur: 'You can please some of the people all the time, You can please all of the people some of the time, But you cannot please all of the people all of the time!' I wish you well in whatever is decided. Some will see it as inevitable due to the area's population increases, whereas others will see it as a necessary evil, and some will accept it without question			668
359841	Mrs Felicity Riley		CSO15016	Option WMC 4	Support					668
359872	Mr K ADSHEAD		CSO14738	Option WMC 4	Support					668
359873	Mrs M HUGHES		CSO8607	Option WMC 4	Object		A31 Canford Bottom needs to be bridged if increased traffic from new housing takes place; it just can't take any further loading (or a dual carriage way up to A350 from Ferndown).			668
359875	Dr Lesley HASKINS		CSO19186	Option WMC 4		General Comment	The River Allen is also of high nature conservation interest, notably for the exceptional survival of the native crayfish. Preferred options in the Core Strategy most obviously impinging on the River			668

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							Allen and its corridor include WMC3, part of WMC 4 and WMC9 & 10.			
359875	Dr Lesley HASKINS		CSO19288	Option WMC 4	Object		<p>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 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.</p> <p>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.</p> <p>. The scale of this development on the northern side of the River Allen is of concern and certainly the lack of a substantial buffer between the southern boundary of the development and the river corridor is particularly ill advised. Whilst the sector west of</p>			668

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							the Cranborne Road does seem fairly certain to have little intrinsic wildlife value, that of the eastern sector is at this stage totally unknown. The proposed area of SANG around the development includes known areas of interest which would need to be protected and enhanced within any scheme.			
359883	Mr R.W. ELCOCK		CSO5501	Option WMC 4	Support					668
359889	Mr and Mrs P CLARK		CSO8471	Option WMC 4	Object		With any developments we would need to be assured that infrastructure improvements are in place BEFORE any development is consented to. This is particularly important with regard to public transport provisions. It is also important that feedback is forthcoming as an acknowledgement of our response to this survey.			668
359891	Mrs Susanne Parkin		CSO18369	Option WMC 4		No Opinion				668
359916	JB Cossins		CSO13171	Option WMC 4	Support		There is a very great need for housing and the sooner we see these being built the happier I will be. My grandchildren are getting to the age when they will need homes to live in.			668
359920	S PARKER		CSO9530	Option WMC 4	Object					668
359927	Mrs Ann BISSEX		CSO6321	Option WMC 4		No Opinion				668
359954	Mr Alan FLINT		CSO10001	Option WMC 4	Object		<ol style="list-style-type: none"> 1. I want to know the projected time scale for these options to start to become active. 2. It is most important that there is adequate employment to accommodate the houses to be built. 3. More attention must be made to supply of affordable housing. 4. The green belt must be respected where possible. 			668

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							5. The estates around Wimborne must be consulted fully.			
359967	Mr John A CARPENTER		CSO14326	Option WMC 4	Support					668
359970	Mr J.W Mills		CSO16755	Option WMC 4	Object		<p>The option would exacerbate the current daily grid lock on the B3078 Cranborne Road at Walford Mill Bridge and onwards to Stone Lane junction, continuing up Stone Lane to the junction of the B3082 Blandford Road. This route already carries a very heavy traffic flow including large commercial lorries thus restricting the passage of only one vehicle at a time to cross over the narrow Walford Mill river bridge.</p> <p>The option to build approx. 550 homes with at least an extra 500 car ownership emerging into the current blockage would be impossible to successfully implement.</p>	Reduced number of homes built only on the west side of the B3078 Cranborne Road with sole access across the river Allen to the north west of Stone Lane industrial estate and onwards to the junction of the B3082 Blandford Road.		668
359977	Miss M.G. EARP		CSO8026	Option WMC 4	Object		<p>Wimborne Minster has the highest number of houses to be built! Why? Why spoil a beautiful small town to become a sprawl. it will lose its charm and character, which is very attractive to tourism and is mostly the business of Wimborne Minster and Dorset. Just look at Poundbury. It started off as an interesting development but now it is an endless sprawl. How are the affordable houses going to be made so as to remain as such. what is to stop people buying them, then reselling at a much higher price? All housing is much too high and overpriced now. Why build so many houses etc. in Dorset. We are already an over populated island in the UK. It will lose its beauty and character and our lovely villages, with great attraction to visitors will be lost for ever. If all this housing etc. goes ahead it will affect all community facilities, education, libraries health, water supply , traffic etc. we already need and have done for a long time pedestrian crossings from Knobcrook Road into Stone Lane - a very busy road, and the other end of Knobbrook Road into</p>			668

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							stone Lane into West Borough. All things associated with life and living. We also need to protect the green belt and the wildlife.			
360029	Mr David LANIGAN		CSO10274	Option WMC 4	Support		<p>Thank you for the opportunity to comment on the Christchurch & East Dorset Core Strategy Document, Managing Growth and Development up to the year 2027. I agree with the preamble stating that we need to meet local housing needs, with the emphasis on growing the main settlements where we have good access to facilities that people require. Some development of smaller communities should continue however, especially the provision of low cost housing. The community as a whole, needs the services of teachers, nurses, firemen, postmen, and policemen who are poorly paid because they commit to a vocation rather than a high salary job. We also need the services of skilled people such as builders, electricians, plumbers, gas fitters, and motor mechanics, the essentially blue collar professionals. They must not be priced out of the market in terms of being able to buy a starter home, in the community that they serve.</p> <p>Having bought my first home in 1963, a two bedroom bungalow for £2,200 I am aware that locally such a property is currently one hundred times as much. This makes things difficult for young couples with the ratio of house prices to wages being the highest in the country. Many struggle with getting mortgages that now require typically a 25% deposit on an already expensive property.</p> <p>I moved to West Moors 15 years ago and appreciate the planning decisions that have taken place affecting this village. We now have a new build shopping centre on Station Road, complete with flats, good pavements, lighting, pelican crossing and trees. I am pleased to have seen built several small, three storey, blocks of retirement and two bed flats close to the village centre. I support the gradual expansion of the Village, current population around 7,500 as we have good schools, a large Memorial hall, Churches with</p>			668

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							<p>halls, two public houses, doctors, dentists and good bus services to both Poole and Bournemouth. We have footpath access to open land such as Holt Heath, as well as being able to use the old railway line route through the village to Ringwood, - the Castleman Trail. Recently St Marys Church has had built a new Church Hall which will serve the community and thanks to the National Lottery grant we now have an excellent Bowling Club. I support the continued slow expansion of the village as currently we have many facilities for people of all ages to enjoy.</p> <p>My current house was built in the mid-70s, and has trebled in value since my wife and I moved here 15 years ago. In the 1970s West Moors doubled in size and acquired new schools and since then other infrastructure improvements. In recent years the Library was refurbished. The facilities for retirees in West Moors, with access to Ferndown and Verwood, are very good, and coupled with excellent hospitals at Poole, Bournemouth and Wimborne, and I have felt no need to move from East Dorset area in the conceivable future.</p> <p>I therefore support the proposals for additional housing as outlined in the Core Strategy Consultation, as well as the proposals for business sites for employment. I also support provisions for new schools particularly a new Secondary School at Verwood, and recreation areas to cater for the population increase. I understand that net immigration into Dorset is running at two thousand people a year so clearly we need to plan for housing, jobs, education, recreation, road improvements especially at busy junctions, and off road car parking in town centres and on new housing estates.</p> <p>There are many reasons why East Dorset and Christchurch, are attractive places for people to live, work and retire to. Long term planning that caters for the needs of a steady population increase is sensible and is to be welcomed.</p>			

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360037	Mr Dave BARNES		CSO4039	Option WMC 4	Object	General Comment	What alternative locations, if any, have been considered? There is mention of heathland development.....where would this be?			668
360095	Mr & Mrs John & Barbara POLKINGHORN		CSO9814	Option WMC 4	Object		WMC 4 - 550 houses is excessive with the potential impact from cars on inadequate roads. Think of Long Lane and Canford / Middlehill Roads. You are looking at maybe 800 extra cars. It is too much. There are drainage and sewerage problems as well.			668
360097	Mr John DOWLING		CSO14481	Option WMC 4	Object		Why build new first schools when some like Pamphill / Witchampton are so small. Provide safe walkways / cycle ways to them so they can become more viable. I believe Pamphill First School has to remain in perpetuity because of some covenant.			668
360111	Mr K VIVIAN		CSO9589	Option WMC 4	Object					668
360145	Mr Nigel WARREN		CSO8143	Option WMC 4	Object					668
360173	Mr C SHEW		CSO13726	Option WMC 4	Object		<p>Whilst we understand the need for some more limited housing in the area, we are opposed to your current proposals for the following reasons:-</p> <ul style="list-style-type: none"> - Erosion of the Green Belt should be avoided for all the reasons that are widely stated and we're sure you're well aware. - taking even very little of the Green Belt and secure Government funding, would set a very dangerous and challenging future legal precedent. - there are enough brown field sites which could be put to good use without destroying our wonderful town and country. - the infrastructure could not cope with the influx of 4000 new residents in Wimborne alone. If you also take into account the adjoining proposed developments in West Parley and Corfe Mullen, assuming there would be an average of 4 people per household, that would be a total of 9860 new residents. It's not difficult to work out 4930 more 			668

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							<p>cars, assuming an average of 2 per household, plus any supporting trades vehicles etc.</p> <p>- referring to the 550 new home development in the Cranborne Road, neither Burts Hill, Furzehill nor Dogdean could cope with the extra traffic which would be generated trying to find its way to Smugglers Lane and Middlehill Road, en route to the Canford Bottom roundabout.</p> <p>-where are the hospitals that can serve all these people, the doctors, dentists, schools and other essential services.</p> <p>- where are all the jobs for these extra people to support themselves?</p> <p>- if you concrete over the Green Belt, how will the rainwater etc. soak away? It has to go somewhere, so the risk of severe flooding elsewhere will be increase.</p> <p>- can the existing sewage system cope?</p> <p>- Particular attention should be paid to the Colehill conservation area which was recently introduced by yourselves. It does not appear to be shown correctly on your plan. The boundary does not simple end at Burts Hill, but does include some of the adjoining fields, including a continuous 5 metre strip from the highway into and beyond the adjoining hedgerows on the north side of Burts Hill. The Haven and its driveway is also included. Consequently, and entrance to or exit from any proposed development could not be via Burts Hill, which is both Green Belt and Conservation area.</p> <p>Much of Wimborne's charm is as a market town nestling in the Green Belt. This plan sets about making it a congested urban sprawl, thus destroying it for ever.</p> <p>We sincerely hope that you will reappraise this plan before it's too late.</p>			
360235	Mr Christopher UNDERY	Christopher D Undery	CSO16711	Option WMC 4	Object		<p>Loss of high quality farm land of high ecological, environmental and aesthetic value. Unpalatable extension of urban area into open countryside fundamentally contrary to concept and objectives of Green Belt. Excessive additional housing in this</p>	WMC4A Land at Leigh Farm Wimborne shall be developed for housing (250		668

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							location, lesser scale might be acceptable and no need for neighbourhood centre when town centre and local convenience stores suffice. The more acceptable location of Leigh Farm, entailing none of the above listed objections and its advantages should be allocated for development in lieu in order to provide required housing. Please refer to attached letter to EDDC dated 19th October 2010 (Not attached)	homes)		
360289	Mr Kevin HODDER	Chief Executive East Boro Housing Trust	CSO14769	Option WMC 4	Support		Strongly support WMC 1,2,4 5,9.			668
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	CSO18153	Option WMC 4		General Comment	<p>High density development here could compromise the setting of the historic town (contrary to Green Belt policy), and create considerable additional through traffic problems for Wimborne Town Centre with slow moving vehicles adding to air pollution. If the new neighbourhood proposals proceed to the next stage in the Core Strategy process, these issues must be taken into account.</p> <p>The potential impact on the River Allen and known populations of BAP species (including otter and native crayfish) should be assessed fully: impact on water quality and volume are also critical because of biodiversity issues and the added flood risk. Development should be set well back from the river allowing a substantial buffer.</p> <p>Although the area west of the Cranborne Road is currently arable, that to the east is pasture and there is no information on its possible biodiversity interest. The surrounding areas proposed as SANGS are known to include some biodiversity interest and should be surveyed to ensure this interest is retained and enhanced. The results of the surveys should inform the location of both development and green infrastructure.</p> <p>Although the site is low lying, there is potential for light trespass to the AONB and light pollution on the aquatic ecosystem. Suggestions for reducing the risk to the AONB are to be included in a separate</p>			668

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							<p>note.</p> <p>It should be noted that the Council's response to RSS proposals for development here included the following:</p> <p>...The urban extension would introduce development into an area of unspoiled countryside on the borders of the Cranborne Chase AONB. It would affect the setting of this historic town of Wimborne Minster, an outstanding conservation area, including the defining views into the town from the north. The close relationship of the historic town and the open countryside to the north, which is a critical element of the town's historic character, would be destroyed.</p> <p>The proposed urban extension would impose serious traffic burdens on the already heavily loaded roads in the town centre and through Colehill, as traffic passed towards the main centres of the conurbation and the Trunk Road. ...</p> <p>There are unresolved issues over the adequate provision of surface water drainage which will flow into the River Allen. The Allen passes southwards through the town centre and, being a chalk stream, is liable to remain in a high state of flow for prolonged periods, making it extremely difficult to deal with additional runoff from storms for these periods.</p> <p>These issues remain unresolved.</p>			
360618	Mr David Chapman		CSO9233	Option WMC 4	Object		<p>We are dismayed at the prospect of a relatively HUGE expansion of housing in Wimborne and the Cranborne Road WMC 4 specifically. Living in East Borough we already endure a near intolerable level of traffic using the road as a rat run, in spite of signage, which ACHIEVES NOTHING, and a failed attempt to slow traffic by using parking bays. If research had been done properly there would be a revelation that traffic goes one way at certain times (i.e. they are not being slowed). What proposals are there for the impact of a further thousand cars??</p>			668
360626	Mr	Chair Person	CSO14748	Option	Support		Developers should not buy their way into the			668

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	Frank Miller	Sturminster Marshall Affordable Housing Self Build Homes Group		WMC 4			planning system by contributions to transport or otherwise. You're not running a clear Planning Dept. Support to Self-Build - where has that been looked at? I have a plan ready to go.			
360685	Mr M.P HOSE		CSO4617	Option WMC 4	Object		WMC 4 - Improvement to the infrastructure, particularly the road system. No financial plan for the neighbourhood centre. The community charge payers cannot afford another Verwood Hub. General Comment - East Dorset District Council should adopt a policy of increasing the annual community charge in line with the increase of pensions financed from the public sector. From the money raised, the first call must be for statutory obligations of the council, the remainder may be used for supporting sporting facilities and such like.			668
360714	Carol Morgan		CSO22755	Option WMC 4	Object		Moving businesses already on industrial estates in or near towns out of the town is counterproductive in terms of jobs and accessibility. 500+ houses and schools etc. is in effect another village and will not connect easily with the town of Wimborne. Take a look at Poundbury, good idea but now far too big.			668
360768	Cllr. Mr David Packer	Colehill West Ward East Dorset District Council	CSO20618	Option WMC 4	Support		Alternative access route(s) need to be found to avoid residents, who wish to go south (to Poole and Bournemouth) or east (to Ringwood and Southampton) passing through Wimborne centre or Middlehill Road, Colehill, or even Furzehill hamlet. If the time comes that you have to consider accesses to the Walford option perhaps you would look at a south/ south east route starting at the Horns, through Greenhill and down Rowlands Hill and St John's Hill. One or two junctions would have to be realigned and roads widened, but this avoids Wimborne centre and Middlehill Road. It would give access to Poole/Bournemouth via Avenue Road, and to Southampton etc. via Leigh Road.			668

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360776	Cllr. Mr D. J. Wallace	Colehill East Ward East Dorset District Council	CSO19366	Option WMC 4	Object		By present day standards, this could entail approx. 825 extra vehicles (1.5 per household). Residents working in the Bournemouth area would understandably wish to avoid the Wimborne traffic lights and minor gridlocks. The alternative: straight up Burts Hill and along the already contentious Middlehill Road and through Canford Bottom roundabout would exacerbate the existing problems.	Remove option WMC4. Reasons: as stated above, in Green Belt, abuts Colehill Conservation Area.		668
360863	Mr David MITCHELL	Chairman Colehill Parish Plan Group	CSO14391	Option WMC 4	Support		I feel that the proposed 550 homes (WMC 4) has a slightly over density.			668
360977	Mr Nick Solomon		CSO20684	Option WMC 4	Support					668
361015	Mr and Mrs M.S and C.E HACK		CSO8457	Option WMC 4	Support					668
361024	Mr & Mrs Kenny PEARCE		CSO22078	Option WMC 4		No Opinion				668
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17739	Option WMC 4	Support		The CS identifies that the key transport problem in the area relates to the A31, in particular the Canford Bottom junction, referring to capacity and safety concerns. The Agency endorses the recognition that there are constraints affecting the A31 Canford Bottom junction, and the need for improvements. The current position is that the design of the proposed improvements for Canford Bottom is being progressed by the Highways Agency, and a decision on whether the scheme will be funded is expected by March 2011. Subject to funding, we expect that work could start in April 2011. We endorse the comments included in the CS in respect of the constraints affecting the A31 Canford Bottom junction, and the need for improvements. We support the development of the evidence base to inform any strategic growth retained in the Wimborne area, notably the use of SEDMMTS.			668

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							<p>However, the Agency is likely to treat any large scale development proposals in this area with particular caution, given the proximity of the highly constrained A31 between the Canford Bottom and Merley junctions.</p> <p>In this respect, the Agency considers the Wimborne Minster eastern area of search to be of greater concern than the northern area of search, since the eastern search area adjoins the A31 directly. The SEDMMT model will provide the appropriate means for testing the impacts of alternative growth scenarios in Wimborne and elsewhere.</p>			
361037	Mr P STRATFORD		CSO11245	Option WMC 4	Object		<p>I expect that my objection to everything is not very practical. However, I have lived in the area for most of the last fifty years. In that time there has been a constant cycle of the council saying we need more housing, followed by we need more industrial areas to provide extra jobs for all the new homes. Then in turn the council says we require extra jobs for the new homes, then in turn the council says we require extra homes for the new workers. This process is never ending. During this time I've witnessed the creation and expansion of the industrial estates at Ferndown, Uddens, Ebblake and Wimborne. A whole new housing estate at Tricketts Cross, Glenmoor Rd Ferndown, the expansion of West Moors, Colehill, Verwood turned from sleepy village into a town. In this time I am not aware of any developed area being returned to its natural state from a developed one. Please let me know if you think differently. I hope you agree that my objection to development is rational and that the never ending cycle of expansion is stopped.</p>			668
361041	Mr & Mrs G K HAMPTON		CSO4012	Option WMC 4	Object					668
361055	Mr David OAKLEY		CSO1001	Option WMC 4	Support					668

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361099	Mrs Lynette PAYNE		CSO1245	Option WMC 4	Object		A good number of these options, especially in Wimborne and Parley, are on the edges of the urban areas. Building in these locations changes the whole ethos of the area. When you leave Wimborne you see fields, trees and rivers dotted with thatched cottages. Even along Leigh Road, there is a definite rural feel, with true separation between Wimborne and Colehill. Developing along here, or Cranborne Road will dramatically change the area, for the worst. This in turn reduces people's quality of life, as we see our area creep closer to urbanisation, field by field. Why can't some of the brownfield sites be used instead?			668
361105	Mr John GOOCH	Also member of Colehill Parish Council	CSO9902	Option WMC 4	Object		WMC 4 - Why assume Wimborne is the place for future development. The site is part of Cranborne Chase, there is little employment opportunity and the schools are already full. Why is St Leonards never considered or West Moors? Why do West Moors and Holt not get mentioned?			668
361106	Mr and Mrs Robin and Janet WALL		CSO3666	Option WMC 4	Object		We object to WMC 4: 1. Loss of green belt. 2. Volume of traffic.			668
361111	Mr Raymond Brown		CSO2064	Option WMC 4	Object	General Comment	Affordable Homes - What would be the process on the allocation / purchase / rental of affordable homes? Would they be available only to local East Dorset residents, (say minimum of 10 years residency in the East Dorset District)? I would be concerned if they ended up being allocated to EU or non EU immigrants with little connection to the area.			668
361113	Mr Alan Meade		CSO6478	Option WMC 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.			668
361121	Mrs Elizabeth JONES		CSO14008	Option WMC 4	Object		My family and I will be very much affected by the building of 550 houses and in particular a First school and shops on the field adjacent to our garden (ref wMC4) and therefore object to this part of the			668

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							<p>proposal.</p> <p>From the plans I note that the new first school will be built on the field behind out house. On a purely selfish note this will spoil the lovely view and increase the noise level because of the extra volume of traffic which is already at a high level, so instead of feeling we are in the country we feel we are in a town. One of the main reasons we bought the house over 20 years ago was because of its peaceful setting within the proximity of the town. My main concern is the increased risk of flooding to our homes in Walford Close. After last year's heavy rainfall we had the expense of employing a contractor to put in extra drainage at the top of our garden to allow the water to drain into the culvert which passes through our garden. A huge deposit of water had collected in our garden, as well as a 'pond' which had collected in the farmer's field. This is a problem that has been increasing over the years. There have been problems with the drainage since we lived here and some time ago a member of the water board, who was working in the Close stated that the field could not be built on because of problems with the water table.</p> <p>The other reasons that I object to the building on land east and west of Cranborne Road are as follows:-</p> <ul style="list-style-type: none"> • This is greenbelt land and has a huge variety of wildlife. As I write this letter I look out of the window and can see two deer in the field and several pheasants. Since living here I have seen badgers, rabbits, foxes, a heron and a large variety of birds at the bird table including both types of woodpecker. • The traffic increase will destroy the nature of the town as a pleasant place to live. • Why do we need 1000 new homes for Wimborne? Not for present Wimborne residents. Is this because of the monetary advantage to the council? Other small towns such as Blandford and Sherborne have stated they are keen to increase their population. <p>In conclusion I am in favour of some affordable homes but a development as large as stated in</p>			

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							WMC4 will ruin the nature of Wimborne as a small market town. As has been stated in many surveys, Wimborne is one of the best places to live in England and this is due to its being surrounded by plenty of green spaces and a manageable infrastructure. Many studies have shown that open green spaces alleviate stress and building on these green spaces can only have an adverse effect on the present population. Increasing development will change the nature of the town forever, which is a sad state of affairs for those of us who have chosen to retire here.			
361123	Mr Iain STEVENSON		CSO8215	Option WMC 4	Support					668
361124	Mrs M.E Brown		CSO16351	Option WMC 4		No Opinion				668
361125	Mr KAY		CSO13490	Option WMC 4	Support		I am happy with development on the sites indicated provided that the design is first class and if this means a slight reduction in the density, so be it.			668
361138	Mr Rod WHITHAM		CSO16874	Option WMC 4	Object		My first and foremost comment is that the total number of possible homes proposed comes to 2,420. That is 20 more than the original 2,400 housed proposed in 2008 and which was widely objected to. At the end of these comments i have included the last two paragraphs of my letter of 29th April 2008 but far from defending this area as I had hoped, your team appears to have designs on even more development. I still believe that the planning team should be challenging the premise that this area needs this level of development. Given that some development is necessary my comments on the options are as follows: WMC4 I do not object in principle to some development and this area is probably one of the better options. However 550 new homes is a huge number.			668

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							<p>Considering an average family of two adults and two children additional infrastructure would be required for:</p> <ul style="list-style-type: none"> 1,100 people shopping etc. 1,100 young people needing school facilities 2,200 people needing medical facilities 1,650 plus additional cars and other facilities. <p>The facilities at Walford simply would be unable to support this and travel beyond Wimborne would also be affected. Anyone wishing to travel beyond Wimborne, except to Cranborne, would have to use either the town centre route, Stone Lane, or Burts Hill and Colehill. I believe this would cause an unacceptable increase in traffic in any of these places.</p> <p>My view on this is yes, some development but a big reduction on 550 homes.</p> <p>Two last paragraphs from my letter of 29th April 2008.</p> <p>To return to my original point, I do not believe that this level of development is necessary, justified, sustainable, or desirable for this part of East Dorset and I feel EDDC is being railroaded into accepting the strategy simply in order to satisfy Government broad housing targets irrespective of their relevance to the locality. I have felt for some years now that East Dorset is continually being sacrificed in order to preserve what may be seen by some as more open countryside further waste in the county and which has greater protection from conservation laws and the National Trust.</p> <p>Wimborne, Colehill, West Parley , and Corfe Mullen are still separately identifiable villages surrounded by agricultural land; they are not part of the big conurbations such as Poole and Bournemouth and they should be respected as being different and treated differently. I understand the difficulty EDDC might well have with these strategy documents and I'm sure they will do their best for the area. However i would like to see the council standing up and really challenging the basic premises of this plan and propose much less development in the area based</p>			

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							on real local need and not a notional level set essentially by Central Government.			
361145	Mr D Stone		CSO16742	Option WMC 4	Object		This green field site would be lost for ever and such a large development for a small market town would be detrimental to the character of the town's rural identity. It would require large scale financial additions to the town's infrastructure i.e. schools/medical/education etc. Whilst total housing target of 550 homes is more than equalled by WMC1 -WMC2 - WMC3 plus the Flight Refuelling site.			668
361147	Mrs Susan PHILLIPS		CSO2154	Option WMC 4	Support		Julians Road is a narrow small "main road" during rush hours it is "gridlocked" so if 170 homes are to be built on the beautiful peaceful riverside that will mean at least another 300 cars trying to get access to and from Julians Road-if these new homes were to be built along Cranborne Road-that is much wider to take extra vehicles.			668
361156	Mr John NEWMAN		CSO13595	Option WMC 4	Object					668
361170	Mr TR HARVEY		CSO2835	Option WMC 4	Object		The only area around Wimborne that could take a larger number of houses WITHOUT causing visual carnage is the land north of the A31, 100 yards after it leaves the Little Canford roundabout going East, up to the Canford Hill Plantation.			668
361176	Mr and Mrs B.J HUNT		CSO9062	Option WMC 4	Support					668
361181	Mr & Mrs A HARRIS		CSO16675	Option WMC 4	Object		We should like to express our deep concern regarding the proposals to build a huge number of houses, more than were originally proposed, in the Colehill/Wimborne area. Our Green Belt land is precious and has created a clean, green environment in which to live. Not everyone wants to live in an urban sprawl! Our roads are already heavily congested especially			668

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							<p>Middlehill Road, Leigh Road and the A31 and these homes would mean even reated traffic flows, with all the accompanying pollution, accidents etc. as people travel to work and school.</p> <p>Local schools are full to overflowing and the increased population of children will find it impossible to go to school in their neighbourhood.</p> <p>In the current economic climate many services and maintenance schedules are being reduced, so how can we even think that this housing development will improve our quality of life. Where is the extra money for increasing education places, health care professionals, council workers, water and sewage facilities to meet these new residents' needs, going to come from?</p> <p>Our children and grandchildren will never forgive us if we leave them a legacy of urbanisation.</p>			
361184	Mr S MOON		CSO13316	Option WMC 4	Object		<p>In most situations I will object to the build of additional housing / business premises, as I do not believe that other options have first been considered or if not possible 'today' are being pursued for the longer term. For example,</p> <p>1) There are many properties, particularly in Dorset, which are second homes and for most of the year are empty. Action needs to be taken to make these available for renting / purchase as even today, let alone the future, houses are unoccupied, for whatever reason, is not an option. (I would support legislation.) Empty properties also need to be addressed.</p> <p>2) The development of "brownfield" sites, even if these may not be profitable as other options or as desirable to live or work.</p> <p>3) Thinking outside the box or in this case outside the areas of this Strategy Consultation. Dorset is not alone in having to address these issues and we need to have some "joined up thinking" with other authorities to see if there are joint opportunities. In this respect Hamworthy Engineering buildings have been empty for many years but do not appear to be in anyones options.</p>			668

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361196	Mr J.M BULLIVANT		CSO16269	Option WMC 4		No Opinion				668
361263	Mrs REVILL		CSO6066	Option WMC 4	Object					668
474426	Mr Phillip Barnes		CSO2367	Option WMC 4	Object		I am against building what is in affect a whole new village in the green belt.			668
474462	Mrs Sheila Bourton		CSO463	Option WMC 4	Object		<p>This large area North of Wimborne and either side of Cranborne Road is in the Greenbelt. It satisfies 2 of the conditions for Greenbelt under PPG2</p> <p>1) Preventing Urban sprawl 2) preserving the setting and special character of historic towns.</p> <p>The area to the east of the Cranborne Road slopes steeply to the south and there could be problems with rain water run off affecting existing communities to the south of the proposed new development site. I also have concerns over light pollution effecting existing communities and wildlife and the extra traffic which would be generated onto the existing narrow road system near the site. Please see 8.34 of this Consultation to "ensure that there is minimal impact on the environment and the quality of life of the existing communities"</p> <p>I have my concerns that developer contributions would be able to fund all the necessary infrastructure for this huge development.</p> <p>If any development was to be considered North of Wimborne, in my view the area to the west of Cranborne Road would be preferable as the "best of the worst" choice and would be further from Burts Hill Conservation area.</p>			668
474490	keep wimborne green	chairman keep wimborne green	CSO674	Option WMC 4	Object		<p>This is a huge area proposed for Greenbelt land which satisfies 2 of the Greenbelt conditions:</p> <p>1. Preventing urban sprawl</p> <p>2. Preserving the setting and special character of historic towns</p> <p>The area to the east of Cranborne Road slopes</p>			668

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							<p>steeply to the south and there could be problems with drainage and water run off to existing properties in Burts Hill and Walford Close. Light pollution is another concern particularly from any new neighbourhood centre. See paragraph 8.34 of this Consultation "to ensure there is minimal impact on the environment and the quality of life of the existing communities"</p> <p>We also have concern that the proposed development area east of Cranborne Road is very close to Burts Hill Conservation area.</p> <p>Our other concern is the amount of extra traffic which would be generated and the congestion which would occur particularly in the rush hour periods and during the school run. The suggestion is that the only access roads from both suggested development areas would be on to the Cranborne Road.</p> <p>In our view, not only Cranborne Road and Wimborne town centre would be congested but it would also lead to extra traffic on unsuitable country lanes and on to Middlehill Road. There would also be extra traffic generated with workers travelling to Bournemouth and Poole (main areas of employment); this traffic is likely to use Julians Bridge and or Leigh Road and Canford Bottom roundabout.</p> <p>In our view the suggested area west of Cranborne Road is the "least bad" option if housing development was to be considered north of Wimborne - it would be further from Burts Hill Conservation area</p>			
475490	Mrs Joy Elliott		CSO16998	Option WMC 4	Object		<p>I would like to comment on the proposals in the Core Strategy document regarding housing in this area. Unfortunately I will not be able to attend the meeting planned for Friday 15th October on the Allendale Centre, but would like to put my thoughts on record. Surely, after all that has been said and done and the countless meetings held, you cannot possibly still be contemplating building on the green belt?</p>			668

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475541	Mr Phil Spencer		CSO17908	Option WMC 4		General Comment	<p>WIMBORNE MINSTER NORTH</p> <p>Despite the fact that my wife and I could undoubtedly be adversely affected, I accept the overall case for including this area in the options, but I have a number of specific concerns and suggestions. Although some of these comments are more detailed than would often be made at this stage I believe it is helpful to understand all the issues and constraints early in the planning process. One particular area of major concern for us is that of privacy: the ground levels on the north-east side of Walford Close where we live are such that ground floor windows of any new houses in the adjacent field will be at or around the first floor (bedroom) windows of our home, and this, in our submission, would be unacceptable unless suitable mitigation is in place.</p> <p>Utilities and Services</p> <p>A particular matter for concern is whether the existing utilities infrastructure is adequate for the proposed level of development. I believe that these issues should be reported on in the final core strategy options document, and taken into account when decisions are made as to the suitability of specific sites.</p> <p>In terms of the sewerage system, I assume there are three elements that need to be considered – the capacity of the existing sewers; the adequacy of any intermediate pumping stations; and the ability of the treatment works off Brook Road to handle the increased volumes. If the existing sewer network is inadequate, would residents be subject to months of road works whilst sewers are renewed or enlarged, or additional sewers constructed, to link this development to the sewerage works off Brook Road. Even if the current sewerage works is deemed adequate for the predicted increased flows I would suggest that sufficient land adjacent to the treatment works should be safeguarded for future upgrades and extensions, especially as future legislative requirements and new technologies may result in increased land requirements.</p>			668

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							<p>In the winter of 2008 East Dorset District Council issued a consultation leaflet on the then proposals from the draft Regional Spatial Strategy concerning this area. The local authority noted "Problems with development to the north of Wimborne and Colehill are likely to be how drainage – particularly surface water drainage – is dealt with...." The existing surface water drainage at the bottom of Burts Hill currently does not cope with the extremes of rainfall, with manhole covers being lifted by the volume of water. I therefore suggest that improvements to the surface water drainage should be a precursor to the commencement of any development in this specific area. I assume that surface water drains into the River Allen – one such entry point for surface water run-off is south of River Close and can be seen from the riverside footpath. The likelihood of additional surface water run-off increasing the risk of flooding should be assessed and reported on prior to decisions being made on the suitability of this area for new development. I believe all existing residents north of the River Allen will need a very high level of reassurance that any new development will not lead to flooding, especially from surface water. Again the potential need for new drains and the extent of disruption that construction of such drainage infrastructure would cause should be identified and reported within the final version of the Core Strategy.</p> <p>1. Land north of Wimborne Location of the proposed new school For the reasons given later, I believe that there could be benefit in locating any new school in the north-west part of this site. (Please see "2A – New Proposal" below)</p> <p>Access The map included within Option WMC 4 shows a possible vehicular access into the eastern part of the site off Burts Hill. The whole of Burts Hill is narrow, with a sub-standard alignment. The section between Allenvie Road and Cranborne Road comprises reverse curves and the pavement on its</p>			

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							<p>southern side in particular is extremely narrow. There would appear to be no means of improving this section of road within current highway boundaries. This section of Burts Hill is already used extensively as a “rat run” either via Allenvie Road to access Wimborne Town Centre, Leigh Road (for Ringwood) or Poole Road (for Poole), or via Colehill to Canford Bottom roundabout as a means of avoiding Wimborne itself. In view of its sub-standard nature additional traffic should be discouraged and ideally prevented. North of Allenvie Road, Burts Hill has a particularly rural feel with hedgerows on either side, and this characteristic would be adversely affected by any significant highway alterations. However I accept there would be benefit in creating a pedestrian/cyclist route into the site off Burts Hill and that could result in the need to provide a short length of additional pavement between a point opposite Allenvie Road and this entry point. West of Allenvie Road the pavement on the north side of Burts Hill is wider than that on the south, but it is not always easy for pedestrians to cross the wide junction where Burts Hill joins the B3078. There might be merit in closing the existing narrow pavement on the south side of Burts Hill from a point opposite Walford Close to the Cranborne Road, and providing a suitable pedestrian refuge in the “bell mouth” junction to facilitate pedestrians crossing Burts Hill here and a further refuge in the B3078 to facilitate access to the pavement on the western side of Cranborne Road.</p> <p>The suggestion of the main access point for both western and eastern sections being off the B3078 Cranborne Road seems sensible. The form of this junction would need careful consideration, but a roundabout would seem to offer a reasonable solution. I suggest that the possibility of moving the access point a little closer to Wimborne and serving the proposed local centre from the new internal roads within the eastern part of the site rather than the directly off the B3078 should be investigated. I would oppose a separate additional access to the</p>			

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							<p>local centre off the B3078, especially as this additional junction would seem to be close to the junction with Burts Hill. Additional cycle and footpath links into the local centre from Burts Hill opposite Allenview Road and from Cranborne Road just north of the junction with Burts Hill should be included. I assume that the designation of "potential green linkage" includes a pedestrian/cycle route free of vehicular traffic: this is strongly supported. Ideally this would be designed as part of a comprehensive network of such routes and not considered solely in isolation for each potential development site.</p> <p>Public transport It is suggested that the existing Poole – Wimborne via Corfe Mullen service, hereinafter referred to as Route 3C, is extended to serve the new development. Details of this proposal are given in Appendix B.</p> <p>Landscape areas As shown on the map within Option WMC4, there are very few properties which currently back directly onto fields and which would subsequently abut new development. Those on the north-eastern side of Walford Close would be most adversely affected. In view of the recognised need to include suitable open space within new development proposals it is suggested that the existing field immediately adjacent to Walford Close is zoned as recreational land and open space, including a children's play area, serving both the new development and existing housing east of Burts Hill. This land could include a pedestrian and cycle link between Burts Hill and the proposed local centre, providing an access between this centre and the existing residential areas of the Allenview estate. If however housing is permitted on this field then issues surrounding the privacy of the existing residents should be considered as paramount. Mitigation measures could include restricting any new housing to single storey bungalows with the option of potential future loft conversions excluded by means of legally enforceable restrictive covenants, together</p>			

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							<p>with certain requirements for boundary fences and hedges.</p> <p>Many of the existing hedgerows incorporate significant mature trees. Where it is reasonable to do so these hedgerows and trees should be retained and incorporated into the new development.</p> <p>Taken together it is suggested that these proposals will help to retain some of the amenity benefits currently enjoyed by residents.</p> <p>Bloor Homes proposals</p> <p>Firstly I wish to acknowledge that these proposals are not necessarily endorsed by the Local Authority, and in a sense comments on these proposals may be considered inappropriate in this submission on the draft Core Strategy. Nevertheless I feel that it was helpful for these proposals to be included within the exhibition at the Allendale House consultation, and I wish to thank EDDC for permitting this material to be displayed.</p> <p>Bloor Homes are suggesting that allotments, a community orchard and a village green could be included within the overall development site. If the field immediately adjacent to Walford Close is removed from the area zoned for housing it could be used for some of these community activities. Again because a pedestrian/cycle link into this area could be created from Burts Hill these facilities could be attractive to the existing residential areas around both the Allenvie estate and "Poets Corner", and this could help integrate the existing and new communities. As currently drawn the proposed development appears to have no direct linkage with the existing communities except by means of the main Cranbrook Road.</p> <p>2. Industrial Estate adjacent to land to the north of Wimborne</p> <p>The inclusion of this area is supported. I suggest that an "all weather" path alongside the river should be created which, subject to securing the necessary agreements, would extend up to, and include access through, the car park to the "Crown &</p>			

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							<p>Anchor” public house on Cranborne Road. This would then link up with the riverside path between Walford Bridge and the town centre.</p> <p>Public transport</p> <p>Public transport would be provided by Route 3C on West Borough/Wimborne Road, with the bus stops north of Walford Bridge at Shakespeare Road providing convenient access. Details of this proposed service are given in Appendix B.</p> <p>Extent of development site</p> <p>It is suggested that the land immediately west of the tree belt known as “The Row” should be included within the overall proposals for the purpose of providing a new site for both the football and rugby pitches.</p> <p>2A. New proposal: Relocated sports facilities west of “The Row”</p> <p>The ideas outlined in this section are shown diagrammatically on the sketches in Appendix A at the end of this submission, but it is acknowledged that a full topographical survey and design would be required to verify the feasibility of this proposal. The sketch has been interpreted from 1:25,000 scale Ordnance Survey mapping and in particular the level information shown on the sketch should be treated with caution.</p> <p>Relocating the sports pitches to this location might require a relaxation of the green belt policy attached to this site, although it is noted that the Council had previously proposed relocating these facilities to By-the-Way on Leigh Common and currently to land south of Parmiter Drive, both of which would also affect green belt land. It is therefore assumed this designation is not considered to be an insuperable obstacle to any relocation of these facilities.</p> <p>It is acknowledged that the land has a significant slope, but it would appear to be possible to terrace the land such that level playing fields can be provided. Nevertheless I accept that the need to carry out such earthworks is a significant disadvantage of this proposal, and the costs of developing this site may well be significantly greater</p>			

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							<p>than the site near Parmiter Way. However the earthworks could be carried out in such a way that very little, if any, soil would need to be removed off the site thus limiting the number of construction vehicles using the public highway. Road access to these sports facilities would be via the current track leading to the pumping station but improved and extended as necessary. It is suggested that a small pedestrian access could be made within the tree belt forming The Row to link into the proposed new school, and an agreement made such that the sports pitches and adjacent areas of land around the edges of the site would be available for the school to use for open-air activities. This shared use of open land would allow the footprint of the school to be minimised, and thus release additional land for housing which might otherwise be needed for school playing fields/open space. It is this potential synergy between this land and the school that provides the justification for the location of the school.</p> <p>Assuming that the existing trees and hedgerows west of the pumping station are retained, these sports pitches would be largely, though not completely, hidden from both existing and proposed new housing. I suggest it is unlikely that these sports facilities would have a significant impact on existing residential areas. The exception to this is that I believe there is at least one residential property within the pumping station curtilage, presumably for water board staff. Those coming into the new developments proposed to the west of the Cranborne Road who might be affected will be aware of the sports facilities prior to moving. In contrast there are many established residents on the east side of Wimborne who could be significantly disadvantaged by any relocation of the sports pitches to a site near Parmiter Way and adjacent roads.</p> <p>The required area for the new pitches would extend to the west of the existing alignment of the public footpath leading to High Hall; it would seem to be sensible to divert the path so that it runs alongside</p>			

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							<p>the western edge of these sports facilities, possibly also down towards the river and the "all weather" path proposed earlier in "2 - Industrial Estate adjacent to land to the north of Wimborne" above. A pavilion and changing rooms together with car parking could be provided in the south-eastern part of the site, adjacent to the pumping station. The pavilion could be a two-storey building with the ground floor housing reception facilities, bar and function room, and changing facilities for the football club whilst the first floor would be used by the rugby club: this arrangement reflects the proposed usage of the lower level pitch for football and the higher level pitches for rugby.</p> <p>Public transport The proposed bus stops for Route 3C at Shakespeare Road would be around 600metres from the sports facilities. Details of this proposed service are given in Appendix B. SEE ATTACHMENT</p>			
476247	Mr Richard Pike		CSO13115	Option WMC 4	Support					668
476264	Mr David Reddaway		CSO15658	Option WMC 4	Support					668
476792	Mr and Mrs Lomas		CSO14523	Option WMC 4	Object		The increase in traffic from 550 homes would be too much for the existing road structure whether through Wimborne or Colehill.			668
476831	Mr and Mrs Willcocks		CSO14801	Option WMC 4	Object		Wimborne will be spoilt forever. The lovely countryside surrounding it will become an urban sprawl. We are horrified and will do all we can to save the green fields. It cannot be allowed once gone they are gone forever.			668
477822	Ms Susan Rayment		CSO6762	Option WMC 4	Object		I strongly disagree with WMC 4 especially that land adjoining Burts Hill. The development here is far too large and apart from destroying beautiful countryside and being greenbelt, the traffic impact to			668

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							Colehill would be massive. i would not object to development of just the other side of the Cranborne Road. Why does such massive development need to be concentrated here rather than spread in smaller pockets throughout the county.			
482494	Mrs Yvette Jones		CSO21867	Option WMC 4	Object		Large scale developments damage the environment for everyone, and it is for ever. The open green spaces are valued by so many who have paid a premium to live in a semi-rural area. Desecration of this is an assault to the residents' wellbeing; an unwarranted invasion causing a wholesale change of character to what is home to thousands of people who chose a neighbourhood because of its history of modest gradual development. Not convinced there is a housing shortage. Keep 'social' housing in more 'affordable' areas. What is there to aspire to and work towards otherwise? Don't patronise us re. 'housing for local people' - occupants become 'local' by living in a 'location'. Small developments can be assimilated to the character of an area without destroying people's enjoyment of their homes. They can be developed with consideration, gradually and as appropriate. They do not have to cause illness through acute distress of residents just to line the developers' pockets and gratify councillors.			668
482902	Mr KD Johnson		CSO3206	Option WMC 4	Object		The large scale of the proposed development could not be accommodated within the existing organic expansion requirements of Colehill (or Wimborne) and would probably be occupied by incomers with no roots in the community. Instead of expanding on Colehill (or Wimborne) we would be creating a whole new settlement which may is unlikely to integrate easily. Smaller developments are more readily assimilated. The development will generate in excess of 1,000 vehicles. Due to the congestion and bottlenecks in Wimborne the Eastbound traffic will largely travel through Colehill. In line with many other commenters I believe that these housing developments are unsustainable without significant			668

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							investment in transport infrastructure.			
483391	Mrs Eileen Mann		CSO14634	Option WMC 4	Object		It would be a real shame to put a huge development on green fields east and west of Cranborne Road. All the other areas are urban or already degraded by development. Surely option 4 is 'Green Belt'?			668
484088	Mr David Price		CSO2500	Option WMC 4		No Opinion				668
485695	Mr John Cornish		CSO14335	Option WMC 4	Object					668
488253	Mr David Cartmale		CSO16010	Option WMC 4	Object		I cannot support the construction of 550 new homes to the east and west of the Cranborne Road. For a start Burts Hill is little more than a country lane and could not handle traffic accessing or leaving a new 'village' alongside it. This is an area of pleasant countryside which should be retained as the northern edge to Wimborne town. Where do we stop this sort of encroachment - Cranborne? Wimborne is the right 'size' now. To build large areas of housing will spoil the ambience of the town and overload roads and services. I support infilling and then the line should be drawn.			668
489765	Derek KEAREY		CSO19479	Option WMC 4	Support					668
490854	D MUTTON		CSO20147	Option WMC 4		No Opinion				668
491232	Mr Keith Barnett		CSO6966	Option WMC 4	Object		The area cannot sustain this quantity of new homes which would also require jobs for the vast majority. This proposal of 2,570 homes would also add another 5,000 cars to an already congested junction at West Parley. This area is already over stretched private and industrial vehicles. Jobs are already at a premium with companies moving out of the area or even closing. Warehouses are laying empty and shops are being converted into living			668

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							accommodation. The young local people are not able to find homes due to the vast majority going to people moving into the area. This vast development will destroy this rural area. Just look at Bournemouth if you require any proof.			
491252	Margaret Wareham		CSO16560	Option WMC 4		No Opinion				668
491311	Mr Kevin GILLING		CSO2700	Option WMC 4	Support					668
491361	Mr Barry SCAMMELL		CSO1214	Option WMC 4	Support		Not happy with any development at all. Light pollution would destroy the outstanding beauty of the area. If there has to be housing in the fields behind us then at least leave some greenery, at least, i.e. the field directly behind all the gardens of Leigh and Parmiter Road. The sports fields are a good move as long as they are as near to the bypass as possible. I'm sure at the end of the day what will be will be and we don't have any choice.			668
491378	Mrs A SCAMMELL		CSO1228	Option WMC 4	Support		I understand the need to move the football club for the hospital but I do object to housing on the back of Leigh Road. If you have to do something then please leave a field at the back of Leigh Road and side of Brookside Road as a buffer between the existing homes and any possible development. I would prefer not to see any development on this lovely small bit of green belt - our green belt system was introduced for a reason - we don't want to live in a concrete jungle. Traffic is also a big issue. There is already an increase in traffic congestion since restrictions on the use of which tip you can use (Brook Road and Millams) and even more so since Waitrose was built. Wimborne is a beautiful place, please don't spoil it!!!			668
491401	S Ost		CSO1265	Option WMC 4	Object		The local roads, schools, hospitals would be unable to cope with extra movements of traffic and people			668

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							coming into the area.			
495562	Mr MJ Banting		CSO1504	Option WMC 4		No Opinion				668
495625	Mr Michael McMath		CSO1531	Option WMC 4		No Opinion				668
495715	Mr Jeremy Belcher		CSO2981	Option WMC 4	Object		Wimborne will lose its identity and just evolve into a sprawling mass if this were to happen, and again it seems ok for the Strategy to completely ignore the Green Belt restrictions. There are not any more jobs in Wimborne to support another 550 dwellings, so all these new people will presumably be driving towards Poole, Ringwood, Bournemouth etc. causing much more congestion through the town centre. There are already areas set up to counter for extra housing that could be extended much easier, i.e. Corfe Mullen, Verwood et, rather than ruin a historic town that is already at capacity with its infrastructure.			668
495971	T A Reith		CSO1592	Option WMC 4	Object					668
496188	Mr RE Vogel		CSO1608	Option WMC 4		No Opinion				668
496479	Charlotte Dixon		CSO1695	Option WMC 4	Object					668
496503	Miss C Howard		CSO1712	Option WMC 4	Object		Essentially wanting to build a new community on edge of town.....is this necessary?	Keep Wimborne Wimborne? Is it really necessary to change the character of the town?		668
496564	JH		CSO1743	Option	Object		The traffic in our area is atrocious. More homes			668

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	Lockwood			WMC 4			can't be built in already overcrowded areas.			
496588	Mr and Mrs Richardson		CSO1777	Option WMC 4	Object					668
496612	Mr and Mrs JP Lovell		CSO1794	Option WMC 4	Support					668
496637	Mr David Leadbetter		CSO1812	Option WMC 4	Object		Strongly object because of:- 1) Loss of green spaces, in this age of conservation and green issues. The allotment area will be a fraction of what it should be for population. 2) Where is the infrastructure for all the extra traffic? Also extra pollution. The town becomes grid locked at the best of times. 3) Where are the extra jobs for the amount of people. I assume they will all travel to Bournemouth / Poole conurbation and that would be a nightmare. 4) The whole character of the town would be lost forever.	Perhaps more building on Canford Heath and other areas where arsonists seem intent on destroying.		668
496958	Mrs J Beech		CSO1924	Option WMC 4	Object					668
497026	Doreen Smith		CSO1979	Option WMC 4	Object		This amount of building will create extra traffic in Ferndown and Parley which already has a lot of road build up in the busy morning and evening travel. Also taking a lot of natural land for our wild life.			668
497060	Mrs Mary Tuffrey		CSO2048	Option WMC 4		No Opinion				668
497089	Mr Frank A Soan		CSO2097	Option WMC 4		No Opinion				668
497184	Mr Hilling		CSO2175	Option WMC 4	Support					668

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497239	Martine Lewis		CSO2242	Option WMC 4	Support					668
497343	Sharon Sutcliffe		CSO2268	Option WMC 4	Object					668
497773	R Johnstone		CSO2471	Option WMC 4		No Opinion				668
497947	Mr Guy Brooker		CSO22682	Option WMC 4	Object		I must presume also that these development proposals under current consideration will run alongside such plans as are already identified in the plan expiring in 2012, although we are not asked to comment about the impact of this combination. Neither has it been indicated by EDDC the expected level of infill development that can be expected over the plan period. EDDC faces an uphill struggle to persuade the residents that they can be responsive to public opinion and effective at delivering acceptable development. Recent history demonstrates poor performance in these areas.			668
498044	Carolyn BANKS		CSO2637	Option WMC 4	Object		Transport needs to be sorted out centrally - to get something that works properly - this is the biggest showstopper to all of these schemes - the current roads will not support any more traffic. Use the newer out-of-town developments to extend housing - after all that's what they were created for i.e.: Verwood, Corfe Mullen, Sturminster Marshall. Don't cram more development into existing residential areas in town. Consider the impact on horse-riders especially in West Parley, where there are a significant number of horses. Adding more traffic to horses = more accidents. Horse-riders have to use the roads to access the bridleways. Recent increases in traffic already make the situation fraught with danger.			668
498047	CD Bradford		CSO2641	Option WMC 4	Support		Concern with regard to narrow bridge over River Allen-appears to only provide cycle/pedestrian facilities without widening bridge-which will be used by 550 homes? How many cars?			668

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498062	Mr Nick Crawford		CSO2699	Option WMC 4	Object		Although I live in Ferndown, I work and travel a lot in the local area so feel I can voice my opinion on developments around the area.			668
498084	Mr P HARTLEY		CSO2740	Option WMC 4	Object					668
498125	Mr and Mrs P DASHWOOD		CSO2784	Option WMC 4		No Opinion				668
498169	Mrs D WEAVER		CSO2890	Option WMC 4		No Opinion				668
498184	Mrs Angela BARKER		CSO2917	Option WMC 4	Object		Not every area needs affordable housing - if a lot of people are retired and/or own their own homes, does it matter?			668
498214	Mr and Mrs K Swash		CSO2945	Option WMC 4	Object		Further roads should be built and infrastructure put in place before any new homes are built.			668
498268	Mr and Mrs R Cullen		CSO2997	Option WMC 4		No Opinion				668
498271	Mandy CHEESEMAN		CSO3033	Option WMC 4		No Opinion				668
498335	Mr and Mrs Lester		CSO3078	Option WMC 4	Object					668
498384	Mr A L Little		CSO3144	Option WMC 4	Object		550 houses would allow for an extra 1000-2000 inhabitants, i.e. a small village. This would result in more traffic into or through Wimborne, an already congested area. Much extra infrastructure: public transport, doctors' surgery, churches. The new village to the North would over-balance Wimborne.	Provision of about 100 new homes with appropriate infrastructure, transport, etc.		668
498402	Mrs T		CSO22209	Option WMC 4	Object		Re: Employment Land Options Whist employment is obviously needed in the area, before building new			668

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	Hughes						sites please take a look around the existing industrial estates and see just how many units are empty. For example on Cobham Road on the Ferndown Ind Estate there are currently lots of 'To Let' boards. The traffic problems of the A31 need to be addressed before numerous new homes/businesses are built, throughout the summer routes through Ringwood/Ferndown/Wimborne become totally gridlocked. Whilst we can hope and encourage local people to use buses or cycle to work or for shopping, many of the cars coming into and through the area are driven by holidaymakers. With more people taking their holidays in the UK this problem is likely to get worse.			
498411	Mr Gerald Lessnoff		CSO3168	Option WMC 4	Object		Wimborne cannot grow substantially, or at all, without losing its character and/or suffering serious congestion. It has a compactness that would be dissipated by growth at its rural fringe. The centre is already sometimes gridlocked, and growing the town by 550 households (another 25% say) would make this a permanent feature. For an indication of how sensitive the area is even to slight incremental traffic flow, consider the degree of congestion that occurred in Town during the Canford Bridge works a couple of summers ago. I can provide photographs. Specifically addressing traffic generated by the WMC 4 proposal, radical action would have to be taken to enhance Walford Bridge, or indeed "injure" it, as the Transportation plaque puts it.	Abandonment		668
498490	Mr Michael Bloxham		CSO3259	Option WMC 4	Support					668
498495	Mr John Williams		CSO3266	Option WMC 4	Object					668
498562	Mr		CSO3324	Option	Object		This large area North of Wimborne and either side			668

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	Lovering			WMC 4			<p>of Cranborne Road is in the Greenbelt. It satisfies 2 of the conditions for Greenbelt under PPG2</p> <p>1) Preventing Urban sprawl 2) Preserving the setting and special character of historic towns.</p> <p>The existing infrastructure would not be able to be able to sustain this large development . Currently there is congestion crossing the River Allen bridge and driving through the Town to link with A31 and neighbouring towns. Those drivers taking the route through Colehill along Middlehill will potentially see traffic backing up from the Canford Roundabout and present issues of road safety with children and parents travelling to and from school.</p> <p>As others have commented, the area to the east of the Cranborne Road slopes steeply to the south and there will be problems with rain water run off affecting existing communities to the south of the proposed new development site. Please see 8.34 of this Consultation to "ensure that there is minimal impact on the environment and the quality of life of the existing communities"</p> <p>I have similar concerns that developer contributions would not be able to fund all the necessary infrastructure for this huge development.</p> <p>If any development was to be considered North of Wimborne, in my view the area to the west of Cranborne Road would be preferable as the "best of the worst" choice and would be further from Burts Hill Conservation area.</p>			
498566	Mrs Susan Davies		CSO3333	Option WMC 4	Object		<p>The density of this proposed development either side of the Cranborne Road will result in severe strain on the infrastructure. This land is known to have a high water table and flooding is a real possibility if this housing scheme is allowed to go ahead. The proposed developers, who own the land at Burts Hill and have options on the land the other side of the road, have indicated that they may seek to purchase even more land and that the proposed 550 homes could easily increase to 650 if they are to maximise their "investment". As with all</p>			668

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							<p>developments of this type the carrot of building a new school and providing community facilities etc. will be waved and many will be seduced by this. However, without the provision of additional middle school places, providing a new first school is futile. A development of this size will make it all but impossible for the new residents to integrate with communities in either Wimborne or Colehill: indeed, a development of this number of properties is the same as building a completely new town/village with no identity, no history, no links. The number of houses will certainly generate at least 800 - 1000 additional vehicles all spewing out on to roads which are already severely congested: we are all too aware of the gridlock created by the most minor of traffic incidents that we endure on an all too regular basis. The idea that this will provide affordable housing for local people is disingenuous. We all know that the proportion made available for affordable housing will be extremely limited and the likelihood is that the occupants of these properties will be relocated to the area from other parts of the country with severe housing needs. How is this going to help local people, particularly young people who are trying to build their own family lives in the area that they have grown up in and where they have extremely strong ties? We all know that the majority of the houses proposed for this area will be high-end properties, almost certainly out of the reach of the vast majority of local people. Again, this will result in people from well out of the area relocating to the area. Many will commute to commercial and financial hubs along the M3 corridor, resulting in excessive traffic movements and pollution with their economic power going with them i.e.: not supporting local shops and businesses. I am not opposed to housing development and support any initiatives that will provide affordable housing for local people. The development in these sensitive areas should be on a small scale, taking into consideration the local need and the ability for these small developments to</p>			

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							easily integrate and become part of the existing strong communities in both Wimborne and Colehill.			
498576	Mr Paul Bass		CSO3346	Option WMC 4	Object		I am not against building more homes, but the infrastructure, at present, is totally inadequate to carry traffic to and from the new development. Burts Hill will have to be considerably widened and a footpath added. Its junction with Smugglers Lane will need to be made safer also. The water run-off drains already overflow at the bottom of the hill at times near the junction with Tennyson Road. The junction with Cranborne Road will become overloaded with the increased traffic at peak times, making it impossible to get out of surrounding side roads. With regard to WMC 4 of the strategic plan, it is clear that Burts Hill is totally inadequate to carry traffic to and from the new development. It will have to be considerably widened and a footpath added. The junction with Smugglers Lane will need to be made safer too.	Improve infrastructure first.		668
498581	Mr John Shave		CSO3344	Option WMC 4	Object		Such a large development would require major infrastructure improvements - roads, drainage etc., which would be unaffordable in the foreseeable future.			668
498711	Mr T CHANT		CSO3378	Option WMC 4	Support					668
498775	Mrs P L Buckler		CSO10733	Option WMC 4	Object		I object very strongly to any green belt land being used for housing. The roads are very often impossible anyway without the massive increase proposed. HANDS OFF OUR GREEN BELT!!			668
498996	M E CLARKE		CSO3440	Option WMC 4	Support					668
499231	Mrs A Lathbury		CSO3515	Option WMC 4		No Opinion				668

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499236	J PIPE		CSO3529	Option WMC 4	Object					668
499245	Mr and Mrs N BUTLER		CSO3570	Option WMC 4	Object		A huge development with the effect of making the town a very busy thoroughfare. It encroaches on the countryside too making Wimborne a less attractive place to live. A small development may be acceptable.			668
499254	Mr FOSTER		CSO3598	Option WMC 4	Object		The proposal to develop green fields North of Wimborne to hold 550 new houses will increase Wimborne's population by 22% in one fell swoop (1,500 people on 6,700). It is doubtful that the 'potential landscape area' will materialize once the developer has the land, it will be completely built up across the whole area to maximise returns. This massive single site development, bigger than anything else locally suggests that it's size has been determined more by the offer of land available, than the considerations of the enormous potential disturbance of its construction, huge local influx of non-local people and the change direct from rural to urban land and road usage.			668
499261	Mrs Norma JACKSON		CSO3603	Option WMC 4	Object	General Comment				668
499290	Mrs Lisa TURNBULL		CSO3636	Option WMC 4		No Opinion				668
499367	Mrs R M C COWARD		CSO3702	Option WMC 4	Object		Walford Bridge is only single lane for vans, buses and lorries now. Land is a sponge - flooding is inevitable if building takes place on these meadows. School would be too far out and children would be driven to school adding to congestion.			668
499384	Mr A I ROSE		CSO3710	Option WMC 4	Support		Proposed population increase will need much better transport / shops/ services. Pensioners need mobility. Young families need jobs.			668

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							Wimborne - real country towns should grow on their edges to preserve town centres.			
499447	G Frampton		CSO3768	Option WMC 4	Object					668
499479	Mr and Mrs K Wisker		CSO3779	Option WMC 4	Object		The addition of some 1000+ new houses combined with the riverside development on the old Flight Refuelling site will put a significant extra strain on the current services water, sewage, roads etc. An additional first school may help with some of the potential 1000+ children, but what about the Middle and Upper schools. Colehill Middle school has been 'temporarily' extended to cater for Poole overspill.			668
499492	Mrs A Pennell		CSO3805	Option WMC 4	Object		Development on this scale would seriously impact on a pleasant landscape and approach to the town. It would also stretch the amenities even if new first school is built. Is there really a need for another neighbourhood centre? Most importantly this number of houses would add to the level of traffic on neighbouring roads.			668
499596	R Palin		CSO3852	Option WMC 4	Object		Land to the west of Cranborne road might be ok. Land to the east is Green Belt, would increase traffic very considerably at the Walford bottleneck and would create water problems (the area is a water collection area for the River Allen). I have written three times previously on this aspect of this proposal over the past 3 years.			668
499683	S Crotch-Harvey		CSO3872	Option WMC 4	Object					668
499748	Ms Soozi Cooper		CSO9731	Option WMC 4	Object					668
499858	MJ and JC Palmer		CSO3965	Option WMC 4	Support					668
499873	Mr Graham		CSO3974	Option WMC 4	Object					668

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	Holt									
500060	Mr Stuart PIDDOCK		CSO4067	Option WMC 4	Object					668
500070	Mr J W ELCOCK		CSO4098	Option WMC 4	Support					668
500080	Cllr Diann MARCH		CSO4127	Option WMC 4		No Opinion	No particular opinion, but would question whether this is really a suitable area, as again a very large number of properties with no real infrastructure suggested, which would impact greatly on all Wimborne Minster services although this land actually falls in the Parish of Colehill.			668
500222	S Hartley		CSO4178	Option WMC 4	Object					668
500350	Mr P H BARTLETT		CSO4212	Option WMC 4	Object		WMC 4 - Area too large. Smaller number of houses plus amenity of riverside walk and possible footpath link to Pamphill - QE School area.			668
500361	Mr and Miss N and A Middleton and Turner		CSO4248	Option WMC 4	Object		This will increase the already congested Middlehill Rd through Colehill by an immense proportion, as this will be the easiest route by residents commuting out of Wimborne/Colehill. Also the extensive number of houses proposed will completely ruin the character of the area.			668
500382	Mrs S GRETTON		CSO7616	Option WMC 4	Object		Entrance into town will be spoilt. Infrastructure cannot cope with the existing population. Canford Bottom roundabout redevelopment doesn't help local people and hundreds of extra cars will exacerbate the problem. Traffic in Wimborne / Colehill is a major problem. Council services which are going to suffer cut backs will with more houses, be spread more thinly (e.g. with the ice many roads and all pavements were lethal). The density of 500 homes is ridiculously high and the drawing submitted by Bloor homes is a misrepresentation. There seems to be only 100/150			668

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							houses on it so obviously the green areas are enhanced and thus overstated. People visit Wimborne as it is an old market town. We do not want just another urban sprawl eventually joining up with Poole and Ferndown. This is in addition to my previous form re Wimborne and Colehill (mainly WMC 4) in East Dorset News. - Most of the new traffic will go through Colehill Middlehill to Canford Bottom which is unsustainable. - The erosion of green belt is the beginning of the end. Dorset will end up one huge unsightly mass of housing. - The high water table already causes local problems so flooding will become much worse. - Once developers have made their profit they move on and local people have to live with a much reduced quality of life. - Make use of the empty property available in Dorset.			
500427	Mrs D J LYONS		CSO4303	Option WMC 4	Support					668
500454	Mr Stephen PROTHEROE		CSO4330	Option WMC 4	Object		WMC 4 - The scale of the proposed development is too large. It will add significantly to peak traffic congestion in West Borough, Hanham Road and Lewens Lane. It will also result in many more vehicles using Middlehill Road to reach the A31 at Canford Bottom Roundabout - this route is already the subject of concern about the volume and speed of traffic.			668
500558	A Baker		CSO4344	Option WMC 4		No Opinion				668
500693	Mrs NEWMAN		CSO4446	Option WMC 4	Object		Where are the extra dentists, doctors, schools and parking places for all the extra families? Where is the employment?			668
500697	Mr Thomas SMITH		CSO4472	Option WMC 4		No Opinion				668

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500706	R & J Jeans		CSO4495	Option WMC 4		No Opinion				668
500720	Mrs VALLIER		CSO4515	Option WMC 4	Object					668
500746	Mrs J Lothian		CSO14084	Option WMC 4	Support		Support 300 homes. Far too many houses and where are all these people going to work. 550 houses means at least 500 jobs plus 200 houses om WMC5=700 jobs. Why not 350 houses, 250 of which are affordable!!! Very necessary with so many unemployed! Or is it 700 houses equals 700 new council tax charges?			668
500748	Mrs Lauren MATTHEWS		CSO4577	Option WMC 4		No Opinion				668
500802	J Hayward		CSO4661	Option WMC 4	Support					668
500814	B Fagan		CSO4693	Option WMC 4	Object					668
500817	Mr L Lothian		CSO13544	Option WMC 4	Object					668
500836	Mrs Sylvia Hines		CSO4711	Option WMC 4	Object					668
500903	Mr and Mrs S and R Harris		CSO4750	Option WMC 4	Object					668
501012	Louise ARNOLD		CSO4827	Option WMC 4	Support					668
501015	Mr & Mrs W McMillan		CSO4853	Option WMC 4		No Opinion				668

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501078	Mrs Ingle-Finch		CSO4929	Option WMC 4	Support		Good access onto wide main road			668
501107	Mr & Mrs E C Lacey		CSO4963	Option WMC 4		No Opinion				668
501118	Mr Ron Cook		CSO4987	Option WMC 4	Support		Wimborne does need an increase in population to support local traders and also to keep town centre active outside of the tourist season.			668
501197	Mrs H Collop		CSO5099	Option WMC 4	Object		If the sites WMC1, WMC2, WMC3, and WMC5 were all developed, there would be no need to build on the Green Belt at WMC4. This is unacceptable in so many ways. Green Belt, traffic, local services would all be overwhelmed and spoil a lovely small market town.			668
501227	Mr John Collop		CSO5127	Option WMC 4	Object		A completely unacceptable invasion of green belt and the establishment of a new 'small town'. The development should not exceed 100 houses split either side of the Cranborne Road. As proposed the 500 houses would put too greater demand on roads and services. The strategic housing land availability assessment was a product of the last government who had little interest or concern for rural areas. It should be reviewed and the figure of 1100 new homes reduced to a realistic figure.			668
501252	R and B Taylor		CSO5146	Option WMC 4		No Opinion				668
501279	Mrs F Smith		CSO5157	Option WMC 4		No Opinion				668
501324	Julie Light		CSO5175	Option WMC 4	Support		To keep our town of Wimborne we need to build around the outskirts of the town enabling people to use the facilities- the homes must be affordable and housing. Perhaps if the high rates that shops etc. have to pay were reduced then more shops would be available-it is so sad to see so many empty			668

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							shops-reduce the rates - we don't want a ghost town.			
501351	Mr and Mrs R D'Cruze		CSO5211	Option WMC 4		No Opinion				668
501357	Armstrong and Perry		CSO5231	Option WMC 4	Object					668
501364	Mr M Devetta		CSO5258	Option WMC 4	Object		When land in Wimborne (WMC1, WMC4 and WMC2) was part of the spatial strategy our MP and councils all seemed against development. Why are these now back as an option? Now that Waitrose is up and running-very nice too-what about our promised town square? Where is the money that was put aside for the project. We were told it would be done when Waitrose was finished. What is the hold up? Love the new riverside park next to Waitrose.			668
501485	Mrs J JACKSON		CSO5283	Option WMC 4	Object		You need to take into account impact or roads, transport, shops, doctor's surgery, schools, when building new homes, not just roads alone. Whilst an extension to Wimborne Hospital is important and necessary - moving a football/rugby club to Leigh Road would cause major traffic jams and provide more open space for dog walkers, rather than family walking and destroy more open space.			668
501488	Chris LAMB		CSO5310	Option WMC 4	Object					668
501492	Mr Colin Tyler		CSO5317	Option WMC 4	Object		Any development of Option 4 would open up further encroachment towards Cranborne and thus destroy the unique compactness of Wimborne.			668
501497	Adrian Rafferty		CSO5357	Option WMC 4	Object					668
501502	Mr Michael		CSO5352	Option WMC 4		No Opinion				668

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	WAREHAM									
501513	Mr O E BEVERLEY		CSO5394	Option WMC 4	Support					668
501520	Mrs Z MERRIFIELD		CSO5417	Option WMC 4		No Opinion				668
501523	Rita Gilbert		CSO5435	Option WMC 4	Support					668
501531	Mr Boyd Read		CSO5457	Option WMC 4	Support		Existing infrastructure is already beyond capacity. The traffic at either end of the town is a severe restriction. Canford Bottom being particularly bad every day of the week. Families moving into the area already find that there are no school places, doctors availability etc. The existing green belt and rural / agricultural areas are equally important to the community. With the proposed level of development, where is all the "local" employment coming from? In Scheme WCM 5 I am not opposed in principal to the rugby, football pitches and parkland but the 200+ houses are unacceptable. There is far less impact with WMC 4.			668
501542	Mr and Mrs STRACHAN		CSO5504	Option WMC 4	Support		Please do not accept any community centre / halls or leisure centre as a corporate inducement from developers of housing developments. In my experience they hardly ever work and cost a great deal in subsidy for councils each and every year. i.e.. Verwood Hub; Lenham, Kent; Ditton, Nr Maidstone, Kent. My ref: 10 years as a Parish Councillor in Ditton, Kent.			668
501544	Mrs Susan Read		CSO5613	Option WMC 4	Support		No infrastructure - schools, roads, no employment for so many new families. Green Belt vital for quality of life. Farmland valuable as a future resource. Better options are available. Parkland and rugby pitches on WCM 5 would be acceptable.			668
501547	Mrs		CSO5553	Option	Object		Building on this land would be a huge shame - this			668

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	Helen Lessnoff			WMC 4			proposal is for a sizeable increase to Wimborne, which would then lose its "market town" feel. The proximity of open green land on Cranborne Road and Burts Hill helps to give Wimborne its semi-rural, self-contained small town atmosphere. If further sizeable development were to take place, it would become part of the characterless sprawl of East Dorset.			
501559	D R Harrocks		CSO5619	Option WMC 4	Object					668
501560	Mr Christopher CLARKE		CSO5560	Option WMC 4	Support					668
501565	Mr P Keeping		CSO5592	Option WMC 4		No Opinion				668
501569	Neil Pettefer		CSO5608	Option WMC 4	Object		The increase in traffic loads will lead to road congestion and parking difficulties. The level of development proposed will change the character of Wimborne and bring with it an overwhelming number of young families, with large numbers of youths, and all the attendant problems for a town. Large estates are out of character with the existing housing provision in Wimborne. There are potentially more suitable development sites in the area such as the Grange area off the A31. Object to WMC1, WMC4, WMC5 and WMC10.			668
501591	Mr & Mrs A Davies		CSO5658	Option WMC 4	Object		Strongly object to any developments in rural areas and "green" areas. There are more than enough cars on the road without bringing more traffic chaos.			668
501596	Mr and Mrs B & K O'Loughlin		CSO5679	Option WMC 4	Support					668
501607	Dr		CSO5694	Option	Object		The road network will not support these			668

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	Fairchild			WMC 4			developments. Long Lane & Colehill Lane have now become "rat runs" for traffic trying to access the A31 and more houses will increase this very big issue			
501616	R J Joyce		CSO5730	Option WMC 4	Support					668
501626	Mrs J A Russell		CSO5737	Option WMC 4	Object					668
501694	Mr R BRYAN		CSO5784	Option WMC 4	Support					668
501699	B THOMAS		CSO5811	Option WMC 4		No Opinion				668
501707	Mr Charles J R STREET		CSO5845	Option WMC 4	Object		I am against any development on green field sites.			668
501720	Dr and Mrs D HARLOW		CSO5880	Option WMC 4	Object		There is already considerable pressure for places at QE and Allenbourn schools. The long term future of the Education system needs to be considered before building any new schools. (WMC 4) Impact on existing sport/leisure facilities of 550+ new homes should also be considered. Can Wimborne really cope with this? Surely many homes would be sold to retired people who favour the lifestyle here, putting pressure on medical facilities as well.			668
501750	K G Holloway		CSO5950	Option WMC 4	Support		It is pointless to complain that Wimborne Minster is dying and traders are suffering - as many people do - and at the same time to object to every proposal that would bring more customers to the town and environs.			668
501751	Mr RG Birch		CSO5967	Option WMC 4	Support					668
501761	Mr		CSO5992	Option	Object		The most urgent and critical limiting factors are the			668

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	D Curtis			WMC 4			A31 single carriageways E and W and density of traffic using Canford Bottom roundabout - Encouraging increased commercial traffic re. PC 4 to PC 9 would only exacerbate the present traffic problems.			
501804	Mr Glyn Davies		CSO6086	Option WMC 4	Object	General Comment	Do not entertain any further 'traffic calming' measures such as the dangerous/expensive version in Colehill. Re-allocate money to the surface quality of minor roads. Sports facilities could always do with improvement which can often be achieved at fairly low cost.			668
501818	E J Read		CSO6125	Option WMC 4	Object		WMC 4 - Concerned that our road (Allenview) will be even worse with large amounts of traffic. Originally this area was an estate. Now it is used as a cut through with speeding traffic.			668
501823	Mr and Mrs E A Osgood		CSO6134	Option WMC 4		No Opinion				668
501853	B G Young		CSO6172	Option WMC 4	Support					668
501867	Mrs I M Marks		CSO6157	Option WMC 4	Object					668
501873	Mr and Mrs Harold A and D Joan Lilley		CSO6196	Option WMC 4	Object		All proposals of this nature have a number of basic needs. One of the most important is infrastructure. Subject to finance being available Canford Bottom Roundabout is to be drastically amended for the Olympic Games. The reference to "Improvements to Canford Bottom therefore appear to have been superseded. Since I cannot find any intention to improve the road network all these proposals will only add to our present problems and cannot be supported.			668
501876	J Long		CSO6184	Option WMC 4	Object					668

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501881	B W Deverill		CSO6203	Option WMC 4		No Opinion				668
501940	Mr M J Godfrey		CSO6329	Option WMC 4		No Opinion				668
502022	Mr HWR Stevens		CSO6368	Option WMC 4	Object		Dorset's villages and small towns should be preserved as such. So called "developers" are only concerned with profits. There'll always be an England? Not when it has been built over and occupied by strangers.			668
502029	Mr J MacArthur		CSO6411	Option WMC 4	Support	General Comment	Quality of materials and road layout is a key requirement to any new house building. More 2 bed homes to give small families a chance at being housed. Houses and roads can be attractive (Look at Poundbury, Nr Dorchester). Enough parking is a must - no 1.25 spaces per plot, plus a couple of visitors bays, will not suffice. Plenty of 'part rent - part buy' should be included to give all young people a chance to have a home. Try to get away from open plan frontages. Terraces of even small boundary fenced homes look better and give a feel of being established houses.			668
502032	Mr and Mrs Pitt		CSO6424	Option WMC 4	Object		The whole area is congested, there is no real provision for new TRANSPORT OR services for new homes i.e. doctors, local shops or community ctrs. There are already MANY EMPTY industrial units. Building more industrial is only viable if a tax loss for developers. Verwood has lost its soul now, and does not need any more ad-hock development. Wimborne will follow if the development of this (at present) lovely Town is carried out in the same way as Verwood has been.			668
502059	Mr R Seddon		CSO6486	Option WMC 4	Object		Development should be restricted to brownfield sites. Greenbelt must be preserved. Any development impacting on environmentally important areas such as Wimborne water meadows and River Allen must be avoided at all costs.			668

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							Affordable homes should not be built on greenfield sites which have high environmental value to the community. These heritage sites must be preserved.			
502076	Kay Stead		CSO6532	Option WMC 4	Object					668
502078	Mr R Marlow		CSO6525	Option WMC 4	Object		Why waste more tax payers money!!! Too much now!!! These proposals are ridiculous, as any further work prospects in this area are "zero". So why more homes and cars when the road/transport structure is obsolete for modern days need, let alone provision for the future 20/30 years. Just building more houses will not solve the long standing problems in Dorset i.e. jobs and road structures.			668
502099	Carolyn Lourens		CSO6570	Option WMC 4		No Opinion				668
502114	Mr P Foster		CSO6619	Option WMC 4	Support					668
502136	Mr and Mrs WA Forster		CSO6666	Option WMC 4		No Opinion				668
502138	Mrs E Mason		CSO6664	Option WMC 4		No Opinion				668
502140	A Hannam		CSO6672	Option WMC 4	Object		Will increase traffic levels especially the rat race along Allenvie Road, cars will divert to this route in order to miss any holdup at the two sets of traffic lights. Also this road is used as a school entrance.			668
502212	Mrs M Fuller		CSO6725	Option WMC 4	Support					668
502224	Mr and Mrs Larcombe		CSO6732	Option WMC 4	Object					668

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502253	Mrs Lesley Jane Franklin		CSO6748	Option WMC 4	Support		I support all options for Verwood, Wimborne and Colehill because I feel there is a great need for more affordable housing in these areas, especially for young families and vulnerable elderly people in rural areas.			668
502312	Mrs Sally Brierley		CSO6777	Option WMC 4		No Opinion				668
502317	Cllr Peter Lucas		CSO6815	Option WMC 4	Object					668
502326	Mr and Mrs T Bennett		CSO6859	Option WMC 4	Object		With more homes will need more employment, a vicious circle. Our roads are too busy now. We surely have enough community areas and centres.			668
502329	Mrs Rosemary Rooke		CSO6872	Option WMC 4	Object					668
502345	Mr and Mrs Ray and Irene Coulson		CSO6932	Option WMC 4		No Opinion				668
502347	Sarah Cobb		CSO7009	Option WMC 4	Object					668
502381	Mr Cyril Josey		CSO7037	Option WMC 4		No Opinion				668
502387	Mr George Kilpatrick		CSO7016	Option WMC 4	Object		I would like to see the justification for increased housing in East Dorset e.g., demographics, immigration, increased work opportunities etc. I would also like to understand how transport strategy (and infrastructure) is coordinated with this in such a way to make expansion sustainable.			668
502424	Mr and Mrs A V Messenger		CSO7110	Option WMC 4	Object					668

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502441	Mrs Ingrid Wells		CSO7153	Option WMC 4	Object					668
502468	Robert Lambert		CSO7210	Option WMC 4	Object					668
502568	Sarah Morgan		CSO7268	Option WMC 4		No Opinion				668
502569	Mr & Ms M & L Skinner & Jeffries		CSO7295	Option WMC 4		No Opinion				668
502570	Mr Samways		CSO7323	Option WMC 4	Support					668
502579	Mr & Mrs R L Thorne		CSO7351	Option WMC 4	Object					668
502595	Mr Colin House		CSO7405	Option WMC 4	Object		All these developments will cause an impact on the local heathland and the proposals in all areas will cause road chaos on the A31, Ferndown, Parley and Wimborne. A new road structure is required before any development takes place.			668
502596	A C Hayter		CSO7394	Option WMC 4	Support					668
502610	John Jackson		CSO7441	Option WMC 4		No Opinion				668
502612	Hugh and Joy Dickson		CSO7437	Option WMC 4	Object					668
502673	Mrs A Powell		CSO7544	Option WMC 4	Object		The infrastructure in this area needs to be sorted out before anymore building goes ahead. There are times you cannot move on the roads. The area is being ruined with all this building works that are already going on.			668

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502701	Mrs M Williams		CSO7582	Option WMC 4		No Opinion				668
502708	Ms Julia Owen		CSO7625	Option WMC 4		No Opinion				668
502745	Mrs J.M Kenny		CSO7667	Option WMC 4	Object		No building on green sites (green belt land). No increase of traffic along A31, A350, A35.			668
502913	Mr & Mrs D Whitmarsh		CSO7833	Option WMC 4	Object		There should not be any more large scale house building in the East Dorset area as the roads cannot cope with any more traffic			668
502921	Mr and Mrs L Forinton		CSO7764	Option WMC 4	Support					668
502935	Mr Roger Parker		CSO7793	Option WMC 4	Support					668
502999	Mrs Marion E Lock		CSO7864	Option WMC 4	Support		<p>1. What has happened to the idea of development on the old Dormy Hotel site in West Parley?</p> <p>2. It would be better to develop on the outskirts of our villages, as this would also help to sustain their village schools, shops, post offices and churches etc. It also provides a more natural environment to bring children up in. They are more likely to experience a friendly, close-knit community where people all know one another, than on a large estate near a town. Towns also don't become over-developed.</p>			668
503024	Valerie Measey		CSO7908	Option WMC 4	Object		<p>I am particularly concerned by WMC4 and the large number of homes proposed (550), which would increase the traffic flow considerably. Also how the present infrastructure and facilities could cope - the existing Doctor's surgeries are already extremely busy.</p> <p>It would also be interesting to know if there are any</p>			668

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							plans for sheltered accommodation for the elderly in the Wimborne area. There are few facilities at present and with an ageing population, there will be a greater need in the future.			
503085	Mr P.A. Scott		CSO7962	Option WMC 4	Object		More development - more people - more work - more cars - more roads - more noise - more pollution - more laws - more control - less quality of life. A sacrifice to the God of Economic Growth.			668
503156	Richard and Jackie Blunderfield		CSO8017	Option WMC 4	Object					668
503171	Sally Cooke		CSO8059	Option WMC 4		No Opinion				668
503183	B Chissell		CSO8134	Option WMC 4	Object		Having lived in Wimborne for many years, I see the problem with allowing development on WMC4 as the roads. People will either need to go through the already congested town or through the equally busy Colehill to get to Bournemouth or Poole for work etc. So my preference is the sites in the East of Wimborne for travel ease.			668
503233	F Parkes		CSO8196	Option WMC 4		No Opinion				668
503250	Mrs Helen Poole		CSO8212	Option WMC 4		No Opinion				668
503303	Mr Anthony Roberts		CSO8300	Option WMC 4	Support					668
503315	Mr Kenneth Wood		CSO8328	Option WMC 4	Object		We realise that more houses have to be provided but WMC4, 550 homes is too much for the small town of Wimborne. Roads will be over-loaded. Parking is already a problem with cars using local roads as daily car parks - e.g. Allenview Road, Lucy Drive.			668

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503347	Ms Hardwick		CSO8355	Option WMC 4	Object		I am concerned mainly about Wimborne and Colehill since this is the area I know best. Do we really want to turn a small country town into another sprawling conurbation? Whilst I accept that we need more affordable homes I think that the proposed 1000+ is serious over-development. 1000 homes = 3 - 4,000 people - 2000 cars. Do you really take any notice of us? The objections of the residents of Colehill to the traffic calming scheme have been ignored and we are not being consulted about changes to Canford Bottom roundabout.			668
503355	Mr Robert Griffiths		CSO8385	Option WMC 4	Support		Room for maximum developments and least disruption to Wimborne residents. Room for a much need school and community facilities.			668
503358	H C Hoare		CSO8412	Option WMC 4	Object		I support WMC 1, 2,3 and 5, because these new developments would improve Wimborne. I strongly object to WMC 4 because the development is on prime agricultural land and Wimborne does not require a new estate of this size.			668
503368	Mr Nicholas J Long		CSO8447	Option WMC 4	Object		Whilst I accept the need for more houses in the Wimborne area, I am concerned about large clusters of affordable housing developing. As a resident of Leigh Park, I consider this particular area to have reached almost saturation point with regard to low-cost housing. PS. I found the Public Exhibition at Leigh Park very informative - Council staff very helpful.			668
503421	Mr Geof Haywood		CSO8533	Option WMC 4	Support					668
503444	R Hobbs		CSO8553	Option WMC 4	Support					668
503454	Mr & Mrs Tame		CSO8577	Option WMC 4	Support					668
503482	Mr Ron		CSO8656	Option WMC 4	Support					668

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	Hopkins									
503533	Mr N Payne		CSO8713	Option WMC 4	Object		Land to the east and west of Wimborne should remain undeveloped - it is the only real area of extended green space to the centre of Wimborne. The walks across fields towards High Hall soon have you 'away in the country' and Wimborne vanishes behind the Stone Lane ridge.			668
503598	Mr John Turner		CSO8758	Option WMC 4		No Opinion				668
503603	Mrs DJ Morley		CSO8775	Option WMC 4		No Opinion				668
503621	A G Haines		CSO8820	Option WMC 4	Support		As I'm sure you are perfectly aware, all developments I have ticked require serious consideration to the whole road network in the areas concerned.			668
503624	Mr RT Jackson		CSO8830	Option WMC 4		No Opinion				668
503635	Mr J Gough		CSO8881	Option WMC 4	Support		Any development in the Wimborne area MUST include improvement to Canford Bottom Roundabout which is a nightmare to local residents and holiday traffic alike. There should also be a new section to the Castleman Trail which joins The Willet Arms to the section in Colehill Plantation. This could then be used by people going to work in Poole from Wimborne and Colehill - it would also improve recreational activities and take cyclists off the road. The whole cycle lane system around Colehill and Wimborne should be reviewed so that children can cycle to school safely.			668
503639	Mrs and Mr M Stevens		CSO8909	Option WMC 4	Object		The A31 is already over-saturated with regular gridlock on Friday/Saturday. Without major redevelopment (min 2 lane carriageway from			668

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							Ferndown industrial estate to Tolpuddle) it is incapable of taking any more traffic. The entire East Dorset area has already been over-developed versus other areas of the country. It does not have the transport, social, educational, etc. resources for any more. Wimborne, Ferndown and Parley cross-we object to building on green field sites.			
503640	N J and S A White		CSO8933	Option WMC 4	Object		Strongly object to such a large development eating into the countryside. Will add to congestion at the narrow bridge (Tice) and the lights. Large increase in traffic along Allenvie Road (especially if market goes ahead). Far too many houses in one place. 550 homes = 1100 people (at least) = 17% increase in population of Wimborne. Will damage the areas character.			668
503644	Mr J Riley		CSO8959	Option WMC 4	Object					668
503659	Mr JD Jenkins		CSO8986	Option WMC 4	Object		I do not agree with Green belt land being used for housing developments.			668
503678	Kathryn Whitmore		CSO9018	Option WMC 4	Support					668
503683	Mr and Mrs A Chester		CSO9037	Option WMC 4	Object		We have answered questions in our particular area. We have become angry residents of Wimborne, due to the parking of cars in residential roads. Our misery, when the proposed plans for yet more building plans, will increase this pushing us to move away from the area. Far from having plans for yet more housing some on greenbelt (but oh how these can be reversed today), we should have a policy of POPULATION CONTROL! We are a small island and if the population increases at the current rate, life will become intolerable. Our country where our families have lived for generations, is on a slippery slope. Stop now, implement a policy for population control, this should sort the problem. Don't spoil our			668

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							county with more housing.			
503687	Mr Nick Smith		CSO9046	Option WMC 4	Object					668
503690	Ms Clare Parvin		CSO9064	Option WMC 4	Object		Transport issues: public transport needs to be addressed - there are TOO MANY CARS ON THE ROAD. People need to realise the damage caused by heavy use of road transport not only to the environment but to the general health of the population. Drastic guidelines and law passed needs to be done to reduce transport (one car per household!). Walking into Wimborne, as I do (I do not own a car), is as bad as being a passive smoker, being forced to consume carcinogenic toxins. The building work proposed will exacerbate this problem. We are already overpopulated on this area. I realise some of these proposals will have to take place, but it is too much (in the case of Wimborne, my main concern) as the infrastructure will not support such a drastic building plan. Historically we are a market town which should be maintained as our local heritage.			668
503725	G A Hughes		CSO9180	Option WMC 4	Object		Consideration should be given to improved car parking facilities at Redcotts Recreation Ground.			668
503759	Mr D.J. Middleton		CSO9204	Option WMC 4	Object		I think this development will ruin Wimborne and change the character of this famous market town forever. I object to such wholesale alteration and development of our beautiful landscape. Some development is probably essential but this plan is too far reaching.			668
503761	Mr David Bourne		CSO9210	Option WMC 4	Support		WMC 1 and 4 - Visual appearance very important. House designs and arrangement need to be at the top of the agenda. Only too often are houses designed to look so drab and dull/unexciting.			668
503787	Mrs P A Dent		CSO9262	Option WMC 4	Object		I am totally against the development of large housing estates as they are not popular with the public. Also the cost of providing infrastructure will			668

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							be phenomenal and impact on existing communities detrimental. Far better to use small existing areas of land rubber stamped as Green belt land but of no benefit to the community. These parcels are mainly within residential areas and give immediate access to facilities without overloading them. With a small number of houses built, people can get to know their neighbours better. I, of course, am part owner of such a piece of land.			
503846	Mr Anthony Hose		CSO9297	Option WMC 4		No Opinion				668
503861	Mr E Hawkins		CSO9329	Option WMC 4	Object		The building of such a number of homes would change the character of the town and increase traffic numbers.			668
503878	Mr Peter Smith		CSO9388	Option WMC 4	Object		Generally most of the proposed housing developments do not seem to provide necessary improvements to local infrastructure.			668
503879	Mr S Smithson		CSO9403	Option WMC 4		No Opinion				668
503943	Mr & Mrs Rumball		CSO9436	Option WMC 4	Support		Good to see more houses, affordable houses being built. The only objection I have is to the increase of traffic on the A31, Christchurch Road, Parley Crossroads. Why not make new roads, flyovers, underpasses where possible - Canford Bottom roundabout is one in question and make it a dual carriage way - too many accidents.			668
504093	Mr & Mrs Vivian		CSO9471	Option WMC 4	Object					668
504101	Mrs Mary Trevis-Bell		CSO9498	Option WMC 4	Object					668
504216	Mr Mark		CSO9568	Option WMC 4	Object					668

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	Rich									
504285	Mr P Miller		CSO9635	Option WMC 4	Object		Density - particularly FWP2. To achieve the densities you are proposing will be disastrously small - this is churning out rabbit hutches. Infrastructure. On the basis of 7 movements per property this amounts to almost 6000 additional movements per day on roads that are already overloaded. Highways works will only be tinkering with a situation that cannot cope with a minor accident or road works.			668
504314	Ms Selina Roper		CSO9707	Option WMC 4	Object					668
505269	Mr H Stringer		CSO9807	Option WMC 4		No Opinion				668
505273	Mrs Lorraine Hubbard		CSO9840	Option WMC 4		No Opinion	Keep Waitrose, please don't let Dorset CC waste money on a public inquiry. KWG are talking rubbish! I have lived in Wimborne for 20 years and never has the green been used as a public open space - the grounds were locked unless open for cricket and Folk Festival car parking. Wimborne is busy once again since the opening of Waitrose.			668
505288	Mrs S Cramer		CSO9876	Option WMC 4	Support	General Comment	As a married mother of 3 children, 2 girls and 1 boy, living in a 2 bed Council flat (first floor), I welcome more housing to the Wimborne area for young families needing affordable housing / rented housing.			668
505315	Mr Frank W Myerscough		CSO9928	Option WMC 4	Support		Provide disabled car parking behind Scrivens with access from the bridge over the Allen River via Co-op car park. Eliminate all private car parking and private car traffic through the Square and High Street. Pedestrianise Square and High Street allowing bus parking and taxis, and lorry/van unloading only. IT IS ABOUT TIME A RADICAL SOLUTION TO			668

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							THE PROBLEM WHICH HAS BEEN TALKED ABOUT FOR AT LEAST 25 YEARS WITH NO ACTION. ALL CONTINENTAL EVIDENCE HAS INCREASED SHOP BUSINESS BY THIS MEANS.			
505354	Mr Tim Edwards		CSO9948	Option WMC 4	Object		East Dorset cannot supply all the services required to build these houses - electric, water, waste, roads, gas There has already been a study on this subject. Please review!!!			668
505369	J Young		CSO9975	Option WMC 4		No Opinion				668
505506	Mr Peter Hendra		CSO10051	Option WMC 4	Object	General Comment	Building more houses has NOTHING to do with meeting the needs of (existing) local residents. We do not need or want more houses in our area. Planning to build more houses is driven by the 'need' to meet externally imposed quotas based on false assumptions on the desirability of further population and economic growth. Instead of wasting resources on building more housing which is ecologically unsustainable, we should be using them to make a transition to a low energy sustainable future for our children. Please listen to local residents and reject further development.			668
505523	Mr & Mrs A Turner		CSO10078	Option WMC 4		No Opinion				668
505561	Mr D. Calvert		CSO10101	Option WMC 4	Object					668
505590	M Spalding		CSO10130	Option WMC 4	Object					668
505681	Mr Nick Lewis		CSO10168	Option WMC 4	Object		Ferndown and Wimborne are already over developed. On top of that the road access via A31 west of Ringwood is dreadful at rush hour and ????? persons and building 1000.s of new homes			668

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							will make this situation worse and cause complete gridlock. The traffic noise from the A31 is awful. The road needs to be re-surfaced between Ashley Heath and Ferndown.			
505742	L. J. Ashplant		CSO10210	Option WMC 4	Support					668
505802	Mr RGH Chapman		CSO10237	Option WMC 4	Object					668
506161	Mr RD Holyoake		CSO10318	Option WMC 4	Object		Any more development within Dorset's existing built up areas will end with a complete gridlock of traffic.			668
506196	Mr & Mrs P Stout		CSO10347	Option WMC 4	Support		Although these are on "green land" they are well positioned on the edge of the existing settlement and on land without huge scenic value so if you have to find areas for housing, these seem good. The vista of the Minster coming down the Cranborne Road must be preserved, but with good sympathetic housing design, this could be used to enhance the view – think large houses on the front line, set back and matching those on Milton Road etc. You'll need to be firm with the developers – it will mean a few less houses per square handkerchief.			668
506754	Mr Derek E Marsh		CSO10374	Option WMC 4		No Opinion				668
507026	Mr David Craig		CSO10427	Option WMC 4		No Opinion	I would like to see priority given to projects which have a higher concentration of social housing inclusion, and also include a higher green/renewable energy provision. Particular concentration on family areas, playgrounds and social/community facilities should be considered.			668
507032	Mr David Oliver		CSO10453	Option WMC 4	Support	General Comment	1. Has any thought been given to services required for these developments - gas, electric, water and sewage?			668

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							2. Have sites been suitably evaluated for new allotments? 3. Bearing in mind climate change, what evaluation of river flooding on certain sites? 4. Are developers really going to subsidise public transport?			
507033	A R Twaits		CSO10479	Option WMC 4	Object	General Comment	Despite improvements to public transport, cycling and walking, the reality is that the vast majority of journeys will continue to be made by car. Local roads are already congested and the extent of development proposed is not acceptable without significant increases in the capacity of these roads for cars. In particular problems on the Ferndown and Wimborne bypasses need to be resolved, and the A31 to Poole link built. It is often difficult to find convenient short stay parking in Wimborne and additional housing will increase the need for additional short stay parking.			668
507132	Ms L Joyce		CSO10525	Option WMC 4	Object					668
507170	Miss A K Jukes		CSO10571	Option WMC 4	Object					668
507218	Mr and Mrs J Smith		CSO10612	Option WMC 4	Object					668
507286	Mr N P Butler		CSO10683	Option WMC 4		No Opinion				668
507336	Mr John Page		CSO10744	Option WMC 4		No Opinion				668
507356	Mr and Mrs M		CSO10805	Option WMC 4	Object		We strongly object to any housing development in Verwood, there are not enough facilities to cater for			668

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	Moody						this amount of proposed development and we are particularly concerned about the effect it will have on the first schools that are already at full capacity and the middle school which could become oversubscribed! It would also have a fundamental effect on our children not having enough spaces at QE School in Wimborne. Verwood is a nice green and safe place to live; we do not need any more development!			
507361	Mr Kenneth Archer		CSO20314	Option WMC 4		No Opinion				668
507363	Mr Kevin Sayer		CSO10827	Option WMC 4	Object	General Comment	The area alongside the A31 between St Leonards Hospital and Tricketts Cross is an area where many houses could be built. Currently this area is an eyesore and gives a bad impression to visitors as they cross into Dorset from Hampshire. Why are nearly all your proposals on greenbelt land? There are many areas in East Dorset on non-greenbelt land which could be built on. Your proposal (FWP 4 and 5) will put more pressure on Parley Common as well as introduce more traffic on an already busy road system.			668
507388	Mr David Huggins		CSO10889	Option WMC 4	Object					668
507474	Mark and Jean Cording		CSO11016	Option WMC 4	Object		1) We are still due a correctment in housing prices, housing benefits have artificially underpinned the bubble. The so called shortage of housing is also caused by breaking up of the family unit (teenagers and young people do not need their own homes) 2) The Green Belt must be protected, a temporary supposed need would and could not be reversed. There are hundreds of brown sites which could be utilised, without the need for more disruptive and expensive infrastructures. 3) Green Belt land was created to protect open land			668

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							between and around developments. We anticipated development and councils saying they need more land, it was and is vital so please do not change the policy. Times change, needs change, populations (immigration and emigration) demands disappear but green land cannot be replaced.			
507524	Mr C G Richardson		CSO11073	Option WMC 4		No Opinion				668
507555	Mr and Mrs C Lamond		CSO11100	Option WMC 4	Object					668
507572	GJ Pettifer		CSO11129	Option WMC 4		No Opinion				668
507659	Ms Victoria Johnstone		CSO11211	Option WMC 4		No Opinion				668
507693	Mrs P Carter		CSO11251	Option WMC 4		No Opinion				668
507737	Mrs S Philpot		CSO20178	Option WMC 4		No Opinion				668
507789	Mr CJ Barrett		CSO11407	Option WMC 4	Support					668
507800	Mrs K M Platt		CSO11458	Option WMC 4		No Opinion				668
507908	Mr Philip H James		CSO11534	Option WMC 4	Object		I'm unhappy with the size of the development on this single site. The area is Green Belt and shouldn't be considered unless all other alternatives are rejected as the land rises and would look very ugly. The effect on Wimborne traffic coming down Cranborne			668

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							Road and the general impact on the xxxxx and infrastructure are bad. The very nature of this historic market town could change for the worse. The xxxx is subject to flooding due to underground springs and the slope of the land and existing drains/sewers are fully taxed. Finally I think the housing needs figures are based on outdated assumptions which don't take account of the recent economic and financial developments which minimise the housing needs of the area and the likelihood of the necessary finance for such major developments. Any development on WMC4 should be as a last resort; it would be better to the west of Cranborne Road where there is less housing and this would reduce the flooding risk. The privacy of those like myself, whose rear garden backs on to the area should be safeguarded and account taken of this in the location of any new school/public amenities and the height of housing adjacent to these existing homes.			
507980	Sylvia Allen		CSO11576	Option WMC 4	Support					668
508383	Ms Emma Hayter		CSO11695	Option WMC 4	Support		Think it is important for East Dorset to have affordable housing. At the moment I work in East Dorset and am looking to buy my first home, places in East Dorset are very expensive and am having to look outside the local area. I really don't want to move too far from my job.			668
508413	Mrs S Best		CSO11754	Option WMC 4	Support					668
508735	Mr Peter Barham		CSO22260	Option WMC 4		No Opinion				668
508835	Mrs E.L.		CSO12177	Option WMC 4	Object		The Council is always after land for housing or business development. Whatever is granted is never			668

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	Stratford						enough and a few years later they want more. This process has been going on for over 50 years and it is time it came to a stop. Enough is enough as it is ruining the area.			
508852	Mrs L.A. Chesshire		CSO12222	Option WMC 4		No Opinion				668
508887	Mr J.S. Kidd		CSO12296	Option WMC 4	Support					668
508917	Mr Lionel Woodcock		CSO12338	Option WMC 4	Support					668
508928	Mr D.W. Lonsdale		CSO12354	Option WMC 4	Support		Although I have indicated support for development considerations for Wimborne, express surprise that such a document totally omits any mention of infrastructure to support these developments. You estimate the construction of over 1000 homes but make no mention of the need to construct roads to handle what would otherwise be crippling congestion. For instance the construction of 550 homes along the east and west side of the Cranborne Road and 170 homes at Cuthbury Allotments and the football ground with the accompanying 1000 or so extra cars means that a bypass to enable vehicles to pass towards Poole and Bournemouth without going through the centre of Wimborne is essential. If your answer is that road transport is a County matter then you must involve the County before finalising any thinking about further house building in the Wimborne area.			668
508993	Mr A Samways		CSO14539	Option WMC 4	Support					668
509006	Mr S.R.		CSO12457	Option WMC 4		No Opinion				668

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	Taylor									
509065	Mrs B Burge		CSO12475	Option WMC 4	Object		No public transport so must have schools/ shops/ medical centre. Few jobs in Wimborne - all proposed new employment areas are near Ferndown and anyone working in Ferndown / Ringwood would mean vastly increased traffic at Burts Hill / Smugglers Lane and along Middlehill Road. This is already diabolically busy in rush hours and does not need 200 / 300 more cars per day.			668
509814	Mr T M Trickett		CSO15195	Option WMC 4	Object		It appears that most of this proposed development is in the Green Belt, I feel that the planners should have indicated the Green Belt areas on this document.			668
510268	Ms Deborah McClure		CSO13043	Option WMC 4	Support					668
510292	Mr S Waddington		CSO13050	Option WMC 4	Object		To bigger development in one area. 550 homes would create an enormous amount of traffic in just one area.			668
510309	Suzanne Chapman		CSO13064	Option WMC 4	Support		I support affordable housing for all who need this, especially young people, but I am concerned about the impact this will make on transport up East Borough and down it.			668
510323	Mr and Mrs B Hallam		CSO13074	Option WMC 4	Support					668
510325	Mrs A Swain		CSO13077	Option WMC 4	Support					668
510350	Mr Alan Woodward		CSO13128	Option WMC 4	Object					668
510353	D M Parsonage		CSO13088	Option WMC 4	Object		Is every bit of green land in area to be covered. You have already ruined Wimborne with the appalling			668

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							Waitrose building (no objection to Waitrose coming but not there). Soon you will be going round gardens to see if you can put a house in them. We need green land and trees, so stop filling them with so called affordable housing. I have 2 adult children earning very good salaries and neither of them could afford your so called affordable housing.			
510366	JK Lake		CSO13096	Option WMC 4	Object		Too LARGE will generate approx. 4 miles of additional traffic at peak periods. Julians and Walford bridges are effectively 1 lane when used by a bus/large vehicle. Gravel Hill and Canford Bottom roundabouts overloaded. FLYOVER required.			668
510368	R Honess		CSO13100	Option WMC 4	Object		Option WMC4 plans 550 new homes creating an increase of at least 1300 (20%) in Wimborne's population. Such an increase is I believe too great a risk to the fabric of the local community. I am not confident that the relevant authorities would put in the necessary infrastructure to cope with such a necessary population expansion.			668
510380	Kelvyn and Fiona Jones		CSO13114	Option WMC 4	Object		Sheer volume of 500 vehicles plus on top of what already exists running on these green back roads makes this proposal ludicrous. If you bike or walk on these lanes you will know that some years your lucky to have had your next birthday. Next time I get a Council newsletter saying you will protect the countryside, I will chuck it in the bin!			668
510394	Mr and Mrs D Yarnham		CSO13125	Option WMC 4	Object		Although these objections are primarily to WMC4 as being the most objectionable option they broadly apply to all options, as Wimborne seems if anything already overpopulated. 1) Traffic. The B3078 Cranborne Road is already very busy indeed and at school times is at a standstill every morning. We are now unable to sit in our garden in the summer time as the traffic noise is like living on a motorway. Access from Shakespeare Road is currently difficult and with 550 more houses each with eventually 2 - 3 cars per house it could become impossible.			668

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							<p>2) Environment. See note re traffic noise above. Also with greatly increased traffic there will almost certainly be an unacceptable increase in air pollution. Where is the extra water supply to come from? The river Allen is already reduced in the summertime to a pathetic trickle of water. Abstraction over the past forty years has destroyed what was once a fine stream and more would almost certainly see it completely dry. This sort of environmental damage must not be tolerated in a supposedly civilised society.</p> <p>Where will the extra sewage go? In Shakespeare Road a back garden was once flooded with sewage as a result of sewer 'improvements' upstream of us, this was cured by the new pumping station in East Borough. Should this be repeated legal action may be necessary against the culpable authority. With 550 extra dwellings there will be more street lighting, ensuring more 'light pollution' so that one is deprived of a proper view of the night sky. This may well be a transgression of a human right.</p> <p>3) Property Values. Almost certainly all properties north of Walford Bridge and adjacent to the Cranborne Road will suffer value reductions as these may no longer claim to be semi - rural, but will become urban.</p> <p>In conclusion one is always told of the need for 'affordable' homes, which is of course accepted, but in reality few of these usually result. Builders make more profit and Councils take more council tax from large, so called 'executive' dwellings.</p>			
510411	Ms Julie Camsookai		CSO13138	Option WMC 4	Support					668
510420	Mr Peter Stevens		CSO13146	Option WMC 4	Object					668
510439	EJ Cossins		CSO13183	Option WMC 4	Support		Houses desperately needed for young families at a price they can afford and near schools, shops,			668

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							places of employment etc.			
510446	Brooks		CSO13211	Option WMC 4	Support		support land to the east but object to land to the west of Cranborne Rd			668
510449	F W Voysey		CSO13193	Option WMC 4	Object					668
510459	Roger and Dorothy Cook		CSO13202	Option WMC 4	Object					668
510483	Mr and Mrs B Rogers		CSO13217	Option WMC 4	Support					668
510490	Ms Helen Banfield		CSO13221	Option WMC 4	Support					668
510504	Chris Mercer		CSO13234	Option WMC 4	Object		The map on display at the exhibition showed the limitation of the area of housing. This must be adhered to. With regards to the access road off Burts Hill, this has clearly been ill-thought given its position and the fact that there have been 11 accidents during 2010 between the Horns pub and Allenview.			668
510509	Christopher Joy		CSO13245	Option WMC 4	Object		Please leave the Wimborne area alone after the cricket ground farce.			668
510521	K G Burling		CSO13265	Option WMC 4	Support					668
510532	W.W. Chant		CSO13274	Option WMC 4	Object					668
510535	Vicky Wells		CSO13289	Option WMC 4	Support					668
510549	Mrs R Green		CSO13319	Option WMC 4	Support					668

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510552	Nigel and Pauline Allen		CSO13332	Option WMC 4	Object					668
510623	Mr Douglas Priest		CSO13347	Option WMC 4		No Opinion				668
510627	Mr J Elcock		CSO13355	Option WMC 4	Support		A new road to a roundabout near to QE school (to relieve traffic and reduce traffic lights) from along Cranborne Road.			668
510630	Mr A B Wood		CSO13354	Option WMC 4	Object		I need to know the effect the new roads will have on an already stretched road system.			668
510637	D H Letchford		CSO13367	Option WMC 4	Object		Suggest that allotments, football and rugby clubs could be moved to WMC4. Keep building of Wimborne compact not extend ?? into open countryside.			668
510647	Mrs M E Elcock		CSO13378	Option WMC 4	Support					668
510674	P Rhodes		CSO13399	Option WMC 4	Object		Do the authorities seriously consider that the infrastructure in and around Wimborne can substantiate this no of new properties and increase in population. If so it would be interesting to know what action is to be taken before building commences.			668
510684	Angela Pullman		CSO13409	Option WMC 4	Object					668
510708	Mrs M M Bush		CSO13434	Option WMC 4	Object		I realise that Wimborne needs more housing and that it cannot remain unchanged. My objections to the areas above relate to issues regarding water tables and spring lines, and the possibility/inevitability of much increased traffic levels. I have not been persuaded that these issues have been satisfactorily resolved.			668

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510709	D Williams		CSO13428	Option WMC 4	Object		We do not need any more development in the middle of Wimborne			668
510711	Ms Emma Haynes		CSO13467	Option WMC 4	Object		Increased traffic in area			668
510722	J P Stallard		CSO13442	Option WMC 4	Object		WMC4 development far too large with loss of good farmland. Walford Bridge and Colehill could not take extra traffic - nor Julians Bridge. Services not sufficient - sewage has already run into River Allen in times of heavy rains.			668
510725	Mrs D Davidson		CSO13444	Option WMC 4	Object					668
510733	MK Clayson		CSO13455	Option WMC 4	Object		Too many vehicles for the road network			668
510747	Alison Francis		CSO13468	Option WMC 4	Object		I have reservations about WMC4. I recognise the need for more affordable housing, but concerns about a huge increase in volume of traffic. Burts Hill is really just a country lane. It is used as a 'by-pass' to centre of Wimborne. A proposed school in near development would mean more pedestrians in this area (children) and the increase in traffic would be of danger. Hanham Road would become more congested. also Burts Hill and Smugglers Lane are very pretty areas of open country. Traffic improvements as much as new homes could spoil it for ever.			668
510763	Dr and Mrs Dicker		CSO13479	Option WMC 4	Support					668
510794	Mrs S P Houghton		CSO13511	Option WMC 4	Object		Too many new homes in one place could 'imbalance' town.			668
510798	Mr F Sullivan		CSO13520	Option WMC 4	Support					668

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510828	Mr G Williams		CSO13560	Option WMC 4	Object					668
510844	Mr Michael Guilmany-Cush		CSO13568	Option WMC 4	Object					668
510873	Mr & Mrs B.R. Mayes		CSO13617	Option WMC 4		No Opinion				668
510974	Mr Jim Cullumbine		CSO13644	Option WMC 4	Object					668
510993	R.A. Cherrett		CSO13677	Option WMC 4	Support					668
511015	Mr Christopher White		CSO13714	Option WMC 4		No Opinion				668
511057	Mr & Mrs J Bradford		CSO13788	Option WMC 4		No Opinion				668
511076	Mr Ian Burden		CSO13808	Option WMC 4	Object		I do not understand East Dorset's obsession with building on sports and recreation grounds. I have lived in Corfe Mullen and Merley for 60 years and I am very upset that you are proposing to build on Lockyers School, the recreation ground and the waygrounds plus Wimborne Football Club, which I have associated with for 45 years. All of these areas have lovely views over the valley towards Sturminster Marshall and Ashleywood. Please do not repeat the mistake by making more irreversible decisions like the building on Wimborne Cricket Ground.			668
511176	B.M. Timpany		CSO13909	Option WMC 4	Support					668

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511219	Ms Kathleen Smith		CSO13919	Option WMC 4	Support		I support those schemes which will have the most beneficial effect for Wimborne in the way of housing (and affordable housing in particular), schools, amenities and green open areas			668
511258	Helen Leavens		CSO13959	Option WMC 4	Object		WMC 4 - Proposed development is far too large. Hard-surfacing would give rise to increased risk of flooding - area by river is frequently flooded - Council has been unable to correct flooding problem on Stone Lane and Walford Mill area. Transport - very little traffic in current residential area goes north towards Cranborne/Salisbury etc. Most traffic currently heads though Wimborne to east, south or west - 550 homes would considerably increase congestion in town.			668
511320	Mrs C J Ballard		CSO13987	Option WMC 4	Object		Possibly to the west but object to the east. Far too many for water and sewage and on no account should there be direct access to Burts Hill. It would mean even more traffic on Colehill's inadequate roads.			668
511324	Mr M H Ballard		CSO13995	Option WMC 4	Object		Houses to the west of Cranborne Road possibly but object to housing on east. Main concern is the traffic congestion with all the extra houses in the area, will there be enough water in a dry time.			668
511328	David Griffin		CSO14003	Option WMC 4	Object					668
511383	Mrs Jean Archer		CSO20377	Option WMC 4		No Opinion				668
511395	Mr S M German		CSO14034	Option WMC 4	Support					668
511399	Mr & Mrs Michael and Diana Froud		CSO14050	Option WMC 4	Support					668

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511406	G F Dival		CSO14043	Option WMC 4	Object		WMC 4 will extend detrimentally into the significant rural approach to this still recognisably small country town.			668
511413	Ben Rowe		CSO14068	Option WMC 4	Object		Completely object to Burt's Hill development as it is significant spread beyond the town boundary. Does Wimborne provide enough work opportunity for new occupants or will we become a commuter town? Let's hope not.			668
511429	Mr P Shenton		CSO14098	Option WMC 4		No Opinion				668
511430	A.D. May		CSO14105	Option WMC 4		No Opinion				668
511433	R M Jones		CSO14102	Option WMC 4	Object					668
511441	Mr John Harris		CSO14121	Option WMC 4	Object		Did not move to Wimborne to see it grow out of hand. With more homes comes more money and more power and that inevitable capitalist growth. Small and green is good. Leave it alone.			668
511446	Daphne Archard		CSO14127	Option WMC 4	Object		My opinion is that the area will not lend itself to such a large increase in population. Roads are already extremely busy. If there are to be new homes please make them affordable and first homes.			668
511462	C Wedgery		CSO14142	Option WMC 4	Object		The area including Christchurch, Bournemouth and Poole is overpopulated. Over 50% of Dorset lives here.			668
511464	Mr M F Brown		CSO14149	Option WMC 4	Object					668
511467	Mrs H R Wood		CSO14158	Option WMC 4	Object		More traffic using Allenvie Road. Unfair in residential area. Noise. Disturbance. Decrease in value of property.			668
511483	Mr and Mrs		CSO14292	Option	Object		We object because in our view any significant			668

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	Richard and Elizabeth Wilson			WMC 4			housing will cause major problems on our already busy roads. The infrastructure is already inadequate and simply cannot cope with the volume of traffic in and around the town. Of particular concern is the impact of so many houses on the environment e.g. WMC4 and WMC1 causing extra pressure on local resources.			
511489	Mr H G Holden		CSO14167	Option WMC 4	Object					668
511538	Anne Whittle		CSO14211	Option WMC 4	Object		I would like to see any building of extra homes kept down to the absolute minimum to comply with Government directives. Wimborne could so easily become swamped by suburbs like poor old Poole. Population growth inevitably drives housing growth but I would not like to see new people encouraged to come here by new housing. I do not think many developers are driven by altruism. I would not like to see development on the Allenvie car park - even with the Waitrose car park, as cited. More people in more housing will need more parking space for the proposed new community centre and commercial centre etc. I would like to see the land adjoining the Recycling Centre in Brook Road bought back and incorporated into the existing Rec. Centre - for all the extra people brought in by extra housing !			668
511557	Mrs H.J. Sayers		CSO14216	Option WMC 4	Object		Stone Lane, Cranborne Road and the traffic lights at their junction, together with the bridge over the River Allen (on Cranborne Road) would not be able to cope. There are already traffic queues in all directions at peak times. There are no speed limit signs on Stone Lane and there is regular speeding on that road. There are no pedestrian crossing points at any of these roads. Crossing Stone Lane and Cranborne Road are very hazardous (Stone Lane being the most dangerous) 550 homes being added in one area is too large a			668

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							number			
511571	Colin Alborough		CSO14222	Option WMC 4	Support		We are in desperate need of more affordable housing in the East Dorset area. There is also a shortage of employment opportunities in the area. The provision of more houses should help to push house prices down to give young people a change of getting on the property ladder.			668
511613	Mr & Mrs W.C. Finlayson		CSO14249	Option WMC 4	Support		All houses should be built within walking distance of the town and therefore I support the Cranborne Road and Leigh Road areas.			668
511618	Mrs V Blunden		CSO14256	Option WMC 4	Support					668
511621	Ms Mary A Combe		CSO14266	Option WMC 4		No Opinion	Don't object to the Cuthbury development but cannot see how you will deal with the traffic. It's already horrendous!! Come and stand at my front door.			668
511639	Paul Hockey		CSO14312	Option WMC 4	Object		I believe the area is already developed to its limits, Wimborne has a unique character that needs safeguarding. As custodians of Wimborne it is your duty to prevent the further ... of the whole area and so protect its future. The population of this small country is too large and the continual building of new homes will not ease this over pressing problem.			668
511659	Mrs M.A. Bosworth		CSO14348	Option WMC 4	Object		Burts Hill cannot support any more traffic, already over run with school traffic, especially reckless drivers needing to get to Dumpton in great speed. Horse riders needing to access the bridleway are already having major problems off Burts Hill. The double decker buses doing school runs up Burts Hill have to straddle the middle of the road. Developments gone mad.			668
511668	Mr Philip Chissell		CSO14351	Option WMC 4	Object		Within this area you have identified five sites that could accommodate development. In broad principle I am in favour of all of these. However I feel that housing at WMC4 is the wrong			668

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							side of Wimborne as it will create terrible traffic both through Colehill which is residential and the town centre. Congestion is becoming a major issue for Wimborne. Furthermore, it is going out into attractive, rolling countryside which has no natural boundaries. Its relative proximity to the town centre is a small gain set against the two huge demerits of traffic and unconstrained loss of rolling landscape.			
511675	Mr and Mrs R G Fletcher		CSO14355	Option WMC 4	Support		WMC4 and 5 have no current significant views into the old town, and are obvious and clear areas for town expansion. For WMC5 the by-pass is self-evidently the natural new southern boundary of the town, and housing density would be low with the sports facilities included.			668
511680	Mr Alan Mogg		CSO14360	Option WMC 4	Object		We appreciate the need for housing in this area, but object to too much development, and in particular the huge development of WMC 4 due to the overall effect on our infrastructure. We are concerned regarding WMC 4 about road ACCESS and capacity, the effect on PARKING in the town, effect on schools and other public amenities.			668
511687	Mr N Paton		CSO14381	Option WMC 4	Support					668
511692	Ms Ruth Blaug		CSO14401	Option WMC 4	Object					668
511699	Mr Laurence Danks	Waste Collection and Recycling	CSO14413	Option WMC 4	Object		Totally against WMC4 and 5 green belt and within 500m of Leigh Common Site of Nature Conservation Interest.			668
511704	Mr A M Nisbet		CSO14439	Option WMC 4	Object		Objection to WMC 4 and WMC 10 on grounds of traffic volume and congestion they would cause on B3078 Wimborne - Cranborne Road. Traffic on the Cranborne Road - West Borough - Hanham Road - Rowlands Hill - Lewens Lane to Rodways Corner route is already heavy and there is			668

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							congestion and delay at peak times especially when minor road works occur. These roads offer only one traffic lane in each direction and the emergency vehicles must complete with other users of this limited space. I object to the extent of housing development proposed on the ground that the increase in traffic would be intolerable.			
511711	Coombes		CSO14424	Option WMC 4	Object					668
511740	Mr Grahame Austin		CSO14459	Option WMC 4	Support					668
511747	Mr T W Tonge		CSO14466	Option WMC 4	Support					668
511761	Mr G Burge		CSO14484	Option WMC 4	Object		WMC4 would create lots more traffic thru' Colehill and at Burts Hill/Smugglers Lane junction which is already dangerous.			668
511769	Catryn Holton		CSO14505	Option WMC 4	Object					668
511840	S Hicks		CSO14531	Option WMC 4	Support					668
511870	Margaret Waddicor		CSO14553	Option WMC 4	Support					668
511883	Mr Anthony Houghton		CSO14565	Option WMC 4	Support					668
511888	Mr and Mrs M Hayter		CSO14581	Option WMC 4		No Opinion				668
511903	Gordon Macrae		CSO14604	Option WMC 4	Object		Key issues against WMC4 -increased traffic -building on green edges of the town rather than			668

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							filling in areas within town -impact on local environment			
511904	Sue Budd and Sue Pearson		CSO14613	Option WMC 4	Object	General Comment	Some Questions: 1. How many affordable homes are needed and will mortgages be available? 2. WMC 1, WMC 3 and WMC 4 - what will be the effect on traffic and existing infrastructure? WMC 4 - is TOO big and will place too much strain on the services in the immediate vicinity.			668
511932	Mrs J Beardsley		CSO14648	Option WMC 4	Support					668
511934	Mr and Mrs D A Wilkinson		CSO14650	Option WMC 4	Object					668
511938	Mr R Stoney		CSO14671	Option WMC 4	Support					668
511940	A C and K G Sherman		CSO14674	Option WMC 4	Support					668
511951	Karen Main		CSO14694	Option WMC 4	Object		Object to WMC4 - however would consider supporting if building of new homes was accompanied by traffic slowing measures on Cranborne/Wimborne Road. This is a popular school route with narrow foot paths. Rarely do cars etc. travel at 30mph past our houses. Don't usually slow till Walford Bridge!!			668
511960	Mr E I Pease		CSO14701	Option WMC 4	Support					668
511969	Mrs Pamela H James		CSO14712	Option WMC 4	Object		I object to WMC4 on account of its scale - 550 is an awful lot of homes and our ground rises, will be an eyesore. I object as the land is green belt - surely non-green belt sites are better. Finally there is considerable flooding risk. If this must be developed			668

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							its better to the west of Cranborne Road.			
511979	Mrs Browning Smith		CSO14722	Option WMC 4	Object		Please use brownfield sites before those green as in Cranborne Road.			668
512014	R P Perrior		CSO14761	Option WMC 4	Support					668
512019	C Sargeant		CSO14781	Option WMC 4	Support					668
512030	Marg A Smith		CSO14794	Option WMC 4	Support		WMC4 is dry. Cranborne Road has spare capacity.			668
512057	Mr Trevor Davies	Headteacher Pamphill First School	CSO14836	Option WMC 4	Support					668
512095	Bennett		CSO14851	Option WMC 4	Object					668
512099	Mrs P E Gaskin		CSO14853	Option WMC 4	Object		WMC 4 - Increased level of traffic horrendous. Walford Bridge not up to taking that amount of traffic, Wimborne would lose its rural market town feel with so many new houses.			668
512110	Mrs Felicity Prince		CSO14869	Option WMC 4	Object		2 main concerns: sheer number of dwellings. A phased build (say one side first) thereafter reviewed re traffic impact, my second concern: Allenview Road would become highly congested and Burts Hill a rat run.			668
512123	Mrs M Masterman		CSO14890	Option WMC 4	Object					668
512126	Mr and Mrs P Taylor		CSO14886	Option WMC 4		No Opinion				668
512131	Mr and Mrs S Turner		CSO14913	Option WMC 4	Object		We must again voice concern over the huge potential increase in traffic and in particular access to QE School and West Dorset as Stone Lane			668

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							seems to be at maximum capacity at present.			
512151	Mr S Adams		CSO14927	Option WMC 4	Object		I object to WMC4 due to the impact on traffic through Wimborne from the Cranborne direction. This does not appear to have been considered, that route is already very congested during rush hour.			668
512176	Adrian Newton		CSO14942	Option WMC 4	Object					668
512188	K North		CSO14950	Option WMC 4	Support					668
512255	Mrs A K Horitz		CSO14958	Option WMC 4	Support		There is also a problem with Walford Bridge - all very difficult.			668
512277	Tristram and Sarah Hobson		CSO14976	Option WMC 4	Object					668
512281	Graham Roberts		CSO14968	Option WMC 4	Support					668
512298	Rosemary Protheroe		CSO14986	Option WMC 4	Object		WMC 4 - There are too many houses proposed here, resulting in a lot of extra traffic through Wimborne and also along Middlehill Road in Colehill.			668
512316	Mr P Willgress		CSO15009	Option WMC 4	Object		WMC 4 not needed if WMC 1,3 and 5 are developed - why build on farm land?			668
512326	Mr Ian Willis		CSO15040	Option WMC 4	Object					668
512343	J Spink		CSO15074	Option WMC 4	Support					668
512354	Mr David Little		CSO15114	Option WMC 4		No Opinion				668

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512359	Mr J Robertson		CSO15099	Option WMC 4	Object					668
512360	Richard Acres		CSO15103	Option WMC 4	Object					668
512373	Mr and Mrs J Lund		CSO15125	Option WMC 4		No Opinion				668
512586	Mr D.B Thwaites		CSO15201	Option WMC 4	Object					668
512599	R J Miles		CSO15209	Option WMC 4		No Opinion				668
512613	Mr N F and Mrs J Burchell		CSO15217	Option WMC 4	Support		If WMC 4 is approved it will have a far less overall negative impact on the town.			668
512703	Rita Sweatland		CSO15230	Option WMC 4	Support					668
513033	Mr Jonathan Hoyle		CSO15279	Option WMC 4	Support		Overall WMC 4 and 5 have the greatest benefit with a wide variety of access and possibilities for development, larger development like these would benefit the town more than smaller ones.			668
513499	Mrs D Thomas		CSO15378	Option WMC 4	Support					668
513639	Mr and Mrs D J A Kirby		CSO15428	Option WMC 4	Object					668
513692	Mrs A Willis		CSO15475	Option WMC 4	Support					668
513881	Mrs		CSO15521	Option	Object					668

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	S Bagg			WMC 4						
513900	Mr P Wall		CSO15558	Option WMC 4	Object		Unfortunately more development more movement. A comprehensive transport policy should be developed e.g.. road improvement (A31), bus and trams, rail links (restored).			668
513966	Mr and Mrs Howard		CSO15635	Option WMC 4	Support					668
513974	Mr A Moore		CSO15667	Option WMC 4	Object		I am appalled by the idea that there could be housing built to either side of Cranborne Road. This is currently a lovely rural area and development would do nothing but ruin the area for future generations and spoil the feel of our small country town. This is currently a lovely entrance to the town for visitors and I hate to think what it will look like with 500 houses! Please dismiss this idea and save our town. Thank you.			668
514009	L Stock		CSO15691	Option WMC 4	Object					668
514039	Mrs R Doman		CSO15724	Option WMC 4		No Opinion				668
514049	Mrs E Hellier		CSO15734	Option WMC 4		No Opinion				668
514087	Joan Smithies		CSO15784	Option WMC 4		No Opinion				668
514091	Mr RJ Potts		CSO15797	Option WMC 4	Support					668
514099	Mr and Mrs T C Blakeley		CSO15838	Option WMC 4	Support					668

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514111	Penelope Webiery		CSO15886	Option WMC 4	Object					668
514136	Mrs J Crumb		CSO15920	Option WMC 4		No Opinion				668
514225	Mr Simon Dixon	Secretary West Moors Traders Association	CSO15946	Option WMC 4	Support					668
514246	Theresa Monahan & Jonathon Chaffey		CSO15986	Option WMC 4		No Opinion				668
514274	Mr Showell		CSO16035	Option WMC 4	Object		Instead of new housing there should be a new strategy of providing more public open space. The lessons of the Edwardians/Victorians should be learnt. New public parks like Poole Park, Queens Park and Kings Park save an area from urban crowding. Perhaps all the land proposed for housing could be reallocated to public parks.			668
514450	Mr and Mrs P Webb		CSO16163	Option WMC 4	Object		WMC 2/4/5: Objection is that there are too many houses proposed. A smaller development in all areas would be far more acceptable and in keeping with Wimborne's present ambience.			668
514467	Mrs Lesley Cripps		CSO16183	Option WMC 4	Support					668
514482	C E T Gilbert		CSO16218	Option WMC 4	Support		Wimborne FC Ground appears now to need a new site, for it to enlarge, improve league, ready for the future.			668
514507	Mr and Mrs C Macy		CSO16245	Option WMC 4		No Opinion				668

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514637	P C Dibben		CSO16296	Option WMC 4	Object		Too large! Will skew centre of gravity of Wimborne. What is 'valuable green infrastructure?', where are these heathlands? There is already access to the pleasant ('natural') countryside in this area.			668
514649	Mrs June Sawyer		CSO16306	Option WMC 4	Object					668
514674	Mrs J Williams		CSO16334	Option WMC 4	Object					668
514752	Claire Richardson & Jamie Shirley		CSO16381	Option WMC 4	Object					668
514805	Mrs D Sadler		CSO16411	Option WMC 4		No Opinion				668
514812	Mr C Sawyer		CSO16418	Option WMC 4	Object					668
514912	Mrs Mary Carsbury		CSO16448	Option WMC 4	Object		Seeking the opinion of the general public on planning issues is all very commendable - but setting aside all political persuasion my feeling is that this is no more than a Public Relations exercise because in the end the final decisions are always to the advantage of the developers whoever they may be because of money, greed and looks good on paper. My general view is that density levels for new homes should be kept down, East Dorset has become so over developed that is its now just one big urban sprawl. Infact it has lost so much of all the natural character and charm that it used to enjoy it is hard to know where the so called green belt begins and ends.			668
514913	Mr and Mrs M		CSO16453	Option WMC 4		No Opinion				668

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	Clark									
514939	D Porter		CSO16494	Option WMC 4	Object		The more land you concrete over the more you have to because you just increase demand. Infill best option.			668
514959	Mr and Mrs R Fisher		CSO16527	Option WMC 4		No Opinion				668
514993	Dr Peter J Hardwick		CSO16555	Option WMC 4	Object		The area is already over-developed and congested - further development on the scales proposed would lead to deterioration of the environment and a reduction in the quality of life. I am particularly dismayed by continued threats to the Green Belt, especially as this Government pledged to protect it. I do not believe that such massive development is necessary or beneficial to the vast majority of inhabitants. Pressure on our area should be reduced by Government tackling such issues as population growth through immigration control and regeneration of brownfield sites in Midlands and North. There is a need for limited affordable and social housing locally, but not more executive homes. It is wrong to build new homes while second homes and investment properties continue to exist.			668
515033	Mr T Crump		CSO16598	Option WMC 4	Object		These proposals are typical of the failures contrived by Council and Consultants to address short term solutions to Government edict. Fundamental to any significant further development is the need for joined up thinking for transportation. All of these proposals further the burden on traffic flow through and around conurbation centres. These major roads are the responsibility of the government highways department. They should foot the bill for their improvements prior to further development. Some of these proposals virtually adjoin 100 instance flood lines. This is totally unacceptable. Any proposal to move allotments, away from the housing that uses them, increases road usage and has a negative impact on the community.			668

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515266	S Webb		CSO16666	Option WMC 4	Object		Dear Sir / Madam, I am referring to the various articles in newspapers about the enormous amount of housing to be built in Wimborne and Colehill in the next 10 to 15 years, and wish to voice my concern. Not only will we lose green belt land, but where is the traffic going of the many cars? The roads are already congested. Please consider me one of the opposed Colehill citizens. Yours faithfully, S Webb			668
515287	Mr L Jackson		CSO16668	Option WMC 4	Support		The A31 trunk road from Ferndown by-pass should be widened to form a dual carriageway all the way through to Bere Regis.			668
515297	Ms Susan Morris-Parker		CSO16677	Option WMC 4	Object		I have been putting off writing this letter because quite honestly I felt that decisions regarding the proposed housing at Burts Hill etc. would ultimately be taken out of our hands and the building works would go ahead with or without our say, and frankly it would be pointless in anyone speaking out. At the last minute I thought I would have my say. I have lived and worked in Wimborne for the past 36 years. I love Wimborne. Burts Hill is a small country lane connecting Wimborne Road and Cranborne Road to Colehill, where there is beautiful countryside, country pubs, thatched cottages, horse fields, deer, foxes and all wildlife. A new water drainage pipework is being carried out at Burts Hill, and I understand, new pipework is being inserted inside the old water pipes?! As I am sure you are aware, whenever there is heavy rainfall, the water drain lids of at least two drains rise up in the middle of Burts Hill between Tennyson Road and Walford Close resulting in gushing water spilling out everywhere and great care has to be taken when driving. Surely if hundreds of proposed houses, roads, school etc., etc. are built, Burts Hill will become a torrent of streaming water, with overflowing drain lids causing major disruption and potential accidents.			668

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							<p>All my life I have believed Green Belt was protected land, green fields and therefore sacred. (Here again, I'm thinking this letter is pointless.) It means nothing of the sort according to the planning department. I didn't realise that Green Belt is still Green Belt until the Council wants to build on it!</p> <p>Where in fact is all the money coming from to build the infrastructure for the building of these proposed houses, roads, school, lighting, drainage, transport etc., etc. In this economic climate, as I understand it, nobody has the funds nowadays to afford anything. I am only a part-time worker but even I realise it runs into millions of pounds.</p> <p>If the proposed development goes ahead, Wimborne won't be an attractive country market town but a sprawling mass of concrete and tarmac and the odd beautiful cottage in a lane completely choked by modern housing, traffic, fumes, congestion and potential accidents.</p> <p>What a way to go Wimborne! Down the drain in more ways than one!</p> <p>I'm really hoping that the Planning Department will have the courage, common sense and loyalty to the local resident of Wimborne to reject the proposed housing application.</p>			
515328	Mr and Mrs D Polden		CSO16697	Option WMC 4	Support		More building on the Cranborne Road and Burts Hill taking traffic from the centre of town is a good plan.			668
515367	Mr & Mrs J Pottinger		CSO16707	Option WMC 4	Object		Please save the Green Belt			668
515369	Mrs Janet Magee		CSO16704	Option WMC 4	Object		I am responsibly aware that there is an urgent need for housing, but the numbers quoted for our area seem unsustainable. One extremely important fact of the Green Belt status seems to have disappeared off the radar in recent years, which I have presumed a lawful consideration. Most homes seem to acquire at least two vehicles (550 x 2 cars). Access or exit will undoubtedly be in some form into Cranborne			668

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							<p>Road or via Burt's Hill following on to Middlehill Road maybe to leave our area (and we have all experienced recent problems there). Experience has also shown that West Borough traffic lights seem to add at least a few minutes on journeys, and therefore East Borough is negotiated once more. 'Rat race' here we come again.</p> <p>A new school, local shops, play area for children, large areas of open space for recreation is mentioned. Large green open spaces, is this not what we have gradually been losing more recently in Wimborne. Schools, shops etc., we are told being perfectly adequate - hopefully new tenants will be found for some vacant shops!</p> <p>I have only written about one portion of the proposed plans, but I understand these are similar problems applying to other residents in different parts of the area.</p>			
515659	Mr P E Liddiard		CSO16761	Option WMC 4	Object		<p>With all the intended urbanisation of Wimborne (A small market town), I am extremely concerned as to how do you intend keeping traffic moving, especially what with the recent development/desecration of the Wimborne cricket green. Maybe it was more the thought of extra business rates?</p> <p>With regard to the cricket-green Wimborne already had and still has existing supermarket?</p> <p>Also, when the Square is pedestrianised, what is planned for the parking of all the extra vehicles that the new houses will no doubt be bringing into the area? How do you mean to ensure that the present transport system will be able to cope?</p> <p>Then there's the issue of policing, doctors, dentists and schools? In the government's own survey (25/10/2010) 1 in 5 primary schools in England are overcrowded. i.e. will there be provision for an additional school in the planning?</p> <p>I understand, that in Parmiter Drive, planning consent wasn't given for the conversion of a single storey bungalow to a chalet bungalow but you're considering building 200 houses on a field just a matter of yards away, contradictory or what! Maybe</p>			668

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							<p>again here you're just thinking of the extra income from council tax?</p> <p>Similarly, Councils will not let householders concrete there front gardens to allow off road parking because it cause flooding but again its ok to concrete over a field?</p> <p>Further to the above, how has the issue of sewage/drainage been overcome on the intended development at the end of Parmiter Drive?</p> <p>I suggest that you look at all the above issues and the 'big picture' before you continue with any decision in regard to the proposed planning?</p> <p>I feel one has only to look at the Canford Bottom roundabout and the Middlehill traffic calming system, to realise what disasters can occur! And who pays - the tax payer!!?</p> <p>Finally, I feel there are much more suitable alternative sites for the proposed development? The land off of the A31 by St Leonards for instance? That land has easy access to the road network and towns (including Wimborne) and all other intended sites.</p>			
515733	Mrs V B Taylor		CSO16770	Option WMC 4	Object		<p>My reasons for objecting are as follows:-</p> <p>1) We not have available schools, doctors, or dentists in Wimborne to support such a large number of potential households. Neither do I think Wimborne Hospital or indeed any of our hospitals will cope with even more people.</p> <p>2) Leigh Park, Wimborne has only 2 entrances/exits onto Leigh Road and Brook Road is constantly block due to number of vehicles going to and from the council tip. Also Gordon Road is blocked due to vehicles parked for people to use the shops.</p> <p>3) Wimborne is a small country town. We already suffer from long traffic queues and our roads are just not good enough to deal with considerably more cars given that you wish to build houses in 4 areas around Wimborne.</p>	I would suggest before you build one house that you build more schools, doctors surgeries and dentists surgeries and of course employ suitably qualified people to work in them. Also many of our roads are in a very bad condition and therefore I would also suggest that before even more cars are driven on them they are all properly resurfaced		668

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								and repaired.		
515793	Mr Frederick Isaacs		CSO16838	Option WMC 4	Support		This will create a well planned community that will enhance Wimborne, where residents will be proud to live and look after instead overcrowding and spoiling an area with infill.	This suggestion will not affect or spoil existing communities and is a natural progression for the town.		668
515837	Mrs Jill Isaacs		CSO16849	Option WMC 4	Support		An excellent chance to create a well planned community of which the residents and the town can be proud instead of over-crowded infilling.	This seems not to affect many people when off set against the great chance of a really good enhancement to the town.		668
515864	Mr and Mrs Andrew Patrick		CSO16856	Option WMC 4		General Comment	<p>New First School - The current population of about 14000 is served by five first schools. The WMC 4 housing development would increase the population by no more than 10%, if that. We therefore QUESTION whether the most appropriate option is to increase the number of First Schools by 20%, especially as a new school may discourage integration with the existing community.</p> <p>New Neighbourhood Centre - We are very STRONGLY OPPOSED to a new Neighbourhood Centre. It is not the most appropriate option because:</p> <ol style="list-style-type: none"> 1. The area has been chosen because it is already accessible to important services and facilities. 2. There are extensive and adequate existing services and facilities in the Town Centre, together with the Arts Centre at Walford Mill, which should benefit from the support and custom of new residents. 3. There is a pub and midi market at Walford Bridge, and a shop and post office at Furzehill, which may well be adversely affected by any new retail or A3 outlet. 4. A separate Neighbourhood Centre would 	Delete requirement for a new First School and substitute requirement to make adequate provision for the education of the additional children generated by the development. Delete requirement for a new neighbourhood centre from the text and the proposals map. SANGS - The provision of SANGS at North Wimborne must be a prerequisite of Greenfield development at North Wimborne in		668

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							<p>discourage integration with the existing community. Pedestrian / cycle access over the River Allen to Stone Lane</p> <p>We SUPPORT this proposal for highway safety reasons and because it will encourage secondary school pupils to walk to school and thus discourage the 'school run'.</p> <p>SANGS</p> <p>We SUPPORT the contention that SANGS would provide valuable green infrastructure that would benefit local residents and help divert pressure away from heathlands. However, we OBJECT to:</p> <ol style="list-style-type: none"> 1. The vague indication as to the SANGS on the proposals map as compared with the specific area shown for development. 2. The lack of any requirement for the provision of SANGS in the embryonic policy. <p>In order to be justified, it is essential that all SANGS provided in relation to development in North Wimborne must be located in North Wimborne, and must be defined as in the development area.</p> <p>Highways</p> <p>We very STRONGLY OPPOSE the omission of any reference to the need to address highways issues especially in relation to the route into the town, for highway safety reasons. The clear evidence is that this route:</p> <ol style="list-style-type: none"> a) Is of substandard width at Walford Bridge b) Has only a single footway from Shakespeare Road to Walford Mill and from Stone Lane to Blind Lane. c) Much of that footway is less than 1.8m wide, and in places down to 1m; d) The route is congested at school times with conflicting movements caused by a combination of school pupils crossing the road and turning movements in and out of the service station and close -spaced junctions. <p>Drainage</p> <p>The existing main sewer through the town is understood to be in a poor state and incapable of accommodating extensive development. Our</p>	<p>the finalised policy, and it must be identified graphically as clearly as the development itself.</p> <p>Highways - A prerequisite of Greenfield development at North Wimborne must be substantial traffic management improvements to this route, and that must be incorporated in the finalised policy.</p> <p>Drainage - A prerequisite of Greenfield development in North Wimborne must be a thorough foul and land drainage study and any works necessary to avoid any additional problems.</p>		

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							<p>observation is that drainage of ground water in North Wimborne appears to have deteriorated. We are CONCERNED that extensive Greenfield development in North Wimborne may seriously exacerbate both problems.</p> <p>Housing Throughout the Plan area the emphasis should be on family housing (i.e. 2, 3 and 4 bed houses with reasonable gardens). 'Affordable' housing should include a proportion of 'affordable by size and price'. Otherwise there will inevitably be a dichotomy between social housing and higher-end housing, squeezing out local families on middle incomes.</p>			
517587	John Burden	Chairman Wimborne Cemetery Joint Management Committee	CSO17027	Option WMC 4	Support		<p>At the November meeting of Wimborne Cemetery Joint Management Committee, the Core Strategy Consultation Documents for Wimborne were discussed and it was agreed that we would write to you to make the following point.</p> <p>In general the proposals WMC1 to WMC5 are well thought out and acceptable with some modifications on quantities in places e.g. WMC1 Land off St Margaret's Close, Wimborne.</p>			668
517880	Mr Russ Booker		CSO17256	Option WMC 4	Object	General Comment	<p>I really feel that we should not build on the green belt around Wimborne as it's an irreversible step that will be hard to justify to our children. I'm clearly not alone: "The largest proportion of respondents did not want Green Belt land to be released for housing or employment development." Each time it'll only ever be small bits being redesignated and built upon but we have to, at some point stop and learn to live more within our means. Just because trends show more people living alone does not mean that we are bound to keep building houses to accommodate this inefficient and unsustainable trend: "The popularity of the area to live in, means that housing demand is almost limitless." Also the Core strategy itself points out that: "Landscape quality and character in rural areas needs to be protected." The passage of time does not meet the required criteria for damaging the green belt: "Once</p>			668

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							<p>detailed boundaries have been defined they should only be changed in exceptional circumstances." It is a one way process and therefore a very serious consideration which I do not feel has been adequately justified.</p> <p>I accept that you may be forced despite this to do some development of green belt and so the following points are my other opinions if the green belt is going to be built on.</p> <p>WMC4 is land which drains into the Allen and building would increase run-off and increase the flood risk of areas downstream. Even if current recommendations to mitigate this are employed the general trend is for increasingly severe flooding over time linked to climate change. I suspect that current strategies will rapidly prove to be inadequate and as I live downstream I'm very worried about the idea of covering this area in concrete. As you say in the strategy: "There is a need to make the best use of the limited development land whilst directing development away from flood risk areas." And: "One of the biggest challenges facing Christchurch and East Dorset is the impact of climate change. In tackling this, there is a need to address interrelated issues such as ...directing development away from flood risk areas". This site is very close to the Allen and therefore is likely to be used by the resident otters meaning that it fulfils possibly all the constraint conditions: "The area is highly constrained by Green Belt, landscape, flood risk and nature conservation designations. This in turn limits the potential for new development land." As well as being close enough to increase the human impact on the precious heathland – which people in the vicinity already travel to and use despite the open space already available on the site. Open space will not prevent impact on the heaths: "Enhance and protect key features which encourage tourism, such as the Christchurch Harbour and beaches, the Dorset heaths, and historic town centres in Christchurch and Wimborne."</p> <p>WMC4 also impact on one of the historic "gateways"</p>			

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							<p>(the historic bridges and river crossings) into Wimborne which are so important to its character and tourist appeal: "Christchurch and East Dorset have an existing high quality historic built environment which is important to the character of the area, and to the local economy, with particular reference to tourism. These features need to be protected and enhanced when considering future proposals and developments." And: "The tourist appeal is due to the high quality of much of the historic environment, riversides, harbour banks, coastal areas and countryside areas. Much of the valuable character of Christchurch and East Dorset is enriched by the wide range and number of open spaces." Also: "Care should be taken to ensure that...does not adversely impact on the established and valued local character and amenity of these areas." I don't feel that a few shops on the Cranborne road on the way out would be an enhancement to this gateway, especially as those shops on the way out of Wimborne towards the Cranborne road have a long history of short lived and ending in failure already. The Spar already provides a convenience store and I'm not sure which other type of store would want that location that would impact positively on an historically residential area. It should remain residential. If WMC4 has to have some development it should ideally be better bordered by green space to preserve the gateway, include secure and well-resourced allotments for all who want them and some spare capacity for potential future demand, a seriously sized community orchard to facilitate the potential for Wimborne's transition into an uncertain future. I struggle to see how 550 homes can be accommodated on this site, even without a school and trying to squeeze a power plant in too. I strongly feel that development here would have to be at a maximum of two storeys as I have seen modern developments above this which are dominated by oppressive shadows of their overly tall 'town houses'. It would also keep the development more</p>			

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							in keeping with the site. This happens when the developer's profits are allowed to determine the density of dwellings instead of the needs of the future inhabitants' well-being being wielded by a prudent planning officers and councillors. Please don't let it happen to our town and community. An opportunity for development in Colehill which could provide much needed infrastructure is being missed for no good reason.			
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17567	Option WMC 4		General Comment	WMC 4 is located within a SPZ3. Consideration and risk assessment will be required to show that the risk to controlled water in these areas from any new development will be low Foul Drainage All WMC Options. It should be ensured that there is capacity within Wimborne STW and associated infrastructure to accommodate the growth shown within the Core Strategy. Overall issues for consideration are: flood risk / surface water drainage; SUDS; foul drainage; water supply / water efficiency; groundwater and contaminated land; sustainable development (recommend at least Code for Sustainable Homes Level 3); waste management facilities; green infrastructure/ biodiversity issues; pollution prevention. Further information on these topics can be seen in the general section of our letter.			668
521118	Mr Alan Spencer		CSO17802	Option WMC 4	Object		Introduction Initially may I congratulate the East Dorset District Council (EDDC) on providing such an enormous amount of detail to the public in their proposed Core Strategy Options1, and for this very public consultation process. As a resident that will be adversely affected by the current proposal for area WMC4 I am grateful for the opportunity to state my case for alternative use of this land. I believe EDDC can avoid using this land for housing development, and in so doing safeguard our unique Environment and Wildlife. I consider that it is imperative that we preserve our countryside and			668

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							<p>halt the continual march of Urbanisation upon Rural pasture.</p> <p>I consider that the EDDC, or its Consultants, in choosing WMC4 for housing have not really explored all of the options for the use of this land, in so much as protecting our diminishing Green Belt. Further I would suggest that they are clutching at straws as to where to build the majority of homes proposed for the Wimborne and Colehill district. Perhaps this is because it has become an easy commercial option, since the land owner has already sold an option to a housing developer for the WMC4 site. One wonders if we are being manipulated by land owners in determining the location of future housing estates, by selling land to housing developers adjacent to settlements. But surely this would not be the criteria for choosing a site for the development of housing, would it?</p> <p>In the 9 years that I have been acquainted with the area, the land to the East of the Cranborne Road at WMC4 has been used as pasture; this is because it will not sustain crops due to its sub-soil which is fundamentally clay. Clay does not absorb water, and so parts of the gardens of Burts Hill and Walford Close have become culverts for excesses of water from the elevated position of the hill, behind our properties, during periods of continuous rain, storms and now of course thawing snow. This causes our area to have a high water table.</p> <p>I am led to believe that the field to the West of the Cranborne Road is liable to flooding, although I have not seen this myself. I would imagine that at some point in its agricultural past this field was a water meadow. I have however seen quite tall geysers of water rising out of the drains in Burts Hill, and at the corner of Walford Close during periods of heavy rain, and flooding at the junction of the Cranborne Road with Burts Hill.</p> <p>I consider therefore that building homes at WMC4, providing roads, paving, tarmac drives, patios, and of course roofs, will exacerbate the problem, and that our existing homes will be far more at risk of</p>			

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							<p>flooding, than they are currently, because the topography of a housing estate will act as a greater run off for water than the current pasture. However rather than be totally negative about the proposals for WMC4 I thought I should be more proactive and offer EDDC alternative uses for the land, other than housing development, while taking into account some fundamental issues which EDDC, or its Consultants, may have overlooked in preparing the Core Strategy Options.</p> <p>Fundamental Issues for Further Consideration</p> <p>Whilst I consider the Core Strategy to be supportable in many aspects there are some quite fundamental issues that appear not to have been addressed and some that have been addressed which appear flawed. Primarily I refer to the omission of any opportunities to offset the effects of climate change and to provide space for such facilities. I believe if we are going to leave a legacy for the generations that follow us we need to address this very fundamental issue right now.</p> <p>The proposals also intimate they have addressed the effects of urbanisation on heath land but the proposed development at WMC4 is within 5km of a protected heath and has no close suitable alternative natural green space which allows residents access.</p> <p>Secondly the Core Strategy majors on the need for more homes, particularly affordable homes. It reveals that these can be satisfied from the building of between 404 to 505 affordable homes out of a potential 1005 to be developed. We must question therefore why it is considered necessary to destroy more of our rural area than is absolutely necessary by building more than the required number of affordable homes?</p> <p>The Core Strategy identifies that we place too high a reliance on personal motorised transportation and that we need to reduce our dependency on this. It suggests that this can be achieved by relying on public transport, cycling and walking. I believe this to be totally unrealistic in our highly pressurised,</p>			

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							<p>motivated, mobile, materialistic and ageing society. The Core Strategy believes that parking has been resolved in the Town Centre by the addition of 213 parking spaces at Waitrose, if this is the case, why is virtually one side of the length of Allenvie Road (and adjacent cul-de-sacs) chock-a-block with cars and vans, during working hours, while the car parks remain underutilised?</p> <p>Offsetting the effects of Climate Change It is clear that people are looking for governments, businesses and councils to lead the way in controlling greenhouse gas emissions and to create opportunities for reducing energy consumption. Consequently they need schemes to be introduced that will mitigate harmful effects to our climate by offsetting our polluting habits.</p> <p>Most people recognise that burning fossil fuels leads to the release of Carbon Dioxide and other pollutants into the atmosphere and increases global warming. They can however be offset by using green solutions to create energy and by increasing forestation to soak up pollutants.</p> <p>If we take example from Europe most countries have constructed wind and solar energy farms close to their settlements, and increased the expanse of their deciduous forests. Wind Farms seem to be a very contentious issue on land in the UK, but not at sea, and so I am very pleased to note that parts of the Dorset coast line will be developed as a Wind Farm 13. However this does not detract from the fact that each community should play its part in offsetting the effects of climate change, which in fact it causes.</p> <p>I would therefore have expected EDDC to recognise that it has but one opportunity, not to be missed, to include within its core strategy, areas for both a solar energy farm and a deciduous forest to offset the effects of climate change. We cannot afford to waste another 15 years in debating where these should be situated.</p> <p>We need to provide suitable space to locate a Solar Energy Farm capable of generating in excess of 5</p>			

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							<p>Megawatts of Electricity.11 We need to provide suitable space to locate a deciduous Forest capable of extracting 7000 tonnes of Carbon Dioxide from the Atmosphere.17,18 I therefore make the following alternative recommendations for the Core Strategy; Suitable sites for these two requirements would be WMC4 and “undeveloped” land South of Leigh Road and East of WMC5. It is worth mentioning that these two areas have the same surface area. My favoured option is to use WMC4 for the following reasons; The land to the East of the Cranborne Road is elevated; it is not obscured from the South, and at 35 acres would be able to house a Solar Energy Farm capable of generating in excess of 7 Megawatts of Electricity. (refer to Map Option A) The distance between Holt Heath and Walford Close is exactly 3 miles (4.8Km) by road. As the crow flies this is 4.5 Km to the Cranborne Road and therefore the area to the East of the Cranborne Road is within 5Km of protected Heath land. Consequently EDDC will be obliged to provide Suitable Alternative Natural Green Space, as required by EU legislation, but this does not seem to have been addressed within the Core Strategy. Complementing the recommendation for the land East of the Cranborne Road, to aid Heath Land protection, and provide recreational facilities in the nature of a Country Park, I would plant a new deciduous Forest to the West of the Cranborne Road of 28 acres which will be capable of extracting in excess of 7000 tonnes of Carbon Dioxide from the Atmosphere. In time the forest will blend with the tree belt known as “The Row” and could be extended all the way up to, and to include Catley Copse. I would recommend that it is established on the lines of the successful Moors Valley Country Park. If further “infill” is created between the new deciduous Forest and the Cranborne Road it could be landscaped to include a Golf Course in the locality. (refer to Map Option A)</p>			

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							<p>Thinking more laterally about other potential uses for WMC4, I can conceive that it would be possible to level the fields to the East of the Cranborne Road in order to facilitate the relocation of the Rugby and Football Clubs and also allow expansion of the facilities into a Sports Complex. With regards to the field to the West of the Cranborne Road this could be set out as allotments, which would be significantly larger than the existing sites. The remainder of the space could be allocated as new deciduous Forest as identified in the paragraphs above. (refer to Map Option B)</p> <p>If this option was considered to be more practical the space at WMC5, allocated currently for Sports Facilities, could become a Solar Energy Farm, which would overcome the problem of what to site in this area because of odour emanating from the adjacent Sewage Works. (refer to Map Option C)</p> <p>I believe either of these proposals would be more palatable to local Burts Hill and Walford Close residents than Urbanising the Rural area at WMC4 and of course any of these schemes is capable of creating much needed additional revenue for EDDC. In addition Walford Close and Burts Hill residents would be able to continue to observe the family of deer that forage and feed in this area at dawn and dusk during Spring and Autumn before haymaking destroys their cover and food supply.</p> <p>Recognising that this would remove the housing options for WMC4, I propose that these should be re-established in the "undeveloped" land South of Leigh Road and to the East of WMC5. (refer to Map Option E, but see also my views on "The Housing Need?" which follows)</p> <p>If this last suggestion proves not to be feasible then perhaps deciduous forestation could be established in this "undeveloped" land South of Leigh Road. However it would not have the same potential for expansion as that to the East of the Cranborne Road, since any expansion would have to straddle the A31 which is likely to lead to a high percentage of road kill and / or an increasing number of</p>			

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							<p>accidents in this area. (refer to Map Option C)</p> <p>Regarding sites for a Solar Energy Farm, I can only propose one other alternative site which is in the Northern sub-area of Leigh Road, but I believe this would be a contentious issue between Wimborne and Colehill residents, regarding coalescence.</p> <p>It is fantastic to learn that Eco Sustainable Solutions^{6,7} have put forward a planning application to Christchurch Borough Council for a Solar Energy Farm at Parley along the lines I am suggesting above. I truly believe this to be a really worthwhile venture and I hope that EDDC will give this application its full backing.</p> <p>I have also discovered that Solar Energy Farms are being proposed and introduced by other County Councils in the South West of England see http://www.thisiscornwall.co.uk/news/Massive-solar-farms-planned/article-2166168-detail/article.html for details of this, and associated business and industrial opportunities for their local industries.¹¹</p> <p>I would hope that the EDDC realises that we cannot wait another 15 years until the next Core Strategy to mitigate the effects of Climate Change.</p> <p>We have only ONE CHANCE, TIME IS RUNNING OUT. We must ACT NOW.</p> <p>The Housing Need?</p> <p>Do we really need to build 1005 homes in Wimborne and Colehill, of which only 50% will be affordable? EDDC objective in building affordable homes is stated as "There is a significant need to provide affordable housing in East Dorset. Because house prices are high compared to wages, the number of public sector homes are very low and there are consequently a large number of residents who cannot afford to live in the private sector and cannot access affordable housing." Additionally it adds, "It wants to support the provision of increased affordable housing opportunities for young people in order that they can have the same opportunities to live and work within their local communities."¹</p> <p>EDDC have also recognised that "with a growing number of older people there will be an increased</p>			

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							<p>demand for accessible and supportable housing.”¹ Interestingly the Core Strategy Area Profile identifies;</p> <p>a) Only 31 homes are needed in East Colehill and 87 in Wimborne making a total housing need of 118 at the present time. ²</p> <p>b) In East and West Colehill 76% of households are composed of adults, without children and 24% of these are of pensionable age. ²</p> <p>c) In Wimborne 84% of households are composed of adults, without children and over 40% of these are of pensionable age. ²</p> <p>Perhaps the reason for this is that young people do not necessarily want to live in Wimborne or Colehill, maybe the area is seen as lacking in job opportunities or perhaps it's too tranquil and boring to live among so many older folk!</p> <p>I believe that if EDDC build 1005 homes, 50% of these will be occupied by couples that want to move to, and retire, in Dorset. Not that I have objection to this, but this would tend to defeat the object of providing affordable housing solutions because this would again increase house prices rather than reduce them.</p> <p>My view therefore is that the additional homes provided should only be in the category of affordable housing and therefore the number of homes to be built should be restricted to a maximum of 500 over the next 15 years. Clearly the benefit of this policy would be to avoid building in rural areas, avoid coalescence, provide an opportunity for a Green infrastructure for the town, and reduce the impact on the local environment, particularly through transportation.</p> <p>I see no point in creating another local community in Wimborne Minster at WMC4 when we have an existing local community at Leigh Park which is recognised as one of the most deprived areas of the County.¹ Surely we should concentrate our effort in bringing this area out of deprivation and enhancing it with a first school, open space and shops. I doubt that we can afford to do this in two locations.</p>			

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							<p>But where should 500 affordable homes be built? If we consider that area WMC4 is now allocated to mitigating the effects of Climate Change then we still have WMC1 (170 homes), WMC2 (50 homes), WMC3 (35 homes) and WMC5 (200 homes) which provides 455 houses of mixed quality (affordable to non-affordable in the ratio of approx. 50%.3) I am sure if the density of housing were increased where practical, from 20 per hectare, to 25 per hectare, in excess of 500 affordable homes could be built on these sites, and still provide much open and play spaces.</p> <p>In this deliberation we should not rule out the area of land South of The Acorns, and to the North side of the A31, which could provide at least another 70 homes of an affordable nature. (refer to Map Option D)</p> <p>The noise issues in this area could be abated by using Gabion Walls to edge the North side of the A31 between Canford Bottom and Merley House Roundabouts.</p> <p>Access into the proposed Sports Complex, Allotments, and the additional 70 homes proposed above, could also be provided from the A31. (notionally on an Eastbound Carriageway – see my views on Transportation Issues which follow)</p> <p>If we consider it to be absolutely paramount that 1005 homes still have to be built, and after having established a commitment to offset the effects of Climate Change, and agreeing that this can be achieved by sighting suitable Green Projects at WMC4, then I recommend that all of the “undeveloped” land South of Leigh Road and East of WMC5 is utilised to create the same number of houses proposed for WMC4. (refer to Map Option E)</p> <p>I am totally convinced that within this context there are greater benefits in developing all of the land South of Leigh Road to provide greater mobility for Employment, Education, Shopping and Leisure than there are in leaving it as Green Belt. (see my views on Transportation Issues which follow)</p> <p>It is also important to remember that Leigh Park is</p>			

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							<p>recognised as one of the most deprived areas in the County and one of the 40% most deprived areas in the Country.¹ Here then would be an opportunity to redress the balance in this location.</p> <p>If this “undeveloped” land is not taken up in this review, I am sure this area will be the target for future housing development. I also see no practical reason why the “Scheduled Ancient Monument” cannot be fully preserved in this area, segregated from both housing and an adjacent Sports Complex. In fact if development were to take place in this area it would ensure the Section of Roman Road was preserved in perpetuity.¹²</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 becoming a second bypass of the Town. This</p>			

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							<p>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. 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. 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</p>			

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							<p>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, 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>			

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							<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>Conclusion In this paper I have tried to prick the conscience of the EDDC to consider the wider aspects of their Core Strategy, particularly in relation to Climate Change. I have also indicated the benefits that embracing solutions to combat Climate Change can bring to the community as a whole.</p> <p>I have put forward two further options for consideration which major on the need for mitigating the effects of global warming. These are;</p> <p>a) A Solar Energy Farm and deciduous Forest at WMC4 with housing development limited to affordable and supportable housing in locations identified in EDDC's Options for Housing in the Wimborne and Colehill area, other than at WMC4.</p> <p>b) A Sports Complex, allotments and a deciduous Forest at WMC4, which will allow a Solar Energy Farm to be sited at WMC5 and additional housing to be developed in the "undeveloped" land to the South of Leigh Road and adjacent to WMC5.</p> <p>I have questioned the amount of homes to be built in our locality based on current needs and the</p>			

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							<p>detrimental effect that over population would have on our Rural and Natural environment. I have recommended the number be reduced by 50%. I have analysed the anticipated travel requirements of Wimborne and Colehill residents and concluded that the A31 is a major contributor to mobility in our catchment area. Thus for any Core Strategy for Wimborne and Colehill to be successfully implemented MAJOR SURGERY is necessary to improve traffic flow along or over the A31. I have outlined proposals for achieving this.</p> <p>I have looked at the issue of car parking, and proposed a solution to overcome this which it is hoped would encourage more pedestrians into the town, whilst controlling parking spaces for residential use.</p> <p>The question now arises does the EDDC have the courage and commitment to pursue these greater choices and accept that it must make truly sustainable decisions for the benefit of future generations.</p> <p>As a final thought; "How embarrassing would it be for our County if the most prestigious and affluent area of Dorset became submerged under the sea at Sandbanks?" It is a very real possibility unless we take action now.</p> <p>As a final, final thought wouldn't it be just fantastic to see the EDDC putting Dorset at the forefront of a movement, and an industry, that is capable of leading the rest of the country to carbon neutrality. Think of the kudos this could bring to our County and the increased revenue and prosperity for our Market Town.</p> <p>SEE ATTACHMENT</p>			
521315	Janet & Kevin Healy Paul Timberlake		CSO17864	Option WMC 4	Object		<p>SUMMARY: WMC4 EITHER SIDE OF THE CRANBORNE ROAD (550)</p> <p>We OBJECT to this site as a Preferred Option. It ignores all the purposes of the Green Belt in PPG2.</p> <p>To really appreciate the beauty of this sweep of rolling green countryside it needs to be viewed from</p>			668

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							<p>the top of Stony Lane. The impact on the rural landscape of vast swathes of housing could never be mitigated. To repeat the quote from the Core strategy: Page 225, paragraph 12.7: 'If impacts are unavoidable, then mitigation will need to be provided to neutralise the harm, but if the harm cannot be mitigated, then development cannot take place.'</p> <p>The sheer size of this housing estate will have such a great impact on both the town and the roads in this area. The town will have a job to assimilate such a large new community and would be in danger of a 'them and us' situation. Unless both ordinary and high tech jobs can be created to provide work for 550 new households, and keep some of the existing cars off the road, then it will cause too much environmental damage. At 1 ½ card per household this would put a further 825 cars on the road from this one location.</p> <p>If the car parks in Wimborne cannot accommodate existing shoppers because they become too crowded, then shoppers will go elsewhere. This will result in both increased and longer car journeys. Public transport is not always the best solution when food shopping.</p> <p>PURPOSES OF THE GREENBELT PPG2 (as applicable to this site)</p> <p>To check the unrestricted sprawl of large built up areas.</p> <p>This proposed site is outside of the existing town. It breaches the natural boundaries of Burt's Hill and the track leading to Long Close Farm.</p> <p>To prevent neighbouring towns from merging into one another.</p> <p>There will be very little left of the last gap between Wimborne and Colehill.</p> <p>To assist in safeguarding the countryside from encroachment.</p> <p>It will be a massive urban sprawl over some lovely unspoilt countryside.</p> <p>To preserve the setting and special character of historic towns.</p> <p>Wimborne has only has two approaches left that</p>			

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							<p>preserve the setting of the town. One is Julian's Road with the old bridge, and Cranborne Road. The development of Cuthbury should not affect that approach if it is a well-designed estate of traditional Wimborne town houses. Nothing can mitigate the devastating effect along the Cranborne Road. The houses would be so visible, similar to one housing estate in Bridport that climbs a lovely green hill. For some reason the Broadway Maylan Report considers this of little consequence, concentrating only on the Green Belt 'gap' as being a purpose of importance.</p> <p>To assist in urban regeneration by encouraging the recycling of derelict and other urban land. It would be just too easy to cram all the houses on this Green Belt site, beloved of developers, rather than re-organising within the urban area as other options put forward.</p> <p>VISUAL IMPACT ON BOTH THE NATURAL AND HISTORIC LANDSCAPE</p> <p>Although the eastern part of this potential estate is supposed to be hidden from view in Burt's Lane by building below the ridge, nothing could really hide the housing. The best view of part of the site is just inside the entrance to the new Walford Farm House half way up Burt's Hill, it is a lovely shallow green valley that sweeps down towards the road. This peaceful place will be lost forever.</p> <p>The housing would start from just below the lay-by on the Cranborne Road. At first it appears that the housing may not be too visible from some parts of the road as the hedges are quite high. This is deceptive. The Cranborne Road would have originated as a cart track centuries ago. The result is that, in most places, the road is at least 5 feet lower than the land to either side. Even with planting mature deciduous trees it would not hide the sprawl of the housing estate. Currently there is no building to the north west of Long Close Farm Lane, and very little to the east. The main buildings on this side are around the original Walford Farm House. Those that want to build here should go to the farm gate at</p>			

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							<p>the top of Stony Lane and look across the rolling green fields and imagine them covered in red brick housing and roads full of parked cars.</p> <p>We note that in the Broadway Malyan Masterplan Report, Chapter 6 Local and Strategic Views, the report suggests the housing would have little impact on the views, particularly to the west. What they fail to take into account is the road being so much lower than the fields in places, both to east and west so housing would loom over the road.</p> <p>SUSTAINABLE LOCATION PPS1</p> <p>Location</p> <p>Primary Schools</p> <p>Middle and Upper</p> <p>Daily shopping</p> <p>Post Office</p> <p>Doctors</p> <p>Cranborne Road</p> <p>0.7km</p> <p>0.8km – M</p> <p>1.7km - U</p> <p>1.1km</p> <p>1.1km</p> <p>0.6km</p> <p>These measures have been taken from part way up the Cranborne Road so they would vary slightly depending on what part of the estate you were on.</p> <p>All measures are to schools in Wimborne. The Colehill schools would mean a trip by car on very narrow country roads.</p> <p>EMPLOYMENT</p> <p>Stone Lane Industrial Site</p> <p>Riverside Park Industrial Estate</p> <p>Brook Road & Flight Refuelling</p> <p>Bournemouth Airport</p> <p>Ferndown Industrial Site</p> <p>Bournemouth and Poole</p> <p>Commuting for Wimborne and Colehill: Total population 13,520</p> <p>Internal Commuters: 2335</p> <p>In Commuters: 3812</p> <p>Out Commuters: 6495</p>			

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							<p>Net Commuting: -2683 Total Commuting (in and out): 10307 Source 2001 census: ONS 80% of commuters are drivers or being driven. It is highly unlikely that Wimborne, and any area within cycling distance, will provide either the number or type of jobs to keep the extra 825 estimated new cars off the road. (estimated as 1 ½ card per new household) PUBLIC TRANSPORT There is a 15 minute bus service from Wimborne to Poole, but this bus stops at Broadstone before travelling non-stop to Poole. Therefore anyone working at the Poole out of town shopping centre at Creekmoor cannot use public transport. Time to Poole is 30 minutes. The number 13 to Bournemouth is half hourly and it passes Ferndown Industrial Estate. It takes nearly an hour to get to Bournemouth. The nearest bus stop is approximately 1.1km from the Square, depending on what part of the estate one started from. NEAREST CENTRE WITH FULL RANGE OF SERVICES Wimborne: for weekly shopping there is a choice of two stores but due to the volume of shopping a car would be required. All other services exist. PROVISION OF MULTI-FUNCTIONAL GREEN INFRASTRUCTURE AND OPEN SPACES: (Natural England's Green Infrastructure Guidance NE176 & PPG17 Planning for Open Spaces Even the generous open space would not be the same as the natural open space is now. The proposed landscaped area would just spread urbanisation further into the countryside. No amount of footpaths and cycle ways will mitigate for an additional 825 cars. ENVIRONMENTAL IMPACTS: Our comments on environmental aspects of the Core Strategy Options document are included in the Response of the Environmental TAG, East Dorset Community Partnership, which we fully endorse.</p>			

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							<p>ECOSYSTEM DAMAGE: disturbance to flora and fauna Ecological surveys will be required at various times of the year.</p> <p>TRANQUILLITY: sense of place From the road there is little sense of tranquillity, the sweep of the green fields cannot be seen as the road is lower than the land to either side. From Burt's Hill and the top of Stony Lane the whole valley can be viewed as a gently sloping green sward down to the road and rising the other side of it. Lots of mature oak trees to the east. A truly tranquil rural scene that reminds you that Wimborne is a country market town (or was). The road is quite busy so near to the road is the noise of traffic, once away from the road it is quite quiet.</p> <p>LIGHT POLLUTION Please see the ETAG Response that includes a report by Bob Mizon.</p> <p>DRAINAGE PPS25 (causing increase in river flooding or surface water problems) The land slopes down to the Allen and the open space is mainly to the north and east, leaving only the flood plain between the river and the housing. SUDS will have to be carefully deployed or the Allen, that is prone to flooding, may flood the town more frequently despite the defences. Flash flooding following storms may increase. The centre of town is prone to them as the valley sides have all been built on, channelling the storm water to the lowest point.</p> <p>PROXIMITY TO HEATHLAND AND AVAILABILITY OF SANGS FOR MITIGATION This far east of this site is about 4.6km from Holt Heath by road. Fortunately for such a large estate of houses, a large area of SANGS is proposed for the north and west of the site. Some of the site may be outside of the 5km limit for heathland mitigation, but if the new households discover Holt Heath it is questionable as to whether it could cope with the additional pressure. As yet there have been no survey results published that show if the Heathland Mitigation Policy is working.</p>			

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							<p>PROVISION OF ADDITIONAL INFRASTRUCTURE (schools etc.) We think that with this number of housing a new first school would be required, also Doctor's surgeries expanded or a new one built. Wimborne hospital may need to expand its minor injuries unit, and possibly community centres will be required, although a community centre on site may again create a 'them and us' situation. It may be better to expand existing community facilities in Wimborne itself.</p> <p>IMPACT ON TRANSPORT INFRASTRUCTURE The roads are at capacity. Alterations to Canford Bottom roundabout and Parley Cross roads will hardly keep the traffic running with such a potential increase in car ownership. We have too many cars on the road. No amount of GI or public transport will solve this basic problem. We do not need more roads destroying more ecosystems we need alternate systems that work. Schools close by housing and suitable employment sites that are accessible without using a car. More good, safe and direct cycle and pedestrian paths.</p> <p>East Dorset District Council has a target in the Transport Plan to introduce buses to take workers directly to industrial estates. This is an excellent idea. However, one such bus already exists, the number 29 from Bournemouth to Ferndown Industrial site. There are two early morning buses from Bournemouth, one leaving the estate at lunch time and two leaving in the evening. This service started in April 2010, without subsidies. The Yellow bus company confirmed that they do carry some regular passengers to and from the Industrial Estate. We suspect the buses are not that well used, one major problem influencing their use is the vast areas of free parking available on Ferndown Industrial Estate. It may be that the 'stick and carrot' needs to be introduced to get people out of their cars and into a bus. If less parking existed there would be more room for new business. We noticed a large new factory down Brook Road had a vast</p>			

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							new car park, when parking is free and easy no-one will catch a bus. Perhaps spaces should only be allocated if there are no other means of reasonable travel.			
521337	Christine Charlesworth		CSO17854	Option WMC 4	Object		<p>I wish to record my opposition to the proposals contained in the consultation document. My comments relate mainly to the proposals for Wimborne.</p> <p>General Reasons for Objection</p> <p>The proposed developments, with the creation on more than one thousand new homes on Wimborne, together with associated commercial/industrial/leisure facilities, would change the whole character of what is now a small market town. The primary reasons for my objections are:-</p> <ul style="list-style-type: none"> - the expansion in population and the inevitable changes in the character of the town - the creation of major new traffic flows - the increased pressure on infrastructure - the destruction of Green Belt land and the danger to sensitive conservation sites such as the River Allen - the resurrection of the bad old principle of ribbon development. <p>Issues of Attitude and Approach</p> <p>1. There are too many ifs, buts and maybes in this consultation. No site is specified from the new Cuthbury allotments, for instance, despite the fact that an increase in their number is used as a justification for proposal WMC1. likewise, in proposals CM1 Lockyers School is proposed for relocation, but no site is specified and it is admitted that 'if a site cannot be found in the built up area of the village, Green Belt land would need to be used for the school'.</p> <p>2. Judging by the video clips on the website introduction to this consultation, there is some confusion in basic thinking.</p> <ul style="list-style-type: none"> - The number of people featured in the video clips is very small. Surely some effort could have been made to draw comments from more individuals, 			668

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							<p>perhaps through schools, churches and local service organisations? Several of the younger contributors seemed to hail from the same jitsu club. Very worthy, but hardly a broad cross-section of local society. There are other bodies and other sports. What about Young Farmers, the various scouting/guiding/cadet bodies? What about the ordinary youngsters to be found in the shops, the library, and 'The Planet'? There is also the issue of envisaging some kind of 'right' to local housing. Many people would challenge the idea that just because a person was born and raised locally and wished to remain near his/her 'mates', they automatically have a right to a house, regardless of their employability and financial prospects. It also seems patronising to accept this simplistic view of what young people want. Many of them will have wider ambitions than simply staying in Wimborne all their lives. They will wish to take up opportunities in the wider country and the wider world - not to spend their lifetime working in a tiny business enterprise in a newly constructed premises built 'south of Leigh Road'.</p> <p>- Likewise, the reasons given for encouraging young people to stay in the town include access to amenities. Fair enough, but the two areas cited are the New Forest and 'the beaches'. Neither of these areas is less than six miles from the town. The true value of Wimborne's market town location lies in the surrounding countryside - the very same Green Belt on which these proposals wish to build. A woman in the video clips emphasises the importance of green space and the connection with the farming community. It is hard to see how this connection can be maintained by plastering development across what is now Green Belt and covering former farmland with housing. There is also a strange remark about areas of the Green Belt 'not doing much' at present. If this refers to changes in land use and agricultural patterns - which is the only sensible interpretation - then it should be remembered that such changes are on-going and</p>			

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							<p>unpredictable. They are not a basis for long term/medium term planning. Nor is the Green Belt required to do 'anything much' except be there. That has been its purpose ever since its inception. The observation is inappropriate and faintly ridiculous.</p> <p>- Among the reasons given for the desirability of Wimborne as a place to live, 'absence of crowds' and 'tranquillity' are cited. The proposed developments would destroy both these attributes. Already, Wimborne is gridlocked during the morning and evening rush hours and the school run periods and parking in the town, even at other times of the day, is a nightmare. I carry a blue badge because I am a carer for my very elderly mother, yet even I often circle the town several times before giving up, taking my mother back home (to her disappointment), then coming back on foot. Despite the heroic and laudable measures to restore conditions in the town after the disastrous fire, the town centre has only limited capacity and the large increase in housing - with its attendant increase in road use and parking demand - would prove unsustainable. Does anybody really imagine that new occupants of the new housing stretching out nearly as far as Dog Dean would come to shop in the town centre on foot or by bicycle?</p> <p>- This whole set of proposals is premised upon the issue of 'affordable housing' and the fact that in the current market situation, young local people are unable to remain in the area, as they wish to do. Although the term 'affordable' is widely used, it is not clear to me, and no doubt it is unclear to others, what precisely is the definition of that term, not how (by what mechanisms) the desired affordability is to be achieved. Many questions spring to mind. Given the fact that size-for-size, type-for-type, new build is generally more expensive on the open market than is older housing stock, how are the proposed additional houses to be made 'affordable'? Will they be subsidised through national or local taxation. What will the affordable stock consist of? Will it be small, modest, minimal footprint housing? By the</p>			

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							<p>tone of the introductory material, and the proposed location in the case of WMC4, it is unlikely to be flats, so presumably it will be house-plus-garden. What size? What facilities? Nobody wishes to return to the era of tenement flats without proper sanitation, or back-to-back housing of yesteryear, but one hopes that the affordable will be basic by modern standards, having excellent insulation and security, but not offering large gardens and multiple garage/parking spaces. There is no reason for local people, especially those young couples already struggling to pay their mortgages and bring up their own families, to subsidise others through their taxes. Other Planning and Development Principles and Issues</p> <p>Detailed local planning matters have always, naturally, been the responsibility of local authorities, but in the past planning strategies been responsive to local conditions set within the wider social and financial framework. A good deal of guesswork is normally involved in these processes, but whenever government at any level has sought artificially to skew the commercial, industrial, demographic or financial base, the result has been a disaster. In the present case one suspects that the guesses are misguided and the rationale is wrong. The proposed amount of new commercial and industrial development does not match the volume of new housing stock. The danger is that Wimborne will expand its existing role as an outlier/dormitory for Poole and Bournemouth, without sufficient local opportunities. Simply building a new industrial estate will not, in itself, cause an improvement in local employment opportunities. The background (national and international) financial situation will be the governing factor. Likewise, building affordable housing to accommodate the theoretical new workers in their theoretical new jobs will not solve any problem.</p> <p>Current recession conditions cannot be overcome by putting up a few new buildings and a mass of new housing to accommodate the theoretical future</p>			

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							<p>workers. Nor should we seek to build a major new commercial enterprise artificially. The likes of 'Flight Refuelling', local farming enterprises and ancillary operations, local growers' initiatives and other commercial ventures within the town grew up 'organically' in response to prevailing circumstances - not because local planners decided that they would be there.</p> <p>The proposed industrial/commercial development for Wimborne is remote from the majority of the new housing. In reality, even assuming that new ventures do indeed take up the new space, it is unlikely that many of the workforce will walk or cycle to this site. Its creation will add pressure to an already over-pressed local roads network.</p> <p>There are worries at the demographic level also. In the introductory material references are made to 'nimbyism', yet almost in the same breath, spiteful remarks are made about 'older couples and single people' occupying three- and four-bedroomed houses. The housing market has long been dictated by external financial factors on the one hand and individual circumstances on the other. Unless we intend to adopt a centralised 'command economy' system, like that of the failed Soviet Union, where housing and jobs were allocated by central government, we must accept that if any couple, individual or family desire a particular type of housing, and can afford to buy and maintain it out of their own resources, it is not for others to complain. The issue about second homes is a separate one, but again, this would be better dealt with by taxation penalties rather than by knee-jerk planning proposals.</p> <p>I would also observe, finally, that the protection of the heathland of the District is a key objective in the proposed measures. It is a worthy idea and one I wholeheartedly support, but it must be noted that only two years ago the District Council sought to ban dog owners and their dogs from taking proper exercise in public recreation areas such as Corfe Mullen RG and the comparable Ferndown facility,</p>			

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							and tried to force them to use adjacent heathland instead. This was successfully opposed, which was a victory for common sense and the local taxpayers' democratic rights, but it is ironic that the rationale for these unworkable proposals includes prevention on the very same increase in heathland destruction to which the Dog Control Orders would have led.			
522117	Mrs Hilary Chittenden		CSO22873	Option WMC 4	Object		<p>Option WMC4 Object Reason</p> <p>While accepting there is a need for affordable homes and particularly for intermediate housing, the Fordham report identifies that in terms of meeting a local affordable housing need, the proposed growth in East Dorset would in fact exacerbate the current problem. This is unsustainable and unacceptable. I am concerned at the number of houses proposed for this development. As a greenfield site, viability is not in question - simply developer profits.</p> <p>If the option were to proceed to the next stage in the Core Strategy it must be subject to the highest possible design, taking into account</p> <ul style="list-style-type: none"> • the need to protect the AONB from adverse impact on tranquillity, light pollution (including traffic, street lights, reflective surfaces and security and garden lighting) and this would also need to be addressed during the construction phase; • the need to enhance not despoil this approach to our historic market town; • in terms of sustainability and tourist economy it is essential that the market town character of Wimborne is retained; • the need for residents of the proposed new neighbourhood to be able to integrate fully with existing residents of Wimborne and avoid any form of social exclusion. The size of the proposed development is similar to many of our villages and thought must be given to the social implications. It is assumed that this will be a suburb of Wimborne and that parish boundaries will be redrawn to remove it from the parish of Colehill. 			668

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							<ul style="list-style-type: none"> • the requirement for a really good mix of housing – any suggestion of separating out social, intermediate and market housing in this or any other mixed development would be totally unacceptable; • the risk that Burts Hill, Long Lane and other lanes in Colehill will become a rat run during the construction phase and subsequently. Detailed traffic plans should be drawn up and become mandatory; • overall provision of schooling for all age groups, not just the proposed new first school; • the risk of flash flooding and exacerbating flood risk in Wimborne; • all impacts on the River Crane; • comments submitted by ETAG on environmental considerations. <p>I am particularly concerned about the longer term increase in HGV movement along the B3078 and its impact on the AONB. It is essential that the historic environment of Wimborne is protected from any adverse impact due to increased traffic, particularly noise, emissions and vibration from HGVs.</p>			
522257	Mr Richard Beaman		CSO18094	Option WMC 4	Support		My support for the additional housing proposed in Verwood and Wimborne is conditional, based on building the proposed secondary school in Verwood. The new school should start to be built prior to or at the same time as any of the proposed larger housing developments.			668
522385	Mr Kevin Froud		CSO18132	Option WMC 4	Object		I object to the building works WMC4 in wimborne. My sister is buried just up the road from there in the Woodland burial ground. it is a lovely peaceful spot unspoilt. building that amount of houses there will ruin the area by noise and by the added traffic.			668
523300	Mr Trevor Abbott		CSO18278	Option WMC 4	Support					668
523419	HLF Planning	HLF Planning	CSO18392	Option WMC 4	Object		2.17 In terms of transportation then, none of the proposals which are directly affected by the A31			668

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							<p>road network improvements can be progressed until the works are implemented according to the emerging Transport Plan. Given the current economic climate, this could be some years away if at all and would cast huge doubt about FWP3 or any other scheme in West Parley, Corfe Mullen, Verwood or Wimborne Minster being deliverable and as much is admitted in page 130 of the Masterplan Report 'the outcomes of the 2010 spending review and of subsequent decision making processes by the Department for Transport, Dorset County Council and Highways Agency about how to achieve required budget savings could have a significant impact on strategic infrastructure delivery in Dorset'.</p> <p>WMC4 – Wimborne Minster</p> <p>3.47 Finally, the town of Wimborne Minster has a number of proposed sites with WMC4 consisting of a mammoth 550 new homes to the north of the town. This site is also within the Green Belt and its current designation prevents urban coalescence and the setting of the Historic town of Wimborne as per the purposes of the Green Belt. The gap between Wimborne and Colehill will be reduced even further and the setting of Wimborne from one of its most prominent approaches will be irreparably harmed so much so that there are no possible mitigation measures that can neutralise the harm.</p> <p>3.48 The gap between Wimborne and Colehill is acknowledged as a 'key gap' and is under 1km at present meaning that the further erosion of the gap is critical to avoid the settlements coalescing. Although in the northern reaches of the identified 'key gap' the land to the east of Cranborne Road in particular will see a cumulative narrowing of the gap between Wimborne and Colehill.</p> <p>3.49 A development of this magnitude would require significantly enhanced infrastructure provision that is lacking in the Masterplan Report. Indeed, out of the all of the sites examined in the report, WCM4 will require a significant infrastructural investment due to its sheer size. The Town & Country Planning</p>			

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							<p>Association issued a 'Best Practice in Urban Extensions and New Settlements' document in 2007 which highlighted that 'significant investment is required early on to prepare and plan the location and to create the infrastructure'.</p> <p>3.50 As with all of the sites referred to in this objection statement, the infrastructure provision is skirted over somewhat in the Masterplan Report which suggests that details of infrastructure will be forthcoming following the implementation of the various development schemes – this approach is clearly contrary to best practice as set out by the Town and Country Planning Association.</p> <p>3.51 Like the other sites referred to in this objection statement, it is clear that EDDC is looking to promote certain sites without having the existing infrastructure in place to cope with the scale of development. Schools, surgeries and convenience shops will need to be introduced to cater for such a large development not to mention the impact upon the road network and in particular increased pressure on the A31. WMC4 actually falls within the Colehill Parish but would have a great impact upon the existing services of Wimborne Minster.</p> <p>3.52 The existing employment opportunities within means of sustainable travel from the proposed site are minimal. The majority of the residents of Wimborne Minster are employed in the Bournemouth and Poole conurbation (see 2001 census and the evidence underpinning the emerging Core Strategy) and in order to travel southwards to work during rush hour would look to avoid the traffic lights to the north of the town. This would create rat-runs through the town, particularly along Burts Hill and Middlehill Road which would provide additional problems for the A31 (see paragraph 3.37 in this objection statement).</p> <p>3.53 The impact upon the Burts Hill Conservation Area is only fleetingly referred to in the Masterplan Report and such a development in close proximity would certainly cause harm to the setting and character of the Conservation Area. Other options</p>			

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							<p>highlighted in the Report are not located in such a sensitive area. The existing area to the north of Wimborne Minster, around the Burts Hill consists of medium to low density housing as would be expected for a fringe of town location.</p> <p>3.54 However, if WMC4 is to be progressed, as the town is approached from the north, the passer-by will be 'hit' by particularly high density housing, approximately 50% of which would be affordable housing, more akin to what would be expected within the centre of a town or its immediate suburbs.</p> <p>3.55 The setting therefore of this historical town as one approaches on one of the main routes from the north would be irreparably harmed. Indeed, this proposal would increase the population of Wimborne by approximately 20% and all within an area detached from the central services and amenities. All of this in an area described by the Masterplan Report as being 'strong rural setting' (page 60).</p> <p>3.56 In addition, the view from the southern expanse of the WMC4 towards Wimborne Minster is referred to in the Wimborne Minster Conservation Appraisal which constitutes Supplementary Planning Guidance in EDDC and parts of this view will contain swathes of housing as per WMC4 (see photograph on page 61 of the Masterplan Report).</p> <p>3.57 The bridge over the River Allen would be a major restriction to development north of the town and would certainly need to be widened and strengthened in order to cope with increase in traffic. The Masterplan Report plays down this fact by suggesting that there would be an increase in pedestrian and cycle ways, however, the reality of the matter is that people will be using their cars particularly to get to work in the Bournemouth/Poole conurbation.</p> <p>3.58 A better general approach to provide additional housing in Wimborne would be to make best use of the sites within the built-up urban area, particularly WMC2 and WMC9 and WMC10. This together with some additional development at the Stone Lane</p>			

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							<p>Industrial Estate would begin to satisfy some of the required housing without compromising the setting of the town or encroaching into Green Belt. The shortfall could be made up by small developments on the periphery of the town, including perhaps along the west side of Cranborne Road within WMC4.</p> <p>3.59 WMC4 is certainly a more prominent site than is suggested in the Masterplan Report. The land either side of Cranborne Road, whilst screened by mature hedging, is elevated and therefore any built development will naturally be more prominent than would be suspected by driving along Cranborne Road. Views from Stony Lane and Walford House Farm in particular show off the existing natural landscape at its best and such rolling green fields will be lost forever.</p>			
523893	Lindsay Thompson	Terence O'Rourke Ltd	CSO18447	Option WMC 4	Support		<p>We support the identification of land north of Wimborne (area 1) for the development of new homes. The land at north Wimborne abuts the northern edge of the urban area and is within walking and cycling distance of the town centre to enable development here to make the best use of existing opportunities.</p> <p>Land at north Wimborne fulfils every one of the essential criteria for housing development allocation as stated in PPS3 (paragraph 54) in that it is:</p> <p>Available – the site immediately deliverable and can benefit from existing roads, services, facilities, roads, bus network and schools in Wimborne due to its proximity to the town centre.</p> <p>Suitable - the site is free from significant environmental or physical constraints and does not form part of a key strategic gap that separates Wimborne from other settlements. The development of the site would contribute to the creation of a sustainable community at Wimborne, benefiting both the new and existing residents. The proximity to the Wimborne Town centre and the opportunities available within Wimborne make this a suitable and sustainable location to develop.</p>			668

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							<p>Achievable – housing can reasonably be delivered on the site in the next five years if required. Bloor Homes Limited have the sole interest in the land which enables them to ensure both areas east and west of the Cranborne Road are planned and developed in a comprehensive manner and enable the delivery of a new first school and local centre. A concept master plan and vision for the land at north Wimborne has been produced as part of the consultation process and we take this opportunity to formally submit this work and the accompanying study (see enclosed document, Land at North Wimborne – Initial planning, landscape and urban design analysis, January 2011).</p> <p>We support and promote the inclusion of the land at North Wimborne for residential development. Since the publication of the Core Strategy, we have met with the Council on a number of occasions to discuss the extent of the development boundary. This included a joint site visit that focused specially on landscape considerations and the extent of the development area. The accompanying master plan demonstrates how boundaries 3,4,7 and 8 defined in paragraph 8.64 of Option WMC4 have been respected. However, we do not agree with some of the conclusions drawn in chapter eight, specifically that development should be contained to the north east by a hedgerow (hedgerow 1 page 12 of the enclosed document). This issue for consideration has developed from bullet point 5 of paragraph 8.64 that identifies hedgerow 1 as a strong boundary that development should not go beyond. The hedgerow itself is approximately a metre high and marks the boundary of a field. It is of no particular significance and only contains one tree. There is nothing to distinguish it from the hedgerow of the field beyond and we do not consider it to be a strong line on which a development boundary should be set. Indeed the field to the north east of the hedgerow falls slightly before beginning to rise again towards a local ridge. We consider that the sites natural topography would allow some development further</p>			

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							<p>north east of this line without rising beyond the ridge, as demonstrated in the concept master plan provided in the accompanying document.</p> <p>A key principle underpinning the concept master plan is to respect the landscape character of the site and retain important features. The combination of mature hedgerows, veteran oak trees, watercourses, existing tracks, important views and the intricate topography of the site all combine to afford the opportunity to create a very strong green infrastructure framework. This includes the creation of a number of public parks and a series of interconnecting green route linking the development with the surrounding countryside and the town centre. In turn, there green routes also have the potential to deliver strategic routes for Wimborne as a whole.</p> <p>Given the site's location on the edge of Wimborne, the creation on a strong landscape structure, both around the edge and permeating the whole development is of importance. WE do not believe that the development diagram for Option WMC4 (page 167) adequately incorporates landscape features of importance within the development area and seems to be predicated on the principle of pushing all the green space to the edge, This would fail to maximise the opportunities presented by the site in visual, environmental and recreational terms.</p> <p>The creation of a stronger green infrastructure framework within the development in combination with a robust development boundary based on the site's natural feature will result in a much more sensitive, responsive and higher quality development form, as we illustrate in the concept master plan.</p> <p>Whilst a detailed master plan will evolve following further pre-application discussions, the Core Strategy policy needs to facilitate consideration of this level of detail by not ruling out development in the form proposed by us at this stage. As such we do not agree that constraint 5 represents an appropriate development boundary.</p>			

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							<p>There is significant need for additional housing within the district, as such the best use should be made of the land resource if it is to be released from the Green Belt. This would create opportunities to increase affordable housing provision and improve opportunities to deliver additional community infrastructure in association with the development. The annotated master plan (page 11 of the accompanying document) demonstrates a number of benefits to be derived from a strategy that maximises the potential of the site, recognising its constraints whilst optimising its opportunities including the potential to deliver green infrastructure as an intrinsic element of the design.</p> <p>We also consider that bullet point eight of paragraph 8.56 should be reworded, if this were to become policy / carried forward in the Core Strategy as supporting policy text. It states that housing development in the field that forms part of Burts Hill conservation area would be "inappropriate". Whilst the concept master plan proposals to leave this area as open space we do not feel it is right to pre-determine an application for residential development in this field. The test to determine whether development is appropriate or not in the conservation area is whether it preserves or enhances the character and appearance of that area. For instance, sensitive and carefully designed residential development in this field may be able to adequately demonstrate that it enhances the character and appearance. It is much more appropriate to raise this as an issues and require sensitive consideration at the design stage as stated in paragraph 8.69.</p> <p>In summary, we consider that land at north Wimborne is a suitable location for development and the site can provide:</p> <ul style="list-style-type: none"> Approximately 650 homes within walking and cycling distance of Wimborne Town Centre♣ Affordable housing in accordance with the Council's policy♣ An opportunity to create a comprehensive network 			

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							<p>of interconnected green spaces linking to the wider countryside.♣</p> <p>Potential for new pedestrian links across the River Allen.♣</p> <p>A new local centre with a first school to benefit both new and existing residents.♣</p> <p>Development in an accessible location within the established strategic road network.♣</p> <p>A range of community facilities, including possibility of community allotments and new first school.♣</p> <p>It can be designed to sit within the existing landscape framework.♣</p>			
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18546	Option WMC 4	Object		<p>It is clear from the Wimborne and Colehill area overview that there is a recognised demand for additional residential development across the area and additional community and leisure facilities within Colehill. There is a recognised lack of any facilities other than schools within Colehill. An ageing population may have impacts upon the viability of these schools, however the overview recognises that Colehill remains attractive for migrating families because of the proximity to schools.</p> <p>7.3.2 The overview discusses the need for strategic urban extensions in three broad locations. The overview recognises housing and facilities deficiencies in Colehill but yet the strategic extensions being considered are all closer to Wimborne and removed from Colehill. The urban extension to the north of Wimborne extends the urban area into the countryside, requires a first school and will not assist in offsetting any of the deficiencies in Colehill. Yet there are opportunities for providing development in Colehill on the subject land which will not need the provision of additional school facilities, other than perhaps the extension of existing schools, and which would enable the provision of additional facilities in the form of a local area centre to serve the wider community.</p> <p>7.3.3 The overview states that any development within Colehill should reflect an existing suburban density. Such an approach limits the capacity for</p>			668

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							<p>new development within the existing urban area and thus the identified issues within Colehill will remain unresolved. Development of the subject land would significantly resolve these issues in a location which will be of benefit to the entire settlement of Wimborne and Colehill. The definition of the area of Colehill within the settlement hierarchy as a suburban centre with no centre further restricts the amount and type of development which can be accommodated within Colehill, which will further hamper any additional development.</p> <p>7.3.4 The main issue to consider with the development of the subject land is one of strategic gap and coalescence. This issue needs to be considered against the other options in terms of urban extension which extends the limits of the settlement further into the countryside or, as is proposed within this document, developing land clearly within the limits of the main settlement i.e. the subject land, which will ensure the settlement does not extend into the countryside and which will enable the entire settlement to be more compact and operate efficiently in land use terms.</p> <p>7.3.5 It is clear that the Core Strategy Options document puts forward the idea of Colehill and Wimborne as two separate settlements but it is clear that they are inextricably linked and, if this premise could be embraced, there is scope for meeting all of the main identified issues in a more meaningful way to the benefit of the entire settlement.</p> <p>7.3.6 However, even with the development of the subject land in an appropriate manner retaining existing landscape features, there will still be the retention of significant elements of green space between the areas of Colehill and Wimborne. The areas of green space to the north and south of Leigh Road would remain in place and therefore, along the main thoroughfares, there will still be the perception of a strategic gap. Likewise, the open space to the west of North Leigh Lane and Beaucroft Lane will all remain in place and this area, due to its mature sylvan nature, does represent a significant green</p>			

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							<p>wedge and corridor or open land between the various suburban areas which includes the low density residential areas along the Colehill ridge.</p> <p>7.3.7 The overview of Wimborne and Colehill provided within existing East Dorset District Wide Local Plan quite clearly states that much of the development within Colehill is not visible from the wider area due to the manner in which it is situated within the slopes of the hill and within a sylvan setting. Development of the subject land could be accommodated in a similar manner whereas development of the land to the north of Wimborne on either side of Cranborne Road would quite clearly be an intrusion into the countryside.</p> <p>7.3.8 The subject land was included within an area of search identified as northern sub-area 1. This sub-area included all of the green space to the north of Leigh Road and was ruled out due to the loss of all of the green space between the various developed areas. The option of some of this land being developed, and the remaining land not being developed in order to retain the strategic gap and open space function, does not appear to have been considered.</p> <p>7.3.9 As indicated at the outset, the primary thrust of this representation is to promote the subject land in preference to the other options. It may be that, in order to meet housing demand, some of the other options are also promoted along with the subject land however it is difficult to comment on this when there is no definitive figure provided in relation to the amount of housing that is to be provided. I intend therefore to assess the merits of the subject land being developed and compare the advantages and disadvantages with the other options. The analysis will demonstrate that the site can be developed in a manner which retains sufficient green space to prevent coalescence, regardless of whether the urban area is viewed as one or two settlements, and to demonstrate that, in terms of urban design, landscape, Green Belt, infrastructure and meeting the identified strategic objectives and resolving the</p>			

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							<p>various issues, the development of the subject land should be a preferred option.</p> <p>7.3.10 With the above in mind, the representation now comments on the consideration given to the various areas of search by providing an appraisal of the methodology and factors of consideration and providing comment and support/objection to the specific areas. I will then comment upon the various preferred options before providing a detailed appraisal of the subject land which is being promoted. Using the same methodology and factors of consideration, it is clear that the subject land scores as highly as, if not higher than, the preferred options.</p> <p>This option is for a significant extension to the east and west of Cranborne Road and is objected to in the strongest terms. This proposal represents a significant urban encroachment into open countryside which will be highly visible and which will result in a significant erosion of the Green Belt and impact upon the historic town of Wimborne.</p> <p>7.3.16.2 The proposal includes the provision of 550 homes along with a new neighbourhood centre. The housing would require the provision of a new school.</p> <p>7.3.16.3 The reasons for this objection are based around the serious urban encroachment, the fact that the neighbourhood centre would be very localised and because the requirement for a new school is unnecessary when there are plenty of schools within Colehill which, if they do not have existing capacity, can be extended rather than requiring the provision of an entirely new facility.</p> <p>This option is being promoted in terms of its proximity to the town centre however, in terms of the level of infrastructure which needs to be provided, including new schools, in my view it is not a very sustainable alternative at all.</p> <p>7.3.16.4 The significant urban encroachment and expansion of the town into open countryside is clear and obvious and I simply do not understand the preference for such an extension rather than appropriate infilling within the existing urban area</p>			

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							<p>including land such as the subject land. The harm being attributed to small scale or even large scale infilling which may result in some coalescence but retain the town's boundaries as they currently exist is being overstated and its preference over significant urban encroachment is not understood. As mentioned throughout this representation, PPG2 does not rank the purposes for including land within the Green Belt in any particular order and there is no good reason for the Core Strategy to dismiss infilling in preference of encroachment and sprawl.</p> <p>7.3.16.5 With regard to the proposed neighbourhood centre, while it may function well in itself and may serve the needs of the new residential area, it does not provide any wider benefits for the wider community. For example, the development of the subject land would not only provide a village centre which would serve the new residential development but also the much wider community of Colehill where there is a recognised lack of such facilities. The WMC4 land is being promoted on the basis that there is an opportunity of improving school facilities. The development of the subject land would enable the improvement of existing school facilities, again to an extent which would better serve the wider community. The development of the subject land would result in significant benefits over and above the urban encroachment approach.</p> <p>7.3.16.6 There are many other detailed issues, such as the requirement for a major junction to both the east and west sides of Cranborne Road. The fact that development will be on both sides of a major thoroughfare into town and thus be highly visible will alter the setting and perception of the northern approaches into Wimborne from the Cranborne Chase area. The land to the east of Cranborne Road rises steeply and thus development will be highly visible and will not be set against a treed backdrop. Likewise, development to the west will be highly visible. These points are made in order to allow a comparison of similar matters against the subject site which has existing access points, does</p>			

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							not involve outward encroachment into the countryside, and which, although on rising land, is set against a treed backdrop and a much higher ridge. The subject land is also removed from the primary routes, being separated from Leigh Road by an extensive area of public open space at Bytheway Field.			
524495	Mr Stanley Jackson		CSO18623	Option WMC 4	Object		This involves moving into green belt land and would bring with it considerable logistical problems not least the consequences of building over land which is hydrologically sensitive, especially the area to the West of Cranborne Road close to the Walford pumping station.			668
524723	Mr John Worth	Chair Wimborne Civic Society	CSO18735	Option WMC 4	Object		The option for which we have the least enthusiasm is Option WMC4 (the Cranborne road). This involves moving into Green Belt land and would bring with it considerable logistical problems not least the consequences of building over land which is hydrologically sensitive; in the event of urgent need for yet more housing in the Wimborne area, we would find the development of the area west of the Cranborne road marginally more acceptable than building to the east of it.			668
527750	Mr Colin MacNee		CSO18903	Option WMC 4		No Opinion				668
527818	Mr Nigel Lester	Synergy Housing Association	CSO18959	Option WMC 4	Support		Having looked at the proposals for each of the geographical areas and the proposed sites within those areas we can see no reason to disagree with the Local Authorities assessment and findings in each case, and would be very keen to become involved in the provision of affordable housing on any of these sites.			668
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19024	Option WMC 4	Support		Option WMC 4 This site will definitely need a mix of uses, preferably with a local shop or similar to reduce unnecessary trips to Wimborne town centre. The permeability of the scheme should be designed to			668

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							provide access to the local centre and town centre. Outside of the site links to the town centre will need to be considered. Impacts on the town will need to be assessed in detail using the models produced and any necessary mitigation provided with an emphasis on sustainable modes.			
527908	Mrs J Coakes		CSO19091	Option WMC 4	Object					668
533834	Mr Tim Harris		CSO19197	Option WMC 4	Support					668
534820	Paul Batten		CSO19449	Option WMC 4		No Opinion				668
534837	Mrs P Martin		CSO19484	Option WMC 4		No Opinion	Horses need grazing land. No infrastructure in place for the total number of homes planned. I do not go out between 8.00 and 9.30 am and 3.00pm and 6.30pm because of the traffic on the roads now.			668
534875	Brian Lane		CSO19528	Option WMC 4		No Opinion				668
534882	M Cuff		CSO19564	Option WMC 4	Object					668
534914	Mrs P Froud		CSO19645	Option WMC 4	Object		Please do not build 500 homes in Wimborne, the whole nature of the town which is so loved by local people will be changed forever. I can understand the need for more housing but not on this scale and particularly coming out on the Cranborne road, why not fill in some of the spaces on the road to Stapehill which already has some housing rather than encroaching onto the "Green belt"			668
535070	Mr Alan Reade		CSO19619	Option WMC 4	Object					668
535112	Mr		CSO19690	Option		No Opinion				668

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	Jack Tindall			WMC 4						
535167	Lynda Lake		CSO19736	Option WMC 4	Object					668
535209	Mr P Webster		CSO19785	Option WMC 4	Object		Please liaise with NFDC and NPA, as the additional traffic generated by the extra housing and employment zones will increase the traffic problems at the already congested bottleneck at Ringwood and cause yet more problems for the people who live in New Forest hamlets such as Linwood, Brook and Burley as motorists try to find alternative routes. Can the New Forest take any more pressure from additional numbers of visitors? Has Dorset got enough sand and gravel in the land bank to meet the needs of the developers? Can you force Tarmac to start mining gravel by the Spur Road near Hurn? What will happen to the pollution levels close to the trunk roads e.g. at Ringwood, especially particulate pollution? Can Bournemouth Water meet the increased demands for water?			668
535349	P Thomas		CSO19813	Option WMC 4		No Opinion				668
535368	Mr Andrew Evans		CSO19858	Option WMC 4	Object		I think that this whole core strategy consultation needs a full review in light of the proposed changes being brought in under the new government. I particularly object to all the proposed Verwood development as the infrastructure is not in place to support the current population let alone adding even further to it by building a further 400 homes. Any EDDC councillor who has the affront to say that the infrastructure is in place to support this development does not know what they are talking about and obviously do not live in the town.			668
535387	Mr Brian Cox		CSO19934	Option WMC 4	Support					668
535393	Jeremy		CSO19888	Option	Support		ROADS, ROADS, ROADS, BEFORE YOU BUILD			668

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	Berg			WMC 4			ANYWHERE & DESTROY EVERYONES WAY OF LIFE FOREVER, BUILD ROADS & BY PASSES.			
535421	Mr Roland Andrews		CSO20605	Option WMC 4		No Opinion				668
535457	Mr Matthew Newman		CSO19940	Option WMC 4	Support		As a lifelong resident of Wimborne I feel the need for a sizable housing development is greatly needed for families & young professionals as the town is seriously lacking in affordable private ownership family & starter homes. Family sized properties in the Wimborne area are very overpriced (as demand is high) and I am aware of many families living in inadequate sized dwellings that are unable to bridge the price gap to buy a home that is suitable for their needs. In recent years the majority of development that has taken place in the area has been small scale and is usually aimed at the executive high end market. A larger housing development would cater for a wider range of housing stock which is greatly needed by the residents of the town.			668
535500	David Veevers		CSO20001	Option WMC 4		No Opinion				668
535504	Mr Michael Beer		CSO20016	Option WMC 4	Object					668
535509	Mrs S Durant		CSO20056	Option WMC 4	Object					668
535517	Roy Rich		CSO20082	Option WMC 4	Object					668
535547	Mr M Folland		CSO20157	Option WMC 4	Support					668
535550	Mrs D		CSO20159	Option WMC 4	Object		I do not think the full impact of a vast increase in traffic has been properly considered in WMC 4 and			668

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	Mogg						WMC10 Wimborne Town Centre is already very congested and the increase in market traffic and from 550 homes on the North of Wimborne would have a disastrous effect on Wimborne. Development would be better placed where there is more direct access to the A31			
535567	Ms Judy McMath		CSO20261	Option WMC 4	Support					668
535574	Mr and Mrs Ralph Williams		CSO20232	Option WMC 4		No Opinion				668
535591	A Walker		CSO20279	Option WMC 4	Object					668
535610	Mr Stewart Bullen		CSO20321	Option WMC 4	Object		WMC4 We strongly object to this development on the following grounds: a) To develop the town to the north and west would encroach upon environmentally sensitive greenbelt land. b) Development of this area would result in greatly increased traffic volume through the town centre, which is already congested. This would be only route to the south and west of the town. Traffic to the east would probably use Middlehill Rd which is already a very sensitive route in terms of traffic volume and road safety. Allenview Rd would experience an unacceptable increase in traffic volume to avoid the town centre. c) We object to the scale of this proposal as it would be detrimental to the character of Wimborne as a small market town. An opment would reduce the parking available in the town it is questionable if the other town car parks would be adequate. This raises the likelihood of pressure being put on residential parking by market users. It is NOT an adequate solution to simply double yellow line residential streets as this reduces their amenity value to local residents and creates an undesirable 'suburban' feel to the town.			668
535670	Dave		CSO20401	Option		No Opinion				668

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	Allen			WMC 4						
535678	Andrew Bryant		CSO20428	Option WMC 4		No Opinion				668
535688	Susan Hobbs		CSO20461	Option WMC 4	Object		The proposed developments in Wimborne are highly undesirable. Their size will radically change the nature of this small market town and the pressures on the present infrastructure would be unsustainable. In particular, the road system is already overloaded and the number of extra cars having to come through the centre of Wimborne would lead to major congestion. It is no good planning developments BEFORE the infrastructure is upgraded to support the influx of more people and traffic. Three proposals in particular are highly undesirable : WMC4(Cranborne)This major development would require new schools, doctors and shops out on the Cranborne road if Allenvie road is not to become a major traffic bottleneck. Many of the people living out there would be heading for Poole and Bournemouth and the present Wimborne road system would not support the through traffic generated. WMC9 & WMC10. There is not sufficient land to support these proposed developments. All the existing car p g to provide the significant investment capital required - and local authorities are going to be severely constrained by Government spending cuts.			668
535701	Mr Andy Skeats		CSO20477	Option WMC 4		No Opinion				668
535815	Mrs C M Davies		CSO20546	Option WMC 4		No Opinion				668
535836	Peter Parsons		CSO20573	Option WMC 4	Object					668
535865	Darren Charles Bryson		CSO20636	Option WMC 4		No Opinion				668

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535875	John Kitchenside		CSO20666	Option WMC 4		No Opinion				668
535907	Mr Christopher Baxendale		CSO20697	Option WMC 4		No Opinion				668
535914	Graham Cudmore		CSO20709	Option WMC 4	Object					668
535917	Mrs K Spears		CSO20727	Option WMC 4	Object					668
535935	Mr Peter J Medler		CSO20812	Option WMC 4	Object		The majority of residents in this area relocated because of the permanent despoiling of their places of birth by elected local and national 'representatives' who would not listen or care about the needs of the people that voted for them. Do you want to be remembered as the people who finally ruined this area or the people who saved it. Do not forget that people still visit this area as tourists and we welcome them and accept their contribution to the local economy. They will stop coming if the developments continue. How many tourists visit the outer London sprawl? Can I quote p227 from the Core Strategy Options paper - Para 11.28 The Government's key housing policy is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. This is an impossible dream that can never and will never, be fulfilled. If the developments did go ahead what would be the effect of another 5000 cars on our local roads be ? If Morrisons developments go ahead where are the customers going to park? The parking within Verwood is just about adequate at the moment.			668
535940	Mrs Linda Medler		CSO20768	Option WMC 4	Object		Any additional building of houses will need to have a better road structure than exist at the moment to cater for all the extra traffic this will bring. I thought we were trying to bring about a greener environment to Dorset county?			668

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536014	Mrs Dawn Tindall		CSO20854	Option WMC 4		No Opinion				668
536046	L Appleton		CSO20879	Option WMC 4	Object					668
536096	Katie Lacey		CSO20938	Option WMC 4	Object					668
536129	Mr Peter Houghton		CSO20957	Option WMC 4		No Opinion				668
536169	Mr Tony Trevis-Bell		CSO21003	Option WMC 4	Object					668
536267	Trish Wheeler		CSO21138	Option WMC 4		No Opinion				668
536271	Mrs D Holt		CSO21147	Option WMC 4	Object		No development should be supported within Green belt areas at all.			668
536282	Mrs Doreen Kingaby		CSO21176	Option WMC 4	Support					668
536324	Paul Sumner		CSO21253	Option WMC 4	Support		Wimborne has the land and facilities to support more houses. The other areas do not. Especially Verwood, as it has been built upon to the point where it is second only to Dorchester, in terms of population. Verwood should be left alone and other areas play catch up. Verwood has no vibrant town centre no realistic extra employment opportunities. No infrastructure, no buses after 6pm or police for that matter. One nhs dentist with a waiting list as long as your arm. Same with the meagre doctors services. None of the houses are actually needed, only for the council to get social housing built. Not the attractive affordable homes it seems to like to label them as. Building on green belt land is			668

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							supposed to be for exceptional circumstances, there are no homeless in verwood.Do no destroy green belt land just because of a loophole. There is no need for social housing in verwood,therefore no exceptional circumstances exist. I have looked at the proposed sights and they will all destroy habitat for local wildlife,VWM4 will also see ssi sites read beds ancient hedge rows etc. severely disrupted. Did you know that there is a flood plane? What about the scientific report on the river crane and fishing lakes down there?. Common sense please.			
536341	Adrian Bowyer		CSO21293	Option WMC 4	Object					668
536346	Mr Ben Richards		CSO21329	Option WMC 4	Support					668
536349	Mrs C Bowyer		CSO21352	Option WMC 4		No Opinion				668
536449	Dave Isaacs		CSO21437	Option WMC 4	Object					668
536543	Samantha Fysh		CSO21506	Option WMC 4	Support		NO MORE HOUSES IN VERWOOD.. ENOUGH IS ENOUGH!!!!			668
536572	Roger Fysh		CSO21564	Option WMC 4	Support		I strongly object to the proposal to increase the housing in and around Verwood. Verwood has been extensively developed over the years and there is inadequate services to support the extra cars and people. Also having seen the housing density of the Ebblake housing estate it is clear that agreeing to more housing will only create 'no go' areas in the very near future. I also note that in and around Wimborne there are huge areas of open land, which could easily be developed, especially between Ferndown and Wimborne which also has excellent road networks in place as it could immediately open onto the A31			668

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536576	Mrs Valerie Green		CSO21570	Option WMC 4		No Opinion				668
536628	Mr C.A Wills		CSO21710	Option WMC 4		No Opinion	In ALL cases I've assumed 'Flooding areas' have been agreed on and that NO developments will be allowed on the flood plains WMC1, WMC 3, WMC4 (West side) and WMC5. Most of these areas have flooded in my time living in Wimborne!			668
536699	Ms Kathryn D'Arcy		CSO21758	Option WMC 4	Object		Ensure that all existing unoccupied homes are utilised. Look at infill in a positive way- Ensure that all infrastructure REALLY supports proposed development Do not build homes if the occupants are unable to find work locally. This leads to juvenile problems and a group of unemployed within the community. There is not enough employment in Wimborne for the number of homes proposed.			668
536771	B Lusher		CSO21836	Option WMC 4	Object		I object to any development that expands Wimborne and surrounding villages now and at any time in the future. Why is Wimborne such a beautiful town, could it be the Minster, old buildings, steeped in history? probably all of these and many other attributes. Take a good look at that stunning photograph 'Wimborne Minster and Stour In Winter' by Roger Holman, fields and the town centre, all in one picture. This view of the landscape, identified as a scene of merit by the artistic eye of the photographer, often passes the layman by, until pointed out so graphically. This photograph, like others, is a measure of what we could lose. I wonder if there were other equally stunning scenes in the hills northeast of Wimborne, Colehill, now completely covered in houses. Can you imagine the equivalent photograph of that time, the town, with a backdrop of fields and trees rising above horizon. Too late, that moment has passed. The town, in close proximity to countryside, is ye has realised this and is making an effort to preserve old Singapore. We, on the other hand, seem to be quite happy to knock down our countryside in the name of			668

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							development. If we really want to preserve Wimborne for generations to come, so they can see the town, be part of its unique character, situated amongst, close at hand countryside, then we must make a conscious decision now to preserve the green belt and green areas in the town forever, before Wimborne eventually becomes a quaint little roundabout that travellers come across on the way from somewhere to somewhere.			
536790	David Steadman		CSO21885	Option WMC 4	Object					668
536802	Anida Griffiths		CSO21935	Option WMC 4		No Opinion				668
536808	Ms Yvette Allen		CSO21965	Option WMC 4		No Opinion				668
536812	R H Barker		CSO21971	Option WMC 4		No Opinion				668
536830	Mrs Janet Sutcliffe		CSO22043	Option WMC 4		No Opinion				668
536848	Ola Steadman		CSO22119	Option WMC 4	Object					668
536850	Mr Michael Hird		CSO22110	Option WMC 4		No Opinion				668
536860	Mrs Sparks		CSO22177	Option WMC 4	Support					668
536866	Emma Huns		CSO22202	Option WMC 4		No Opinion				668
536930	Mrs Susannah Spencer		CSO22288	Option WMC 4	Object		I also support Employment Options KS13 and BA1-11. For further crucial comments please see the PDF File "Response to EDDC Options for Wimborne			668

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							and Colehill from 3 Burts Hill" emailed to Judy Windwood on 13th January 2011.			
536932	Paul Bason		CSO22292	Option WMC 4	Object					668
537050	Diane Fletcher		CSO22401	Option WMC 4		No Opinion				668
537064	Elizabeth Harvey		CSO22428	Option WMC 4	Object		I have lived in the centre of Wimborne for 17 years and have recently June 2010 got an allotment on the Cuthbury site. i have no back garden only a small paved patio area and walking to the allotment and spending my weekends and evenings in the lighter evenings is my escape. i look after adults with learning difficulties and mental health issues and as you can imagine this is a very stressful occupation. the time that i spend up at the allotment and walking through there and mixing with the other people that have the allotments is relaxing, quiet, hard work but takes your mind off every day things. also i lost my mother to cancer in November and she spent from June to the end of September up there sitting in her wheelchair planning with me what we would grow for this year, i feel she is very much still with me up there and i would feel heartbroken and shattered if we were to lose this to housing. i appreciate that houses have to be built somewhere and everyone will have an opinion and opposition to wherever they are built but this is mine and i am very much against the idea. How can it be possible for Wimborne to have an extra 1000 homes built and not suffer, the sewage and drainage cannot cope with the houses we have now and i feel that this should be considered before new homes are built.			668
537075	Mrs Elaine Holt		CSO22435	Option WMC 4	Object					668
537106	C Hebditch		CSO22467	Option WMC 4	Object		The more homes we build the more roads we need. The homes and roads get filled up then we're back			668

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							to square one. When will it ever end. The notion expressed in some of the planning, about trying to get people out of their cars, off the roads, and into public transport, is a joke. For example, building on the Cuthbury allotments in Wimborne means that those who have one of the new allotments will have to get their cars out to drive to them, whereas at present there are many people in Wimborne who can walk to their allotments. Most of the areas designated as fit for development will mean even more chaos on our local roads because public transport is not going to improve to the state where those of us who are fortunate to have a job to go to will all be able to get to work on time using a bus. The size of the proposed developments, in my opinion, is too big and will put undue pressure on local services for which we do not at present have funding to improve. I suppose though that these new homes will bring some new council tax payers to the area and therefore, maybe, help with the budget deficit ... until we have to build the new roads			
537126	Mrs Heather Nisbet		CSO22496	Option WMC 4	Object		Traffic in Wimborne is very heavy as it is and adding further congestion at peak times would be a great mistake. The river bridge close to Tice's garage is narrow and slows traffic coming into the town - a good thing - but if there were vehicles coming on to the Wimborne/Cranborne road from WMC4, it would make the Allenview Road exit on to that road impossible at the busiest times. The additional parking at Waitrose only serves the store and is usually pretty full, so thinking that it would take any surplus is a mistake, especially as it is not connected with the town. I do not think that Waitrose has brought much more business into the town because of the lack of "connection". People in general I think do their shopping and go. Perhaps a survey should be done on this. My last point is that if some building does go ahead please will you give preference to architects/builders who can build in a suitable "vernacular" style that will blend with the historical quality and variety of Wimborne. The new			668

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							Waitrose building is a horror, a real slap in the eye when you approach Wimborne from the Poole direction and is built in very poor mock-aged brick. It is far larger and more dominant - more "in-your-face" than the "artist's impression" drawings on the original proposals and completely detracts from the charms of the older houses and small cottages on the east side of Rowlands Hill road. Buildings last for a very long time and we are training the eye of the young when we build so why not make their surroundings more attractive, not less.			
537362	Peter Constable		CSO22524	Option WMC 4	Object		The larger residential building proposals are completely out of character for the area and will consume large tracts of green belt. The infrastructure to support development on a large scale is simply not in place. The smaller developments appear to be a better fit e.g. Cuthbury, Leigh Park, Stone Lane.			668
537435	Ms Pauline Burton		CSO22552	Option WMC 4		No Opinion				668
537529	Mrs C White		CSO22579	Option WMC 4	Object					668
537571	Nick and Marion Leatherdale		CSO22631	Option WMC 4	Object		WMC4: 550 new homes is significant infill of rural land, and will doubtless lead to further erosion of the green belt. It will also result in a major increase of traffic on the Cranborne road, Burts Hill and Walford Bridge, which will be unsustainable.			668
538144	Mr and Mrs Samuel Adams		CSO22704	Option WMC 4	Object		We wanted to express our extreme concerns with the proposed planning developments around Wimborne and Colehill. In particular we feel that WMC 4 and WMC 5 will have significant detrimental effects on local residents. In addition to this we feel that the enormous number of houses proposed to be built are far too many. We hope that you will continue to take into account the thoughts and opinions of local residents who will be living with the			668

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							consequences of these very important decisions.			
538210	Mr and Mrs Peter Griffiths		CSO22709	Option WMC 4	Support		Approve of provision of affordable housing, however, agreement with Housing Association must be watertight so housing stock for rent remains constant and stock can never be sold. These houses will be near to facilities, schools, shops, transport, work and will alleviate pressure on rural communities with no facilities to provide affordable housing in the Green Belt.			668
359261	Mr Doug Cramond	DC Planning Ltd	CSO18242	Option WMC 5	Support		Wyatt Homes supports the Councils' inclusion of WMC5 as a Preferred Option specifically insofar as it relates to land within the company's control and pertinent to the delivery of Option WMC1. The latter option is subject to a separate representation. The western swathe of the WMC5 land has convenient proximity to both Wimborne and Colehill and is well placed for sports facilities and new allotments. Ground conditions are suitable. There are no environmental or technical difficulties. Access using Parmiter Drive has been tested by Wyatt's consultants, PFA, and found to be well suited with more than sufficient capacity, safe junction arrangements and no over-riding residential amenity issues. The site has been checked for ecological interest and given the all clear. Environmentally and in landscape terms the locality can absorb development satisfactorily and the structures needed for allotments and sports along with car parking can be comfortably accommodated. These works can be undertaken with recourse to the 'very special circumstances' allowance on existing Green Belt or the Green Belt annotation could be rolled back. In either event there would not be conflict with the 5 purposes of Green Belt set out in PPG2 and it is reassuring that the evidence base for the CS points to this conclusion. The company would wish to make three important points for the Councils to embody at the Submission CS stage:			671

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							<p>(i) The football and rugby club needs to be transposed. WMC1 (in Wyatt's control) requires the relocation of the football club. The part of WMC5 which is in the Wyatt interest is to the west of the north/south 'Potential Green Linkage' as shown on the CS diagram. The football ground therefore needs to be on this side with the rugby ground on the other.</p> <p>(ii) An element of parking needs to be included within the south western sector for the football club and allotments.</p> <p>(The attached Western Design diagram illustrates (i) and (ii) in the context of Wyatt's holding.)</p> <p>(iii) There needs to be clear disaggregation, probably by separate policy, of the (re-sited) football club and parking along with the allotments.</p> <p>We say (iii) because these 3 uses need to be deliverable without being reliant upon or linked to the housing element, the eastern access shown directly of Leigh Road, the wider potential landscape/recreation area lying to the east or the suggested country park to the south of the by-pass. This is hugely important because early delivery of the football ground, allotments and parking is essential and this must not become 'tangled' in the debate or wait over the other elements. The critical nature of this stems back to the need to deliver these facilities to allow over 150 houses to progress at WMC1 (Cuthbury).</p> <p>As we say elsewhere, WMC1 is the only 'urban extension' consistently supported by EDDC and recognised as inherently sustainable and essential for housing provision to help meet the town's needs. It has been included in the Council's five year housing land supply – delay on the necessary replacement allotments (albeit they are non-statutory) and football ground cannot be contemplated in these circumstances. Furthermore the football club is not surprisingly anxious to have new improved facilities and their provision by the respondent will be a major community gain.</p> <p>Wyatt is committed to providing a package of high</p>			

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							quality football, allotments and parking facilities, accessed via Parmiter Drive, of great benefit to the community. The above refinements of policy will enable this in a timely fashion and to consequently provide much needed quality affordable and market homes and recreational gains at Cuthbury.			
359416	Mrs Tracy PAINE	Clerk Colehill Parish Council	CSO17701	Option WMC 5	Support	General Comment	<p>Residents in the Parmiter Road area have expressed concern about the access through Brookside Road to the proposed sports provision, which will include the relocation of both the Rugby Club and the Football Club. Opportunity should be taken to investigate sound and light pollution as a result of the sports facilities. The sports facilities should be sited at the southern-most end of the site to mitigate the possible disturbance to residents. The provision of allotments on this site is welcomed by Colehill Parish Council.</p> <p>Could you please ensure that the Colehill desire for allotment space is put at the top of your agenda when dealing with the prospects for the development of the Sports Village and the allotments space envisaged there.</p> <p>You will know that it is now some 60 plus years since there were allotments at Colehill and the at the prospect of obtaining suitable space on existing land in Colehill is very remote. Mostly this is due to landowners having development aspirations for land or, as is now often the case, proposing to use it for equine purposes. Despite approaches to more than 25 land owners in the area, we have been unsuccessful.</p> <p>It is for these reasons that we seek help in any proposed development of this kind and would be grateful for your support. We continue to look at all possible avenues, but options are fast running out.</p>			671
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17488	Option WMC 5	Support		The impacts of this proposal on biodiversity should be assessed to inform this option. Water Vole has been recorded in this area and there are two neighbouring SNCIs. Thus provision of Green Infrastructure must be suitable to absorb additional			671

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							urban pressures.			
359482	Ms Helen POWELL	Conservation Officer Natural England, Dorset and Somerset Team	CSO18705	Option WMC 5		No Opinion	WMC1, 2, 3, 4, 5 These options offer opportunities for significant green infrastructure that could remove potential adverse effects (from recreational pressures) on the Dorset heaths and increase the value of the locality for biodiversity. Our opinion on this option will therefore be shaped by the strength and detail of policy on delivery of the green infrastructure as an integral part of the development. We support the opportunities to integrate and link recreational access between the WMC3 Stone Lane Industrial Estate and WMC4 land to the east and west of Cranborne Road options. Further opportunities exist to integrate development under option WMC5 south of Leigh Road to a potential Country Park centred on the Stour Valley.			671
359555	Mr L HEWITT	Town Clerk Wimborne Minster Town Council	CSO17899	Option WMC 5	Support	General Comment	<ul style="list-style-type: none"> Although the predicted growth appears to be large; in fact, across the whole of East Dorset it is only 70 properties for each of 15 years which is not thought to be excessive. The current infrastructure is considered to be inadequate to support the development options. There appears to be a shortage of funds which, because the infrastructure may not be there, could inhibit development and we would not gain extra facilities that are needed now. It is recognised that developers will have to make substantial contributions to facilitate affordable housing, and to provide the infrastructure in addition to heathland mitigation etc. The economic model suggests that this will depress the value of development land, rather than increase the cost of housing greatly, and suitable land may therefore not be put forward. WMTC welcomes options for developing the land south of Leigh Road, and sees this as an opportunity to create a sports park, enabling the much-needed relocation of the rugby and football clubs. In turn this would facilitate the growth of 			671

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							hospital services, and further housing in an existing residential area. The relocation of allotments to the Leigh Road site would also increase the availability of land for housing on the western outskirts of town			
359568	Mr James MEADOWS	Rural Surveyor National Trust	CSO13498	Option WMC 5		No Opinion				671
359571	Mr Renny Henderson	Conservation Officer Royal Society for the Protection of Birds	CSO18696	Option WMC 5	Object		We agree with the findings of the HRA in connection with the proposed housing sites within these areas. Consequently, until such time as assessment of the potential impacts of the options on European sites is determined we object to the following policies:			671
359582	Mr Richard SCOTSON		CSO14595	Option WMC 5	Object					671
359598	Mr A KETCHLEY		CSO7990	Option WMC 5	Support		Unfortunately whatever is finally decided on the following well known saying will occur: 'You can please some of the people all the time, You can please all of the people some of the time, But you cannot please all of the people all of the time!' I wish you well in whatever is decided. Some will see it as inevitable due to the area's population increases, whereas others will see it as a necessary evil, and some will accept it without question			671
359841	Mrs Felicity Riley		CSO15018	Option WMC 5	Support					671
359871	Mrs J.A KING		CSO1826	Option WMC 5	Object		There are too many homes proposed, the land is too wet to support such a scheme. The accesses to the land are too narrow to provide adequate entrances. The entrance to the land at the most convenient point is on a very dangerous bend in Leigh Road. There are problems already trying to exit properties and roads onto Leigh Road, a large increase would be complete unsatisfactory.	Far fewer homes to be built. Entrance only at the furthest to the east of the site.		671

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359872	Mr K ADSHEAD		CSO14739	Option WMC 5	Support		Properties need to be raised - danger of flooding. Agree with suggested location of rugby and football clubs (south of Leigh Lane) Consider a location for a doctors surgery/clinic at north east of Wimborne/Colehill area.			671
359873	Mrs M HUGHES		CSO8608	Option WMC 5	Object		A31 Canford Bottom needs to be bridged if increased traffic from new housing takes place; it just can't take any further loading (or a dual carriage way up to A350 from Ferdown).			671
359875	Dr Lesley HASKINS		CSO19289	Option WMC 5	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 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			671

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							away from areas where grasslands of interest would most likely to have been substantially threatened. This is welcomed and supported.			
359883	Mr R.W. ELCOCK		CSO5503	Option WMC 5		No Opinion				671
359889	Mr and Mrs P CLARK		CSO8472	Option WMC 5	Support		With any developments we would need to be assured that infrastructure improvements are in place BEFORE any development is consented to. This is particularly important with regard to public transport provisions. It is also important that feedback is forthcoming as an acknowledgement of our response to this survey.			671
359891	Mrs Susanne Parkin		CSO18370	Option WMC 5	Object					671
359920	S PARKER		CSO9531	Option WMC 5	Support					671
359927	Mrs Ann BISSEX		CSO6323	Option WMC 5		No Opinion				671
359954	Mr Alan FLINT		CSO10002	Option WMC 5	Object		1. I want to know the projected time scale for these options to start to become active. 2. It is most important that there is adequate employment to accommodate the houses to be built. 3. More attention must be made to supply of affordable housing. 4. The green belt must be respected where possible. 5. The estates around Wimborne must be consulted fully.			671
359967	Mr John A CARPENTER		CSO14327	Option WMC 5	Support					671
359977	Miss		CSO8030	Option	Object		Wimborne Minster has the highest number of			671

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	M.G. EARP			WMC 5			houses to be built! Why? Why spoil a beautiful small town to become a sprawl. it will lose its charm and character, which is very attractive to tourism and is mostly the business of Wimborne Minster and Dorset. Just look at Poundbury. It started off as an interesting development but now it is an endless sprawl. How are the affordable houses going to be made so as to remain as such. what is to stop people buying them, then reselling at a much higher price? All housing is much too high and overpriced now. Why build so many houses etc. in Dorset. We are already an over populated island in the UK. It will lose its beauty and character and our lovely villages, with great attraction to visitors will be lost for ever. If all this housing etc. goes ahead it will affect all community facilities, education, libraries health, water supply , traffic etc. we already need and have done for a long time pedestrian crossings from Knobcrook Road into Stone Lane - a very busy road, and the other end of Knobbrook Road into stone Lane into West Borough. All things associated with life and living. We also need to protect the green belt and the wildlife.			
360002	Mr Mike BARTLETT		CSO16187	Option WMC 5	Support		Very well set out in booklet and well thought out proposals. Speed is the essence - I have 3 children in need!			671
360029	Mr David LANIGAN		CSO10275	Option WMC 5	Support		Thank you for the opportunity to comment on the Christchurch & East Dorset Core Strategy Document, Managing Growth and Development up to the year 2027. I agree with the preamble stating that we need to meet local housing needs, with the emphasis on growing the main settlements where we have good access to facilities that people require. Some development of smaller communities should continue however, especially the provision of low cost housing. The community as a whole, needs the services of teachers, nurses, firemen, postmen, and policemen who are poorly paid because they commit to a vocation rather than a high salary job. We also need the services of skilled people such as			671

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							<p>builders, electricians, plumbers, gas fitters, and motor mechanics, the essentially blue collar professionals. They must not be priced out of the market in terms of being able to buy a starter home, in the community that they serve.</p> <p>Having bought my first home in 1963, a two bedroom bungalow for £2,200 I am aware that locally such a property is currently one hundred times as much. This makes things difficult for young couples with the ratio of house prices to wages being the highest in the country. Many struggle with getting mortgages that now require typically a 25% deposit on an already expensive property.</p> <p>I moved to West Moors 15 years ago and appreciate the planning decisions that have taken place affecting this village. We now have a new build shopping centre on Station Road, complete with flats, good pavements, lighting, pelican crossing and trees. I am pleased to have seen built several small, three storey, blocks of retirement and two bed flats close to the village centre. I support the gradual expansion of the</p> <p>Village, current population around 7,500 as we have good schools, a large Memorial hall, Churches with halls, two public houses, doctors, dentists and good bus services to both Poole and Bournemouth. We have footpath access to open land such as Holt Heath, as well as being able to use the old railway line route through the village to Ringwood, - the Castleman Trail. Recently St Marys Church has had built a new Church Hall which will serve the community and thanks to the National Lottery grant we now have an excellent Bowling Club. I support the continued slow expansion of the village as currently we have many facilities for people of all ages to enjoy.</p> <p>My current house was built in the mid-70s, and has trebled in value since my wife and I moved here 15 years ago. In the 1970s West Moors doubled in size and acquired new schools and since then other infrastructure improvements. In recent years the Library was refurbished. The facilities for retirees in</p>			

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							<p>West Moors, with access to Ferndown and Verwood, are very good, and coupled with excellent hospitals at Poole, Bournemouth and Wimborne, and I have felt no need to move from East Dorset area in the conceivable future.</p> <p>I therefore support the proposals for additional housing as outlined in the Core Strategy Consultation, as well as the proposals for business sites for employment. I also support provisions for new schools particularly a new Secondary School at Verwood, and recreation areas to cater for the population increase. I understand that net immigration into Dorset is running at two thousand people a year so clearly we need to plan for housing, jobs, education, recreation, road improvements especially at busy junctions, and off road car parking in town centres and on new housing estates.</p> <p>There are many reasons why East Dorset and Christchurch, are attractive places for people to live, work and retire to. Long term planning that caters for the needs of a steady population increase is sensible and is to be welcomed.</p>			
360037	Mr Dave BARNES		CSO4040	Option WMC 5	Object	General Comment	What alternative locations, if any, have been considered? There is mention of heathland development.....where would this be?			671
360095	Mr & Mrs John & Barbara POLKINGHORN		CSO9815	Option WMC 5	Support					671
360097	Mr John DOWLING		CSO14485	Option WMC 5		No Opinion				671
360111	Mr K VIVIAN		CSO9590	Option WMC 5	Support					671
360145	Mr Nigel WARREN		CSO8149	Option WMC 5		No Opinion				671

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360173	Mr C SHEW		CSO13727	Option WMC 5	Object		<p>Whilst we understand the need for some more limited housing in the area, we are opposed to your current proposals for the following reasons:-</p> <ul style="list-style-type: none"> - Erosion of the Green Belt should be avoided for all the reasons that are widely stated and we're sure you're well aware. - taking even very little of the Green Belt and secure Government funding, would set a very dangerous and challenging future legal precedent. - there are enough brown field sites which could be put to good use without destroying our wonderful town and country. - the infrastructure could not cope with the influx of 4000 new residents in Wimborne alone. If you also take into account the adjoining proposed developments in West Parley and Corfe Mullen, assuming there would be an average of 4 people per household, that would be a total of 9860 new residents. It's not difficult to work out 4930 more cars, assuming an average of 2 per household, plus any supporting trades vehicles etc. - referring to the 550 new home development in the Cranborne Road, neither Burts Hill, Furzehill nor Dogdean could cope with the extra traffic which would be generated trying to find its way to Smugglers Lane and Middlehill Road, en route to the Canford Bottom roundabout. -where are the hospitals that can serve all these people, the doctors, dentists, schools and other essential services. - where are all the jobs for these extra people to support themselves? - if you concrete over the Green Belt, how will the rainwater etc. soak away? It has to go somewhere, so the risk of severe flooding elsewhere will be increase. - can the existing sewage system cope? - Particular attention should be paid to the Colehill conservation area which was recently introduced by yourselves. It does not appear to be shown correctly on your plan. The boundary does not simple end at Burts Hill, but does include some of the adjoining 			671

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							fields, including a continuous 5 metre strip from the highway into and beyond the adjoining hedgerows on the north side of Burts Hill. The Haven and its driveway is also included. Consequently, and entrance to or exit from any proposed development could not be via Burts Hill, which is both Green Belt and Conservation area. Much of Wimborne's charm is as a market town nestling in the Green Belt. This plan sets about making it a congested urban sprawl, thus destroying it for ever. We sincerely hope that you will reappraise this plan before it's too late.			
360235	Mr Christopher UNDERY	Christopher D Undery	CSO16712	Option WMC 5	Support		Good location for sporting and recreational facilities envisaged. Less satisfactory location for envisaged enabling development due to proximity of sewage works, by pass traffic and additional distance from town centre facilities, since Leigh Farm scores higher in these respects (see representations re WMC4)	Please see reasons for conditional support/objections above.		671
360289	Mr Kevin HODDER	Chief Executive East Boro Housing Trust	CSO14770	Option WMC 5	Support		Strongly support WMC 1,2,4 5,9.			671
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	CSO18154	Option WMC 5		General Comment	The significant light pollution potential from these proposals, particularly from flood lighting of the sports fields and associated car park, is of concern and will have a huge impact on local residents both adjacent to the site and further up the hill in Colehill. The health implications should be reviewed by EDDC's Head of Public Health services. ETAG also has concerns about the odours from the sewage treatment. As discussed in the review of the Broadway Malyan report, the impact of odour on open green space proposals should be taken into consideration particularly where they are intended to be SANGs. If odour is likely to be a problem at the primary areas of accessible open green space, alternative and additional areas will be required for periods when, because of changes in wind			671

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							speed/direction or operational difficulties at the odour source, odour is unacceptable for informal recreation. Similarly, if flooding is likely to be a problem in the proposed SANG, alternative and additional areas will be required for periods when it is unsuitable/unsafe for informal recreation. The land offers potential for much needed allotments for both Wimborne and Colehill.			
360618	Mr David Chapman		CSO9235	Option WMC 5	Support		We are dismayed at the prospect of a relatively HUGE expansion of housing in Wimborne and the Cranborne Road WMC 4 specifically. Living in East Borough we already endure a near intolerable level of traffic using the road as a rat run, in spite of signage, which ACHIEVES NOTHING, and a failed attempt to slow traffic by using parking bays. If research had been done properly there would be a revelation that traffic goes one way at certain times (i.e. they are not being slowed). What proposals are there for the impact of a further thousand cars??			671
360626	Mr Frank Miller	Chair Person Sturminster Marshall Affordable Housing Self Build Homes Group	CSO14750	Option WMC 5	Object		Developers should not buy their way into the planning system by contributions to transport or otherwise. You're not running a clear Planning Dept. Support to Self-Build - where has that been looked at? I have a plan ready to go.			671
360685	Mr M.P HOSE		CSO4618	Option WMC 5	Object		WMC 5 -The provision and running costs for both the football and rugby facilities must come from the private sector. General Comment - East Dorset District Council should adopt a policy of increasing the annual community charge in line with the increase of pensions financed from the public sector. From the money raised, the first call must be for statutory obligations of the council, the remainder may be used for supporting sporting facilities and such like.			671
360714	Carol Morgan		CSO2001	Option WMC 5	Object		Moving businesses already on industrial estates in or near towns out of the town is counterproductive in			671

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							terms of jobs and accessibility. 500+ houses and schools etc. is in effect another village and will not connect easily with the town of Wimborne. Take a look at Poundbury, good idea but now far too big.			
360768	Cllr. Mr David Packer	Colehill West Ward East Dorset District Council	CSO20621	Option WMC 5	Support					671
360863	Mr David MITCHELL	Chairman Colehill Parish Plan Group	CSO14392	Option WMC 5	Support					671
360977	Mr Nick Solomon		CSO20687	Option WMC 5	Support					671
361015	Mr and Mrs M.S and C.E HACK		CSO8458	Option WMC 5	Support					671
361024	Mr & Mrs Kenny PEARCE		CSO22080	Option WMC 5		No Opinion				671
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17740	Option WMC 5	Support		The CS identifies that the key transport problem in the area relates to the A31, in particular the Canford Bottom junction, referring to capacity and safety concerns. The Agency endorses the recognition that there are constraints affecting the A31 Canford Bottom junction, and the need for improvements. The current position is that the design of the proposed improvements for Canford Bottom is being progressed by the Highways Agency, and a decision on whether the scheme will be funded is expected by March 2011. Subject to funding, we expect that work could start in April 2011. We endorse the comments included in the CS in respect of the constraints affecting the A31 Canford Bottom junction, and the need for improvements. We support the development of the evidence base to inform any strategic growth retained in the			671

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							Wimborne area, notably the use of SEDMMTS. However, the Agency is likely to treat any large scale development proposals in this area with particular caution, given the proximity of the highly constrained A31 between the Canford Bottom and Merley junctions. In this respect, the Agency considers the Wimborne Minster eastern area of search to be of greater concern than the northern area of search, since the eastern search area adjoins the A31 directly. The SEDMMT model will provide the appropriate means for testing the impacts of alternative growth scenarios in Wimborne and elsewhere.			
361037	Mr P STRATFORD		CSO11247	Option WMC 5	Object		I expect that my objection to everything is not very practical. However, I have lived in the area for most of the last fifty years. In that time there has been a constant cycle of the council saying we need more housing, followed by we need more industrial areas to provide extra jobs for all the new homes. Then in turn the council says we require extra jobs for the new homes, then in turn the council says we require extra homes for the new workers. This process is never ending. During this time I've witnessed the creation and expansion of the industrial estates at Ferndown, Uddens, Ebblake and Wimborne. A whole new housing estate at Tricketts Cross, Glenmoor Rd Ferndown, the expansion of West Moors, Colehill, Verwood turned from sleepy village into a town. In this time I am not aware of any developed area being returned to its natural state from a developed one. Please let me know if you think differently. I hope you agree that my objection to development is rational and that the never ending cycle of expansion is stopped.			671
361041	Mr & Mrs G K HAMPTON		CSO4013	Option WMC 5	Support		We strongly support the provision of affordable housing on all sites and that the two types of housing should be intermingled. We applaud the emphasis on provision of adequate public transport.			671

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361055	Mr David OAKLEY		CSO1002	Option WMC 5	Object		I find it very hard to understand how, after unanimous support for no development in the Green Belt this now goes directly against that decision.			671
361099	Mrs Lynette PAYNE		CSO1247	Option WMC 5	Object		A good number of these options, especially in Wimborne and Parley, are on the edges of the urban areas. Building in these locations changes the whole ethos of the area. When you leave Wimborne you see fields, trees and rivers dotted with thatched cottages. Even along Leigh Road, there is a definite rural feel, with true separation between Wimborne and Colehill. Developing along here, or Cranborne Road will dramatically change the area, for the worst. This in turn reduces people's quality of life, as we see our area creep closer to urbanisation, field by field. Why can't some of the brownfield sites be used instead?			671
361105	Mr John GOOCH	Also member of Colehill Parish Council	CSO9903	Option WMC 5	Object		WMC 2 and 5 - Victoria Hospital is unlikely to expand materially. Both the Football and Rugby Clubs have invested in improvements and are substantially reliant on hospitality (i.e.. alcohol). They will need substantial compensation to move further out of town, and the parking problems will be huge. Why do West Moors and Holt not get mentioned?			671
361106	Mr and Mrs Robin and Janet WALL		CSO3667	Option WMC 5	Support					671
361111	Mr Raymond Brown		CSO2065	Option WMC 5	Support	General Comment	Affordable Homes - What would be the process on the allocation / purchase / rental of affordable homes? Would they be available only to local East Dorset residents, (say minimum of 10 years residency in the East Dorset District)? I would be concerned if they ended up being allocated to EU or non EU immigrants with little connection to the area.			671
361113	Mr Alan Meade		CSO6479	Option WMC 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.			671

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361121	Mrs Elizabeth JONES		CSO13965	Option WMC 5	Object					671
361123	Mr Iain STEVENSON		CSO8216	Option WMC 5	Support					671
361124	Mrs M.E Brown		CSO16352	Option WMC 5	Support					671
361125	Mr KAY		CSO13491	Option WMC 5	Support		I am happy with development on the sites indicated provided that the design is first class and if this means a slight reduction in the density, so be it.			671
361138	Mr Rod WHITHAM		CSO16879	Option WMC 5	Support					671
361145	Mr D Stone		CSO16743	Option WMC 5	Support		An excellent development suggestion combining housing and recreational facilities in a location close to town avoiding financial additions to the infrastructure. Requires some fine tuning of details i.e. access and parking. The odd shaped piece of land (see Para 8-92) would be suitable for allotments being friendly to nearby residents.			671
361147	Mrs Susan PHILLIPS		CSO2162	Option WMC 5		No Opinion				671
361156	Mr John NEWMAN		CSO13596	Option WMC 5	Object		No need for country park as it would be too small. Use existing countryside to which we have easy access.			671
361161	Mr Douglas FORWARD		CSO13602	Option WMC 5	Object					671
361170	Mr TR HARVEY		CSO2836	Option WMC 5	Object		The only area around Wimborne that could take a larger number of houses WITHOUT causing visual carnage is the land north of the A31, 100 yards after			671

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							it leaves the Little Canford roundabout going East, up to the Canford Hill Plantation.			
361176	Mr and Mrs B.J HUNT		CSO9067	Option WMC 5	Support					671
361181	Mr & Mrs A HARRIS		CSO16676	Option WMC 5	Object		<p>We should like to express our deep concern regarding the proposals to build a huge number of houses, more than were originally proposed, in the Colehill/Wimborne area. Our Green Belt land is precious and has created a clean, green environment in which to live. Not everyone wants to live in an urban sprawl!</p> <p>Our roads are already heavily congested especially Middlehill Road, Leigh Road and the A31 and these homes would mean even related traffic flows, with all the accompanying pollution, accidents etc. as people travel to work and school.</p> <p>Local schools are full to overflowing and the increased population of children will find it impossible to go to school in their neighbourhood.</p> <p>In the current economic climate many services and maintenance schedules are being reduced, so how can we even think that this housing development will improve our quality of life. Where is the extra money for increasing education places, health care professionals, council workers, water and sewage facilities to meet these new residents' needs, going to come from?</p> <p>Our children and grandchildren will never forgive us if we leave them a legacy of urbanisation.</p>			671
361184	Mr S MOON		CSO13322	Option WMC 5	Object		<p>In most situations I will object to the build of additional housing / business premises, as I do not believe that other options have first been considered or if not possible 'today' are being pursued for the longer term. For example,</p> <p>1) There are many properties, particularly in Dorset, which are second homes and for most of the year are empty. Action needs to be taken to make these available for renting / purchase as even today, let</p>			671

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							<p>alone the future, houses are unoccupied, for whatever reason, is not an option. (I would support legislation.) Empty properties also need to be addressed.</p> <p>2) The development of "brownfield" sites, even if these may not be profitable as other options or as desirable to live or work.</p> <p>3) Thinking outside the box or in this case outside the areas of this Strategy Consultation. Dorset is not alone in having to address these issues and we need to have some "joined up thinking" with other authorities to see if there are joint opportunities. In this respect Hamworthy Engineering buildings have been empty for many years but do not appear to be in anyones options.</p>			
361196	Mr J.M BULLIVANT		CSO16270	Option WMC 5	Support					671
361263	Mrs REVILL		CSO6069	Option WMC 5	Support					671
474426	Mr Phillip Barnes		CSO2368	Option WMC 5	Object		I object to the 200 new homes but support the movement of the Rugby Club, Football Club and Allotments and especially the Country Park aspects.			671
474462	Mrs Sheila Bourton		CSO421	Option WMC 5	Support		<p>I support the move of the Rugby and Football clubs also the move of Cuthbury Allotments to this area because it would free up areas closer to Wimborne town centre for affordable housing and to extend medical facilities near the town centre. I wholeheartedly support the provision of a Country Park which would protect the Key Gap in the greenbelt between Wimborne and Colehill and would benefit the whole community.</p> <p>The whole of this area could remain in the greenbelt if it were not for the suggestion to build housing. (Greenbelt rules allow for the provision of recreational facilities) . Although I am against all greenbelt development I reluctantly agree that this area could provide a sustainable Affordable housing</p>			671

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							<p>element and provide funding for the suggested Country Park.</p> <p>However, I am concerned about the impact on the existing communities living in the Parmiter area; it is most important that there is minimal impact on them and I would suggest that if any development takes place here that a buffer zone could be put in place and also steps taken to prevent light pollution from the Football and Rugby Club sites.</p> <p>The proposed secondary access from Parmiter Drive should be reconsidered as I suspect many vehicles driving from Wimborne town centre would use Parmiter Drive as a short cut rather than to use the primary access route along Leigh Road. This would badly affect the existing residents of Parmiter Drive where the road is very narrow.</p>			
474490	keep wimborne green	chairman keep wimborne green	CSO675	Option WMC 5	Support		<p>Keep Wimborne Green supports this option with regard to the move of Wimborne Football and Rugby Clubs to this area behind Parmiter Drive (greenbelt rules allow for the provision of recreational development) and the relocation of the Clubs to Parmiter areas "frees" up space for much needed affordable housing close to the town centre. Allotments could quite easily be incorporated into the area. The idea of a Country Park we strongly support as it keeps open the greenbelt "Strategic Gap" and provides a Suitable Alternative Natural Green Space for all to use and enjoy.</p> <p>The whole of this area could remain in the greenbelt if it were not for the suggestion of building affordable houses here to enable the funding to come forward for the Country Park.</p> <p>Although the eastern end of this area behind Parmiter Drive is not far from Wimborne Town centre we consider that any new housing together with the relocation of the Football and Rugby Clubs and the suggested Country Park would affect existing residents in Parmiter Drive and seriously add to traffic congestion on the B3073 between Wimborne and Canford Bottom roundabout. If Parmiter Drive was used as a secondary access</p>			671

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							point the existing residents would be affected by the increase in traffic past their homes.. We consider that there should be another access onto the A31.			
475144	Sophia Thorpe	Gleeson Strategic Land Ltd	CSO18016	Option WMC 5	Support		<p>Introduction</p> <p>These representations have been prepared by Gleeson Developments Ltd as part of our continued promotion of the land to the south of Leigh Road, Wimborne through the joint Christchurch and East Dorset Local Development Framework for residential development with associated open space and Country Park.</p> <p>Gleeson have promoted the land which is under their control by way of an Option Agreement for residential development within the previous rounds of Christchurch and East Devon Core Strategy Consultation and through the Strategic Housing Land Availability Assessment (SHLAA) call for sites. The land promoted for residential development by Gleeson is located to the south of Leigh Road to the A31; with additional land to the south of the A31 which has also been promoted to provide a Country Park in association with residential development. Gleeson supports the continued progress of the joint Christchurch and East Dorset Core Strategy, and the identification of Wimborne Minster as a settlement suitable for accommodating residential growth across the plan period. We have included a concept plan at Appendix 1 which demonstrates how residential development to the south of Leigh Road could integrate with the settlement.</p> <p>Gleeson acknowledge that the Council have recognized that housing growth is required across the joint Districts to meet housing demand, however in order to meet housing need for affordable and market housing in line with their requirements within the South West Regional Spatial Strategy (RSS) of 6,400 units within the proposed changes document for East Dorset, or in line with the draft housing numbers put forward for the RSS 5,200 units across the plan period from 2006 to 2026.</p> <p>Gleeson support the provision of residential</p>			671

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							<p>development at Wimborne Minster and Colehill due to the sustainability and connectivity to employment providers and transportation network, however we also consider that land to the south of the settlement provides a more sustainable alternative to land to the north which was forced upon the Council as part of the RSS process.</p> <p>As such Gleeson support the production of the joint Core Strategy and the actions of the joint authorities to consider alternative housing sites to those proposed within the RSS.</p> <p>Housing demand in East Dorset Gleeson support the provision of market and affordable housing across the joint Districts, and in particularly within East Dorset District where availability of housing stock has led to existing house prices being higher than the national average.</p> <p>East Dorset has seen a changing demographic over recent decades with the population of the District aging and increasing in household formations. The requirement for a greater quantum of housing units is due in part to migration, the changing format of family units and lifestyle choices with people choosing to live alone, and with people living longer, thus requiring alternative and diversity of accommodation formats, mix and locations in order to address the current imbalance in supply and demand. Demographic changes</p> <p>Accordingly, with a limited housing stock and inflated house prices it is evident that affordability of housing restricts existing residents within the District from entering the private housing market, but importantly, with a comparatively low level of new housing being delivered across the District the levels of affordable housing delivery have also been comparatively low. We support an increased housing allocation at Wimborne to deliver both much needed affordable and market housing.</p> <p>Gleeson support residential development at Wimborne as part of the Core Strategy allocations. Gleeson recognizes that there are a number of sites</p>			

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							<p>submitted for consideration, but identifies that the settlement could support more than one allocation, therefore a combination of residential development with associated open space to the South of Leigh Road, some small scale development at the area proposed within the RSS allocation plus the redevelopment of town centre sites could deliver the much needed housing growth.</p> <p>Suitability of development at Wimborne We support the provision of residential development at Wimborne however we are concerned that this consultation document does not present the most appropriate strategy for delivering growth at Wimborne. This Consultation document presents under section 8 the opportunities and constraints relating to residential development.</p> <p>Unlike many of the other larger settlements within the joint authority area, Wimborne does not fall with the Special Protection Area (SPA) however it is within 5km of the habitat designation. Therefore unlike development at many of the other settlements, development at Wimborne will not directly impact upon the heathlands habitat. In addition, development to the south of Leigh Road, Wimborne would be able to provide significant mitigation land to provide a Suitable Alternative Natural Green space provision in the form of a country park to the south of the A31. In addition to mitigating impacts associated with the development this facility could also reduce travel to the SPA for recreation by providing a resource closer to existing residents as an alternative to the SPA heathlands.</p> <p>The Core Strategy consultation identifies the housing demand of Wimborne and Colehill, however we do not think that the Council has gone far enough in proactively delivering residential development to meet housing demand across the District. The evidence provided within the consultation supports our conclusion which demonstrates that there is housing need and demand for residential growth at Wimborne, and that a mix of sizes and tenure of homes are required</p>			

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							<p>to address the points listed below. It is also noted that the Council accept under the key facts within the document that the following matters could be addressed by the delivery of residential development:</p> <ul style="list-style-type: none"> • The population of Wimborne has increased significantly over recent decades to 6,600 residents • An aging demographic with the proportion of retired residents above the national average • House prices within the settlement are higher than the District average <p>Local housing need Through reviewing the Council's own data which has been prepared as part of the Local Development Framework process it is possible to conclude that housing demand for both market and affordable housing is greater than supply of new housing. The Strategic Housing Market Assessment prepared by Fordham Consulting on the behalf of East Dorset District Council in 2007 identifies that there is a current need to provide 711 affordable units to meet the identified housing backlog, with at the time of the report an estimated provision of 325 units being provided by consented and accounted for development. This therefore left a shortfall of 386 units. The report prepared by Fordham identified that the housing need would increase annually by 179 households. In addition the report identifies that there are variations in household formations and households requiring affordable housing who currently occupy unsuitable accommodation who will not be factored into calculations. Our concern is that if East Dorset District Council do not provide sufficient allocations for residential development then market housing supply and affordable housing will suffer through insufficient supply which will affect the wider level of affordability across the District. In addition the Council has identified that migratory patterns affect housing demand, with the housing market assessment identifying that a high percentage of owner occupiers intend to remain within the District, however they identified that a</p>			

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							<p>lower percentage expect to be able to afford to stay within the District. We are concerned that overall housing supply proposed within this Core Strategy consultation has not addressed housing demand and housing need within East Dorset and that housing allocations across the settlements should be increased to ensure adequate delivery across the plan period.</p> <p>We have carefully assessed the background information relating to housing need and we do not feel that this joint Core Strategy document assesses the demands on the area through migration and an aging demographic. The report prepared in 2007 and associated 2008 updates identifies patterns of need which are adequately concluded, however we do not feel that they have been transferred into the Core Strategy sufficiently to accommodate migration and an aging demographic, which when combined require a greater number of homes to accommodate a larger number of households across the District, which are formed in part by changing household formations.</p> <p>Landscaping The character of the landscape around Wimborne is varied with the Stour Valley forming a level feature to the south of the settlement with arable fields to the east of the settlement. The Dorset District Landscape Character Assessment (2008) shows that the land to the north of Wimborne, which comprises of farmland and woodland with varying topography is significantly constrained for development potential due to the natural form of the land. This area was identified by the Regional Spatial Strategy as an Area of Search, however we support East Dorset in considering alternative locations for growth within this Core Strategy Consultation.</p> <p>Through an analysis of the land that Gleeson control our consultant team have coordinated a scheme which has been promoted through the Local Development Framework to date which will increase the level of public open space and formal open</p>			

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							<p>space in the form of a Country park which will be open to the wider community, in addition to playing pitches and areas of play which will also serve the existing community and new residents. Importantly the scheme which is located to the south of Leigh Road proposes to retain a focal green wedge to the eastern side of the land under control by Gleeson to maintain the existing connectivity from the land to the north of Leigh Road through to the proposed country park facility. Although designated as Green Belt the Council has acknowledged that any significant growth at Wimborne will require some development within the Green Belt. As such the land to the south of Leigh Road which comprises of agricultural land contributes very little to the landscape character of this part of the District. Gleeson consider that an allocation for residential development with associated Country Park would benefit the community sufficiently to support an allocation in this location which could constitute appropriate development in the Green Belt with development in this location presenting an opportunity to provide an attractive benefit to the ecological network, and open space provision for Wimborne.</p> <p>When considering the proportion of development proposed for the land controlled by Gleeson in this location, an allocation should be considered as appropriate development within the Green Belt.</p> <p>Transportation Within the Core Strategy consultation the Council identify that Wimborne has good transport links and is well located to existing employment areas and larger service centres within the joint authorities. The land promoted by Gleeson at Leigh Road is well placed within the transport network serving Wimborne Minster with the B3073 Leigh Road connecting it to the town centre in the west and to Hayes and Colehill in the east. Access to the primary and county road network is available in either direction providing links to the A31 trunk road west to Dorchester and east to Ringwood and</p>			

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							<p>Southampton; county roads provide links south to Poole and Bournemouth.</p> <p>The town also benefits from frequent public transport services and cycle links to Bournemouth and Poole. The development area itself has direct access to bus services which link the town centre with Leigh, Hayes and Colehill. There is potential to provide a cycle route along Leigh Road, e.g. in the form of cycle lanes, to enhance the accessibility from and through the local area by bicycle, with the town centre being just a 10 minute ride away from the development area.</p> <p>The area promoted by Gleeson benefits from a network of existing pedestrian links onto Leigh Road including, Parmiter Drive, Brook Road, Oakley Lane and the Castleman Trailway. These provide connections to the surrounding area including local amenities such as the Brook Road employment area to the west and to local shops at Leigh Park and Hayes which provide local employment opportunities and local services. These connections add to the already sustainable location on the south eastern edge of the settlement, and together with the existing footway network will enable permeable and integrated links with the surrounding area.</p> <p>The proposed country park facility will be easily accessible from the development area on the opposite side of the A31 via the existing footbridge, and will also benefit from easy access from the existing residential areas in Hayes and Leigh Park.</p> <p>Community facilities</p> <p>Through an appraisal of the Councils 2007 assessment of open space, sports and recreation space plus our own audit of community facilities and services within the settlement, it shows that the settlement is well provided for with regard to community facilities, with services including Doctors surgeries, Library and hospital however open space appears to be deficient on the east side of Wimborne and for Colehill.</p> <p>Wimborne does provide playing pitches for the cricket, football and rugby clubs in addition to a</p>			

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							<p>leisure centre facility, however their dispersal is imbalanced with many of the recreation grounds located to the west of town and are now wholly appropriate for their current use, with the Councils own survey showing that some of the facilities are not evenly distributed and with grounds conditions for some of the sporting pitches in some instances also being inappropriate for sporting pitches. The Councils study of open space, sports and recreation provision (2007) found that Wimborne and Colehill are the worst provided for Local Need Area in East Dorset with Colehill deficient in all types of formal open space.</p> <p>To address the above imbalance in formal open space and recreation space provision, the development area proposed by Gleeson at Leigh Road has also included the provision of a significant quantum of community infrastructure including playing pitches, informal open space to provide SPA mitigation, allotments, local areas of play and associated changing facilities and parking provision. A conceptual masterplan for the land between Leigh Road and the A31 has been prepared by Gleeson with input from our consultant team which illustrates that residential development can be delivered in the area identified whilst retaining a green link from Leigh Road towards the A31 and linking into the Country Park facility to the south of the A31. We have appended a conceptual masterplan of how, if allocated the land promoted by Gleeson could be delivered to accommodate a mix of market and affordable housing, formal open space, local areas of play and Country Park facility with associated car parking adjacent to the foot bridge over the A31. The conceptual masterplan also indicates that the development could accommodate infrastructure to benefit the wider community including allotments and playing pitches.</p> <p>Proposed housing options</p> <p>As part of the consultation process we have assessed the development potential of the land across Wimborne and particularly to the north of</p>			

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							<p>Leigh Road and note the conclusions made by the Council in this area being considered as inappropriate for residential development to which Gleeson agrees due to the topographical and landscape impact of development in this location. Gleeson have also considered the comments made relating to land to the south of Leigh Road with interest. We have noted within our wider representations that we do not consider that this land due to its arable appearance provides a positive contribution to this part of the Green Belt, and as such provides an appropriate location for development despite its Green belt status. In addition when considering the significant proportion of open space proposed as part of this development location our consultant team consider that a sufficient green gap can be maintained to avoid an appearance of coalescence between Wimborne and Colehill and also ensuring that the land to the south of the A31 is retained as open space in perpetuity to mitigate any impact on the neighbouring Special Protection Area (SPA) which other land promoted for development at Wimborne cannot provide. Gleeson supports the allocation of circa 200 units at the location of the RSS Area of Search in addition to up to 500 homes to the South of Leigh Road. We recommend that this approach is taken to ensure services and infrastructure is delivered as part of comprehensive growth at Wimborne. If through the joint Core Strategy process a number of small schemes were to be supported we would be concerned that they could not deliver the community services and infrastructure required at Wimborne and Colehill to address matters such as open space provision and formal open space will not be delivered.</p> <p>Gleeson supports the publication of joint Core Strategy Options document however we feel that the Council need to address their housing numbers before an informed consultation process can be undertaken as site specific matters cannot be addressed until the headline requirement for the</p>			

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							<p>settlements has been agreed. We would request that East Dorset continue with the production of the joint Core Strategy but, as Christchurch have, that East Dorset publish their housing numbers at the earliest opportunity to ensure that further rounds of consultation can be based on an agreed housing provision for the plan period. This will not only be helpful for promoters of land, but also for residents at the settlements to ensure that they are informed adequately to address the requirements of the coalition governments localism agenda.</p> <p>Conclusion Gleeson has been promoting the land to the south of Leigh Road for residential development for circa 500 homes with 31 hectares of Country Park through the Core Strategy and through discussion with East Dorset District Council.</p> <p>In 2009 Gleeson also invited comments from Councillors and members of the public by circulating a document outlining a vision for the site. As such the promotion of this land has been within the public domain for a considerable amount of time, with the aspirations of the public with regard to services and infrastructure being taken into account during that process. Gleeson has promoted the land to address the identified shortfall in housing delivery and open space provision by promoting a large proportion of the land to the north of the A31 for residential development in association with playing fields, formal play space and multi-use games space. In addition informal areas to the north of the A31 would be used to provide allotments and to enhance tree planting to provide a screen to the existing noise from the A31, with 31 hectares of land to the south of A31 provided as a Country Park. The Country Park will not only provide SANG mitigation for the development but also to contribute towards the identified deficiency for Wimborne and Colehill.</p> <p>The development proposed could accommodate the following benefits to the local community:</p> <ul style="list-style-type: none"> • Provision of up to 500 new homes including a policy compliant percentage of affordable homes 			

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							<ul style="list-style-type: none"> • Sustainable location for residential development with local services, infrastructure and employment provision within a short distance of the proposed development site • Provision of 31 hectares of Country Park to the south of A31 to be enjoyed by new and existing residents of Wimborne and Colehill • A green gap to be retained from north to south through the eastern section of the proposed site to retain a green vista when viewed from the land north of Leigh Road through to the proposed country Park to the south of the A31 • Provision of playing fields, playing pitches, play space and informal open space in association with the residential development at Leigh Road to the north of the A31 • Provision of public allotments within the development site • Provision of landscape buffers and soft landscaping within the development site to ensure there is not a perception of coalescence • Car parking provision adjacent to the A31 over-bridge to serve the enjoyment of the country park and playing pitches • Contributions towards service, infrastructure and highway improvements within the Wimborne and Leigh Road locality <p>Whilst preparing the representations to the Core Strategy Gleeson can provide the following overview as to recommended alterations to the context and policy within the Core Strategy:</p> <p>1. East Dorset District Council has not identified their housing delivery target for the plan period within this Core Strategy consultation. As such housing numbers should be substantial enough for Wimborne to address the matters raised within our representations to address housing demand for market housing for movement of existing residents within the District, provision to accommodate demographic changes through an aging population, to address housing need through provision of affordable housing and an acknowledgement of the</p>			

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							<p>need to deliver housing to maintain economic growth within East Dorset through attracting new employers and commercial growth opportunities;</p> <p>2. Gleeson would support an increased allocation of housing growth in addition to that proposed through the RSS to the north of Wimborne. As such we conclude that an allocation for circa 200 units within the RSS Area of Search would be appropriate due to transportation constraints, with a larger allocation to the South of Leigh Road at the location proposed by Gleeson with an associated provision of open space in the form of a Country Park;</p> <p>3. Gleeson supports an allocation for residential development at Leigh Road (with associated playing pitches, connectivity of green wedge to County land to north of road, country park) as a deliverable and appropriate location for sustainable development;</p> <p>4. Gleeson has within these representations noted that the Council acknowledged an imbalance in natural open space and formal open space provision for Wimborne and Colehill, this could be addressed if an allocation for significant residential development is adopted on the land proposed by Gleeson. It should be noted that the associated infrastructure can only be delivered if an adequate level of housing development is allocated on the land controlled by Gleeson;</p> <p>5. Development in this urban fringe location due to the topography and physical constraints to the site which include the A31 and existing housing make this a logical location for development with considerably less impact on the Green Belt when compared against the land identified to the north of Wimborne as part of the Regional Spatial Strategy. Development in this location to the south of Leigh Road should be considered as appropriate development in the Green Belt, and as such the delivery of associated open space and Country Park will ensure that the vista from north to south can be retained as part of this development in perpetuity whilst delivering an oversupply of open space to address the Councils existing deficit in open space.</p>			

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475266	Mrs Annette Brooke	Member of Parliament House of Commons	CSO18007	Option WMC 5	Object		<p>I have been contacted by such a large number of residents in the Parmiter Drive area that I feel that I should summarise their main concerns and provide input into the consultation which relate to Sections - 8.69, 8.95, 8.97</p> <p>A general feeling is opposition to the intensity of all that is proposed for this area. The relocation of the allotments has not attracted objections from the people who have contacted me.</p> <p>On the proposed relocation of the football and rugby grounds, I have received representations from people who are concerned about the light pollution, the noise that will be generated and the traffic implications and who are against the relocation but a few comments not opposed to the relocation.</p> <p>On the housing proposal there are great concerns about the impact on the green belt and the openness that now exists. I think it is important to consider how the functions of the green belt would be affected by these proposals. Clearly those people who currently have a view over open countryside have the greatest concerns but a few people have indicated to me that a suitable buffer zone with screening and single storey properties adjacent to the buffer would help to mitigate the effects should the development go ahead. There is great concern about access to the site and the traffic which will be generated. Also, the current smells and adequacy of the sewerage works has been mentioned to me by the majority of residents who have contacted me and also the water table and potential flood plain in this area.</p> <p>Traffic problems on Leigh Road have also been mentioned.</p> <p>With the Localism Bill about to be discussed in Parliament I hope that each local community's views will be given full consideration when each of the proposals are considered and more detailed consultation undertaken where appropriate. In this particular area the overwhelming view is that the totality of the proposals are too much and that there are really important aspects such as access which</p>			671

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							have not been given sufficient consideration. In addition with the scrapping of the Regional Spatial Strategy housing needs should be established locally rather than dictated from Westminster and a clear local assessment should be produced for people to access.			
475490	Mrs Joy Elliott		CSO16999	Option WMC 5	Object		I would like to comment on the proposals in the Core Strategy document regarding housing in this area. Unfortunately I will not be able to attend the meeting planned for Friday 15th October on the Allendale Centre, but would like to put my thoughts on record. Surely, after all that has been said and done and the countless meetings held, you cannot possibly still be contemplating building on the green belt?			671
476245	Mr Robert Pearce		CSO17424	Option WMC 5	Support	General Comment	Can WMC 5 benefit from its proximity to the Brook Road sewage treatment works to maximise green energy?			671
476247	Mr Richard Pike		CSO13116	Option WMC 5	Support					671
476250	Mr Richard Pike	Secretary Wimborne Allotment Association	CSO10343	Option WMC 5	Support					671
476264	Mr David Reddaway		CSO15659	Option WMC 5	Support					671
476792	Mr and Mrs Lomas		CSO14524	Option WMC 5	Support		New indoor market sited on WMC 5.			671
477822	Ms Susan Rayment		CSO6763	Option WMC 5		No Opinion				671
482494	Mrs Yvette		CSO21869	Option WMC 5	Object		Large scale developments damage the environment for everyone, and it is for ever. The open green			671

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	Jones						spaces are valued by so many who have paid a premium to live in a semi-rural area. Desecration of this is an assault to the residents' wellbeing; an unwarranted invasion causing a wholesale change of character to what is home to thousands of people who chose a neighbourhood because of its history of modest gradual development. Not convinced there is a housing shortage. Keep 'social' housing in more 'affordable' areas. What is there to aspire to and work towards otherwise? Don't patronise us re. 'housing for local people' - occupants become 'local' by living in a 'location'. Small developments can be assimilated to the character of an area without destroying people's enjoyment of their homes. They can be developed with consideration, gradually and as appropriate. They do not have to cause illness through acute distress of residents just to line the developers' pockets and gratify councillors.			
482902	Mr KD Johnson		CSO3207	Option WMC 5	Support					671
483391	Mrs Eileen Mann		CSO14636	Option WMC 5	Support					671
483786	Mr Brian Glover		CSO4800	Option WMC 5	Object		<p>1. Loss of further Green Belt area. The term 'Green Belt' seems to mean little these days, and this is an area, which has been agricultural, green belt land for many years.</p> <p>2. Was not this land previously considered to be in the 'Flood Plain'? What has now changed?</p> <p>3. The 'Parmiter' area, which includes Brookside Road, is primarily an area whose residents are mainly elderly and retired. Having lived in this area for many years, we chose to live here for 2 important reasons: The first was that our property is adjacent to Green Belt agricultural land, formerly 'Brookside Farm', so therefore not going to be developed, and the second reason being that it is a quiet, peaceful area which is greatly appreciated as</p>			671

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							<p>one gets older.</p> <p>4. Thus it follows that is unacceptable to squeeze in 200 extra homes, and totally ludicrous to locate both the Football Club and Rugby Club in this area. The levels of noise, increased traffic and nuisance value from floodlighting would be unacceptable.</p> <p>5. The local roads in this area could not possible cope with the inevitable increase in traffic; indeed the narrow road into Wimborne (Leigh Road) from the East gets snarled up as soon as any road works take place, or removal vans, delivery lorries etc. carry out their daily tasks. Only recently it has been announced that major road works on the A31 and A338 have been put on hold because of lack of finance, so money will not be available to improve local roads.</p> <p>6. If these plans were to be passed and put into place, there would be an immediate drop in property value in this area, indeed there probably has been already, and this is a major concern for those wishing to relocate.</p> <p>7. What consideration is given to existing housing? i.e.. how do you relate any new homes to existing homes in this area which are all bungalows bordering the proposed site?</p> <p>8. Remember, once the 'Green Belt' land has been concreted over, it is lost forever, not just for this generation, but generations to come.</p>			
484088	Mr David Price		CSO2501	Option WMC 5		No Opinion				671
485661	Miss Joyce Armstrong		CSO16916	Option WMC 5	Object		<p>Object most strongly and oppose any vehicle access along Parmiter Drive and the other Parmiters together with Brookside.</p> <p>This area is green belt land and I understand that in 2008 EDDC said they were against building on Green Belt land. What has changed? I realise that there is a need for housing, particularly affordable housing. I feel the public should be informed as to how much of the figure of, I believe, 2000 approx.</p>	I would like to quote again 8.83 of page 158 of the 'Wimborne and Colehill Housing and Town Centre Options' - 'overall, this sub-area should probably be		671

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							<p>homes planned for the Wimborne area (of which over 1000 has been suggested should be built in Colehill) constitute affordable housing. The proposal regarding the Southern sub-area - page 159 of the Core Strategy Options - (in other words at the bottom of Parmiter Drive) places as much as possible on this green belt land, despite the close proximity of the sewage works. To build homes away from the 145 metres may be the legal requirement (which I understand was 400m at one time) but the odour from the works does reach Parmiter Drive from time to time.</p> <p>To consider putting so much on this relatively small area seems grossly unfair and why so much this side of Wimborne. Incidentally much has been said about the cost of draining the land at Bytheway, but looking at the field at the end of Parmiter Drive this field will also need draining. The front of Bytheway does get waterlogged, but the back part is drier. However, I understand that even allotments have been turned down and this is Council land, but this land is now set out as informal open space (SANG). I would now like to comment on what is suggested should be put on the Southern sub-area. In paragraph 8.83 page 158 it states the 'overall this sub-area should probably be discounted from consideration' which is somewhat ambiguous in view of what is suggested.</p> <p>Rugby Club In the Daily Echo of Friday 15th October, the club chairman said the club is out growing the two pitches it has at Leigh Park and that they have not enough space for the number of teams, but in the proposed plans two pitches only have been allocated! As far as Leigh Park is concerned, I have been told that the Rugby Club land is solely for recreational purposes so, if this is so, surely houses cannot be built there. Planning, I believe, has already been approved for mixed housing to be built along the riverside on Flight Refuelling's old site.</p> <p>Football Club Club house functions and floodlit matches (similarly</p>	<p>discounted from consideration' with which I wholeheartedly agree. I cannot think that to build homes and have playing pitches so close to sewage works as being at all desirable and would put further strain on such services.</p> <p>I, therefore, request the Council to look into other alternatives. Also what about the 'strategic gap' between Wimborne and Colehill and to quote 8.82 on page 158 - 'development within this sub-area would erode this gap and create an issue of coalescence.'</p>		

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							<p>with the Rugby Club) will produce a lot of noise at night and who knows what will be thrown in our gardens if access is allowed along Parmiter Drive and the other Parmiters.</p> <p>Homes Where is the infrastructure for 200 homes? There is no bus apart from the No 88 Wimborne circular. At Leigh Park the E3 only operates for a few services in the morning and early evening. As a resident of Parmiter Drive I strongly object to any vehicle access here. The Parmiters and Brookside are quiet residential areas with mainly retired folk and the area could not possibly cope with what is proposed. It would ruin the area completely and devalue our properties. As far as a proposed vehicle access is concerned, apart from the suggested new road by the farm to a car park (which I would not have thought adequate) why could not further access have been considered from Brook Road before Flight Refuelling started their new premises?</p> <p>Allotments In principle I would not object to allotments but, as this is not council land, no developer is, presumably, going to buy it for such purposes.</p> <p>Country Park I do not feel this is necessary on a flood plain. There is a right of way and it is open space which can be enjoyed as it at present. Although I know there is much pressure to protect heathlands, green fields and arable land is just as important.</p> <p>It does occur to me that the owner of the market might wish to sell off some or all of his land, as it does not seem to be as busy these days, which no doubt could be used for housing. I see from WMC10 that a new indoor market hall is proposed near the Allendale Community Centre and that would be in the centre of town which would be more accessible.</p>			
485695	Mr John Cornish		CSO14338	Option WMC 5	Support					671

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489765	Derek KEAREY		CSO19480	Option WMC 5		No Opinion				671
490584	Mr and Mrs R J Wills		CSO3435	Option WMC 5	Object		Object to access via Parmiter Drive. Narrowness of residential road with multiple drives renders this road impractical as access to this site. Suggest access available to emergency vehicles only Greenbelt land Light and noise pollution from rugby and football grounds. Also ED News		Note: The exact same objection was also submitted via East Dorset News	671
490854	D MUTTON		CSO20145	Option WMC 5		No Opinion				671
491232	Mr Keith Barnett		CSO6968	Option WMC 5	Object		The area cannot sustain this quantity of new homes which would also require jobs for the vast majority. This proposal of 2,570 homes would also add another 5,000 cars to an already congested junction at West Parley. This area is already over stretched private and industrial vehicles. Jobs are already at a premium with companies moving out of the area or even closing. Warehouses are laying empty and shops are being converted into living accommodation. The young local people are not able to find homes due to the vast majority going to people moving into the area. This vast development will destroy this rural area. Just look at Bournemouth if you require any proof.			671
491252	Margaret Wareham		CSO16562	Option WMC 5		No Opinion				671
491311	Mr Kevin GILLING		CSO2702	Option WMC 5	Support					671
491361	Mr Barry SCAMMELL		CSO1215	Option WMC 5	Object		Not happy with any development at all. Light pollution would destroy the outstanding beauty of the area. If there has to be housing in the fields behind us then at least leave some greenery, at least, i.e. the field directly behind all the gardens of			671

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							Leigh and Parmiter Road. The sports fields are a good move as long as they are as near to the bypass as possible. I'm sure at the end of the day what will be will be and we don't have any choice.			
491378	Mrs A SCAMMELL		CSO1229	Option WMC 5	Object		I understand the need to move the football club for the hospital but I do object to housing on the back of Leigh Road. If you have to do something then please leave a field at the back of Leigh Road and side of Brookside Road as a buffer between the existing homes and any possible development. I would prefer not to see any development on this lovely small bit of green belt - our green belt system was introduced for a reason - we don't want to live in a concrete jungle. Traffic is also a big issue. There is already an increase in traffic congestion since restrictions on the use of which tip you can use (Brook Road and Millams) and even more so since Waitrose was built. Wimborne is a beautiful place, please don't spoil it!!!			671
491401	S Ost		CSO1266	Option WMC 5	Object		The local roads, schools, hospitals would be unable to cope with extra movements of traffic and people coming into the area.			671
495562	Mr MJ Banting		CSO1505	Option WMC 5		No Opinion				671
495625	Mr Michael McMath		CSO1532	Option WMC 5		No Opinion				671
495715	Mr Jeremy Belcher		CSO2980	Option WMC 5	Support		As this would be a good way of making the Football And Rugby clubs much more accessible, keeping the noise and congestion out of the town centre (Especially as WFC are trying to get a new licence to operate outdoor music events at weekends until Midnight).			671
495971	T A		CSO2136	Option		No Opinion				671

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	Reith			WMC 5						
496188	Mr RE Vogel		CSO1610	Option WMC 5		No Opinion				671
496378	Mrs R Sargeant		CSO1662	Option WMC 5	Object		We fully support housing development on the entire rugby ground. Any leisure / play facilities are a hazard here! And not accessible to all. Use WMC5 for leisure including outdoor play (Wimborne lacks good quality parks) cycle track and paths (not cycle lanes on roads that families aren't able to use). Include arenas / halls akin to QE which can be multipurpose, not just team sports. Please don't refer to this as a 'sports village' if only football / rugby represented. Yuk!! Allotments, wildlife ponds and education centre (Blashford Lakes style). Outdoor, traditional market space (courtyard, tree shaded?).	Seek out all 'brown' sites and insist they are used! e.g. site adjacent to us was cleared 10 years ago and since then has been used to fly tip!		671
496419	Mr and Mrs G.E Green		CSO1665	Option WMC 5	Object		Objections: 1) Road access via Parmiter Drive - Not suitable 2) Houses on a bungalow estate - Height limit on existing bungalows in place so why should houses be allowed. 3) Ground not suitable 4) Sewerage capacity 5) Overhead wires / pylons 6) Noise from any sports activities 7) Green Belt	Build in a more suitable environment		671
496437	Mr and Mrs B and V Huelin		CSO1666	Option WMC 5	Object		1) Houses overlooking bungalow lounges and gardens. 2) Football pitch - flood lit 3) Rugby pitches - floodlights at night and noise 4) Possible club houses 5) Access by Parmiter Drive where the farm gate is at present 6) Parking - additional to the present visitors, dog walkers, district nurses and folk festival 7) Noise - beer cans and trash after matches 1) Our objection for houses to be built on the field at	Bungalows instead of houses, as the height of the houses would take away the privacy of the present homes. 2 present bungalows in Parmiter Drive No.10 were refused permission to alter their height for the	This comment is also reproduced on the East Dorset Newsletter.	671

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							<p>the back of our natural Dorset hedge where our boundary runs through is the houses height will be overlooking into our garden, lounge and kitchen invading our privacy and seclusion.</p> <p>1A) How can houses be allowed to be built when no. 10 Parmiter Drive applied to build higher than their present roof height and were denied by East Dorset planning also another resident applied to do the same and they were refused. This is a countryside bungalow estate not conducive to houses.</p> <p>2) Football and rugby are now allowed to hold floodlit matches which will be very overpowering and noisy late at night with practice and visitor matches. Present residents of the nearby site complain of trash and beer cans thrown everywhere and into the gardens.</p> <p>3) Possible club house or pavilion is another noise factor and will add to the traffic with many events and meetings daytime, evenings and weekends.</p> <p>4,5,6,7) Access through Parmiter Drive where the farm gate is at present impassable with the present visitors to residents, dog walkers regularly in park in Parmiter Drive and the other Parmiters, Folk Festival the new food festival, utilities collections twice a week, district nurses calling four times a day with 2 cars per visit, shopping delivery service meals on wheels , all these every day coming and going plus all the extra new proposed housing and utilities. This chosen site is totally wrong especially with the bad odour from the sewage works this scheme needs to be reviewed as there is not enough infrastructure. Schools are full to capacity, doctors are full and dentists. Our bus route has only one No.88 that only goes as far as Wimborne where one has to change to go elsewhere and to major hospitals our cottage Victoria Hospital is over worked with patients.</p>	reason of encroaching on privacy. We would prefer no change at all.		
496461	Mr and Mrs J Taylor		CSO1673	Option WMC 5	Object		We are objecting to any development on this site mainly because of access through Parmiter Drive for all the traffic using it: rugby, football, clubhouses and properties which we presume are bungalows, as			671

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							you have put height restrictions in Parmiter Road, Parmiter Drive and Brookside, secondly it is close to the sewage plant for pitches and properties especially for children and adults because of the smell and flies, also flood lights which are so bright I should imagine at least 5 times a week for training and matches for rugby and football also the water table must be high as it is close to the river. It seems to us you have thrown everything on this site, I understand that you can't go further north on this site because of a Roman Road? I would have thought this Roman Road has disappeared as the farmer has been ploughing for this last 30 years?			
496479	Charlotte Dixon		CSO1696	Option WMC 5	Object					671
496503	Miss C Howard		CSO1714	Option WMC 5	Object		Unnecessary movement / infilling On whole infilling and building on this scale will put more pressure on roads / services and will change the face / nature of the town.			671
496528	Mrs D Haylock		CSO1732	Option WMC 5	Object		1. Sports grounds should be located in non-residential areas. Both Wimborne Rugby Club and Wimborne Football Club hold various non-playing events throughout the year in addition to matches. These would be noisy and in winter months involve flood lights. Most of the residents of the Parmiter Estate are of retirement age and the area at the rear of this estate is definitely not suitable for sporting activities. There would also be the added problem of increased traffic around the roads of the estate. Having seen the traffic and parking problems that are caused on the Leigh Park Estate when matches and other activities are taking place at the rugby club we do not want these sports clubs in this area. 2. The proposed building of 200 homes is not a good idea. The Parmiter Estate is made up entirely of bungalows and a housing estate of houses and flats would be out of character with the surrounding area. Parmiter Drive is not suitable to take any additional traffic.	Put the sports grounds out of town Cranborne Road would be more suitable.		671

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496564	JH Lockwood		CSO1744	Option WMC 5	Support		How are you going to ensure these so called affordable homes aren't snapped up by outsiders buying second homes?			671
496566	Mr and Mrs Cornford		CSO1745	Option WMC 5	Object		<ol style="list-style-type: none"> 1. Possible devaluing of our houses. 2. Traffic into the estate of 200 houses could possibly mean an extra 400 cars using this narrow road as well as traffic into the proposed football and rugby pitches. 3. Noise and flood lighting to the pitches would cause considerable distress to the residents of the surrounding area. 4. Building football and rugby pitches next to a sewage works is surely unacceptable on grounds of health and safety. 	None. We do not accept this option.		671
496612	Mr and Mrs JP Lovell		CSO1795	Option WMC 5	Support					671
496637	Mr David Leadbetter		CSO1813	Option WMC 5	Object		<p>Strongly object because of:-</p> <ol style="list-style-type: none"> 1) Loss of green spaces, in this age of conservation and green issues. The allotment area will be a fraction of what it should be for population. 2) Where is the infrastructure for all the extra traffic? Also extra pollution. The town becomes grid locked at the best of times. 3) Where are the extra jobs for the amount of people. I assume they will all travel to Bournemouth / Poole conurbation and that would be a nightmare. 4) The whole character of the town would be lost forever. 	Perhaps more building on Canford Heath and other areas where arsonists seem intent on destroying.		671
496659	Mr & Mrs Tony & Hilary Hendy		CSO1821	Option WMC 5	Object		<p>The land south of Leigh Road is often waterlogged in Winter. To use Parmiter Drive as an access to this area would make a narrow residential road far too busy. The sewage plant is quite smelly at certain times.</p> <p>The Green Belt should stay green.</p>			671
496958	Mrs J Beech		CSO1925	Option WMC 5	Support					671

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497026	Doreen Smith		CSO1980	Option WMC 5	Object		This amount of building will create extra traffic in Ferndown and Parley which already has a lot of road build up in the busy morning and evening travel. Also taking a lot of natural land for our wild life.			671
497060	Mrs Mary Tuffrey		CSO2049	Option WMC 5	Support					671
497089	Mr Frank A Soan		CSO2098	Option WMC 5	Object		WMC 5 - The entry in and out of Leigh Road into Parmiter Drive / Brookside Road is very difficult to negotiate with the present level of traffic and the parked cars. Parmiter Drive is not wide or good enough for the proposed level of traffic that would be created by the development of affordable homes and of 200 bungalows and then add in the sports facilities of the rugby and football clubs with the added number of pitches. Match days would be terrible with the traffic, car parking and noise, followed at night by the use at both social clubs. Also the floodlights for the training at night. If the proposed use of the land for sports and recreation and park area should be served by its own entry road up off Leigh Road up by the farm across the fields, and not through this pleasant unspoilt quiet bungalow estate. I understood 12 years ago that Wessex Water objected before when the prospect of housing in the area came up, as they said they had no spare capacity at the sewage works, let alone put up 1000 properties in the area now. I object to the total proposal for this area (WMC 5).			671
497184	Mr Hilling		CSO2178	Option WMC 5	Support					671
497239	Martine Lewis		CSO2243	Option WMC 5	Support					671
497343	Sharon Sutcliffe		CSO2269	Option WMC 5	Support					671

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497773	R Johnstone		CSO2472	Option WMC 5		No Opinion				671
497826	Mr Martin Miller	Technical Director Terence O'Rourke Ltd	CSO2509	Option WMC 5		General Comment	Cobham plc own and occupy land at Brook Road, Wimborne. Cobham plc has recently constructed its new corporate headquarters and a test-rig facility on land to the east of Brook Road. The test-rig, which is located along the eastern boundary of the site, is a noisy facility, and was constructed to standards that would ensure that no adverse noise impacts would be generated for residents of Parmiter Way, the closest residential properties to the site at present. Please note that it has not been constructed to ensure that there would be no adverse noise impacts to any residential properties constructed on land between Parmiter Way and the site, as could take place under Option WMC5. Cobham plc owns vacant land to the north of its corporate headquarters on Brook Road, immediately to the west of Parmiter Way. Although Cobham plc has no plans for this land at present, any residential development to the south of Parmiter Way should be constructed to standards that fully recognise that development is taking place adjacent to a potentially noisy industrial employment site.			671
498044	Carolyn BANKS		CSO2640	Option WMC 5	Object		Transport needs to be sorted out centrally - to get something that works properly - this is the biggest showstopper to all of these schemes - the current roads will not support any more traffic. Use the newer out-of-town developments to extend housing - after all that's what they were created for i.e.: Verwood, Corfe Mullen, Sturminster Marshall. Don't cram more development into existing residential areas in town. Consider the impact on horse-riders especially in West Parley, where there are a significant number of horses. Adding more traffic to horses = more accidents. Horse-riders have to use the roads to access the bridleways. Recent increases in traffic already make the situation fraught with danger.			671

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498047	CD Bradford		CSO2643	Option WMC 5	Support					671
498062	Mr Nick Crawford		CSO2701	Option WMC 5	Support		Although I live in Ferndown, I work and travel a lot in the local area so feel I can voice my opinion on developments around the area.			671
498084	Mr P HARTLEY		CSO2742	Option WMC 5	Object					671
498125	Mr and Mrs P DASHWOOD		CSO2785	Option WMC 5		No Opinion				671
498169	Mrs D WEAVER		CSO2891	Option WMC 5		No Opinion				671
498184	Mrs Angela BARKER		CSO2918	Option WMC 5	Object		Not every area needs affordable housing - if a lot of people are retired and/or own their own homes, does it matter?			671
498214	Mr and Mrs K Swash		CSO2946	Option WMC 5	Object		Further roads should be built and infrastructure put in place before any new homes are built.			671
498268	Mr and Mrs R Cullen		CSO2998	Option WMC 5	Object		I object to the development of land south of Leigh Road as at the moment it is producing food. The draining of the land next to By the Way would cost significantly less than buying and developing the land south of Leigh Road. The housing proposed on this site is also not in keeping with the properties in Parmiter Drive/Brookside Close as they are mainly retirement bungalows which would be overlooked by houses.			671
498271	Mandy CHEESEMAN		CSO3035	Option WMC 5		No Opinion				671
498335	Mr and Mrs Lester		CSO3079	Option WMC 5	Object					671

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498402	Mrs T Hughes		CSO22210	Option WMC 5		No Opinion				671
498488	Mr Ken Fergus	Director Wimborne Town FC	CSO3256	Option WMC 5	Support		<p>Wimborne Town FC has been an integral part of the local community for 133 years and has brought much positive publicity to the town, not least when the Club won the FA Vase at Wembley in 1992. Last year we gained promotion to the Southern League – the highest level of football at which the Club has ever played – and participation at that level will bring greater recognition to the Club and, therefore, the town.</p> <p>Our Youth Section currently runs 15 teams for boys and girls aged from 5 to 18, providing over 250 youngsters with the opportunity to play football. When siblings, parents & grandparents – all of whom we actively involve - are included, that adds up to over 1,500 people. While our current ground has served us well, we can no longer provide the quality playing and social facilities required; relocation to an area supporting more playing & training areas would enable us to use the expertise & qualifications within the Club to involve even more local youngsters.</p> <p>Our vision for Wimborne Town is for the Club to act in partnership with the local community in providing a safe and structured environment in which people of all ages can take part in, and watch, football. The relocation option outlined in your Core Strategy paper is key to the achievement of that vision.</p>			671
498490	Mr Michael Bloxham		CSO3260	Option WMC 5	Support					671
498495	Mr John Williams		CSO3267	Option WMC 5	Support					671
498566	Mrs Susan		CSO3334	Option WMC 5	Support		In principle I support this development as it will improve the housing stock in Leigh Park whilst at			671

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	Davies						the same time providing much-needed new facilities for Wimborne Rugby and Football Clubs. However, the concerns of the residents in the Parmiter area about access through Brook Road and noise and light pollution from the sports facilities should be given very serious consideration when the location of these facilities is being planned.			
498711	Mr T CHANT		CSO3379	Option WMC 5	Support					671
498775	Mrs P L Buckler		CSO10734	Option WMC 5	Object		I object very strongly to any green belt land being used for housing. The roads are very often impossible anyway without the massive increase proposed. HANDS OFF OUR GREEN BELT!!			671
498777	Mr J M T Yorke		CSO3388	Option WMC 5	Object		<p>Housing Any development of the land between the River Stour and the built up area is unacceptable because it increases flood risk. No development should be permitted unless the Council first sets up plans to deal with this situation.</p> <p>Environment This land is part of the Green Belt. It is accessible for local people and has the useful function of relieving pressure on the countryside. This must be balanced against hoped for benefits.</p> <p>Impact on Services The introduction of affordable housing would bring with it an increase in social problems. In view of the low amount of affordable housing presently in the district the impact of more of it would have a considerable impact on policing and social services.</p> <p>Schools It is understood that more schools would be needed.</p> <p>Roads Any increase in residents would be directly loaded onto the road system, which is already heavily congested at peak periods. This is because there is not much employment here.</p>			671

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							<p>Summary The total impact on services and thus on available funding, would be considerable and disproportionate to the benefits.</p> <p>Other proposals The suggested use of the land for social and recreational purposes sounds attractive, and unless carefully managed would involve the destruction of amenity for existing residents. It is difficult to see how adequate access could be provided if the popular attractions of this area are to be fully exploited.</p>			
498996	M E CLARKE		CSO3442	Option WMC 5	Support		Build more at Leigh Road, and do not build in Cuthbury allotments.			671
499231	Mrs A Lathbury		CSO3516	Option WMC 5		No Opinion				671
499236	J PIPE		CSO3530	Option WMC 5	Object					671
499245	Mr and Mrs N BUTLER		CSO3571	Option WMC 5	Object					671
499261	Mrs Norma JACKSON		CSO3604	Option WMC 5	Support		I have no objection to the limited use of green belt land for development, as long as there are no water/flooding issues, and there are enough green spaces in any development for children's play areas.			671
499290	Mrs Lisa TURNBULL		CSO3637	Option WMC 5		No Opinion				671
499367	Mrs R M C COWARD		CSO3703	Option WMC 5	Object					671
499384	Mr A I ROSE		CSO3711	Option WMC 5	Support		Proposed population increase will need much better transport / shops/ services. Pensioners need mobility. Young families need jobs.			671

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							Wimborne - real country towns should grow on their edges to preserve town centres.			
499437	Mrs J Annette Bradley		CSO3764	Option WMC 5	Object		<p>As a property owner likely to be affected by the option to build on land south of Leigh Road I strongly object to the development.</p> <p>1) The traffic on Leigh Road would be greatly increased as it is I very rarely drive out of this road without having to sometimes wait a considerable time, also this would bring extra noise levels.</p> <p>2) I feel people who have lived in the Parmiter Way area have for many years a lot of changes to get used to i.e. the bypass noise from which is always there.</p> <p>3) The development of Flight Refuelling has caused so much noise as to almost unbearable at times, this lasted at least eighteen months and with more to come when the old buildings are taken down.</p> <p>4) The smell from the purification plant, although better of late, still affects me on certain days. Therefore the last straw would be the plans for development on the land behind my bungalow. I just cannot imagine the disruption that this would bring and also from the houses and football and rugby pitches if this development goes ahead.</p> <p>5) On a very personal note my husband died in September and there is a possibility I will have to move for financial reasons therefore I am worried this development will affect the value and saleability of my property, an open vista is to desired also a rural aspect when buying property.</p>			671
499447	G Frampton		CSO3769	Option WMC 5	Support					671
499479	Mr and Mrs K Wisker		CSO3780	Option WMC 5	Object		<p>The addition of some 1000+ new houses combined with the riverside development on the old Flight Refuelling site will put a significant extra strain on the current services water, sewage, roads etc. An additional first school may help with some of the potential 1000+ children, but what about the Middle and Upper schools. Colehill Middle school has been</p>			671

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							'temporarily' extended to cater for Poole overspill. Agree with all previous concerns. Where is the money coming from for the Rugby and Football grounds together with the allotments? Has this been researched, there has already been abortive attempts to do this on the Bytheway fields.			
499492	Mrs A Pennell		CSO3806	Option WMC 5	Object					671
499596	R Palin		CSO3853	Option WMC 5	Support					671
499683	S Crotch-Harvey		CSO3874	Option WMC 5	Support					671
499748	Ms Soozi Cooper		CSO9732	Option WMC 5	Support					671
499858	MJ and JC Palmer		CSO3966	Option WMC 5	Object					671
499873	Mr Graham Holt		CSO3976	Option WMC 5	Support					671
500060	Mr Stuart PIDDOCK		CSO4069	Option WMC 5	Support					671
500070	Mr J W ELCOCK		CSO4099	Option WMC 5	Support					671
500080	Cllr Diann MARCH		CSO4129	Option WMC 5		No Opinion	No particular opinion, but again, although located in the Parish of Colehill, which will impact on the services of Wimborne Minster.			671
500350	Mr P H BARTLETT		CSO4213	Option WMC 5	Support					671

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500361	Mr and Miss N and A Middleton and Turner		CSO4249	Option WMC 5		No Opinion				671
500382	Mrs S GRETTON		CSO7618	Option WMC 5	Object					671
500427	Mrs D J LYONS		CSO4304	Option WMC 5	Support					671
500454	Mr Stephen PROTHEROE		CSO4331	Option WMC 5	Support					671
500558	A Baker		CSO4345	Option WMC 5		No Opinion				671
500697	Mr Thomas SMITH		CSO4473	Option WMC 5		No Opinion				671
500706	R & J Jeans		CSO4488	Option WMC 5	Support					671
500746	Mrs J Lothian		CSO14089	Option WMC 5	Object		100 homes? Far too many houses and where are all these people going to work. 550 houses means at least 500 jobs plus 200 houses on WMC5=700 jobs. Why not 350 houses, 250 of which are affordable!!! Very necessary with so many unemployed! Or is it 700 houses equals 700 new council tax charges?			671
500748	Mrs Lauren MATTHEWS		CSO4578	Option WMC 5		No Opinion				671
500802	J Hayward		CSO4662	Option WMC 5	Object					671
500814	B		CSO4696	Option	Support					671

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	Fagan			WMC 5						
500817	Mr L Lothian		CSO13546	Option WMC 5	Object					671
500836	Mrs Sylvia Hines		CSO4712	Option WMC 5	Object					671
500903	Mr and Mrs S and R Harris		CSO4752	Option WMC 5	Support		Any developments must be preceded by improved road infrastructure.			671
501012	Louise ARNOLD		CSO4828	Option WMC 5	Support					671
501015	Mr & Mrs W McMillan		CSO4854	Option WMC 5		No Opinion				671
501044	Mr and Mrs McMahan		CSO4887	Option WMC 5	Support		<p>If a doctors surgery is built on the current rugby pitch it must have plenty of policing and make Gordon Road no parking as it currently gets very congested, especially by the shop.</p> <p>Not all the rugby pitch should be built on. It is important to leave a good amount of open space for children and residents. All too often developments are packed in and problems start when people live on top of each other with no space.</p> <p>Better access to the river and the ability to do walks along it would be an advantage. Country Park idea is good. Be nice to include an extension of the cycle route from Oakley Hill. Maybe put along river. Very useful for commuting to work.</p> <p>Will the current tip be improved or relocated as it is currently not big enough but is extremely useful.</p> <p>This is a concern especially with the increase in house numbers i.e. Cobhams land behind Churchill Road.</p>			671
501107	Mr & Mrs E C		CSO4967	Option WMC 5		No Opinion				671

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	Lacey									
501118	Mr Ron Cook		CSO4990	Option WMC 5	Support		Wimborne does need an increase in population to support local traders and also to keep town centre active outside of the tourist season.			671
501197	Mrs H Collop		CSO5101	Option WMC 5	Support		If the sites WMC1, WMC2, WMC3, and WMC5 were all developed, there would be no need to build on the Green Belt at WMC4. This is unacceptable in so many ways. Green Belt, traffic, local services would all be overwhelmed and spoil a lovely small market town.			671
501227	Mr John Collop		CSO5128	Option WMC 5	Support					671
501252	R and B Taylor		CSO5148	Option WMC 5	Support					671
501279	Mrs F Smith		CSO5158	Option WMC 5	Support		All my "support" ticks are coloured by my huge hope that all thought and preparation in advance is given and made. Re. sufficient infrastructure in the shape of doctors, schools and transport.			671
501324	Julie Light		CSO5178	Option WMC 5	Support		To keep our town of Wimborne we need to build around the outskirts of the town enabling people to use the facilities- the homes must be affordable and housing. Perhaps if the high rates that shops etc. have to pay were reduced then more shops would be available-it is so sad to see so many empty shops-reduce the rates - we don't want a ghost town.			671
501351	Mr and Mrs R D'Cruze		CSO5213	Option WMC 5		No Opinion				671
501357	Armstrong and Perry		CSO5233	Option WMC 5	Support					671
501364	Mr M		CSO5260	Option WMC 5	Object		When land in Wimborne (WMC1, WMC4 and WMC2) was part of the spatial strategy our MP and			671

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	Devetta						councils all seemed against development. Why are these now back as an option? Now that Waitrose is up and running-very nice too-what about our promised town square? Where is the money that was put aside for the project. We were told it would be done when Waitrose was finished. What is the hold up? Love the new riverside park next to Waitrose.			
501485	Mrs J JACKSON		CSO5284	Option WMC 5	Object		You need to take into account impact or roads, transport, shops, doctor's surgery, schools, when building new homes, not just roads alone. Whilst an extension to Wimborne Hospital is important and necessary - moving a football/rugby club to Leigh Road would cause major traffic jams and provide more open space for dog walkers, rather than family walking and destroy more open space.			671
501488	Chris LAMB		CSO5311	Option WMC 5	Object					671
501492	Mr Colin Tyler		CSO5321	Option WMC 5	Support		Support for options shown would keep any development within the boundaries of by-pass and rivers.			671
501497	Adrian Rafferty		CSO5361	Option WMC 5	Support					671
501502	Mr Michael WAREHAM		CSO5353	Option WMC 5		No Opinion				671
501513	Mr O E BEVERLEY		CSO5396	Option WMC 5	Support					671
501520	Mrs Z MERRIFIELD		CSO5421	Option WMC 5		No Opinion				671
501523	Rita Gilbert		CSO5436	Option WMC 5	Support					671

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501531	Mr Boyd Read		CSO5461	Option WMC 5	Object		Existing infrastructure is already beyond capacity. The traffic at either end of the town is a severe restriction. Canford Bottom being particularly bad every day of the week. Families moving into the area already find that there are no school places, doctors availability etc. The existing green belt and rural / agricultural areas are equally important to the community. With the proposed level of development, where is all the "local" employment coming from? In Scheme WCM 5 I am not opposed in principal to the rugby, football pitches and parkland but the 200+ houses are unacceptable. There is far less impact with WMC 4.			671
501542	Mr and Mrs STRACHAN		CSO5509	Option WMC 5		No Opinion	Please do not accept any community centre / halls or leisure centre as a corporate inducement from developers of housing developments. In my experience they hardly ever work and cost a great deal in subsidy for councils each and every year. i.e.. Verwood Hub; Lenham, Kent; Ditton, Nr Maidstone, Kent. My ref: 10 years as a Parish Councillor in Ditton, Kent.			671
501547	Mrs Helen Lessnoff		CSO5554	Option WMC 5		No Opinion	The area between Wimborne and Ferndown is already substantially built up, so this would not be a total change of character.			671
501559	D R Harrocks		CSO5620	Option WMC 5	Support					671
501560	Mr Christopher CLARKE		CSO5561	Option WMC 5	Support		IRE. WMC 1, no objection to development of football club/ground or even part of field to work, but objection to loss of allotments. Leave these, and if you need more houses then extend the WMC 5 site - there is no logical 'edge' to this.			671
501565	Mr P Keeping		CSO5595	Option WMC 5		No Opinion				671
501569	Neil Pettefer		CSO5609	Option WMC 5	Object		The increase in traffic loads will lead to road congestion and parking difficulties. The level of development proposed will change the			671

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							<p>character of Wimborne and bring with it an overwhelming number of young families, with large numbers of youths, and all the attendant problems for a town.</p> <p>Large estates are out of character with the existing housing provision in Wimborne.</p> <p>There are potentially more suitable development sites in the area such as the Grange area off the A31.</p> <p>Object to WMC1, WMC4, WMC5 and WMC10.</p>			
501591	Mr & Mrs A Davies		CSO5661	Option WMC 5	Object		Strongly object to any developments in rural areas and "green" areas. There are more than enough cars on the road without bringing more traffic chaos.			671
501596	Mr and Mrs B & K O'Loughlin		CSO5699	Option WMC 5	Support					671
501607	Dr Fairchild		CSO5696	Option WMC 5	Object		The road network will not support these developments. Long Lane & Colehill Lane have now become "rat runs" for traffic trying to access the A31 and more houses will increase this very big issue			671
501616	R J Joyce		CSO5734	Option WMC 5	Support					671
501626	Mrs J A Russell		CSO5738	Option WMC 5	Object					671
501694	Mr R BRYAN		CSO5785	Option WMC 5	Support					671
501699	B THOMAS		CSO5812	Option WMC 5		No Opinion				671
501707	Mr Charles J R STREET		CSO5846	Option WMC 5	Object		I am against any development on green field sites.			671
501720	Dr and Mrs		CSO5890	Option	Object					671

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	D HARLOW			WMC 5						
501750	K G Holloway		CSO5952	Option WMC 5	Support		It is pointless to complain that Wimborne Minster is dying and traders are suffering - as many people do - and at the same time to object to every proposal that would bring more customers to the town and environs.			671
501751	Mr RG Birch		CSO5971	Option WMC 5	Object					671
501761	Mr D Curtis		CSO5993	Option WMC 5	Support		The most urgent and critical limiting factors are the A31 single carriageways E and W and density of traffic using Canford Bottom roundabout - Encouraging increased commercial traffic re. PC 4 to PC 9 would only exacerbate the present traffic problems.			671
501804	Mr Glyn Davies		CSO6089	Option WMC 5	Support	General Comment	Do not entertain any further 'traffic calming' measures such as the dangerous/expensive version in Colehill. Re-allocate money to the surface quality of minor roads. Sports facilities could always do with improvement which can often be achieved at fairly low cost.			671
501818	E J Read		CSO6127	Option WMC 5	Support					671
501823	Mr and Mrs E A Osgood		CSO6135	Option WMC 5	Support					671
501853	B G Young		CSO6175	Option WMC 5	Object					671
501867	Mrs I M Marks		CSO6158	Option WMC 5	Support					671
501873	Mr and Mrs Harold A and D		CSO6198	Option WMC 5	Object		All proposals of this nature have a number of basic needs. One of the most important is infrastructure.			671

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	Joan Lilley						Subject to finance being available Canford Bottom Roundabout is to be drastically amended for the Olympic Games. The reference to "Improvements to Canford Bottom therefore appear to have been superseded. Since I cannot find any intention to improve the road network all these proposals will only add to our present problems and cannot be supported.			
501876	J Long		CSO6186	Option WMC 5	Support					671
501881	B W Deverill		CSO6206	Option WMC 5		No Opinion				671
501940	Mr M J Godfrey		CSO6330	Option WMC 5		No Opinion				671
502022	Mr HWR Stevens		CSO6369	Option WMC 5	Object		Dorset's villages and small towns should be preserved as such. So called "developers" are only concerned with profits. There'll always be an England? Not when it has been built over and occupied by strangers.			671
502029	Mr J MacArthur		CSO6412	Option WMC 5	Object	General Comment	Quality of materials and road layout is a key requirement to any new house building. More 2 bed homes to give small families a chance at being housed. Houses and roads can be attractive (Look at Poundbury, Nr Dorchester). Enough parking is a must - no 1.25 spaces per plot, plus a couple of visitors bays, will not suffice. Plenty of 'part rent - part buy' should be included to give all young people a chance to have a home. Try to get away from open plan frontages. Terraces of even small boundary fenced homes look better and give a feel of being established houses.			671
502032	Mr and Mrs Pitt		CSO6426	Option WMC 5	Object		The whole area is congested, there is no real provision for new TRANSPORT OR services for new homes i.e. doctors, local shops or community ctrs. There are already MANY EMPTY industrial units. Building more industrial is only viable if a tax			671

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							loss for developers. Verwood has lost its soul now, and does not need any more ad-hock development. Wimborne will follow if the development of this (at present) lovely Town is carried out in the same way as Verwood has been.			
502059	Mr R Seddon		CSO6487	Option WMC 5	Object		Development should be restricted to brownfield sites. Greenbelt must be preserved. Any development impacting on environmentally important areas such as Wimborne water meadows and River Allen must be avoided at all costs. Affordable homes should not be built on greenfield sites which have high environmental value to the community. These heritage sites must be preserved.			671
502076	Kay Stead		CSO6535	Option WMC 5		No Opinion				671
502078	Mr R Marlow		CSO6526	Option WMC 5	Object		Why waste more tax payers money!!! Too much now!!! These proposals are ridiculous, as any further work prospects in this area are "zero". So why more homes and cars when the road/transport structure is obsolete for modern days need, let alone provision for the future 20/30 years. Just building more houses will not solve the long standing problems in Dorset i.e. jobs and road structures.			671
502099	Carolyn Lourens		CSO6571	Option WMC 5	Object					671
502114	Mr P Foster		CSO6622	Option WMC 5	Support					671
502136	Mr and Mrs WA Forster		CSO6667	Option WMC 5		No Opinion				671
502138	Mrs E Mason		CSO6673	Option WMC 5		No Opinion				671

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502212	Mrs M Fuller		CSO6726	Option WMC 5	Object		Due to the new housing being built on the land of Flight Refuelling and with the proposed 50 homes at Leigh Park the amount of traffic coming through the estate will be too much for the roads to cope with. It will be dangerous for the local children and animals and the pollution from the vehicles will be too much for the locals to live with.			671
502224	Mr and Mrs Larcombe		CSO6733	Option WMC 5	Support					671
502253	Mrs Lesley Jane Franklin		CSO6749	Option WMC 5	Support		I support all options for Verwood, Wimborne and Colehill because I feel there is a great need for more affordable housing in these areas, especially for young families and vulnerable elderly people in rural areas.			671
502312	Mrs Sally Brierley		CSO6778	Option WMC 5	Support	General Comment	No new building should be anywhere near a floodplain with sea levels rising. Transport issues on and around the A31 are already over capacity - no development should proceed without that being sorted - including knock on effects of A31 issues. Has it actually been established that there is a need for all the homes and industrial development? Are we at risk of creating a need in order to service developers rather than establishing if there will be a real need in the first place?			671
502317	Cllr Peter Lucas		CSO6816	Option WMC 5	Object					671
502326	Mr and Mrs T Bennett		CSO6860	Option WMC 5	Object		With more homes will need more employment, a vicious circle. Our roads are too busy now. We surely have enough community areas and centres.			671
502329	Mrs Rosemary Rooke		CSO6874	Option WMC 5	Support					671
502345	Mr and Mrs Ray and Irene		CSO6933	Option WMC 5		No Opinion				671

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	Coulson									
502347	Sarah Cobb		CSO7017	Option WMC 5		No Opinion				671
502381	Mr Cyril Josey		CSO7038	Option WMC 5		No Opinion				671
502387	Mr George Kilpatrick		CSO7018	Option WMC 5	Object		I would like to see the justification for increased housing in East Dorset e.g., demographics, immigration, increased work opportunities etc. I would also like to understand how transport strategy (and infrastructure) is coordinated with this in such a way to make expansion sustainable.			671
502424	Mr and Mrs A V Messenger		CSO7111	Option WMC 5	Support					671
502441	Mrs Ingrid Wells		CSO7154	Option WMC 5	Object					671
502468	Robert Lambert		CSO7213	Option WMC 5	Support					671
502568	Sarah Morgan		CSO7269	Option WMC 5	Object					671
502569	Mr & Ms M & L Skinner & Jeffries		CSO7296	Option WMC 5	Object					671
502570	Mr Samways		CSO7324	Option WMC 5	Support					671
502579	Mr & Mrs R L Thorne		CSO7353	Option WMC 5	Support					671
502595	Mr		CSO7408	Option		No Opinion				671

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	Colin House			WMC 5						
502596	A C Hayter		CSO7395	Option WMC 5	Support					671
502610	John Jackson		CSO7445	Option WMC 5		No Opinion				671
502612	Hugh and Joy Dickson		CSO7439	Option WMC 5	Object					671
502673	Mrs A Powell		CSO7545	Option WMC 5	Object		The infrastructure in this area needs to be sorted out before anymore building goes ahead. There are times you cannot move on the roads. The area is being ruined with all this building works that are already going on.			671
502701	Mrs M Williams		CSO7584	Option WMC 5		No Opinion				671
502708	Ms Julia Owen		CSO22912	Option WMC 5		No Opinion				671
502745	Mrs J.M Kenny		CSO7668	Option WMC 5	Support					671
502913	Mr & Mrs D Whitmarsh		CSO7834	Option WMC 5	Object		There should not be any more large scale house building in the East Dorset area as the roads cannot cope with any more traffic			671
502921	Mr and Mrs L Forinton		CSO7766	Option WMC 5		No Opinion				671
502935	Mr Roger Parker		CSO7795	Option WMC 5	Support					671
502999	Mrs		CSO7865	Option	Support		1. What has happened to the idea of development			671

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	Marion E Lock			WMC 5			on the old Dormy Hotel site in West Parley? 2. It would be better to develop on the outskirts of our villages, as this would also help to sustain their village schools, shops, post offices and churches etc. It also provides a more natural environment to bring children up in. They are more likely to experience a friendly, close-knit community where people all know one another, than on a large estate near a town. Towns also don't become over-developed.			
503024	Valerie Measey		CSO7924	Option WMC 5		No Opinion				671
503085	Mr P.A. Scott		CSO7963	Option WMC 5	Object		More development - more people - more work - more cars - more roads - more noise - more pollution - more laws - more control - less quality of life. A sacrifice to the God of Economic Growth.			671
503156	Richard and Jackie Blunderfield		CSO8018	Option WMC 5	Object					671
503171	Sally Cooke		CSO8061	Option WMC 5		No Opinion				671
503183	B Chissell		CSO8135	Option WMC 5	Support		Having lived in Wimborne for many years, I see the problem with allowing development on WMC4 as the roads. People will either need to go through the already congested town or through the equally busy Colehill to get to Bournemouth or Poole for work etc. So my preference is the sites in the East of Wimborne for travel ease.			671
503233	F Parkes		CSO8197	Option WMC 5		No Opinion				671
503250	Mrs Helen Poole		CSO8232	Option WMC 5		No Opinion				671
503303	Mr Anthony		CSO8301	Option WMC 5	Support					671

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	Roberts									
503315	Mr Kenneth Wood		CSO8329	Option WMC 5	Support					671
503347	Ms Hardwick		CSO8358	Option WMC 5	Support					671
503355	Mr Robert Griffiths		CSO8386	Option WMC 5	Object		No mention of extra school facilities. Massive disruption to local residents for years. We already have green belt and public footpaths. What difference calling it a country we moved to this little enclave to spend our retirement years in peace and quiet. We paid a premium price for the privilege of backing onto green belt. EDC are now proposing to turn it into several years building site. Our property will be devalued (already difficult to sell). Will we be compensated for the devaluation of our property? Better options in WMC4.			671
503358	H C Hoare		CSO8413	Option WMC 5	Support		I support WMC 1, 2,3 and 5, because these new developments would improve Wimborne. I strongly object to WMC 4 because the development is on prime agricultural land and Wimborne does not require a new estate of this size.			671
503368	Mr Nicholas J Long		CSO8448	Option WMC 5	Object		Whilst I accept the need for more houses in the Wimborne area, I am concerned about large clusters of affordable housing developing. As a resident of Leigh Park, I consider this particular area to have reached almost saturation point with regard to low-cost housing. PS. I found the Public Exhibition at Leigh Park very informative - Council staff very helpful.			671
503421	Mr Geof Haywood		CSO8535	Option WMC 5	Support					671
503444	R Hobbs		CSO8554	Option WMC 5	Object					671

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503454	Mr & Mrs Tame		CSO8579	Option WMC 5	Object					671
503482	Mr Ron Hopkins		CSO8657	Option WMC 5	Support					671
503533	Mr N Payne		CSO8715	Option WMC 5	Support					671
503554	Mr D Verguson		CSO8739	Option WMC 5	Object		<p>Wimborne and Colehill – Having examined the Core Strategy Document for Colehill and Wimborne, my reaction is dismay at the Council's ambivalent attitude towards the Green Belt and its failure to acknowledge the problems their ambitious plans will undoubtedly cause.</p> <p>The plan envisages a total of 1005 new houses, of which 400-503 are affordable. Given an average of two adults and two children per house, this implies a possible additional 4000 persons living in this area, a growth of over 30% over the present population of 13,300 a massive increase by any standards for this historic market town and its surrounding areas. Is there really the need in this area for such a substantial increase in housing and population? I have always understood that affordable housing is meant, primarily, for essential workers, such as nurses, policemen, and firemen etc., who would otherwise be unable to live close to their workplace. Is Wimborne / Colehill that short of essential workers as indicated by the number of affordable houses envisaged?</p> <p>The same argument applies equally to the total of new houses planned. With so many households needing two breadwinners, the question must be asked: has Wimborne / Colehill the employment capacity to provide the 1500+ jobs implied, or will many of the new residents planned for need to commute outside this area for employment, as so many existing residents already do?</p> <p>This has serious implications for traffic on already</p>			671

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							<p>congested roads, and in this context I must refute the Council's assertion that Wimborne is well served by public transport. The area WMC5, south of Leigh Road, which is earmarked for 250 new houses, will be particularly badly affected. This is an area entirely devoid of essential services and, with little or no public transport, is already heavily dependent to access work and essential facilities, schools, shops, health services, library, banks, post office etc., all of which are a mile away in Wimborne.</p> <p>Aggravating the situation is, of course, this area's dependence on Leigh Road, the only road in or out of the area. Acknowledge already by the Council as being congested, additional traffic must be anticipated soon from the large-scale industrial buildings under construction in Brook Lane, once they are occupied.</p> <p>This problem of congestion is not just confined to Leigh Road and its surrounding roads east of Wimborne; it will also impact upon Wimborne centre. Increased demand for essential services from an extra 1000 households means increased traffic into the town centre, a need for additional parking, and additional health and council services, as well as more schools. Existing schools are already full, and there will be a need to plan for up to an additional 2000 extra school-age children from the new houses planned for the area. Are there suitable sites available for those schools, or is yet more Green Belt land to be sacrificed?</p> <p>This raises the question of the Council's ambivalent attitude towards the Green Belt. The consultation document states quite clearly that the narrow Green Belt areas that separate Wimborne / Colehill from neighbouring settlements are particularly important to protect. To the west and north of Wimborne / Colehill the Green Belt is expansive, with no large settlements nearby. It is only to the east that the Green Belt gap is narrow, and neighbouring settlements close. Yet it is precisely the narrow Green Belt areas to the north and south of Leigh Road, east of Wimborne / Colehill, that are under</p>			

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							<p>threat from the Council's plans, clearly in breach of its own guidelines.</p> <p>For years now ByetheWay, the Green Belt gap north of Leigh Road, has been under threat, a threat now lifted because the Council has been compelled to admit residents were right that the site was unsuitable for sports use. Now the threat is transferred to the Green Belt gap south of Leigh Road, with a substantial area threatened by 200 houses, allotments and the relocation of the Rugby and Football clubs, involving new pitches with floodlighting, a clubhouse contrary to Green Belt regulations, and extensive parking for cars and coaches. Furthermore, siting these clubs so close to the sewage works leaves no room for future expansion of these works to cope with our increasing population.</p> <p>What is odd is that no concerns have been expressed about these very extensive developments in WMC5, apart from the worry about the view from the bypass. Yet in other areas, FWP1 and FWP2 concerns have been expressed about likely damage to the narrow Green Belt gap between Ferndown and Longham, while in Corfe Mullen there are concerns for the Green Belt and how new houses relate to existing houses. Is this double standards or a reflection of the number of concerned councillors living in these areas as against the dearth of councillors living around WMC5.</p> <p>Finally I turn to the proposed relocation of the Rugby and Football clubs on to the Green Belt land south of Leigh Road. When the ByetheWay feasibility study was being considered in 2006, doubts about the ability of Leigh Road to accommodate more traffic were raised and acknowledged. These problems still remain. Moreover, what appears to have been overlooked in the current proposals is that the approach to the new sites off Leigh Road is along extremely narrow residential roads totally unsuited for the volume and type of traffic these clubs generate. In the feasibility study for</p>			

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							<p>BytheWay, parking for up to 200 cars, plus separate coach parking, was deemed necessary. As for relocation itself, I have never understood why the Council, which has no statutory obligation towards these clubs, should be prepared to spend, literally, several million pounds, in order, so they say, to provide additional pitches for their junior teams. The latest plans envisage only one extra pitch, and it would seem to be a very expensive exercise for so little gain, particularly as there appears to be no shortage of playing fields in the area.</p> <p>We have Queen Elizabeth School, now being transformed into a state-of-the-art Sports Academy, with facilities to match, which have always been available to children from local feeder schools, and adults. In addition, there are many school playing fields which are underused outside school hours, precisely the times when these junior teams need access to playing fields.</p> <p>To conclude, these ambitious plans for a massive increase in population will severely test essential services already under severe financial pressure, and carry a real risk of turning Wimborne / Colehill into yet another indistinguishable dormitory suburb or Bournemouth / Poole, given the limited prospects for employment in the local area.</p> <p>Under the straitened financial circumstances, within which the Council will be operating into the foreseeable future, it is essential that planning should be realistic, concentrating on what is essential and affordable. Otherwise the Council risks infecting long-term planning blight over substantial areas of Wimborne / Colehill quite needlessly.</p>			
503598	Mr John Turner		CSO8759	Option WMC 5	Object		<p>Before ANY further development in the Leigh Road area is contemplated, attention should be given to traffic issues and , in particular, the concentration of traffic into the bottleneck already existing into and through the town (Wimborne). Public transport improvement is a necessity.</p>			671

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503603	Mrs DJ Morley		CSO8776	Option WMC 5		No Opinion				671
503621	A G Haines		CSO8821	Option WMC 5	Support		As I'm sure you are perfectly aware, all developments I have ticked require serious consideration to the whole road network in the areas concerned.			671
503624	Mr RT Jackson		CSO8831	Option WMC 5		No Opinion				671
503635	Mr J Gough		CSO8883	Option WMC 5	Support		Any development in the Wimborne area MUST include improvement to Canford Bottom Roundabout which is a nightmare to local residents and holiday traffic alike. There should also be a new section to the Castleman Trail which joins The Willet Arms to the section in Colehill Plantation. This could then be used by people going to work in Poole from Wimborne and Colehill - it would also improve recreational activities and take cyclists off the road. The whole cycle lane system around Colehill and Wimborne should be reviewed so that children can cycle to school safely.			671
503639	Mrs and Mr M Stevens		CSO8913	Option WMC 5	Object		The A31 is already over-saturated with regular gridlock on Friday/Saturday. Without major redevelopment (min 2 lane carriageway from Ferndown industrial estate to Tolpuddle) it is incapable of taking any more traffic. The entire East Dorset area has already been over-developed versus other areas of the country. It does not have the transport, social, educational, etc. resources for any more. Wimborne, Ferndown and Parley cross-we object to building on green field sites.			671
503640	N J and S A White		CSO8936	Option WMC 5	Support					671
503644	Mr		CSO8960	Option	Object					671

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	J Riley			WMC 5						
503659	Mr JD Jenkins		CSO8989	Option WMC 5	Object		I do not agree with Green belt land being used for housing developments.			671
503683	Mr and Mrs A Chester		CSO9038	Option WMC 5	Object		We have answered questions in our particular area. We have become angry residents of Wimborne, due to the parking of cars in residential roads. Our misery, when the proposed plans for yet more building plans, will increase this pushing us to move away from the area. Far from having plans for yet more housing some on greenbelt (but oh how these can be reversed today), we should have a policy of POPULATION CONTROL! We are a small island and if the population increases at the current rate, life will become intolerable. Our country where our families have lived for generations, is on a slippery slope. Stop now, implement a policy for population control, this should sort the problem. Don't spoil our county with more housing.			671
503687	Mr Nick Smith		CSO9048	Option WMC 5	Object					671
503690	Ms Clare Parvin		CSO9077	Option WMC 5	Support		The only thing I think is a good idea is a country park - WMC 5. I hope named Leigh Country Park in keeping with our Saxon heritage before the Normans usurped the nation.			671
503725	G A Hughes		CSO9181	Option WMC 5	Support		Consideration should be given to improved car parking facilities at Redcotts Recreation Ground.			671
503759	Mr D.J. Middleton		CSO9202	Option WMC 5	Support					671
503761	Mr David Bourne		CSO9213	Option WMC 5	Support					671

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503787	Mrs P A Dent		CSO9263	Option WMC 5	Object		I am totally against the development of large housing estates as they are not popular with the public. Also the cost of providing infrastructure will be phenomenal and impact on existing communities detrimental. Far better to use small existing areas of land rubber stamped as Green belt land but of no benefit to the community. These parcels are mainly within residential areas and give immediate access to facilities without overloading them. With a small number of houses built, people can get to know their neighbours better. I, of course, am part owner of such a piece of land.			671
503846	Mr Anthony Hose		CSO9298	Option WMC 5		No Opinion				671
503861	Mr E Hawkins		CSO9330	Option WMC 5	Support					671
503878	Mr Peter Smith		CSO9389	Option WMC 5	Object		Generally most of the proposed housing developments do not seem to provide necessary improvements to local infrastructure.			671
503879	Mr S Smithson		CSO9405	Option WMC 5		No Opinion				671
503943	Mr & Mrs Rumball		CSO9437	Option WMC 5	Support		Good to see more houses, affordable houses being built. The only objection I have is to the increase of traffic on the A31, Christchurch Road, Parley Crossroads. Why not make new roads, flyovers, underpasses where possible - Canford Bottom roundabout is one in question and make it a dual carriage way - too many accidents.			671
504093	Mr & Mrs Vivian		CSO9472	Option WMC 5		No Opinion				671
504101	Mrs Mary Trevis-Bell		CSO9499	Option WMC 5	Object					671

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504216	Mr Mark Rich		CSO9569	Option WMC 5	Object					671
504285	Mr P Miller		CSO9636	Option WMC 5	Object		Density - particularly FWP2. To achieve the densities you are proposing will be disastrously small - this is churning out rabbit hutches. Infrastructure. On the basis of 7 movements per property this amounts to almost 6000 additional movements per day on roads that are already overloaded. Highways works will only be tinkering with a situation that cannot cope with a minor accident or road works.			671
504314	Ms Selina Roper		CSO9708	Option WMC 5		No Opinion				671
505269	Mr H Stringer		CSO9808	Option WMC 5	Support		If the Rugby Club moves it should retain its separate status and not be merged with the Football Club.			671
505273	Mrs Lorraine Hubbard		CSO9841	Option WMC 5		No Opinion	Keep Waitrose, please don't let Dorset CC waste money on a public inquiry. KWG are talking rubbish! I have lived in Wimborne for 20 years and never has the green been used as a public open space - the grounds were locked unless open for cricket and Folk Festival car parking. Wimborne is busy once again since the opening of Waitrose.			671
505288	Mrs S Cramer		CSO9877	Option WMC 5	Support	General Comment	As a married mother of 3 children, 2 girls and 1 boy, living in a 2 bed Council flat (first floor), I welcome more housing to the Wimborne area for young families needing affordable housing / rented housing.			671
505315	Mr Frank W Myerscough		CSO9929	Option WMC 5	Support		Provide disabled car parking behind Scrivens with access from the bridge over the Allen River via Co-op car park. Eliminate all private car parking and private car traffic through the Square and High Street. Pedestrianise Square and High Street allowing bus parking and taxis, and lorry/van			671

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							unloading only. IT IS ABOUT TIME A RADICAL SOLUTION TO THE PROBLEM WHICH HAS BEEN TALKED ABOUT FOR AT LEAST 25 YEARS WITH NO ACTION. ALL CONTINENTAL EVIDENCE HAS INCREASED SHOP BUSINESS BY THIS MEANS.			
505354	Mr Tim Edwards		CSO9949	Option WMC 5		No Opinion				671
505369	J Young		CSO9976	Option WMC 5	Support					671
505506	Mr Peter Hendra		CSO10052	Option WMC 5	Object	General Comment	Building more houses has NOTHING to do with meeting the needs of (existing) local residents. We do not need or want more houses in our area. Planning to build more houses is driven by the 'need' to meet externally imposed quotas based on false assumptions on the desirability of further population and economic growth. Instead of wasting resources on building more housing which is ecologically unsustainable, we should be using them to make a transition to a low energy sustainable future for our children. Please listen to local residents and reject further development.			671
505523	Mr & Mrs A Turner		CSO10079	Option WMC 5		No Opinion				671
505561	Mr D. Calvert		CSO10099	Option WMC 5	Support					671
505590	M Spalding		CSO10131	Option WMC 5	Support					671
505681	Mr Nick Lewis		CSO10169	Option WMC 5	Object		Ferndown and Wimborne are already over developed. On top of that the road access via A31 west of Ringwood is dreadful at rush hour and ????? persons and building 1000.s of new homes			671

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							will make this situation worse and cause complete gridlock. The traffic noise from the A31 is awful. The road needs to be re-surfaced between Ashley Heath and Ferndown.			
505742	L. J. Ashplant		CSO10211	Option WMC 5	Support					671
505802	Mr RGH Chapman		CSO10243	Option WMC 5	Object					671
506161	Mr RD Holyoake		CSO10319	Option WMC 5	Object		Any more development within Dorset's existing built up areas will end with a complete gridlock of traffic.			671
506196	Mr & Mrs P Stout		CSO10348	Option WMC 5	Support		Although these are on "green land" they are well positioned on the edge of the existing settlement and on land without huge scenic value so if you have to find areas for housing, these seem good. The vista of the Minster coming down the Cranborne Road must be preserved, but with good sympathetic housing design, this could be used to enhance the view – think large houses on the front line, set back and matching those on Milton Road etc. You'll need to be firm with the developers – it will mean a few less houses per square handkerchief.			671
506754	Mr Derek E Marsh		CSO10375	Option WMC 5		No Opinion				671
507026	Mr David Craig		CSO10428	Option WMC 5		No Opinion	I would like to see priority given to projects which have a higher concentration of social housing inclusion, and also include a higher green/renewable energy provision. Particular concentration on family areas, playgrounds and social/community facilities should be considered.			671
507032	Mr David Oliver		CSO10454	Option WMC 5	Support	General Comment	1. Has any thought been given to services required for these developments - gas, electric, water and sewage?			671

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							<p>2. Have sites been suitably evaluated for new allotments?</p> <p>3. Bearing in mind climate change, what evaluation of river flooding on certain sites?</p> <p>4. Are developers really going to subsidise public transport?</p> <p>5. There was a decision that no further development be allowed south of the old A31 to the bypass.</p>			
507033	A R Twaits		CSO10480	Option WMC 5	Support	General Comment	<p>Despite improvements to public transport, cycling and walking, the reality is that the vast majority of journeys will continue to be made by car. Local roads are already congested and the extent of development proposed is not acceptable without significant increases in the capacity of these roads for cars.</p> <p>In particular problems on the Ferndown and Wimborne bypasses need to be resolved, and the A31 to Poole link built.</p> <p>It is often difficult to find convenient short stay parking in Wimborne and additional housing will increase the need for additional short stay parking.</p>			671
507132	Ms L Joyce		CSO10526	Option WMC 5	Support					671
507170	Miss A K Jukes		CSO10572	Option WMC 5		No Opinion				671
507286	Mr N P Butler		CSO10685	Option WMC 5		No Opinion				671
507336	Mr John Page		CSO10745	Option WMC 5		No Opinion				671
507356	Mr and Mrs M Moody		CSO10806	Option WMC 5		No Opinion				671

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507361	Mr Kenneth Archer		CSO20317	Option WMC 5		No Opinion				671
507363	Mr Kevin Sayer		CSO10831	Option WMC 5	Object	General Comment	<p>The area alongside the A31 between St Leonards Hospital and Tricketts Cross is an area where many houses could be built. Currently this area is an eyesore and gives a bad impression to visitors as they cross into Dorset from Hampshire.</p> <p>Why are nearly all your proposals on greenbelt land?</p> <p>There are many areas in East Dorset on non-greenbelt land which could be built on. Your proposal (FWP 4 and 5) will put more pressure on Parley Common as well as introduce more traffic on an already busy road system.</p>			671
507388	Mr David Huggins		CSO10890	Option WMC 5	Object					671
507474	Mark and Jean Cording		CSO11023	Option WMC 5	Object		<p>1) We are still due a correctment in housing prices, housing benefits have artificially underpinned the bubble. The so called shortage of housing is also caused by breaking up of the family unit (teenagers and young people do not need their own homes)</p> <p>2) The Green Belt must be protected, a temporary supposed need would and could not be reversed. There are hundreds of brown sites which could be utilised, without the need for more disruptive and expensive infrastructures.</p> <p>3) Green Belt land was created to protect open land between and around developments. We anticipated development and councils saying they need more land, it was and is vital so please do not change the policy. Times change, needs change, populations (immigration and emigration) demands disappear but green land cannot be replaced.</p>			671
507524	Mr C G Richardson		CSO11074	Option WMC 5		No Opinion				671

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507555	Mr and Mrs C Lamond		CSO11101	Option WMC 5	Support					671
507572	GJ Pettifer		CSO11130	Option WMC 5	Support					671
507659	Ms Victoria Johnstone		CSO11212	Option WMC 5		No Opinion				671
507693	Mrs P Carter		CSO11253	Option WMC 5		No Opinion				671
507737	Mrs S Philpot		CSO20182	Option WMC 5		No Opinion				671
507789	Mr CJ Barrett		CSO11413	Option WMC 5	Support					671
507800	Mrs K M Platt		CSO11460	Option WMC 5		No Opinion				671
507908	Mr Philip H James		CSO11548	Option WMC 5	Support					671
507980	Sylvia Allen		CSO11577	Option WMC 5	Support					671
508383	Ms Emma Hayter		CSO11696	Option WMC 5	Support		Think it is important for East Dorset to have affordable housing. At the moment I work in East Dorset and am looking to buy my first home, places in East Dorset are very expensive and am having to look outside the local area. I really don't want to move too far from my job.			671
508413	Mrs		CSO11755	Option	Support					671

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	S Best			WMC 5						
508735	Mr Peter Barham		CSO22261	Option WMC 5	Support					671
508835	Mrs E.L. Stratford		CSO12179	Option WMC 5	Object		The Council is always after land for housing or business development. Whatever is granted is never enough and a few years later they want more. This process has been going on for over 50 years and it is time it came to a stop. Enough is enough as it is ruining the area.			671
508852	Mrs L.A. Chesshire		CSO12228	Option WMC 5	Support					671
508887	Mr J.S. Kidd		CSO12297	Option WMC 5	Support					671
508928	Mr D.W. Lonsdale		CSO12355	Option WMC 5	Support		Although I have indicated support for development considerations for Wimborne, express surprise that such a document totally omits any mention of infrastructure to support these developments. You estimate the construction of over 1000 homes but make no mention of the need to construct roads to handle what would otherwise be crippling congestion. For instance the construction of 550 homes along the east and west side of the Cranborne Road and 170 homes at Cuthbury Allotments and the football ground with the accompanying 1000 or so extra cars means that a bypass to enable vehicles to pass towards Poole and Bournemouth without going through the centre of Wimborne is essential. If your answer is that road transport is a County matter then you must involve the County before finalising any thinking about further house building in the Wimborne area.			671
508993	Mr		CSO14540	Option	Support					671

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	A Samways			WMC 5						
509006	Mr S.R. Taylor		CSO12455	Option WMC 5	Support					671
509065	Mrs B Burge		CSO12480	Option WMC 5	Support					671
509814	Mr T M Trickett		CSO15196	Option WMC 5	Object		It appears that most of this proposed development is in the Green Belt, I feel that the planners should have indicated the Green Belt areas on this document.			671
510268	Ms Deborah McClure		CSO13044	Option WMC 5	Support					671
510292	Mr S Waddington		CSO13052	Option WMC 5	Support					671
510309	Suzanne Chapman		CSO13065	Option WMC 5	Support		I support affordable housing for all who need this, especially young people, but I am concerned about the impact this will make on transport up East Borough and down it.			671
510323	Mr and Mrs B Hallam		CSO13076	Option WMC 5	Object		We strongly object to the proposed development of WMC5 land south of Leigh Road. The privately owned field that backs onto Brookside Road has always been deemed to be Green Belt, so how can it now be changed to enable the Council to approve it to be built on for housing. What about the wild life habitation such as foxes, deer at times, also birds e.g. buzzards magpies and all our British birds. If this is approved then it should not be such a large development and the properties in Brookside Road, Parmiter Drive, Parmiter Way should be given some consideration. Also what about traffic, schools, doctors and dentist requirements, as at the moment these are already full to capacity.			671

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510325	Mrs A Swain		CSO13078	Option WMC 5	Support					671
510350	Mr Alan Woodward		CSO13129	Option WMC 5	Object					671
510353	D M Parsonage		CSO13089	Option WMC 5	Object		Is every bit of green land in area to be covered. You have already ruined Wimborne with the appalling Waitrose building (no objection to Waitrose coming but not there). Soon you will be going round gardens to see if you can put a house in them. We need green land and trees, so stop filling them with so called affordable housing. I have 2 adult children earning very good salaries and neither of them could afford your so called affordable housing.			671
510354	Mrs A Perry		CSO13085	Option WMC 5	Object		Football and rugby clubs would not be acceptable in this quiet residential area. And I object to housing overlooking this bungalow estate. Reasons for objecting - housing. The proposed potential development area backs on to the gardens of Parmiter Way. Having had applications for roof extensions to the bungalows in this area refused over the years it would be inappropriate for a new housing development especially blocks of flats to be built which would dominate and overlook these bungalows and rear gardens. This problem could be solved by having allotments along the southern boundary of these properties. Suggested amendment: That assurances be given that proposed development area will not be situated near Parmiter Way in such a way to dominate the bungalows and overlook their gardens. Reasons for objecting - Wimborne Rugby and Football clubs. Too near residential area creating noise and traffic. Particularly as there would be club houses with social events, some late at night. The noise from both sport and social events can be heard on			671

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							occasions where these premises are at the moment which is Leigh Park (rugby)			
510366	JK Lake		CSO13101	Option WMC 5	Support					671
510368	R Honess		CSO13104	Option WMC 5	Support					671
510380	Kelvyn and Fiona Jones		CSO13119	Option WMC 5		No Opinion				671
510411	Ms Julie Camsookai		CSO13139	Option WMC 5	Support					671
510420	Mr Peter Stevens		CSO13147	Option WMC 5	Object					671
510439	EJ Cossins		CSO13184	Option WMC 5	Support		Houses desperately needed for young families at a price they can afford and near schools, shops, places of employment etc.			671
510446	Brooks		CSO13216	Option WMC 5	Support					671
510449	F W Voysey		CSO13194	Option WMC 5	Support					671
510459	Roger and Dorothy Cook		CSO13203	Option WMC 5	Support					671
510473	Mr Faulkner		CSO13208	Option WMC 5	Object					671
510483	Mr and Mrs B Rogers		CSO13219	Option WMC 5	Object					671
510490	Ms		CSO13224	Option	Object					671

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	Helen Banfield			WMC 5						
510504	Chris Mercer		CSO13310	Option WMC 5		No Opinion				671
510509	Christopher Joy		CSO13246	Option WMC 5	Object		Please leave the Wimborne area alone after the cricket ground farce.			671
510521	K G Burling		CSO13267	Option WMC 5	Object		Further development adjacent to Leigh Road and Wimborne Road West will aggravate the already congested route out of Wimborne to the Canford Bottom roundabout and there are insufficient shops and other facilities in the area.			671
510532	W.W. Chant		CSO13277	Option WMC 5		No Opinion				671
510535	Vicky Wells		CSO13291	Option WMC 5	Support					671
510549	Mrs R Green		CSO13321	Option WMC 5	Object		B 3073 road (along Wimborne Road West and Leigh Road) already unable to cope with traffic owing to bottleneck, more homes would worsen the situation.			671
510552	Nigel and Pauline Allen		CSO13334	Option WMC 5	Support					671
510623	Mr Douglas Priest		CSO13344	Option WMC 5	Support					671
510627	Mr J Elcock		CSO13358	Option WMC 5		No Opinion				671
510630	Mr A B Wood		CSO13356	Option WMC 5		No Opinion				671
510637	D H Letchford		CSO13368	Option WMC 5	Support					671

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510647	Mrs M E Elcock		CSO13379	Option WMC 5	Object					671
510674	P Rhodes		CSO13400	Option WMC 5	Object		Do the authorities seriously consider that the infrastructure in and around Wimborne can substantiate this no of new properties and increase in population. If so it would be interesting to know what action is to be taken before building commences.			671
510684	Angela Pullman		CSO13411	Option WMC 5	Object					671
510709	D Williams		CSO13429	Option WMC 5	Support					671
510711	Ms Emma Haynes		CSO13469	Option WMC 5	Support					671
510722	J P Stallard		CSO13445	Option WMC 5		No Opinion				671
510725	Mrs D Davidson		CSO13446	Option WMC 5	Support					671
510733	MK Clayson		CSO13456	Option WMC 5	Object		Too many vehicles for the road network			671
510747	Alison Francis		CSO13472	Option WMC 5	Support					671
510763	Dr and Mrs Dicker		CSO13480	Option WMC 5	Support					671
510794	Mrs S P Houghton		CSO13512	Option WMC 5	Support					671
510798	Mr F		CSO13521	Option WMC 5	Support					671

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	Sullivan									
510828	Mr G Williams		CSO13561	Option WMC 5	Support					671
510844	Mr Michael Guilmany-Cush		CSO13569	Option WMC 5	Object					671
510873	Mr & Mrs B.R. Mayes		CSO13618	Option WMC 5		No Opinion				671
510974	Mr Jim Cullumbine		CSO13645	Option WMC 5	Support					671
510993	R.A. Cherrett		CSO13678	Option WMC 5	Support					671
511015	Mr Christopher White		CSO13715	Option WMC 5		No Opinion				671
511057	Mr & Mrs J Bradford		CSO13790	Option WMC 5	Support					671
511076	Mr Ian Burden		CSO13809	Option WMC 5	Object		I do not understand East Dorset's obsession with building on sports and recreation grounds. I have lived in Corfe Mullen and Merley for 60 years and I am very upset that you are proposing to build on Lockyers School, the recreation ground and the waygrounds plus Wimborne Football Club, which I have associated with for 45 years. All of these areas have lovely views over the valley towards Sturminster Marshall and Ashleywood. Please do not repeat the mistake by making more irreversible decisions like the building on Wimborne Cricket Ground.			671
511176	B.M.		CSO13910	Option	Support		Can the Rugby Club be moved?			671

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	Timpany			WMC 5						
511219	Ms Kathleen Smith		CSO13922	Option WMC 5	Support		I support those schemes which will have the most beneficial effect for Wimborne in the way of housing (and affordable housing in particular), schools, amenities and green open areas			671
511258	Helen Leavens		CSO13974	Option WMC 5		No Opinion				671
511260	J Nimmo		CSO13958	Option WMC 5	Support		At all costs the green belt should be protected, because once it's gone it's gone. An attempt should be made to identify properties that are empty and those that could be renovated. It would be useful to talk to the local post persons who will have a detailed knowledge of the situation. I would very much doubt if the developers will make any useful contribution to transport improvements.			671
511320	Mrs C J Ballard		CSO13988	Option WMC 5	Support					671
511324	Mr M H Ballard		CSO13996	Option WMC 5	Support					671
511328	David Griffin		CSO14004	Option WMC 5		No Opinion				671
511383	Mrs Jean Archer		CSO20378	Option WMC 5		No Opinion				671
511395	Mr S M German		CSO14036	Option WMC 5	Support					671
511399	Mr & Mrs Michael and Diana Froud		CSO14051	Option WMC 5	Support					671

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511406	G F Divall		CSO14044	Option WMC 5	Support					671
511413	Ben Rowe		CSO14072	Option WMC 5	Support					671
511429	Mr P Shenton		CSO14106	Option WMC 5		No Opinion				671
511430	A.D. May		CSO14113	Option WMC 5	Object					671
511433	R M Jones		CSO14104	Option WMC 5	Object					671
511441	Mr John Harris		CSO14123	Option WMC 5	Object		Did not move to Wimborne to see it grow out of hand. With more homes comes more money and more power and that inevitable capitalist growth. Small and green is good. Leave it alone.			671
511446	Daphne Archard		CSO14128	Option WMC 5	Object		My opinion is that the area will not lend itself to such a large increase in population. Roads are already extremely busy. If there are to be new homes please make them affordable and first homes.			671
511462	C Wedgery		CSO14145	Option WMC 5	Object		The area including Christchurch, Bournemouth and Poole is overpopulated. Over 50% of Dorset lives here.			671
511464	Mr M F Brown		CSO14151	Option WMC 5	Object					671
511467	Mrs H R Wood		CSO14159	Option WMC 5		No Opinion				671
511483	Mr and Mrs Richard and Elizabeth Wilson		CSO14294	Option WMC 5	Support		The reason for supporting WMC5 only is that conceivably the majority of the traffic movements from here may not go via the town centre to reach Poole or Bournemouth or beyond.			671

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511489	Mr H G Holden		CSO14168	Option WMC 5	Support					671
511538	Anne Whittle		CSO14212	Option WMC 5	Object		I would like to see any building of extra homes kept down to the absolute minimum to comply with Government directives. Wimborne could so easily become swamped by suburbs like poor old Poole. Population growth inevitably drives housing growth but I would not like to see new people encouraged to come here by new housing. I do not think many developers are driven by altruism. I would not like to see development on the Allenvue car park - even with the Waitrose car park, as cited. More people in more housing will need more parking space for the proposed new community centre and commercial centre etc. I would like to see the land adjoining the Recycling Centre in Brook Road bought back and incorporated into the existing Rec. Centre - for all the extra people brought in by extra housing !			671
511571	Colin Alborough		CSO14223	Option WMC 5	Support		We are in desperate need of more affordable housing in the East Dorset area. There is also a shortage of employment opportunities in the area. The provision of more houses should help to push house prices down to give young people a change of getting on the property ladder.			671
511613	Mr & Mrs W.C. Finlayson		CSO14250	Option WMC 5	Support		All houses should be built within walking distance of the town and therefore I support the Cranborne Road and Leigh Road areas.			671
511618	Mrs V Blunden		CSO14257	Option WMC 5	Support					671
511621	Ms Mary A Combe		CSO14269	Option WMC 5	Support					671
511639	Paul Hockey		CSO14314	Option WMC 5	Object		I believe the area is already developed to its limits, Wimborne has a unique character that needs			671

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							safeguarding. As custodians of Wimborne it is your duty to prevent the further ... of the whole area and so protect its future. The population of this small country is too large and the continual building of new homes will not ease this over pressing problem.			
511659	Mrs M.A. Bosworth		CSO14350	Option WMC 5	Support					671
511668	Mr Philip Chissell		CSO14357	Option WMC 5	Support		<p>My first thought is that we need new housing in the country as a whole and in particular in East Dorset due to strong demand and the unaffordability for younger buyers. I believe that Wimborne is clearly the best place for this in East Dorset:</p> <ul style="list-style-type: none"> • It has good facilities including a superb hospital, schools, shops, churches, doctors, cinema, public houses, sporting facilities etc.; • It had good infrastructure particularly in relation to employment facilities locally, at Ferndown and Hurn industrial areas, and Bournemouth/Poole; • It is more sustainable to have concerted development within walking/cycling distance of the town centre reducing car use; • It keeps housing away from more sensitive sites in East Dorset in particular heathland; • It brings vitality to the town (as opposed to dormant suburbs) and may reverse the ageing demographics. <p>Wimborne needs development to remain the vibrant town that it is. This is an opportunity to fulfil housing needs, reinvigorate the town and benefit the community.</p> <p>Within this area you have identified five sites that could accommodate development. In broad principle I am in favour of all of these.</p> <p>WMC5, by contrast, is largely featureless but constrained by the bypass and the policy of keeping a green wedge between Wimborne and Colehill at the southern boundary. I fully concur with the concept of maintaining open spaces within and around Wimborne. Hence I have offered a</p>			671

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							<p>Countryside park immediately to the South of WMC5 running down to the river Stour; indeed, within this I have planted a belt around a 22 acre meadow opposite Canford School creating a beautiful parkland setting which you are welcome to view.</p> <p>I believe you had a meeting with prospective developers back in November and the prospect of a "sports village" was raised on WMC5. I support this and have offered land further to the Countryside park on the periphery of prospective housing and on the green wedge that separates the development from Colehill. If development elsewhere requires the football and rugby clubs to move, this site offers a level area in which to construct purpose built facilities. Gleesons have produced a brochure with suggestions and I believe you have been provided with a copy.</p> <p>An important advantage of development at WMC5 would be its accessibility to roads in and out of Wimborne (without impacting traffic within Wimborne) as well as its flatness and relative proximity to the town centre. I would suggest provision should be made for a cycle/pedestrian route into the town centre and industrial estates off Brook Road. In this respect it is sustainable.</p> <p>It may be useful to give you some background to the land in terms its history:</p> <p>It was bought by my grandfather in 1923 when the Canford estate was broken up. It is owned by myself, my brother and my sister, and I farm it in conjunction with the larger Cowgrove Farm where I live. It is not particularly convenient as off-lying land and I would be content to sell it entirely. My siblings are in accord with this. We signed an option agreement with Gleesons to expedite this.</p> <p>I realise that these views are in parallel to the submission made by Gleesons but I hope they are useful. Wimborne needs development to remain the vibrant town that it is. This is an opportunity to fulfil housing needs, reinvigorate the town and benefit the community.</p>			

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511675	Mr and Mrs R G Fletcher		CSO14361	Option WMC 5	Support		WMC4 and 5 have no current significant views into the old town, and are obvious and clear areas for town expansion. For WMC5 the by-pass is self-evidently the natural new southern boundary of the town, and housing density would be low with the sports facilities included.			671
511680	Mr Alan Mogg		CSO14363	Option WMC 5	Support					671
511685	Mr & Mrs B Todd		CSO14382	Option WMC 5	Support		I do not think that the views of people not living in the areas should be taken into account. After all it concerns the locals more than outsiders.			671
511687	Mr N Paton		CSO14383	Option WMC 5	Support					671
511692	Ms Ruth Blaug		CSO14402	Option WMC 5	Support					671
511699	Mr Laurence Danks	Waste Collection and Recycling	CSO14417	Option WMC 5	Object		Totally against WMC4 and 5 green belt and within 500m of Leigh Common Site of Nature Conservation Interest. However to make WMC1, WMC2 a possibility. As per plan, rugby, football and allotments could go to south of Leigh Rd. With concerns, i.e., floodlights(time restrictions) club houses events indoor and outdoor, licencing hours, entertainments and amounts of persons in attendance. Late night anti-social behaviour.			671
511704	Mr A M Nisbet		CSO14442	Option WMC 5	Support					671
511711	Coombes		CSO14426	Option WMC 5	Object					671
511740	Mr Grahame		CSO14460	Option WMC 5	Support					671

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	Austin									
511747	Mr T W Tonge		CSO14467	Option WMC 5	Support					671
511761	Mr G Burge		CSO14487	Option WMC 5	Support					671
511769	Catryn Holton		CSO14506	Option WMC 5	Support					671
511840	S Hicks		CSO14532	Option WMC 5	Object					671
511870	Margaret Waddicor		CSO14554	Option WMC 5	Object		I am opposed to WMC 5. Living in Hayes Close, it is already difficult to drive out from Hayes Lane onto Wimborne Road West. There are often 'bumps' on this corner and in the last three months there have been two serious RTA's.			671
511883	Mr Anthony Houghton		CSO14566	Option WMC 5	Support					671
511888	Mr and Mrs M Hayter		CSO14582	Option WMC 5		General Comment	The rugby club has just paid out large sums to re-furbish the changing rooms and Harrison Room, how will this taken into account if the club is moved, club members have and continue to work hard to raise these funds.			671
511903	Gordon Macrae		CSO14609	Option WMC 5	Support					671
511904	Sue Budd and Sue Pearson		CSO14617	Option WMC 5	Support	General Comment	Questions: 1. How many affordable homes are needed and will mortgages be available?			671
511932	Mrs J Beardsley		CSO14654	Option WMC 5	Support					671

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511934	Mr and Mrs D A Wilkinson		CSO14653	Option WMC 5	Support					671
511938	Mr R Stoney		CSO14673	Option WMC 5	Object		Bus route and service should be re-instated along Wimborne Road West - particularly if there is to be less car parking but more people in the area.			671
511940	A C and K G Sherman		CSO14675	Option WMC 5	Support					671
511960	Mr E I Pease		CSO14702	Option WMC 5	Support					671
511969	Mrs Pamela H James		CSO14714	Option WMC 5	Support					671
511979	Mrs Browning Smith		CSO14724	Option WMC 5	Support		Please use brownfield sites before those green as in Cranborne Road.			671
512014	R P Perrior		CSO14762	Option WMC 5	Support					671
512019	C Sargeant		CSO14782	Option WMC 5	Object					671
512030	Marg A Smith		CSO14795	Option WMC 5	Object		Leigh Road is also very busy.			671
512057	Mr Trevor Davies	Headteacher Pamphill First School	CSO14837	Option WMC 5		No Opinion				671
512095	Bennett		CSO14855	Option WMC 5	Support		I only support options if something has to be done.			671
512099	Mrs P E Gaskin		CSO14857	Option WMC 5	Support					671
512110	Mrs		CSO14871	Option	Support					671

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	Felicity Prince			WMC 5						
512123	Mrs M Masterman		CSO14892	Option WMC 5	Object					671
512126	Mr and Mrs P Taylor		CSO14888	Option WMC 5	Support					671
512131	Mr and Mrs S Turner		CSO14908	Option WMC 5		No Opinion				671
512151	Mr S Adams		CSO14930	Option WMC 5	Support					671
512176	Adrian Newton		CSO14943	Option WMC 5	Object					671
512188	K North		CSO14951	Option WMC 5	Support					671
512255	Mrs A K Horitz		CSO14959	Option WMC 5	Object					671
512277	Tristram and Sarah Hobson		CSO14978	Option WMC 5	Support					671
512281	Graham Roberts		CSO14969	Option WMC 5	Support					671
512298	Rosemary Protheroe		CSO14987	Option WMC 5	Support					671
512316	Mr P Willgress		CSO15013	Option WMC 5	Support					671

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512326	Mr Ian Willis		CSO15041	Option WMC 5	Support					671
512343	J Spink		CSO15076	Option WMC 5	Object		Open space used daily by numerous dog walkers.			671
512354	Mr David Little		CSO15107	Option WMC 5	Support					671
512359	Mr J Robertson		CSO15102	Option WMC 5	Support					671
512360	Richard Acres		CSO15104	Option WMC 5	Support					671
512373	Mr and Mrs J Lund		CSO15126	Option WMC 5		No Opinion				671
512586	Mr D.B Thwaites		CSO15202	Option WMC 5	Object					671
512599	R J Miles		CSO15210	Option WMC 5	Support					671
512613	Mr N F and Mrs J Burchell		CSO15218	Option WMC 5	Object		If WMC5 is approved how will we cope with another 200/500 cars in this area? Where will the proposed incoming children go to school?			671
512703	Rita Sweatland		CSO15231	Option WMC 5	Support					671
513033	Mr Jonathan Hoyle		CSO15321	Option WMC 5	Support		Overall WMC 4 and 5 have the greatest benefit with a wide variety of access and possibilities for development, larger development like these would benefit the town more than smaller ones.			671
513499	Mrs D		CSO15379	Option WMC 5	Support					671

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	Thomas									
513639	Mr and Mrs D J A Kirby		CSO15429	Option WMC 5	Object					671
513692	Mrs A Willis		CSO15477	Option WMC 5	Support					671
513881	Mrs S Bagg		CSO15524	Option WMC 5	Support		By ticking 'SUPPORT BOXES' I am not actively supporting the locations but, if we must have so much development, making the best of a bad job. We must not spoil the area by over development. More houses only bring more people to our already overcrowded area. Local houses for local people, yes, but how can that be ensured?			671
513900	Mr P Wall		CSO15560	Option WMC 5	Support		Unfortunately more development more movement. A comprehensive transport policy should be developed e.g.. road improvement (A31), bus and trams, rail links (restored).			671
513966	Mr and Mrs Howard		CSO15636	Option WMC 5	Support					671
513974	Mr A Moore		CSO15674	Option WMC 5	Object					671
514009	L Stock		CSO15694	Option WMC 5	Object					671
514039	Mrs R Doman		CSO15726	Option WMC 5		No Opinion				671
514049	Mrs E Hellier		CSO15735	Option WMC 5		No Opinion				671
514087	Joan Smithies		CSO15786	Option WMC 5	Support					671

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514091	Mr RJ Potts		CSO15798	Option WMC 5	Support					671
514099	Mr and Mrs T C Blakeley		CSO15839	Option WMC 5		No Opinion				671
514111	Penelope Webiery		CSO15887	Option WMC 5	Object					671
514136	Mrs J Crumb		CSO15934	Option WMC 5	Support					671
514225	Mr Simon Dixon	Secretary West Moors Traders Association	CSO15948	Option WMC 5	Support					671
514246	Theresa Monahan & Jonathon Chaffey		CSO15987	Option WMC 5		No Opinion				671
514274	Mr Showell		CSO16036	Option WMC 5	Object		Instead of new housing there should be a new strategy of providing more public open space. The lessons of the Edwardians/Victorians should be learnt. New public parks like Poole Park, Queens Park and Kings Park save an area from urban crowding. Perhaps all the land proposed for housing could be reallocated to public parks.			671
514450	Mr and Mrs P Webb		CSO16166	Option WMC 5	Object		WMC 2/4/5: Objection is that there are too many houses proposed. A smaller development in all areas would be far more acceptable and in keeping with Wimborne's present ambience.			671
514467	Mrs Lesley Cripps		CSO16184	Option WMC 5	Support					671

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514482	C E T Gilbert		CSO16220	Option WMC 5	Support		Wimborne FC Ground appears now to need a new site, for it to enlarge, improve league, ready for the future.			671
514507	Mr and Mrs C Macy		CSO16248	Option WMC 5		No Opinion				671
514637	P C Dibben		CSO16297	Option WMC 5		General Comment	Prefer farmland to 'valuable green infrastructure'. Notice there are no 'employment options' for Wimborne. Where are all the (local) jobs for people in the new houses?			671
514649	Mrs June Sawyer		CSO16307	Option WMC 5	Object		I strongly object to access through Parmiter Drive (WMC5). I have lived in Parmiter Drive for over 35 years and have always thought it the best place in Wimborne to live. I can imagine what a nightmare increased volume of traffic would bring. The road surface is deteriorating at this moment in time and can only get worse.			671
514674	Mrs J Williams		CSO16335	Option WMC 5	Support					671
514752	Claire Richardson & Jamie Shirley		CSO16382	Option WMC 5	Object		I would very much like to state our major concerns with regard to the development of both the rugby and football grounds (WMC5), along with 200 homes to be built. Currently this land offers a tranquil walking area which many enjoy, where varying types of wildlife live. The major changes and disruption would cause no end of damage, not to mention the volume of traffic wanting to access the surrounding roads. Parking for residents is already a problem, so the influx of supporters for both rugby and football will be an unacceptable overload for the current residents. The noise would also prove unacceptable and find this proposal an environmentally wrong decision to ever entertain.			671
514805	Mrs D Sadler		CSO16412	Option WMC 5		No Opinion				671

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514812	Mr C Sawyer		CSO16419	Option WMC 5	Object		We strongly object to access through Parmiter Drive (WMC5). We have lived in Parmiter Drive for over 35 years and have loved this part of Wimborne. We have also noticed that road surface is breaking up, what is it going to be like with increased volume of traffic!			671
514912	Mrs Mary Carsbury		CSO16450	Option WMC 5	Object		Seeking the opinion of the general public on planning issues is all very commendable - but setting aside all political persuasion my feeling is that this is no more than a Public Relations exercise because in the end the final decisions are always to the advantage of the developers whoever they may be because of money, greed and looks good on paper. My general view is that density levels for new homes should be kept down, East Dorset has become so over developed that is its now just one big urban sprawl. Infact it has lost so much of all the natural character and charm that it used to enjoy it is hard to know where the so called green belt begins and ends.			671
514913	Mr and Mrs M Clark		CSO16454	Option WMC 5		No Opinion				671
514939	D Porter		CSO16495	Option WMC 5	Object		The more land you concrete over the more you have to because you just increase demand. Infill best option.			671
514959	Mr and Mrs R Fisher		CSO16528	Option WMC 5		No Opinion				671
514993	Dr Peter J Hardwick		CSO16557	Option WMC 5	Object		The area is already over-developed and congested - further development on the scales proposed would lead to deterioration of the environment and a reduction in the quality of life. I am particularly dismayed by continued threats to the Green Belt, especially as this Government pledged to protect it. I do not believe that such massive development is necessary or beneficial to the vast majority of			671

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							inhabitants. Pressure on our area should be reduced by Government tackling such issues as population growth through immigration control and regeneration of brownfield sites in Midlands and North. There is a need for limited affordable and social housing locally, but not more executive homes. It is wrong to build new homes while second homes and investment properties continue to exist.			
515033	Mr T Crump		CSO16599	Option WMC 5	Support					671
515266	S Webb		CSO16667	Option WMC 5	Object		Dear Sir / Madam, I am referring to the various articles in newspapers about the enormous amount of housing to be built in Wimborne and Colehill in the next 10 to 15 years, and wish to voice my concern. Not only will we lose green belt land, but where is the traffic going of the many cars? The roads are already congested. Please consider me one of the opposed Colehill citizens. Yours faithfully, S Webb			671
515287	Mr L Jackson		CSO16669	Option WMC 5	Support		The A31 trunk road from Ferndown by-pass should be widened to form a dual carriageway all the way through to Bere Regis.			671
515312	Mr and Mrs C.D Simpkins		CSO16690	Option WMC 5	Object		We would like to protest at the core plan for land off Leigh Road at Leigh. This is good farming land producing excellent crops and a public footpath wanders down to the river through trees. It is used by many ramblers and dog walkers and is an area full of wildlife and birds. It is also next to the sewage works and is not a good place for children to live and play. The volume of traffic raised by several hundred residences would cause chaos in the small residential road leading to the proposed development on the farming land. Will you please register our protest.			671

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515328	Mr and Mrs D Polden		CSO16699	Option WMC 5	Support		The football will be a lot better off with a sports complex keeping the sporting activities together with enough parking facilities for all the participants. It all seems to make sense providing existing housing tenants with upgraded housing as long as this is what happens and not too many outsiders coming into the town and area taking the housing facilities that should be for local people and families.			671
515367	Mr & Mrs J Pottinger		CSO16779	Option WMC 5	Support					671
515545	Mr K G Taylor		CSO16747	Option WMC 5	Object		<p>1) Possible 200 homes Building some 200 homes (80-100 affordable) would be out of keeping with the existing residential area. (NB as in the case of other proposals under "concerns" there should also be reference to " How we relate new homes to the existing housing in the area) This proposal would vastly increase the level and pressures of through traffic and parking on narrow and unsuitable roads, particularly Parmiter Drive, which also should not be considered as "secondary access" for the housing or sports facilities.</p> <p>2) Rugby and football pitches and club houses. The proposal to meet the requirements for the Rugby Club and Football Club requirements including pitches, spectator accommodation, club houses etc. will have a considerable impact with traffic, noise, floodlights, etc. on an existing residential area which includes many elderly people. With the football and rugby clubs combined there will be public matches most Saturday and Sundays, with floodlight practise activities many evenings and club house facilities every evening. Elsewhere under 8.92 land south of Acorns was not considered suitable for the location of these facilities because of being close to residential properties and yet in 4/5 you are proposing this very thing. What about siting them in Areas 1/2 further from existing housing or at least to the bypass and have</p>			671

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							allotments where the rugby pitches are indicated at the moment? Traffic access and parking for these facilities should be separate from the existing residential area for reasons referred to above.			
515570	Mrs E A Taylor		CSO16748	Option WMC 5	Object		<p>Areas 4 and 5 south of Leigh Road should remain in the Green Belt.</p> <p>Proposed 200 Homes - Far too many for this quiet area - this means 300/400 cars needing to use the limited unsuitable roads* (even with an additional one) in order to access/exit our narrow main road Leigh Road for schools, work, social activities, plus sports etc., etc. (in addition to the many extra cars produced from the suggested property developments on Flight Refuelling land and on the rugby pitches which would also need to access/exit Leigh Road). Cars are necessary because of the limited bus service for this area. The narrow road of *Parmiter Drive (which is totally unsuitable for extra traffic) will either become an extremely busy and dangerous thoroughfare for this proposed development (being the quickest route to Wimborne) or this development will become rather isolated. Young people needing other things to do apart from recreation, can become a problem, as we found living 25 years in Fairfield Road.</p> <p>Rugby/Football Pitches and Club Houses - If these 200 homes are built, they will be nearer to the rugby pitches than in Area 3 - especially as most of the houses there have long gardens. However, even if these 200 homes are not built, rugby/football/club houses etc. should still not be situated in such a confined area (4) so close to the present dwellings (where elderly people live), especially for them to be suffering the whole lot - the noise of games at weekends, practising different nights of the week, club houses every night and flood lights etc. plus the noise of cars etc., this would be unbearable. If they had to be in the areas 1,2,3,4 or 5 (which I hope not) they would need to be as near to the by-pass as possible and as far from the houses as possible.</p>	Plots 4 and 5 should remain Green Belt as they already serve the purpose of a park area for walking and general recreation, far better than areas 1,2 and 3 would, as these don't really go anywhere (although areas 1 and 2 would obviously serve well as an additional Green Belt area). People love walking around the fields of Areas 4 and 5 (and across them when not in use)- they walk under the bridge, around the fields then back over the other bridge, or do a round trip to/from Wimborne and back. These fields are quiet and peaceful, surrounded by trees and hedgerows, full of wildlife to enjoy/or blackberries etc. to pick, this is where people chose to go and relax, not in the other Areas - it		671

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								would be so sad to lose this loved area to the noise and disruption suggested. However allotments could be considered without spoiling this area too much.		
515659	Mr P E Liddiard		CSO16762	Option WMC 5	Object		<p>With all the intended urbanisation of Wimborne (A small market town), I am extremely concerned as to how do you intend keeping traffic moving, especially what with the recent development/desecration of the Wimborne cricket green. Maybe it was more the thought of extra business rates?</p> <p>With regard to the cricket-green Wimborne already had and still has existing supermarket?</p> <p>Also, when the Square is pedestrianised, what is planned for the parking of all the extra vehicles that the new houses will no doubt be bringing into the area? How do you mean to ensure that the present transport system will be able to cope?</p> <p>Then there's the issue of policing, doctors, dentists and schools? In the government's own survey (25/10/2010) 1 in 5 primary schools in England are overcrowded. i.e. will there be provision for an additional school in the planning?</p> <p>I understand, that in Parmiter Drive, planning consent wasn't given for the conversion of a single storey bungalow to a chalet bungalow but you're considering building 200 houses on a field just a matter of yards away, contradictory or what! Maybe again here you're just thinking of the extra income from council tax?</p> <p>Similarly, Councils will not let householders concrete there front gardens to allow off road parking because it cause flooding but again its ok to concrete over a field?</p> <p>Further to the above, how has the issue of sewage/drainage been overcome on the intended development at the end of Parmiter Drive?</p>			671

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							I suggest that you look at all the above issues and the 'big picture' before you continue with any decision in regard to the proposed planning? I feel one has only to look at the Canford Bottom roundabout and the Middlehill traffic calming system, to realise what disasters can occur! And who pays - the tax payer!!? Finally, I feel there are much more suitable alternative sites for the proposed development? The land off of the A31 by St Leonards for instance? That land has easy access to the road network and towns (including Wimborne) and all other intended sites.			
515733	Mrs V B Taylor		CSO16771	Option WMC 5	Object		My reasons for objecting are as follows:- 1) We not have available schools, doctors, or dentists in Wimborne to support such a large number of potential households. Neither do I think Wimborne Hospital or indeed any of our hospitals will cope with even more people. 2) Leigh Park, Wimborne has only 2 entrances/exits onto Leigh Road and Brook Road is constantly block due to number of vehicles going to and from the council tip. Also Gordon Road is blocked due to vehicles parked for people to use the shops. 3) Wimborne is a small country town. We already suffer from long traffic queues and our roads are just not good enough to deal with considerably more cars given that you wish to build houses in 4 areas around Wimborne.	I would suggest before you build one house that you build more schools, doctors surgeries and dentists surgeries and of course employ suitably qualified people to work in them. Also many of our roads are in a very bad condition and therefore I would also suggest that before even more cars are driven on them they are all properly resurfaced and repaired.		671
515793	Mr Frederick Isaacs		CSO16840	Option WMC 5	Object		You should not build houses so close to a sewage works, industrial area and bypass. We already have a suitable rugby field and football field. There is existing land at 'By The Way' that is used as a 'recreational area', this is already a country park. I object to a small residential access road being turned into a 24hr a day main road, this would totally	Put allotments on land adjacent to Parmiter Drive. This is agricultural land and is ideal for this purpose. the other side of the field next		671

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							ruin the community.	to the bypass could then be used to house industrial units.		
515827	Mr and Dr John & Beth Rudd & Davies		CSO16841	Option WMC 5	Support		I write further to your recent consultation in respect of the above Core Strategy preferred option consultation that closed on the 14 of January, 2011. We have only just been made aware of this consultation, and I write to inform you that we are the landowners in the above preferred option, and I can confirm that we am fully supportive of the proposed development indicated in this option. We can also confirm that my land is available, and as far as we are aware, is free of any constraints that would prevent it from coming forward. I would be grateful if you could kindly keep me informed as to future developments in relation to the above proposal and to the Core Strategy in general.			671
515837	Mrs Jill Isaacs		CSO16853	Option WMC 5	Object		Houses should not be put so close to the sewage works - very smelly. We already have serviceable football and rugby grounds. Why put a country park beside a busy, noisy bypass and opposite the huge green area 'By The Way'. You would ruin a happy community if you use Parmiter Way for access. Council - It might reflect poorly on the town to put low cost and social housing by the factories, the bypass and the sewage works. The town could be accused of prejudice and social discrimination. It is difficult to justify this added expense when, through austerity measures, other valued services and facilities are having to be cut. Housing - Unsuitable as residents, including babies and children, would inhale particles of sewage and live with the smell. No one would chose to live this close to sewage works. The development would be notorious and unpopular so why would the council create a development that would be building in social problems. Sports Facilities - Sportsmen and children playing and training would be deeply inhaling sewage	Use the Parmiter end of the fields for allotments - enough room for everyone and enables other projects to progress. Use by pass end of fields for extra factories as population expands. Housing - Already 187 houses will be built on the old Flight Refuelling riverside site. Re-locate the market and use that site for housing. It has existing access and amenities and it closer to walk to town and schools etc.		671

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							<p>particles. It would be off-putting for fans attending events.</p> <p>Country Park - The bypass is so busy, noisy and close to this area that it is far from countrified and the bypass will only get worse. also it is directly opposite 'By The Way' land already available for recreation.</p> <p>Access - using Parmiter Drive will ruin a long established, quiet and happy community.</p> <p>Thousands of vehicles from early morning, evening and weekend training, late night bars, match players and coach-loads of fans would totally ruin this community. How can this be considered appropriate.</p>	<p>Land usage - Use the bypass end half of the land for industry, factories etc. accessed from Brook Road, offering local work places for the growing population. Use the Parmiter end half for allotments as the land is flat, fertile and sufficient for all local needs.</p> <p>Access - It cannot be justified to ruin a good community for access when there are other options e.g. via Brook Road or from Leigh Road, for whatever happens on the land.</p>		
517424	Dean Grice	Chairman Allendale F C	CSO16960	Option WMC 5	Support		<p>As Chairman of Allendale Football Club I am writing in support of option WMC5 in the Core Strategy for Wimborne and Colehill Housing and Town Centre. Provision of community sporting facilities is something which will be of great benefit to Wimborne and the surrounding area.</p> <p>However, given previous representations and dialogue with EDDC we are surprised that while purpose built facilities are being provided for Wimborne Town Football and Rugby Clubs there is no mention of providing Allendale Football Club with a stake in the facilities.</p> <p>In contrast to the wider catchment area of the Wimborne Town Football and Rugby Clubs, Allendale FC have been providing football for the residents and children of residents of Wimborne for over 40 years and are one of only a handful of FA</p>			671

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							Chartered Community clubs in Dorset. We currently use the facilities at Redcotts playing fields, though adequate it would hugely beneficial to the Club's progress and therefore the local community to have some facilities to call our own. Therefore, we would like to request that we be considered as a named club for a share of the facilities as part of option WMC5, or indeed any other subsequent development in the Town which includes new sporting facilities.			
517521	Michael Moysey	Chairman Wimborne Rugby Football Club Ltd	CSO16990	Option WMC 5	Support		I am taking this opportunity to formally respond within the above consultation process on behalf of Wimborne rugby Football Club. As you are aware for many years the Club has been investigating opportunities to relocate, most recently in conjunction with EDDC on the land at the 'By The Way' site. As you well know the Council declined to progress with this scheme and indeed subsequently were not prepared to make any of the land available for sport facilities purposes. In principle, therefore whilst Wimborne RFC very much support the current proposals within the Strategy you will equally appreciate the concerns within the Club that 'we have been here before' and expended considerable time, effort and money getting nowhere! As I am sure you are also aware the club has recently committed considerable expenditure to the upgrading of the outdated and non-compliant changing facilities at Leigh Park during the last two years (in excess of £300,000) and the Club would quite rightly expect to recoup this expenditure as part of any future relocation proposals. Whilst we appreciate that the indicative drawings within the Strategy documentation are for illustrative purposes only, (option WMC5) there are some concerns within the Club that this only indicates the replacement of two playing pitches on the land to the south of Parmiter Drive. The minimum facilities that the Club will require to relocate to is three pitches and a suitable floodlit training area to meet			671

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							current and anticipated playing requirements. It is for this reason and the inadequacies of our current playing area that we have indeed pursued any previous relocation options. In addition of course we will also require the re provision of our licenced clubhouse and appropriate changing facilities together with car parking and associated infrastructure.			
517587	John Burden	Chairman Wimborne Cemetery Joint Management Committee	CSO17028	Option WMC 5	Support		At the November meeting of Wimborne Cemetery Joint Management Committee, the Core Strategy Consultation Documents for Wimborne were discussed and it was agreed that we would write to you to make the following point. In general the proposals WMC1 to WMC5 are well thought out and acceptable with some modifications on quantities in places e.g. WMC1 Land off St Margaret's Close, Wimborne.			671
517880	Mr Russ Booker		CSO17257	Option WMC 5		General Comment	I really feel that we should not build on the green belt around Wimborne as it's an irreversible step that will be hard to justify to our children. I'm clearly not alone: "The largest proportion of respondents did not want Green Belt land to be released for housing or employment development." Each time it'll only ever be small bits being redesignated and built upon but we have to, at some point stop and learn to live more within our means. Just because trends show more people living alone does not mean that we are bound to keep building houses to accommodate this inefficient and unsustainable trend: "The popularity of the area to live in, means that housing demand is almost limitless." Also the Core strategy itself points out that: "Landscape quality and character in rural areas needs to be protected." The passage of time does not meet the required criteria for damaging the green belt: "Once detailed boundaries have been defined they should only be changed in exceptional circumstances." It is a one way process and therefore a very serious consideration which I do not feel has been adequately justified.			671

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							<p>I accept that you may be forced despite this to do some development of green belt and so the following points are my other opinions if the green belt is going to be built on.</p> <p>Allotments are part of sustainable living, benefitting their holders in many ways, reducing food miles, etc. Many current holders are older citizens and may well give up at the thought of starting again from scratch after all the hard work they have put into their plots. This will reduce their exercise and burden society further in the future. The proposed alternative site is not a good alternative – it will force greater car use by many, if not most, allotment holders due to its less central site, as the documents acknowledge. Also if: No residential development should go within the 145m buffer of the sewage works.” And “Any development should have consideration of the noise impact of the A31(T)”</p> <p>Then I fail to see why people would want to spend their precious free time there enough to validate the next few words:” This area would be more suitable for the relocated sports clubs and allotments.” Let alone with the proposal to put the allotments right next to the sewage works. The staggered phasing in of a number of proposed alternative allotment sites will also not ensure a smooth transfer and will not enable the provision of allotments to all who want them, despite the councils’ obligations to provide them. This site should continue in its current state until all the alternative sites are ready and an organised, smooth transfer could take place, possibly with the assistance of the Wimborne Allotment Association. I appreciate that it is not ideal but WMC5 would be better for housing development as it would be likely to be more affordable. I also do not want to see us allotment holders evicted from very reasonable landlords’ land and see a very significant increase in allotment rents as an easy way of filling holes in council budgets as this will make them socially exclusive – the very thing that they shouldn’t be as often the least well off have little space at home to grow their own produce.</p>			

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							An opportunity for development in Colehill which could provide much needed infrastructure is being missed for no good reason			
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17568	Option WMC 5		General Comment	Foul Drainage All WMC Options. It should be ensured that there is capacity within Wimborne STW and associated infrastructure to accommodate the growth shown within the Core Strategy. Overall issues for consideration are: flood risk / surface water drainage; SUDS; foul drainage; water supply / water efficiency; groundwater and contaminated land; sustainable development (recommend at least Code for Sustainable Homes Level 3); waste management facilities; green infrastructure/ biodiversity issues; pollution prevention. Further information on these topics can be seen in the general section of our letter.			671
521118	Mr Alan Spencer		CSO17803	Option WMC 5	Object		Introduction Initially may I congratulate the East Dorset District Council (EDDC) on providing such an enormous amount of detail to the public in their proposed Core Strategy Options1, and for this very public consultation process. As a resident that will be adversely affected by the current proposal for area WMC4 I am grateful for the opportunity to state my case for alternative use of this land. I believe EDDC can avoid using this land for housing development, and in so doing safeguard our unique Environment and Wildlife. I consider that it is imperative that we preserve our countryside and halt the continual march of Urbanisation upon Rural pasture. I consider that the EDDC, or its Consultants, in choosing WMC4 for housing have not really explored all of the options for the use of this land, in so much as protecting our diminishing Green Belt. Further I would suggest that they are clutching at straws as to where to build the majority of homes proposed for the Wimborne and Colehill district. Perhaps this is because it has become an easy			671

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							<p>commercial option, since the land owner has already sold an option to a housing developer for the WMC4 site. One wonders if we are being manipulated by land owners in determining the location of future housing estates, by selling land to housing developers adjacent to settlements. But surely this would not be the criteria for choosing a site for the development of housing, would it?</p> <p>In the 9 years that I have been acquainted with the area, the land to the East of the Cranborne Road at WMC4 has been used as pasture; this is because it will not sustain crops due to its sub-soil which is fundamentally clay. Clay does not absorb water, and so parts of the gardens of Burts Hill and Walford Close have become culverts for excesses of water from the elevated position of the hill, behind our properties, during periods of continuous rain, storms and now of course thawing snow. This causes our area to have a high water table.</p> <p>I am led to believe that the field to the West of the Cranborne Road is liable to flooding, although I have not seen this myself. I would imagine that at some point in its agricultural past this field was a water meadow. I have however seen quite tall geysers of water rising out of the drains in Burts Hill, and at the corner of Walford Close during periods of heavy rain, and flooding at the junction of the Cranborne Road with Burts Hill.</p> <p>I consider therefore that building homes at WMC4, providing roads, paving, tarmac drives, patios, and of course roofs, will exacerbate the problem, and that our existing homes will be far more at risk of flooding, than they are currently, because the topography of a housing estate will act as a greater run off for water than the current pasture.</p> <p>However rather than be totally negative about the proposals for WMC4 I thought I should be more proactive and offer EDDC alternative uses for the land, other than housing development, while taking into account some fundamental issues which EDDC, or its Consultants, may have overlooked in preparing the Core Strategy Options.</p>			

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							<p>Fundamental Issues for Further Consideration</p> <p>Whilst I consider the Core Strategy to be supportable in many aspects there are some quite fundamental issues that appear not to have been addressed and some that have been addressed which appear flawed. Primarily I refer to the omission of any opportunities to offset the effects of climate change and to provide space for such facilities. I believe if we are going to leave a legacy for the generations that follow us we need to address this very fundamental issue right now.</p> <p>The proposals also intimate they have addressed the effects of urbanisation on heath land but the proposed development at WMC4 is within 5km of a protected heath and has no close suitable alternative natural green space which allows residents access.</p> <p>Secondly the Core Strategy majors on the need for more homes, particularly affordable homes. It reveals that these can be satisfied from the building of between 404 to 505 affordable homes out of a potential 1005 to be developed. We must question therefore why it is considered necessary to destroy more of our rural area than is absolutely necessary by building more than the required number of affordable homes?</p> <p>The Core Strategy identifies that we place too high a reliance on personal motorised transportation and that we need to reduce our dependency on this. It suggests that this can be achieved by relying on public transport, cycling and walking. I believe this to be totally unrealistic in our highly pressurised, motivated, mobile, materialistic and ageing society.</p> <p>The Core Strategy believes that parking has been resolved in the Town Centre by the addition of 213 parking spaces at Waitrose, if this is the case, why is virtually one side of the length of Allenvie Road (and adjacent cul-de-sacs) chock-a-block with cars and vans, during working hours, while the car parks remain underutilised?</p> <p>Offsetting the effects of Climate Change</p> <p>It is clear that people are looking for governments,</p>			

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							<p>businesses and councils to lead the way in controlling greenhouse gas emissions and to create opportunities for reducing energy consumption. Consequently they need schemes to be introduced that will mitigate harmful effects to our climate by offsetting our polluting habits.</p> <p>Most people recognise that burning fossil fuels leads to the release of Carbon Dioxide and other pollutants into the atmosphere and increases global warming. They can however be offset by using green solutions to create energy and by increasing forestation to soak up pollutants.</p> <p>If we take example from Europe most countries have constructed wind and solar energy farms close to their settlements, and increased the expanse of their deciduous forests. Wind Farms seem to be a very contentious issue on land in the UK, but not at sea, and so I am very pleased to note that parts of the Dorset coast line will be developed as a Wind Farm 13. However this does not detract from the fact that each community should play its part in offsetting the effects of climate change, which in fact it causes.</p> <p>I would therefore have expected EDDC to recognise that it has but one opportunity, not to be missed, to include within its core strategy, areas for both a solar energy farm and a deciduous forest to offset the effects of climate change. We cannot afford to waste another 15 years in debating where these should be situated.</p> <p>We need to provide suitable space to locate a Solar Energy Farm capable of generating in excess of 5 Megawatts of Electricity.¹¹</p> <p>We need to provide suitable space to locate a deciduous Forest capable of extracting 7000 tonnes of Carbon Dioxide from the Atmosphere.^{17,18}</p> <p>I therefore make the following alternative recommendations for the Core Strategy; Suitable sites for these two requirements would be WMC4 and “undeveloped” land South of Leigh Road and East of WMC5. It is worth mentioning that these two areas have the same surface area.</p>			

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							<p>My favoured option is to use WMC4 for the following reasons;</p> <p>The land to the East of the Cranborne Road is elevated; it is not obscured from the South, and at 35 acres would be able to house a Solar Energy Farm capable of generating in excess of 7 Megawatts of Electricity. (refer to Map Option A)</p> <p>The distance between Holt Heath and Walford Close is exactly 3 miles (4.8Km) by road. As the crow flies this is 4.5 Km to the Cranborne Road and therefore the area to the East of the Cranborne Road is within 5Km of protected Heath land. Consequently EDDC will be obliged to provide Suitable Alternative Natural Green Space, as required by EU legislation, but this does not seem to have been addressed within the Core Strategy. Complementing the recommendation for the land East of the Cranborne Road, to aid Heath Land protection, and provide recreational facilities in the nature of a Country Park, I would plant a new deciduous Forest to the West of the Cranborne Road of 28 acres which will be capable of extracting in excess of 7000 tonnes of Carbon Dioxide from the Atmosphere.</p> <p>In time the forest will blend with the tree belt known as "The Row" and could be extended all the way up to, and to include Catley Copse. I would recommend that it is established on the lines of the successful Moors Valley Country Park. If further "infill" is created between the new deciduous Forest and the Cranborne Road it could be landscaped to include a Golf Course in the locality. (refer to Map Option A)</p> <p>Thinking more laterally about other potential uses for WMC4, I can conceive that it would be possible to level the fields to the East of the Cranborne Road in order to facilitate the relocation of the Rugby and Football Clubs and also allow expansion of the facilities into a Sports Complex. With regards to the field to the West of the Cranborne Road this could be set out as allotments, which would be significantly larger than the existing sites. The remainder of the space could be allocated as new</p>			

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							<p>deciduous Forest as identified in the paragraphs above. (refer to Map Option B)</p> <p>If this option was considered to be more practical the space at WMC5, allocated currently for Sports Facilities, could become a Solar Energy Farm, which would overcome the problem of what to site in this area because of odour emanating from the adjacent Sewage Works. (refer to Map Option C)</p> <p>I believe either of these proposals would be more palatable to local Burts Hill and Walford Close residents than Urbanising the Rural area at WMC4 and of course any of these schemes is capable of creating much needed additional revenue for EDDC. In addition Walford Close and Burts Hill residents would be able to continue to observe the family of deer that forage and feed in this area at dawn and dusk during Spring and Autumn before haymaking destroys their cover and food supply.</p> <p>Recognising that this would remove the housing options for WMC4, I propose that these should be re-established in the "undeveloped" land South of Leigh Road and to the East of WMC5. (refer to Map Option E, but see also my views on "The Housing Need?" which follows)</p> <p>If this last suggestion proves not to be feasible then perhaps deciduous forestation could be established in this "undeveloped" land South of Leigh Road. However it would not have the same potential for expansion as that to the East of the Cranborne Road, since any expansion would have to straddle the A31 which is likely to lead to a high percentage of road kill and / or an increasing number of accidents in this area. (refer to Map Option C)</p> <p>Regarding sites for a Solar Energy Farm, I can only propose one other alternative site which is in the Northern sub-area of Leigh Road, but I believe this would be a contentious issue between Wimborne and Colehill residents, regarding coalescence.</p> <p>It is fantastic to learn that Eco Sustainable Solutions^{6,7} have put forward a planning application to Christchurch Borough Council for a Solar Energy Farm at Parley along the lines I am suggesting</p>			

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							<p>above. I truly believe this to be a really worthwhile venture and I hope that EDDC will give this application its full backing.</p> <p>I have also discovered that Solar Energy Farms are being proposed and introduced by other County Councils in the South West of England see http://www.thisiscornwall.co.uk/news/Massive-solar-farms-planned/article-2166168-detail/article.html for details of this, and associated business and industrial opportunities for their local industries.¹¹</p> <p>I would hope that the EDDC realises that we cannot wait another 15 years until the next Core Strategy to mitigate the effects of Climate Change.</p> <p>We have only ONE CHANCE, TIME IS RUNNING OUT. We must ACT NOW.</p> <p>The Housing Need?</p> <p>Do we really need to build 1005 homes in Wimborne and Colehill, of which only 50% will be affordable? EDDC objective in building affordable homes is stated as "There is a significant need to provide affordable housing in East Dorset. Because house prices are high compared to wages, the number of public sector homes are very low and there are consequently a large number of residents who cannot afford to live in the private sector and cannot access affordable housing." Additionally it adds, "It wants to support the provision of increased affordable housing opportunities for young people in order that they can have the same opportunities to live and work within their local communities."¹</p> <p>EDDC have also recognised that "with a growing number of older people there will be an increased demand for accessible and supportable housing."¹</p> <p>Interestingly the Core Strategy Area Profile identifies;</p> <p>a) Only 31 homes are needed in East Colehill and 87 in Wimborne making a total housing need of 118 at the present time. 2</p> <p>b) In East and West Colehill 76% of households are composed of adults, without children and 24% of these are of pensionable age. 2</p> <p>c) In Wimborne 84% of households are composed</p>			

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							<p>of adults, without children and over 40% of these are of pensionable age. 2</p> <p>Perhaps the reason for this is that young people do not necessarily want to live in Wimborne or Colehill, maybe the area is seen as lacking in job opportunities or perhaps it's too tranquil and boring to live among so many older folk!</p> <p>I believe that if EDDC build 1005 homes, 50% of these will be occupied by couples that want to move to, and retire, in Dorset. Not that I have objection to this, but this would tend to defeat the object of providing affordable housing solutions because this would again increase house prices rather than reduce them.</p> <p>My view therefore is that the additional homes provided should only be in the category of affordable housing and therefore the number of homes to be built should be restricted to a maximum of 500 over the next 15 years. Clearly the benefit of this policy would be to avoid building in rural areas, avoid coalescence, provide an opportunity for a Green infrastructure for the town, and reduce the impact on the local environment, particularly through transportation.</p> <p>I see no point in creating another local community in Wimborne Minster at WMC4 when we have an existing local community at Leigh Park which is recognised as one of the most deprived areas of the County.¹ Surely we should concentrate our effort in bringing this area out of deprivation and enhancing it with a first school, open space and shops. I doubt that we can afford to do this in two locations.</p> <p>But where should 500 affordable homes be built?</p> <p>If we consider that area WMC4 is now allocated to mitigating the effects of Climate Change then we still have WMC1 (170 homes), WMC2 (50 homes), WMC3 (35 homes) and WMC5 (200 homes) which provides 455 houses of mixed quality (affordable to non-affordable in the ratio of approx. 50%.³) I am sure if the density of housing were increased where practical, from 20 per hectare, to 25 per hectare, in excess of 500 affordable homes could be built on</p>			

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							<p>these sites, and still provide much open and play spaces.</p> <p>In this deliberation we should not rule out the area of land South of The Acorns, and to the North side of the A31, which could provide at least another 70 homes of an affordable nature. (refer to Map Option D)</p> <p>The noise issues in this area could be abated by using Gabion Walls to edge the North side of the A31 between Canford Bottom and Merley House Roundabouts.</p> <p>Access into the proposed Sports Complex, Allotments, and the additional 70 homes proposed above, could also be provided from the A31. (notionally on an Eastbound Carriageway – see my views on Transportation Issues which follow)</p> <p>If we consider it to be absolutely paramount that 1005 homes still have to be built, and after having established a commitment to offset the effects of Climate Change, and agreeing that this can be achieved by sighting suitable Green Projects at WMC4, then I recommend that all of the “undeveloped” land South of Leigh Road and East of WMC5 is utilised to create the same number of houses proposed for WMC4. (refer to Map Option E)</p> <p>I am totally convinced that within this context there are greater benefits in developing all of the land South of Leigh Road to provide greater mobility for Employment, Education, Shopping and Leisure than there are in leaving it as Green Belt. (see my views on Transportation Issues which follow)</p> <p>It is also important to remember that Leigh Park is recognised as one of the most deprived areas in the County and one of the 40% most deprived areas in the Country.¹ Here then would be an opportunity to redress the balance in this location.</p> <p>If this “undeveloped” land is not taken up in this review, I am sure this area will be the target for future housing development. I also see no practical reason why the “Scheduled Ancient Monument” cannot be fully preserved in this area, segregated from both housing and an adjacent Sports Complex.</p>			

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							<p>In fact if development were to take place in this area it would ensure the Section of Roman Road was preserved in perpetuity.¹²</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 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)</p>			

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							<p>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. 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</p>			

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							<p>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 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</p>			

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							<p>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>Conclusion</p> <p>In this paper I have tried to prick the conscience of the EDDC to consider the wider aspects of their Core Strategy, particularly in relation to Climate Change. I have also indicated the benefits that embracing solutions to combat Climate Change can bring to the community as a whole.</p> <p>I have put forward two further options for consideration which major on the need for mitigating the effects of global warming. These are;</p> <p>a) A Solar Energy Farm and deciduous Forest at WMC4 with housing development limited to affordable and supportable housing in locations identified in EDDC's Options for Housing in the Wimborne and Colehill area, other than at WMC4.</p> <p>b) A Sports Complex, allotments and a deciduous Forest at WMC4, which will allow a Solar Energy Farm to be sited at WMC5 and additional housing to be developed in the "undeveloped" land to the South of Leigh Road and adjacent to WMC5.</p> <p>I have questioned the amount of homes to be built in our locality based on current needs and the detrimental effect that over population would have on our Rural and Natural environment. I have recommended the number be reduced by 50%.</p> <p>I have analysed the anticipated travel requirements of Wimborne and Colehill residents and concluded that the A31 is a major contributor to mobility in our catchment area. Thus for any Core Strategy for Wimborne and Colehill to be successfully implemented MAJOR SURGERY is necessary to improve traffic flow along or over the A31. I have</p>			

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							<p>outlined proposals for achieving this. I have looked at the issue of car parking, and proposed a solution to overcome this which it is hoped would encourage more pedestrians into the town, whilst controlling parking spaces for residential use.</p> <p>The question now arises does the EDDC have the courage and commitment to pursue these greater choices and accept that it must make truly sustainable decisions for the benefit of future generations.</p> <p>As a final thought; "How embarrassing would it be for our County if the most prestigious and affluent area of Dorset became submerged under the sea at Sandbanks?" It is a very real possibility unless we take action now.</p> <p>As a final, final thought wouldn't it be just fantastic to see the EDDC putting Dorset at the forefront of a movement, and an industry, that is capable of leading the rest of the country to carbon neutrality. Think of the kudos this could bring to our County and the increased revenue and prosperity for our Market Town.</p> <p>SEE ATTACHMENT</p>			
521315	Janet & Kevin Healy Paul Timberlake		CSO17881	Option WMC 5	Support		<p>SUMMARY: WMC5 LAND SOUTH OF LEIGH ROAD (200)</p> <p>We will NOT OBJECT to this site, but it is with some reluctance that we agree to the additional 200 houses. The sports facilities we approve of and think they could be a considerable improvement on those already existing.</p> <p>We understand the 200 houses are 'enabling housing', that the development must pay for the sports and recreational facilities.</p> <p>The site is not in quite such a sustainable location for the housing, though there is a choice of Industrial Estates nearby. A cycle track through the entire recreational area emerging next to the A31 underpass in the old part of Ham Lane, then either into Fox Lane, across Ham Lane and up the truncated part of the old Fox Lane, or the new</p>			671

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							<p>bridge across the A31 roundabout. This would provide a safe cycle track to Ferndown Industrial Estate from Wimborne.</p> <p>The proposed housing would put approximately another 300 cars on the road. Local industry and alternate means of transport is required or the area will become unpopular due to traffic congestion. Perhaps some large office space as well as high tech industry to provide better local jobs.</p> <p>PURPOSES OF THE GREENBELT PPG2 (as applicable to this site)</p> <p>To check the unrestricted sprawl of large built up areas.</p> <p>This area between Leigh Road and the A31 is all Green Belt. The land is grade 3 or 4 and is mostly working farm land, some is down to grass but other parts are growing crops.</p> <p>To assist in safeguarding the countryside from encroachment.</p> <p>The urban area, both housing, sports facilities and recreation will encroach on the countryside, though the bulk of the encroachment will be for sport and recreation relocated from more central urban areas better suited to housing. PPG2 Green Belts, paragraph 1.4: 'The fundamental aim of Green Belt is to prevent urban sprawl by keeping land permanently open;' however, paragraph 1.6 is about the use of land in Green Belts. The policy suggests that using the land for recreational use is one of the benefits of it.</p> <p>VISUAL IMPACT ON BOTH THE NATURAL AND HISTORIC LANDSCAPE</p> <p>This potential site is a very large flat area, it is bound on two sides by Leigh Road and the A31 which meet at Canford Bottom roundabout. The third perimeter is Brook Road with the sewage plant intruding onto the site. For those backing onto the proposed development, they will lose a very rural outlook, but from the roads there should not be too much of an impact. There are some mature trees around the perimeter of the fields but very few. Specimen trees in the centre of large open areas</p>			

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							<p>would break the bleak outlook. Planting of mature deciduous trees in and around the edge of the housing would be vital for their comfort and urban cooling as the area is so large and open.</p> <p>SUSTAINABLE LOCATION PPS1</p> <p>Location</p> <p>Primary Schools</p> <p>Middle and Upper</p> <p>Daily shopping</p> <p>Post Office</p> <p>Doctors</p> <p>South of Leigh Road</p> <p>1.3km to church sch.</p> <p>2.5km to M</p> <p>3.6km to U</p> <p>1.1km to Gordon Rd</p> <p>2.0km WI</p> <p>1.5km Q/jack</p> <p>This is not such a sustainable site when it is applied to access to schools. There is a distinct possibility that cars may be used to take children to the middle and upper schools, adding to the morning/afternoon congestion in Wimborne.</p> <p>EMPLOYMENT</p> <p>Stone Lane Industrial Site</p> <p>Riverside Park Industrial Estate</p> <p>Brook Road & Flight Refuelling</p> <p>Bournemouth Airport</p> <p>Ferdown Industrial Site</p> <p>Bournemouth and Poole</p> <p>Commuting for Wimborne and Colehill: Total population 13,520</p> <p>Internal Commuters: 2335</p> <p>In Commuters: 3812</p> <p>Out Commuters: 6495</p> <p>Net Commuting: -2683</p> <p>Total Commuting (in and out): 10307</p> <p>Source 2001 census: ONS</p> <p>80% of commuters drive or are driven (Core Strategy).</p> <p>It is highly unlikely that Wimborne, and any area within cycling distance, will provide either the</p>			

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							<p>number or type of jobs to keep the extra 300 estimated new cars off the road. (estimated as 1 ½ card per new household)</p> <p>PUBLIC TRANSPORT</p> <p>There is a 15 minute bus service from Wimborne to Poole, but this bus stops at Broadstone before travelling non-stop to Poole. Therefore anyone working at the Poole out of town shopping centre at Creekmoor cannot use public transport. Time to Poole is 30 minutes.</p> <p>The number 13 to Bournemouth is half hourly and it passes Ferndown Industrial Estate. It takes nearly an hour to get to Bournemouth.</p> <p>The nearest bus stop is approximately 1.0km from Gordon Road.</p> <p>NEAREST CENTRE WITH FULL RANGE OF SERVICES</p> <p>Wimborne provides a choice of two supermarkets and most other services, though a car would be required for a full weekly shop.</p> <p>PROVISION OF MULTI-FUNCTIONAL GREEN INFRASTRUCTURE AND OPEN SPACES: (Natural England's Green Infrastructure Guidance NE176 & PPG17 Planning for Open Spaces</p> <p>Between the large formal sports areas, playing pitches and allotments, will be a very large open space for general recreation. This space will link directly with the open space to the north of Leigh Road, as well as the SANGS to the south. We think this will mitigate for the loss of land to the houses on the edge of the urban area.</p> <p>ENVIRONMENTAL IMPACTS: Our comments on environmental aspects of the Core Strategy Options document are included in the Response of the Environmental TAG, East Dorset Community Partnership, which we fully endorse.</p> <p>ECOSYSTEM DAMAGE: disturbance to flora and fauna</p> <p>See ETAG Response.</p> <p>TRANQUILLITY: sense of place</p> <p>It is currently a huge open area with few trees and sparse hedgerows. The traffic can be clearly seen</p>			

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							<p>along the A31. It is a quiet scene but not so tranquil as sweeping green hills, although there is a certain beauty to the barrenness of the landscape.</p> <p>LIGHT POLLUTION</p> <p>See ETAG Response that includes a report by Bob Mizon.</p> <p>DRAINAGE PPS25 (causing increase in river flooding or surface water problems)</p> <p>Most of the large area will remain open, so it should not suffer from additional surface water if current policies are followed; lots of open space and SUDS. Permeable driveways and front gardens will be required to reduce the risk of run off. It was very noticeable that water was lying between the furrows despite it not being very wet when we visited the site on 2nd November..</p> <p>PROXIMITY TO HEATHLAND AND AVAILABILITY OF SANGS FOR MITIGATION</p> <p>This location is about 5.7km from Holt Heath. A large country park south of the A31 is planned, (mainly on the floodplain of the Stour as so many seem to be). At least during dry weather Wimborne should be spoilt for choice when it comes to leisure time.</p> <p>PROVISION OF ADDITIONAL INFRASTRUCTURE (schools etc.)</p> <p>Car journeys must be reduced by building schools, surgeries and any other infrastructure that is required within walking/cycling distance. Emphasis should be placed on the provision of all-weather cycle tracks.</p> <p>IMPACT ON TRANSPORT INFRASTRUCTURE</p> <p>The roads are at capacity. Alterations to Canford Bottom roundabout and Parley Cross roads will hardly keep the traffic running. We have too many cars on the road. No amount of GI or public transport will solve this basic problem. We do not need more roads destroying more ecosystems we need alternate systems that work. Schools close by housing and suitable employment sites that are accessible without using a car. More good, safe and direct cycle and pedestrian paths.</p>			

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							<p>East Dorset District Council has a target in the Transport Plan to introduce buses to take workers directly to industrial estates. This is an excellent idea. However, one such bus already exists, the number 29 from Bournemouth to Ferndown Industrial site. There are two early morning buses from Bournemouth, one leaving the estate at lunch time and two leaving in the evening. This service started in April 2010, without subsidies. The Yellow bus company confirmed that they do carry some regular passengers to and from the Industrial Estate. We suspect the buses are not that well used, one major problem influencing their use is the vast areas of free parking available on Ferndown Industrial Estate. It may be that the 'stick and carrot' needs to be introduced to get people out of their cars and into a bus. If less parking existed there would be more room for new business. We noticed a large new factory down Brook Road had a vast new car park, when parking is free and easy no-one will catch a bus. Perhaps spaces should only be allocated if there are no other means of reasonable travel.</p>			
521337	Christine Charlesworth		CSO17855	Option WMC 5	Object		<p>I wish to record my opposition to the proposals contained in the consultation document. My comments relate mainly to the proposals for Wimborne.</p> <p>General Reasons for Objection</p> <p>The proposed developments, with the creation on more than one thousand new homes on Wimborne, together with associated commercial/industrial/leisure facilities, would change the whole character of what is now a small market town. The primary reasons for my objections are:-</p> <ul style="list-style-type: none"> - the expansion in population and the inevitable changes in the character of the town - the creation of major new traffic flows - the increased pressure on infrastructure - the destruction of Green Belt land and the danger to sensitive conservation sites such as the River Allen 			671

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							<p>- the resurrection of the bad old principle of ribbon development.</p> <p>Issues of Attitude and Approach</p> <p>1. There are too many ifs, buts and maybes in this consultation. No site is specified from the new Cuthbury allotments, for instance, despite the fact that an increase in their number is used as a justification for proposal WMC1. likewise, in proposals CM1 Lockyers School is proposed for relocation, but no site is specified and it is admitted that 'if a site cannot be found in the built up area of the village, Green Belt land would need to be used for the school'.</p> <p>2. Judging by the video clips on the website introduction to this consultation, there is some confusion in basic thinking.</p> <p>- The number of people featured in the video clips is very small. Surely some effort could have been made to draw comments from more individuals, perhaps through schools, churches and local service organisations? Several of the younger contributors seemed to hail from the same jitsu club. Very worthy, but hardly a broad cross-section of local society. There are other bodies and other sports. What about Young Farmers, the various scouting/guiding/cadet bodies? What about the ordinary youngsters to be found in the shops, the library, and 'The Planet'? There is also the issue of envisaging some kind of 'right' to local housing. Many people would challenge the idea that just because a person was born and raised locally and wished to remain near his/her 'mates', they automatically have a right to a house, regardless of their employability and financial prospects. It also seems patronising to accept this simplistic view of what young people want. Many of them will have wider ambitions than simply staying in Wimborne all their lives. They will wish to take up opportunities in the wider country and the wider world - not to spend their lifetime working in a tiny business enterprise in a newly constructed premises built 'south of Leigh Road'.</p>			

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							<p>- Likewise, the reasons given for encouraging young people to stay in the town include access to amenities. Fair enough, but the two areas cited are the New Forest and 'the beaches'. Neither of these areas is less than six miles from the town. The true value of Wimborne's market town location lies in the surrounding countryside - the very same Green Belt on which these proposals wish to build. A woman in the video clips emphasises the importance of green space and the connection with the farming community. It is hard to see how this connection can be maintained by plastering development across what is now Green Belt and covering former farmland with housing. There is also a strange remark about areas of the Green Belt 'not doing much' at present. If this refers to changes in land use and agricultural patterns - which is the only sensible interpretation - then it should be remembered that such changes are on-going and unpredictable. They are not a basis for long term/medium term planning. Nor is the Green Belt required to do 'anything much' except be there. That has been its purpose ever since its inception. The observation is inappropriate and faintly ridiculous.</p> <p>- Among the reasons given for the desirability of Wimborne as a place to live, 'absence of crowds' and 'tranquillity' are cited. The proposed developments would destroy both these attributes. Already, Wimborne is gridlocked during the morning and evening rush hours and the school run periods and parking in the town, even at other times of the day, is a nightmare. I carry a blue badge because I am a carer for my very elderly mother, yet even I often circle the town several times before giving up, taking my mother back home (to her disappointment), then coming back on foot. Despite the heroic and laudable measures to restore conditions in the town after the disastrous fire, the town centre has only limited capacity and the large increase in housing - with its attendant increase in road use and parking demand - would prove unsustainable. Does anybody really imagine that</p>			

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							<p>new occupants of the new housing stretching out nearly as far as Dog Dean would come to shop in the town centre on foot or by bicycle?</p> <p>- This whole set of proposals is premised upon the issue of 'affordable housing' and the fact that in the current market situation, young local people are unable to remain in the area, as they wish to do. Although the term 'affordable' is widely used, it is not clear to me, and no doubt it is unclear to others, what precisely is the definition of that term, not how (by what mechanisms) the desired affordability is to be achieved. Many questions spring to mind. Given the fact that size-for-size, type-for-type, new build is generally more expensive on the open market than is older housing stock, how are the proposed additional houses to be made 'affordable'? Will they be subsidised through national or local taxation. What will the affordable stock consist of? Will it be small, modest, minimal footprint housing? By the tone of the introductory material, and the proposed location in the case of WMC4, it is unlikely to be flats, so presumably it will be house-plus-garden. What size? What facilities? Nobody wishes to return to the era of tenement flats without proper sanitation, or back-to-back housing of yesteryear, but one hopes that the affordable will be basic by modern standards, having excellent insulation and security, but not offering large gardens and multiple garage/parking spaces. There is no reason for local people, especially those young couples already struggling to pay their mortgages and bring up their own families, to subsidise others through their taxes. Other Planning and Development Principles and Issues</p> <p>Detailed local planning matters have always, naturally, been the responsibility of local authorities, but in the past planning strategies been responsive to local conditions set within the wider social and financial framework. A good deal of guesswork is normally involved in these processes, but whenever government at any level has sought artificially to skew the commercial, industrial, demographic or</p>			

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							<p>financial base, the result has been a disaster. In the present case one suspects that the guesses are misguided and the rationale is wrong. The proposed amount of new commercial and industrial development does not match the volume of new housing stock. The danger is that Wimborne will expand its existing role as an outlier/dormitory for Poole and Bournemouth, without sufficient local opportunities. Simply building a new industrial estate will not, in itself, cause an improvement in local employment opportunities. The background (national and international) financial situation will be the governing factor. Likewise, building affordable housing to accommodate the theoretical new workers in their theoretical new jobs will not solve any problem.</p> <p>Current recession conditions cannot be overcome by putting up a few new buildings and a mass of new housing to accommodate the theoretical future workers. Nor should we seek to build a major new commercial enterprise artificially. The likes of 'Flight Refuelling', local farming enterprises and ancillary operations, local growers' initiatives and other commercial ventures within the town grew up 'organically' in response to prevailing circumstances - not because local planners decided that they would be there.</p> <p>The proposed industrial/commercial development for Wimborne is remote from the majority of the new housing. In reality, even assuming that new ventures do indeed take up the new space, it is unlikely that many of the workforce will walk or cycle to this site. Its creation will add pressure to an already over-pressed local roads network.</p> <p>There are worries at the demographic level also. In the introductory material references are made to 'nimbyism', yet almost in the same breath, spiteful remarks are made about 'older couples and single people' occupying three- and four-bedroomed houses. The housing market has long been dictated by external financial factors on the one hand and individual circumstances on the other. Unless we</p>			

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							<p>intend to adopt a centralised 'command economy' system, like that of the failed Soviet Union, where housing and jobs were allocated by central government, we must accept that if any couple, individual or family desire a particular type of housing, and can afford to buy and maintain it out of their own resources, it is not for others to complain. The issue about second homes is a separate one, but again, this would be better dealt with by taxation penalties rather than by knee-jerk planning proposals.</p> <p>I would also observe, finally, that the protection of the heathland of the District is a key objective in the proposed measures. It is a worthy idea and one I wholeheartedly support, but it must be noted that only two years ago the District Council sought to ban dog owners and their dogs from taking proper exercise in public recreation areas such as Corfe Mullen RG and the comparable Ferndown facility, and tried to force them to use adjacent heathland instead. This was successfully opposed, which was a victory for common sense and the local taxpayers' democratic rights, but it is ironic that the rationale for these unworkable proposals includes prevention on the very same increase in heathland destruction to which the Dog Control Orders would have led.</p>			
522163	Mr and Mrs A Purchase		CSO18064	Option WMC 5	Support		<p>1 I act for Angus and Janet Purchase who own the freehold interest of an area of land south of Parmiter Drive, Wimborne.</p> <p>2 The ownership of the land is within the Option WMC5 as shown in the Core Strategy Document.</p> <p>3 The freeholders have entered into an agreement in respect of the southern area of their land adjoining the sewage treatment plant. This land has been made available as an alternative venue for the Wimborne Football Club in the event of it being necessary to relocate the club from its present site.</p> <p>4 The northern section of my client's land has been shown as a possible area for residential development in Option WMC5.</p> <p>5 My clients have full access to their land both on</p>			671

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							<p>foot and with vehicles from the adopted public highway of Parmiter Drive.</p> <p>6 Insofar as residential development is concerned my client's would be happy for the land to be developed believing that its proximity to the town centre shops and services i.e. buses etc. would render the land capable of answering the question of sustainability and would be suitable to provide Affordable Housing.</p> <p>7 We are aware that Option WMC5 does include an area of land outside of my client's ownership. I would however stress that my client's land is capable of development without the necessity of third party agreements.</p> <p>9 My clients are in partnership with a local developer who as the financial capability to deliver the development.</p>			
522257	Mr Richard Beaman		CSO18096	Option WMC 5	Support		My support for the additional housing proposed in Verwood and Wimborne is conditional, based on building the proposed secondary school in Verwood. The new school should start to be built prior to or at the same time as any of the proposed larger housing developments.			671
522385	Mr Kevin Froud		CSO18133	Option WMC 5	Object		I object to the building works WMC4 in wimborne. My sister is buried just up the road from there in the Woodland burial ground. it is a lovely peaceful spot unspoilt. building that amount of houses there will ruin the area by noise and by the added traffic.			671
523300	Mr Trevor Abbott		CSO18281	Option WMC 5	Support					671
524088	Mr Ken Parke	Ken Parke Planning Consultants	CSO18547	Option WMC 5	Object		It is clear from the Wimborne and Colehill area overview that there is a recognised demand for additional residential development across the area and additional community and leisure facilities within Colehill. There is a recognised lack of any facilities other than schools within Colehill. An ageing population may have impacts upon the viability of			671

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							<p>these schools, however the overview recognises that Colehill remains attractive for migrating families because of the proximity to schools.</p> <p>7.3.2 The overview discusses the need for strategic urban extensions in three broad locations. The overview recognises housing and facilities deficiencies in Colehill but yet the strategic extensions being considered are all closer to Wimborne and removed from Colehill. The urban extension to the north of Wimborne extends the urban area into the countryside, requires a first school and will not assist in offsetting any of the deficiencies in Colehill. Yet there are opportunities for providing development in Colehill on the subject land which will not need the provision of additional school facilities, other than perhaps the extension of existing schools, and which would enable the provision of additional facilities in the form of a local area centre to serve the wider community.</p> <p>7.3.3 The overview states that any development within Colehill should reflect an existing suburban density. Such an approach limits the capacity for new development within the existing urban area and thus the identified issues within Colehill will remain unresolved. Development of the subject land would significantly resolve these issues in a location which will be of benefit to the entire settlement of Wimborne and Colehill. The definition of the area of Colehill within the settlement hierarchy as a suburban centre with no centre further restricts the amount and type of development which can be accommodated within Colehill, which will further hamper any additional development.</p> <p>7.3.4 The main issue to consider with the development of the subject land is one of strategic gap and coalescence. This issue needs to be considered against the other options in terms of urban extension which extends the limits of the settlement further into the countryside or, as is proposed within this document, developing land clearly within the limits of the main settlement i.e. the subject land, which will ensure the settlement</p>			

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							<p>does not extend into the countryside and which will enable the entire settlement to be more compact and operate efficiently in land use terms.</p> <p>7.3.5 It is clear that the Core Strategy Options document puts forward the idea of Colehill and Wimborne as two separate settlements but it is clear that they are inextricably linked and, if this premise could be embraced, there is scope for meeting all of the main identified issues in a more meaningful way to the benefit of the entire settlement.</p> <p>7.3.6 However, even with the development of the subject land in an appropriate manner retaining existing landscape features, there will still be the retention of significant elements of green space between the areas of Colehill and Wimborne. The areas of green space to the north and south of Leigh Road would remain in place and therefore, along the main thoroughfares, there will still be the perception of a strategic gap. Likewise, the open space to the west of North Leigh Lane and Beaucroft Lane will all remain in place and this area, due to its mature sylvan nature, does represent a significant green wedge and corridor or open land between the various suburban areas which includes the low density residential areas along the Colehill ridge.</p> <p>7.3.7 The overview of Wimborne and Colehill provided within existing East Dorset District Wide Local Plan quite clearly states that much of the development within Colehill is not visible from the wider area due to the manner in which it is situated within the slopes of the hill and within a sylvan setting. Development of the subject land could be accommodated in a similar manner whereas development of the land to the north of Wimborne on either side of Cranborne Road would quite clearly be an intrusion into the countryside.</p> <p>7.3.8 The subject land was included within an area of search identified as northern sub-area 1. This sub-area included all of the green space to the north of Leigh Road and was ruled out due to the loss of all of the green space between the various developed areas. The option of some of this land</p>			

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							<p>being developed, and the remaining land not being developed in order to retain the strategic gap and open space function, does not appear to have been considered.</p> <p>7.3.9 As indicated at the outset, the primary thrust of this representation is to promote the subject land in preference to the other options. It may be that, in order to meet housing demand, some of the other options are also promoted along with the subject land however it is difficult to comment on this when there is no definitive figure provided in relation to the amount of housing that is to be provided. I intend therefore to assess the merits of the subject land being developed and compare the advantages and disadvantages with the other options. The analysis will demonstrate that the site can be developed in a manner which retains sufficient green space to prevent coalescence, regardless of whether the urban area is viewed as one or two settlements, and to demonstrate that, in terms of urban design, landscape, Green Belt, infrastructure and meeting the identified strategic objectives and resolving the various issues, the development of the subject land should be a preferred option.</p> <p>7.3.10 With the above in mind, the representation now comments on the consideration given to the various areas of search by providing an appraisal of the methodology and factors of consideration and providing comment and support/objection to the specific areas. I will then comment upon the various preferred options before providing a detailed appraisal of the subject land which is being promoted. Using the same methodology and factors of consideration, it is clear that the subject land scores as highly as, if not higher than, the preferred options.</p> <p>This option has been touched upon above and provides an urban extension which extends into open countryside but in a less visible manner. However, there are concerns in relation to the amount of development taken alongside the extensive amount of development which will be</p>			

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							<p>required to serve the rugby club, football club and other sporting facilities and the encroaching effect this will have on the countryside. Option WMC5 and other options seem to be inextricably linked and one needs to consider the combined harm or impact from the other options which are reliant upon WMC5.</p> <p>7.3.17.2 Also, as mentioned above, in considering the southern sub-area the Core Strategy options process examined this area in depth by dividing it into sub-areas and assessing each against the criteria of suitability, effects on Green Belt, proximity to facilities and any other benefits or harm.</p> <p>7.3.17.3 The Core Strategy has given no such consideration to the subject land and it is most odd that, in every one of the preferred options put forward, encroachment into the countryside has been considered acceptable whereas perceived coalescence has been ruled out.</p> <p>7.3.17.4 The objections therefore relate to the amount of urban encroachment, the uncertainty in relation to the level of facilities required for the sporting operations and their resultant impact and the highly visible nature of this area from primary thoroughfares along Leigh Road and the A31. This visibility may be heightened by relocating the sporting facilities which may have floodlights and extensive areas of car parking. I would also suggest that any sporting facilities, to be worthwhile, would need to be dual purpose with more than one user and be available to community groups and so forth, which would also result in evening use and hence further floodlighting. A comparison can be made with the QE2 facilities which are well used and available for school and community use every evening of the week and which, with their floodlighting, are highly visible.</p> <p>7.3.17.5 In order for this option to be properly understood in terms of impact, further details must be provided in respect of the level of development anticipated, details of essential and other uses, and how these are going to be provided. The football</p>			

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							club, for example, will require spectator stands and club facilities. The rugby club will require similar facilities. Both needs may not be able to be provided in positions contiguous to the existing urban area and thus there may be significant development which will have a significant visual impact. This area will be highly visible from both north and south. 7.3.17.6 The Core Strategy Options document should be clear about anticipated levels of development and deliverability. 7.3.17.7 This option is also calling for the provision of a new school and the comments made in relation to option WMC4 apply equally to this option.			
524495	Mr Stanley Jackson		CSO18626	Option WMC 5	Support		The most promising option is WMC 5, though the land is low-lying it is level. The proposal will allow Wimborne Rugby club and Wimborne Town football club to move to better facilities (which I believe both are keen to do), provide allotments and probably create a more bio diverse environment on the green section of the land around. Presumably an exit/entrance underpass to the A31 would be provided to ease traffic flow into Leigh Road.			671
524660	Paul Jones	Eastern Area Ranger Dorset Countryside Ranger Service	CSO18636	Option WMC 5	Support	General Comment	Please find attached my proposed 'missing cycle link' for the Castleman Trailway. It has tremendous relevance to Core Strategy Option WMC 5 and should help meet the objective at both District and county level. I have spoken to Matt Reeks of East Dorset Countryside Management Service and it seems our proposal could dovetail together and ultimately provide a circular walk with the river bank. I would hope this could be drawn into a S106 agreement or similar. Please note this is a proposal at this stage and no investigation into land purchase or development has been undertaken at this stage. It is certainly the most practical and cost effective route I have considered. Please do not hesitate in contacting me should further information be required.			671

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524723	Mr John Worth	Chair Wimborne Civic Society	CSO18731	Option WMC 5	Support		The most promising option to us is Option WMC5 (Leigh Road). Though the land is low-lying, it is level; the proposal would allow Wimborne Rugby Club and Wimborne Town Football Club to move to better facilities, provide additional allotments and a valuable green infrastructure, including the country park. Presumably an exit/entrance underpass to the A31 would be provided to ease traffic pressure on Leigh Road. Both the rugby and football clubs suffer from severe parking and traffic problems, inconveniencing local residents, at busy times;			671
527750	Mr Colin MacNee		CSO18905	Option WMC 5		No Opinion				671
527818	Mr Nigel Lester	Synergy Housing Association	CSO18960	Option WMC 5	Support		Having looked at the proposals for each of the geographical areas and the proposed sites within those areas we can see no reason to disagree with the Local Authorities assessment and findings in each case, and would be very keen to become involved in the provision of affordable housing on any of these sites.			671
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19026	Option WMC 5	Support		Option WMC 5 This site is more remote from the town centre but is still within easy cycling distance. The main access should lead directly on to Leigh Road.			671
527908	Mrs J Coakes		CSO19094	Option WMC 5	Object					671
533834	Mr Tim Harris		CSO19198	Option WMC 5	Support					671
534820	Paul Batten		CSO19450	Option WMC 5		No Opinion				671
534837	Mrs P		CSO19485	Option WMC 5		No Opinion	Horses need grazing land. No infrastructure in place for the total number of homes planned. I do no go			671

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	Martin						out between 8.00 and 9.30 am and 3.00pm and 6.30pm because of the traffic on the roads now.			
534875	Brian Lane		CSO19529	Option WMC 5		No Opinion				671
534882	M Cuff		CSO19567	Option WMC 5		No Opinion				671
534914	Mrs P Froud		CSO19646	Option WMC 5	Support					671
535070	Mr Alan Reade		CSO19620	Option WMC 5	Object					671
535112	Mr Jack Tindall		CSO19691	Option WMC 5		No Opinion				671
535167	Lynda Lake		CSO19738	Option WMC 5	Support					671
535209	Mr P Webster		CSO19786	Option WMC 5	Object		Please liaise with NFDC and NPA, as the additional traffic generated by the extra housing and employment zones will increase the traffic problems at the already congested bottleneck at Ringwood and cause yet more problems for the people who live in New Forest hamlets such as Linwood, Brook and Burley as motorists try to find alternative routes. Can the New Forest take any more pressure from additional numbers of visitors? Has Dorset got enough sand and gravel in the land bank to meet the needs of the developers? Can you force Tarmac to start mining gravel by the Spur Road near Hurn? What will happen to the pollution levels close to the trunk roads e.g. at Ringwood, especially particulate pollution? Can Bournemouth Water meet the increased demands for water?			671
535349	P Thomas		CSO19814	Option WMC 5		No Opinion				671

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535368	Mr Andrew Evans		CSO19861	Option WMC 5	Object		I think that this whole core strategy consultation needs a full review in light of the proposed changes being brought in under the new government. I particularly object to all the proposed Verwood development as the infrastructure is not in place to support the current population let alone adding even further to it by building a further 400 homes. Any EDDC councillor who has the affront to say that the infrastructure is in place to support this development does not know what they are talking about and obviously do not live in the town.			671
535387	Mr Brian Cox		CSO19936	Option WMC 5	Support					671
535393	Jeremy Berg		CSO19889	Option WMC 5	Support		ROADS, ROADS, ROADS, BEFORE YOU BUILD ANYWHERE & DESTROY EVERYONES WAY OF LIFE FOREVER, BUILD ROADS & BY PASSES.			671
535421	Mr Roland Andrews		CSO20606	Option WMC 5		No Opinion				671
535457	Mr Matthew Newman		CSO19941	Option WMC 5	Support		As a lifelong resident of Wimborne I feel the need for a sizable housing development is greatly needed for families & young professionals as the town is seriously lacking in affordable private ownership family & starter homes. Family sized properties in the Wimborne area are very overpriced (as demand is high) and I am aware of many families living in inadequate sized dwellings that are unable to bridge the price gap to buy a home that is suitable for their needs. In recent years the majority of development that has taken place in the area has been small scale and is usually aimed at the executive high end market. A larger housing development would cater for a wider range of housing stock which is greatly needed by the residents of the town.			671
535500	David Veevers		CSO20002	Option WMC 5		No Opinion				671

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535504	Mr Michael Beer		CSO20021	Option WMC 5	Object					671
535509	Mrs S Durant		CSO20060	Option WMC 5		No Opinion				671
535517	Roy Rich		CSO20083	Option WMC 5	Object					671
535547	Mr M Folland		CSO20168	Option WMC 5		No Opinion				671
535550	Mrs D Mogg		CSO20160	Option WMC 5	Support					671
535567	Ms Judy McMath		CSO20218	Option WMC 5		No Opinion				671
535574	Mr and Mrs Ralph Williams		CSO20234	Option WMC 5		No Opinion				671
535591	A Walker		CSO20281	Option WMC 5	Object					671
535610	Mr Stewart Bullen		CSO20323	Option WMC 5	Support					671
535670	Dave Allen		CSO20402	Option WMC 5		No Opinion				671
535678	Andrew Bryant		CSO20429	Option WMC 5		No Opinion				671
535688	Susan Hobbs		CSO20462	Option WMC 5	Object		The proposed developments in Wimborne are highly undesirable. Their size will radically change the nature of this small market town and the pressures			671

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							on the present infrastructure would be unsustainable. In particular, the road system is already overloaded and the number of extra cars having to come through the centre of Wimborne would lead to major congestion. It is no good planning developments BEFORE the infrastructure is upgraded to support the influx of more people and traffic. Three proposals in particular are highly undesirable : WMC4(Cranborne)This major development would require new schools, doctors and shops out on the Cranborne road if Allenvie road is not to become a major traffic bottleneck. Many of the people living out there would be heading for Poole and Bournemouth and the present Wimborne road system would not support the through traffic generated. WMC9 & WMC10. There is not sufficient land to support these proposed developments. All the existing car p g to provide the significant investment capital required - and local authorities are going to be severely constrained by Government spending cuts.			
535701	Mr Andy Skeats		CSO20478	Option WMC 5	Object					671
535815	Mrs C M Davies		CSO20547	Option WMC 5		No Opinion				671
535836	Peter Parsons		CSO20574	Option WMC 5	Support					671
535865	Darren Charles Bryson		CSO20637	Option WMC 5		No Opinion				671
535875	John Kitchenside		CSO20667	Option WMC 5		No Opinion				671
535907	Mr Christopher Baxendale		CSO20700	Option WMC 5		No Opinion				671

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535935	Mr Peter J Medler		CSO20819	Option WMC 5	Object		The majority of residents in this area relocated because of the permanent despoiling of their places of birth by elected local and national 'representatives' who would not listen or care about the needs of the people that voted for them. Do you want to be remembered as the people who finally ruined this area or the people who saved it. Do not forget that people still visit this area as tourists and we welcome them and accept their contribution to the local economy. They will stop coming if the developments continue. How many tourists visit the outer London sprawl? Can I quote p227 from the Core Strategy Options paper - Para 11.28 The Government's key housing policy is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. This is an impossible dream that can never and will never, be fulfilled. If the developments did go ahead what would be the effect of another 5000 cars on our local roads be ? If Morrisons developments go ahead where are the customers going to park? The parking within Verwood is just about adequate at the moment.			671
535940	Mrs Linda Medler		CSO20769	Option WMC 5	Object		Any additional building of houses will need to have a better road structure than exist at the moment to cater for all the extra traffic this will bring. I thought we were trying to bring about a greener environment to Dorset county?			671
536014	Mrs Dawn Tindall		CSO20857	Option WMC 5		No Opinion				671
536046	L Appleton		CSO20881	Option WMC 5	Object					671
536096	Katie Lacey		CSO20939	Option WMC 5	Support					671
536129	Mr Peter Houghton		CSO20958	Option WMC 5		No Opinion				671

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536169	Mr Tony Trewiss-Bell		CSO21004	Option WMC 5	Object					671
536267	Trish Wheeler		CSO21140	Option WMC 5		No Opinion				671
536271	Mrs D Holt		CSO21149	Option WMC 5	Object		No development should be supported within Green belt areas at all.			671
536282	Mrs Doreen Kingaby		CSO21177	Option WMC 5	Support					671
536324	Paul Sumner		CSO21255	Option WMC 5	Support		Wimborne has the land and facilities to support more houses. The other areas do not. Especially Verwood, as it has been built upon to the point where it is second only to Dorchester, in terms of population. Verwood should be left alone and other areas play catch up. Verwood has no vibrant town centre no realistic extra employment opportunities. No infrastructure, no buses after 6pm or police for that matter. One nhs dentist with a waiting list as long as your arm. Same with the meagre doctors services. None of the houses are actually needed, only for the council to get social housing built. Not the attractive affordable homes it seems to like to label them as. Building on green belt land is supposed to be for exceptional circumstances, there are no homeless in verwood. Do not destroy green belt land just because of a loophole. There is no need for social housing in verwood, therefore no exceptional circumstances exist. I have looked at the proposed sights and they will all destroy habitat for local wildlife, VWM4 will also see ssi sites read beds ancient hedge rows etc. severely disrupted. Did you know that there is a flood plane? What about the scientific report on the river crane and fishing lakes down there?. Common sense please.			671
536341	Adrian Bowyer		CSO21295	Option WMC 5	Support					671

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536346	Mr Ben Richards		CSO21333	Option WMC 5	Support					671
536349	Mrs C Bowyer		CSO21354	Option WMC 5		No Opinion				671
536449	Dave Isaacs		CSO21438	Option WMC 5		No Opinion				671
536543	Samantha Fysh		CSO21507	Option WMC 5	Support		NO MORE HOUSES IN VERWOOD.. ENOUGH IS ENOUGH!!!!			671
536572	Roger Fysh		CSO21565	Option WMC 5	Support		I strongly object to the proposal to increase the housing in and around Verwood. Verwood has been extensively developed over the years and there is inadequate services to support the extra cars and people. Also having seen the housing density of the Ebblake housing estate it is clear that agreeing to more housing will only create 'no go' areas in the very near future. I also note that in and around Wimborne there are huge areas of open land, which could easily be developed, especially between Ferndown and Wimborne which also has excellent road networks in place as it could immediately open onto the A31			671
536576	Mrs Valerie Green		CSO21572	Option WMC 5		No Opinion				671
536628	Mr C.A Wills		CSO21715	Option WMC 5		No Opinion	In ALL cases I've assumed 'Flooding areas' have been agreed on and that NO developments will be allowed on the flood plains WMC1, WMC 3, WMC4 (West side) and WMC5. Most of these areas have flooded in my time living in Wimborne!			671
536699	Ms Kathryn D'Arcy		CSO21760	Option WMC 5	Support		Ensure that all existing unoccupied homes are utilised. Look at infill in a positive way- Ensure that all infrastructure REALLY supports proposed development Do not build homes if the occupants are unable to find work locally. This leads to juvenile			671

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							problems and a group of unemployed within the community. There is not enough employment in Wimborne for the number of homes proposed.			
536771	B Lusher		CSO21837	Option WMC 5	Object		I object to any development that expands Wimborne and surrounding villages now and at any time in the future. Why is Wimborne such a beautiful town, could it be the Minster, old buildings, steeped in history? probably all of these and many other attributes. Take a good look at that stunning photograph 'Wimborne Minster and Stour In Winter' by Roger Holman, fields and the town centre, all in one picture. This view of the landscape, identified as a scene of merit by the artistic eye of the photographer, often passes the layman by, until pointed out so graphically. This photograph, like others, is a measure of what we could lose. I wonder if there were other equally stunning scenes in the hills northeast of Wimborne, Colehill, now completely covered in houses. Can you imagine the equivalent photograph of that time, the town, with a backdrop of fields and trees rising above horizon. Too late, that moment has passed. The town, in close proximity to countryside, is ye has realised this and is making an effort to preserve old Singapore. We, on the other hand, seem to be quite happy to knock down our countryside in the name of development. If we really want to preserve Wimborne for generations to come, so they can see the town, be part of its unique character, situated amongst, close at hand countryside, then we must make a conscious decision now to preserve the green belt and green areas in the town forever, before Wimborne eventually becomes a quaint little roundabout that travellers come across on the way from somewhere to somewhere.			671
536790	David Steadman		CSO21887	Option WMC 5	Support					671
536802	Anida Griffiths		CSO21936	Option WMC 5		No Opinion				671

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536808	Ms Yvette Allen		CSO21968	Option WMC 5		No Opinion				671
536812	R H Barker		CSO21974	Option WMC 5		No Opinion				671
536830	Mrs Janet Sutcliffe		CSO22044	Option WMC 5		No Opinion				671
536848	Ola Steadman		CSO22123	Option WMC 5		No Opinion				671
536850	Mr Michael Hird		CSO22112	Option WMC 5		No Opinion				671
536860	Mrs Sparks		CSO22178	Option WMC 5	Support					671
536866	Emma Huns		CSO22203	Option WMC 5		No Opinion				671
536930	Mrs Susannah Spencer		CSO22289	Option WMC 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.			671
536932	Paul Bason		CSO22293	Option WMC 5		No Opinion				671
537050	Diane Fletcher		CSO22402	Option WMC 5		No Opinion				671
537064	Elizabeth Harvey		CSO22429	Option WMC 5	Object		I have lived in the centre of Wimborne for 17 years and have recently June 2010 got an allotment on the Cuthbury site. i have no back garden only a small paved patio area and walking to the allotment and spending my weekends and evenings in the lighter evenings is my escape. i look after adults with learning difficulties and mental health issues			671

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							and as you can imagine this is a very stressful occupation. the time that i spend up at the allotment and walking through there and mixing with the other people that have the allotments is relaxing, quiet, hard work but takes your mind off every day things. also i lost my mother to cancer in November and she spent from June to the end of September up there sitting in her wheelchair planning with me what we would grow for this year, i feel she is very much still with me up there and i would feel heartbroken and shattered if we were to lose this to housing. i appreciate that houses have to be built somewhere and everyone will have an opinion and opposition to wherever they are built but this is mine and i am very much against the idea. How can it be possible for Wimborne to have an extra 1000 homes built and not suffer, the sewage and drainage cannot cope with the houses we have now and i feel that this should be considered before new homes are built.			
537075	Mrs Elaine Holt		CSO22436	Option WMC 5	Support					671
537106	C Hebditch		CSO22468	Option WMC 5	Object		The more homes we build the more roads we need. The homes and roads get filled up then we're back to square one. When will it ever end. The notion expressed in some of the planning, about trying to get people out of their cars, off the roads, and into public transport, is a joke. For example, building on the Cuthbury allotments in Wimborne means that those who have one of the new allotments will have to get their cars out to drive to them, whereas at present there are many people in Wimborne who can walk to their allotments. Most of the areas designated as fit for development will mean even more chaos on our local roads because public transport is not going to improve to the state where those of us who are fortunate to have a job to go to will all be able to get to work on time using a bus. The size of the proposed developments, in my			671

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							opinion, is too big and will put undue pressure on local services for which we do not at present have funding to improve. I suppose though that these new homes will bring some new council tax payers to the area and therefore, maybe, help with the budget deficit ... until we have to build the new roads			
537126	Mrs Heather Nisbet		CSO22497	Option WMC 5	Object		Traffic in Wimborne is very heavy as it is and adding further congestion at peak times would be a great mistake. The river bridge close to Tice's garage is narrow and slows traffic coming into the town - a good thing - but if there were vehicles coming on to the Wimborne/Cranborne road from WMC4, it would make the Allenvie Road exit on to that road impossible at the busiest times. The additional parking at Waitrose only serves the store and is usually pretty full, so thinking that it would take any surplus is a mistake, especially as it is not connected with the town. I do not think that Waitrose has brought much more business into the town because of the lack of "connection". People in general I think do their shopping and go. Perhaps a survey should be done on this. My last point is that if some building does go ahead please will you give preference to architects/builders who can build in a suitable "vernacular" style that will blend with the historical quality and variety of Wimborne. The new Waitrose building is a horror, a real slap in the eye when you approach Wimborne from the Poole direction and is built in very poor mock-aged brick. It is far larger and more dominant - more "in-your-face" than the "artist's impression" drawings on the original proposals and completely detracts from the charms of the older houses and small cottages on the east side of Rowlands Hill road. Buildings last for a very long time and we are training the eye of the young when we build so why not make their surroundings more attractive, not less.			671
537362	Peter Constable		CSO22525	Option WMC 5	Object		The larger residential building proposals are completely out of character for the area and will consume large tracts of green belt. The			671

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							infrastructure to support development on a large scale is simply not in place. The smaller developments appear to be a better fit e.g. Cuthbury, Leigh Park, Stone Lane.			
537435	Ms Pauline Burton		CSO22553	Option WMC 5		No Opinion				671
537529	Mrs C White		CSO22580	Option WMC 5		No Opinion				671
537571	Nick and Marion Leatherdale		CSO22632	Option WMC 5	Support					671
538144	Mr and Mrs Samuel Adams		CSO22705	Option WMC 5	Object		We wanted to express our extreme concerns with the proposed planning developments around Wimborne and Colehill. In particular we feel that WMC 4 and WMC 5 will have significant detrimental effects on local residents. In addition to this we feel that the enormous number of houses proposed to be built are far too many. We hope that you will continue to take into account the thoughts and opinions of local residents who will be living with the consequences of these very important decisions.			671
538210	Mr and Mrs Peter Griffiths		CSO22710	Option WMC 5	Support		Approve of provision of affordable housing, however, agreement with Housing Association must be watertight so housing stock for rent remains constant and stock can never be sold. These houses will be near to facilities, schools, shops, transport, work and will alleviate pressure on rural communities with no facilities to provide affordable housing in the Green Belt.			671
359640	Ms Claire BATH		CSO3165	8.117	Support					684
474462	Mrs Sheila Bourton		CSO436	Preferred Option WMC 6	Support		It can only be advantageous for the area for Wimborne to grow commercially provided that any expansion is in keeping with this historic market			685

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							town			
474490	keep wimborne green	chairman keep wimborne green	CSO677	Preferred Option WMC 6	Support		We would be pleased to see further expansion of Wimborne providing that the expansion is sympathetic to Wimborne's historic past.			685
500454	Mr Stephen PROTHEROE		CSO4332	Preferred Option WMC 6	Support					685
507546	Mr Nigel Pugsley	Senior Planner BNP Paribas Real Estate	CSO17986	Preferred Option WMC 6	Support		My client is supportive of the preferred option which would result in the Wimborne delivery office remaining situated within the town centre boundary.			685
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17569	Preferred Option WMC 6		General Comment	<p>WMC 6 – WMC 10 Wimborne Town Centre is located within a SPZ2. Consideration and risk assessment will be required to show that the risk to controlled water in these areas from any new development will be low.</p> <p>Foul Drainage All WMC Options. It should be ensured that there is capacity within Wimborne STW and associated infrastructure to accommodate the growth shown within the Core Strategy.</p> <p>Overall issues for consideration are: flood risk / surface water drainage; SUDS; foul drainage; water supply / water efficiency; groundwater and contaminated land; sustainable development (recommend at least Code for Sustainable Homes Level 3); waste management facilities; green infrastructure/ biodiversity issues; pollution prevention. Further information on these topics can be seen in the general section of our letter.</p>			685
523296	Mr Ian Spiers	Ian C Spiers & Associates	CSO18292	Preferred Option WMC 6	Support		<p>We act on behalf of The Slocock Trust, freehold owner of the site known as The Mill Lane Precinct. We attach a plan indicating the extent of the ownership to which we refer.</p> <p>In connection with the Public Consultation regarding the possible future designation of the land our Client has suggested that the Mill Lane Precinct area together with the actual links between both the Allendale area and the Crown Mead shopping area</p>			685

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							<p>should be included within the red line indicating the shopping areas within the Town Centre.</p> <p>The Mill Lane Precinct presently houses seventeen retail outlets and provides a pedestrian link not only with the Allendale Centre and associated town centre car parks but also with the Crown Mead Complex. It is also the venue for a successful Farmers Market which is held on a monthly basis and there is an extant planning approval for a more regular Town Market which can be held on three days a week.</p> <p>Whilst our Clients are therefore generally sympathetic with the proposals of the plan for this area it is considered that it would be appropriate for the Precinct and links along the line of the river to be included within the general Town Centre Shopping Zone.</p>			
523329	Mr Stephen Johnston	Brennan Williams Lester	CSO18329	Preferred Option WMC 6	Support		<p>As Architects for The Slocock Trust, which is the freehold owner of The Mill Lane Precinct at the eastern end of Mill Lane, within Wimborne Town Centre, I write to comment upon the location of the designated Town Centre boundary within the current Consultation document.</p> <p>Although currently unused at first floor and above, the extended ground floor of the original Mill Building is currently occupied by a considerable number of thriving small retail units and businesses, including the long-established Minster Press. These businesses which comprise to a great extent, small original artisan-type outlets provide a valuable richness of character to the retail centre of Wimborne. Their individuality, combine with their riverside frontage gives a refreshing contrast to the increasing number of High Street 'chain' shops that are continuing to proliferate in the town, since the opening of Waitrose.</p> <p>It is therefore curious, and would appear an oversight, that the 'red line' defining the Town Centre boundary excludes these outlets. In 2009, we submitted redevelopment proposals for</p>			685

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							<p>the site to the local authority for informal, which included a continued retail use on the ground floor. No adverse comments were received to the principle of this – implying an acknowledgement that the site lies within the accepted core retail area.</p> <p>It similarly appears inconsistent that only part of the adjacent Co-operative car park falls within the boundary.</p> <p>It should also be noted that the figures within the document highlight a very rapid recent growth in the town's population, which has not been matched by commensurate opportunities for employment. In the thrust of sustainable development, minimising the distances that people commute to work, the business 'heart' of the town -where commercial/redevelopment can be more favourably considered appropriate needs to be expanded, not contracted.</p> <p>May we respectfully suggest that the boundary in this location be amended to continue to follow the course of the western bank of the River Allen in accordance with the attached plan.</p>			
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19029	Preferred Option WMC 6	Support		All the sites are generally supported at this early stage subject to further work through the masterplanning stages and future work with developers to reduce the traffic impacts of new development.			685
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17570	Non Preferred Option WMC 7		General Comment	<p>WMC 6 – WMC 10 Wimborne Town Centre is located within a SPZ2. Consideration and risk assessment will be required to show that the risk to controlled water in these areas from any new development will be low.</p> <p>Foul Drainage</p> <p>All WMC Options. It should be ensured that there is capacity within Wimborne STW and associated infrastructure to accommodate the growth shown within the Core Strategy.</p> <p>Overall issues for consideration are: flood risk / surface water drainage; SUDS; foul drainage; water</p>			688

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							supply / water efficiency; groundwater and contaminated land; sustainable development (recommend at least Code for Sustainable Homes Level 3); waste management facilities; green infrastructure/ biodiversity issues; pollution prevention. Further information on these topics can be seen in the general section of our letter.			
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19031	Non Preferred Option WMC 7	Support		All the sites are generally supported at this early stage subject to further work through the masterplanning stages and future work with developers to reduce the traffic impacts of new development.			688
359284	Miss Lynne Evans	Consultant Southern Planning Practice	CSO18433	Preferred Option WMC 8	Object		Objection is raised to the detailed wording of the policy - positive support should be given to encouraging residential and business development within the Town Centre to support the vitality and viability of the centre.	Point 5 should be reworded to support positively residential and commercial development within the town centre.		692
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	CSO18158	Preferred Option WMC 8	Object		ETAG objects to the proposals for new building in the Allenview Area other than replacement of the Allendale Centre. Every opportunity should be taken to enhance the attractiveness and ecosystem function of the River Allen both upstream of and through the Town. The development of Crown Mead in the 1990s was a missed opportunity for this and for the flood defences that could have been put in place at that time. Specific proposals for the River and corridor must be included in the Core Strategy otherwise they will never be delivered. This chalk stream is one of the jewels in East Dorset's crown and it should be used as an asset for Wimborne, and for its tourism and biodiversity. The origins of the Allendale area as meadow land (functional floodplain) should be considered in the design. Core Strategy proposals are to put it into a built canyon that can deliver no ecosystem services and will inevitably become full of litter. Public green space would permit the creation of a more natural setting			692

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							(not manicured town centre lawn and flower beds please) and enable habitat connectivity. The implications of any significant loss of parking should be considered very carefully. ETAG recommends that a management and enhancement plan is prepared for the River Allen and its corridor though Wimborne. The change of use of the EDDC site at Furzehill cannot be supported on grounds of sustainability. Change of use would inevitably lead to demolition and the likely loss of Wayleaze Copse.			
361026	Mr Steve Hellier	Network Planning Manager Highways Agency	CSO17741	Preferred Option WMC 8	Support		The Agency supports the proposal for Wimborne to continue as a key town centre in the District because it is well served by public transport. Enhancements to local services and facilities should encourage self-containment, but should be limited in scale so not to significantly increase the number of vehicle trips on the SRN.			692
474462	Mrs Sheila Bourton		CSO437	Preferred Option WMC 8	Support					692
474490	keep wimborne green	chairman keep wimborne green	CSO678	Preferred Option WMC 8	Support		We are pleased that the enhancement to Wimborne Square is being included in this option.			692
498581	Mr John Shave		CSO3345	Preferred Option WMC 8	Support					692
507546	Mr Nigel Pugsley	Senior Planner BNP Paribas Real Estate	CSO17987	Preferred Option WMC 8	Support		My client is supportive of the preferred option which seeks to direct new high-density residential and commercial development within Wimborne Minster Town Centre. However future policy should also ensure that future residential redevelopment in these areas do not compromise or prejudice Royal Mail operations.			692
515864	Mr and Mrs Andrew Patrick		CSO16863	Preferred Option WMC 8		General Comment	Although we SUPPORT WMC 8 sub-section 8 in principle, we are OPPOSED to the pedestrianisation of The Square under this heading. It is of	State that the existing bus and taxi hub will be		692

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							STRATEGIC importance that Wimborne, and particularly the Town Centre, retains a public transport (bus and taxi) 'hub', and The Square is the only place for that. It is also important for the STRATEGIC FUNCTION of the Town Centre that car picking up and dropping off facilities are maintained, as many Town Centre businesses have no car parking. The current plans to extend the 'cafe culture' into The Square is in conflict with WMC 8 sub-section 3. The Core Strategy is an opportunity to review the STRATEGIC FUNCTION of The Square.	maintained and enhanced.		
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17571	Preferred Option WMC 8		General Comment	WMC 6 – WMC 10 Wimborne Town Centre is located within a SPZ2. Consideration and risk assessment will be required to show that the risk to controlled water in these areas from any new development will be low. Foul Drainage All WMC Options. It should be ensured that there is capacity within Wimborne STW and associated infrastructure to accommodate the growth shown within the Core Strategy. Overall issues for consideration are: flood risk / surface water drainage; SUDS; foul drainage; water supply / water efficiency; groundwater and contaminated land; sustainable development (recommend at least Code for Sustainable Homes Level 3); waste management facilities; green infrastructure/ biodiversity issues; pollution prevention. Further information on these topics can be seen in the general section of our letter.			692
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19032	Preferred Option WMC 8	Support		All the sites are generally supported at this early stage subject to further work through the masterplanning stages and future work with developers to reduce the traffic impacts of new development.			692
359912	Mrs Barbara HUGGINS		CSO2979	8.125	Support		Re site: 3/03/0089 Land off Heath Close, Colehill, BH21 2LP This site has been included in the sites 6-15 years	Re site: 3/03/0089 Land off Heath Close, Colehill,		701

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							<p>but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.</p>	<p>BH21 2LP This site has been included in the sites 6-15 years but not in the current availability of sites. This area of Colehill should have been considered as an area for possible development and search in the original site search document. Bearing in mind the offer of some of the land or financial support towards creating a health provision site in Colehill from the owners of the land this site should be looked at to be included within sites which are acceptable within the next 5 years for development. The owners are also offering to give part of the site to Cannon Hill Plantation. Current government legislation is working towards local communities wishes and the above is a good example of local land owners incorporating the documented evidence (see</p>		

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								<p>Colehill Parish Plan 2008) of local residents needs coupled with the need to provide more housing in this area. Heath Close access onto Pilford Heath Road is good and would easily accommodate more housing in an extension to this road. Within Colehill there is good provision for Schools (3 Primary, 3 Nursery, 1 Middle school and buses to secondary education in Wimborne and Ferndown). Colehill has a reasonable bus service providing regular busses to Wimborne, Ferndown, Bournemouth and Salisbury providing access for both employment and shopping. Colehill has local provision of pharmacy, hairdressers and Cooperative supermarket, library and community centre within walking distance of this site. It is a growing</p>		

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								population with many young families who would benefit from a health provision within their community. This site would also improve access into Cannon Hill Plantation for the use of local residents to walk and this would encompass the desire for communities to become healthier through easy access to regular exercise - another government goal.		
359416	Mrs Tracy PAINE	Clerk Colehill Parish Council	CSO17703	Option WMC 9	Object	General Comment	No justification at all in the proposal to relocate EDDC and the Market to Allenview area.			705
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17489	Option WMC 9	Support		Options WMC 9 and WMC 10 (Allenview) If the area of car parking can be reduced in this area, an opportunity arises to make enhancements to the River Allen, the corridor of which is a Strategic Nature Area based on its exceptional wildlife. The conservation of this river and its wildlife can be made a significant feature of the town and here rather than formal gardens could be an open space for people and wildlife if carefully planned. We therefore suggest the inclusion of a natural greenspace within these options, planned with habitat connectivity and enhancement in mind.			705
359568	Mr James MEADOWS	Rural Surveyor National Trust	CSO13499	Option WMC 9		No Opinion				705

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359582	Mr Richard SCOTSON		CSO14596	Option WMC 9	Object					705
359598	Mr A KETCHLEY		CSO7991	Option WMC 9	Support		Unfortunately whatever is finally decided on the following well known saying will occur: 'You can please some of the people all the time, You can please all of the people some of the time, But you cannot please all of the people all of the time!' I wish you well in whatever is decided. Some will see it as inevitable due to the area's population increases, whereas others will see it as a necessary evil, and some will accept it without question			705
359841	Mrs Felicity Riley		CSO15022	Option WMC 9	Support					705
359872	Mr K ADSHEAD		CSO14740	Option WMC 9	Support		Existing car parking inadequate for proposed market area- need to avoid travelling across Wimborne town. Suggest leaving market where it is.			705
359873	Mrs M HUGHES		CSO8605	Option WMC 9		No Opinion				705
359875	Dr Lesley HASKINS		CSO19187	Option WMC 9		General Comment	The River Allen is also of high nature conservation interest, notably for the exceptional survival of the native crayfish. Preferred options in the Core Strategy most obviously impinging on the River Allen and its corridor include WMC3, part of WMC 4 and WMC9 & 10. . Not that long ago this site was dominantly green space in the form of riverside meadows and the riverside gardens of Allendale House. The loss of this natural and designed riverside green infrastructure, largely for car parking, was a sorry loss indeed – both for public amenity and for wildlife. Wimborne has only a riverside walk – and much of that now encased in concrete. It is a regrettable reflection of past unenlightened policy. If the development of Waitrose has indeed created a			705

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							<p>surplus of car parking, the opportunity should be firmly taken to return that hard standing to green space for the benefit of public amenity and wildlife. Both these schemes are instead attempting to squeeze new forms of development onto the site leaving minimal scope for green anything - and limit the use thereof to public 'gardens'. These are unlikely to amount to more than the sorry gardened 'handkerchiefs' found elsewhere in the town. Additionally if the Council Offices were to move to Wimborne, Wayleaze Copse, the small but valued woodland at the Furzehill Offices, would be vulnerable to damage from any redevelopment. The Policy should be reworded to</p> <p>The Allenview area will be used as</p> <ul style="list-style-type: none"> *A replacement Community Centre *Reduced number of parking spaces *Green space for amenity and wildlife 			
359883	Mr R.W. ELCOCK		CSO5515	Option WMC 9		No Opinion				705
359889	Mr and Mrs P CLARK		CSO8473	Option WMC 9		No Opinion				705
359891	Mrs Susanne Parkin		CSO18373	Option WMC 9	Object		The market should not move. Options 9 -10 are in cloud cuckoo land regarding parking I calculate that at least 750 space would be lost, more would be required to accommodate plan, and the extra at Waitrose is not even to be considered as it is farcical in the equation of requirement.			705
359920	S PARKER		CSO9532	Option WMC 9	Support					705
359927	Mrs Ann BISSEX		CSO6328	Option WMC 9	Support					705
359954	Mr Alan		CSO10003	Option WMC 9	Support		1. I want to know the projected time scale for these options to start to become active.			705

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	FLINT						2. It is most important that there is adequate employment to accommodate the houses to be built. 3. More attention must be made to supply of affordable housing. 4. The green belt must be respected where possible. 5. The estates around Wimborne must be consulted fully.			
359967	Mr John A CARPENTER		CSO14328	Option WMC 9	Support					705
359977	Miss M.G. EARP		CSO8040	Option WMC 9		No Opinion				705
360029	Mr David LANIGAN		CSO10276	Option WMC 9	Support		Thank you for the opportunity to comment on the Christchurch & East Dorset Core Strategy Document, Managing Growth and Development up to the year 2027. I agree with the preamble stating that we need to meet local housing needs, with the emphasis on growing the main settlements where we have good access to facilities that people require. Some development of smaller communities should continue however, especially the provision of low cost housing. The community as a whole, needs the services of teachers, nurses, firemen, postmen, and policemen who are poorly paid because they commit to a vocation rather than a high salary job. We also need the services of skilled people such as builders, electricians, plumbers, gas fitters, and motor mechanics, the essentially blue collar professionals. They must not be priced out of the market in terms of being able to buy a starter home, in the community that they serve. Having bought my first home in 1963, a two bedroom bungalow for £2,200 I am aware that locally such a property is currently one hundred times as much. This makes things difficult for young couples with the ratio of house prices to wages being the highest in the country. Many struggle with			705

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							<p>getting mortgages that now require typically a 25% deposit on an already expensive property.</p> <p>I moved to West Moors 15 years ago and appreciate the planning decisions that have taken place affecting this village. We now have a new build shopping centre on Station Road, complete with flats, good pavements, lighting, pelican crossing and trees. I am pleased to have seen built several small, three storey, blocks of retirement and two bed flats close to the village centre. I support the gradual expansion of the</p> <p>Village, current population around 7,500 as we have good schools, a large Memorial hall, Churches with halls, two public houses, doctors, dentists and good bus services to both Poole and Bournemouth. We have footpath access to open land such as Holt Heath, as well as being able to use the old railway line route through the village to Ringwood, - the Castleman Trail. Recently St Marys Church has had built a new Church Hall which will serve the community and thanks to the National Lottery grant we now have an excellent Bowling Club. I support the continued slow expansion of the village as currently we have many facilities for people of all ages to enjoy.</p> <p>My current house was built in the mid-70s, and has trebled in value since my wife and I moved here 15 years ago. In the 1970s West Moors doubled in size and acquired new schools and since then other infrastructure improvements. In recent years the Library was refurbished. The facilities for retirees in West Moors, with access to Ferndown and Verwood, are very good, and coupled with excellent hospitals at Poole, Bournemouth and Wimborne, and I have felt no need to move from East Dorset area in the conceivable future.</p> <p>I therefore support the proposals for additional housing as outlined in the Core Strategy Consultation, as well as the proposals for business sites for employment. I also support provisions for new schools particularly a new Secondary School at Verwood, and recreation areas to cater for the</p>			

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							<p>population increase. I understand that net immigration into Dorset is running at two thousand people a year so clearly we need to plan for housing, jobs, education, recreation, road improvements especially at busy junctions, and off road car parking in town centres and on new housing estates.</p> <p>There are many reasons why East Dorset and Christchurch, are attractive places for people to live, work and retire to. Long term planning that caters for the needs of a steady population increase is sensible and is to be welcomed.</p>			
360037	Mr Dave BARNES		CSO4041	Option WMC 9	Object	General Comment	What alternative locations, if any, have been considered? There is mention of heathland development.....where would this be?			705
360095	Mr & Mrs John & Barbara POLKINGHORN		CSO9816	Option WMC 9	Object		WMC 9 & 10 - What would be done with the redundant Council Offices at Furzehill? This exercise seems pointless and unnecessary.			705
360097	Mr John DOWLING		CSO14486	Option WMC 9	Object					705
360111	Mr K VIVIAN		CSO9592	Option WMC 9	Object					705
360145	Mr Nigel WARREN		CSO8151	Option WMC 9		No Opinion				705
360173	Mr C SHEW		CSO13728	Option WMC 9	Object		<ul style="list-style-type: none"> - How does Waitrose feel about their car park being substituted for the lost spaces in the Allenvie car park, due to your proposed new Community Centre etc.? - Is it really wise to reduce the size of Allenvie car park? - If you were to restrict free all day parking, by workers, in the roads around the town, especially Allenvie Road, you'd soon have all the parking places full now and at a profit to the Council too. 			705

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							<p>- It is not difficult to work out that more car parks will be required to cope with all the extra cars generated by your proposed new housing developments, not less and where will these go?</p> <p>Much of Wimborne's charm is as a market town nestling in the Green Belt. This plan sets about making it a congested urban sprawl, thus destroying it for ever.</p> <p>We sincerely hope that you will reappraise this plan before it's too late.</p>			
360235	Mr Christopher UNDERY	Christopher D Undery	CSO16723	Option WMC 9	Object		<p>Improved community facilities in this location to be welcomed, but wholesale re-location of EDDC offices undesirable and unwarranted. Existing access and parking facilities etc. perfectly adequately afforded by Furzehill and it is unlikely that new office occupiers will be found for Furzehill were it to be made available. Loss of car parking availability in Wimborne Town Centre as might result from any move would be very damaging. Existing offices at Allendale may be suitable for limited re-location of specific services (rates/council tax, benefits, perhaps planning)etc.</p>			705
360289	Mr Kevin HODDER	Chief Executive East Boro Housing Trust	CSO14771	Option WMC 9	Support		<p>Strongly support - relocate public service hub, inc police etc. and develop Furzehill - yes green belt but so are other sites. LA should capitalise on its own site and benefit the public.</p>			705
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	CSO18155	Option WMC 9	Object		<p>ETAG objects to the proposals for new building in the Allenview Area other than replacement of the Allendale Centre.</p> <p>Every opportunity should be taken to enhance the attractiveness and ecosystem function of the River Allen both upstream of and through the Town. The development of Crown Mead in the 1990s was a missed opportunity for this and for the flood defences that could have been put in place at that time. Specific proposals for the River and corridor must be included in the Core Strategy otherwise they will never be delivered. This chalk stream is one of the jewels in East Dorset's crown and it</p>			705

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							<p>should be used as an asset for Wimborne, and for its tourism and biodiversity. The origins of the Allendale area as meadow land (functional floodplain) should be considered in the design. Core Strategy proposals are to put it into a built canyon that can deliver no ecosystem services and will inevitably become full of litter. Public green space would permit the creation of a more natural setting (not manicured town centre lawn and flower beds please) and enable habitat connectivity. The implications of any significant loss of parking should be considered very carefully.</p> <p>ETAG recommends that a management and enhancement plan is prepared for the River Allen and its corridor through Wimborne.</p> <p>The change of use of the EDDC site at Furzehill cannot be supported on grounds of sustainability. Change of use would inevitably lead to demolition and the likely loss of Wayleaze Copse.</p>			
360618	Mr David Chapman		CSO9236	Option WMC 9	Support		<p>We are dismayed at the prospect of a relatively HUGE expansion of housing in Wimborne and the Cranborne Road WMC 4 specifically. Living in East Borough we already endure a near intolerable level of traffic using the road as a rat run, in spite of signage, which ACHIEVES NOTHING, and a failed attempt to slow traffic by using parking bays. If research had been done properly there would be a revelation that traffic goes one way at certain times (i.e. they are not being slowed). What proposals are there for the impact of a further thousand cars??</p>			705
360626	Mr Frank Miller	Chair Person Sturminster Marshall Affordable Housing Self Build Homes Group	CSO14752	Option WMC 9	Object		<p>Developers should not buy their way into the planning system by contributions to transport or otherwise. You're not running a clear Planning Dept. Support to Self-Build - where has that been looked at? I have a plan ready to go.</p>			705
360685	Mr M.P		CSO4622	Option WMC 9	Object		<p>WMC 9 -The provision of a community centre must only be provided when there is proven demand for</p>			705

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	HOSE						such a facility. The community charge payers cannot afford another Verwood Hub situation. General Comment - East Dorset District Council should adopt a policy of increasing the annual community charge in line with the increase of pensions financed from the public sector. From the money raised, the first call must be for statutory obligations of the council, the remainder may be used for supporting sporting facilities and such like.			
360714	Carol Morgan		CSO22756	Option WMC 9	Support		Moving businesses already on industrial estates in or near towns out of the town is counterproductive in terms of jobs and accessibility. 500+ houses and schools etc. is in effect another village and will not connect easily with the town of Wimborne. Take a look at Poundbury, good idea but now far too big.			705
360768	Cllr. Mr David Packer	Colehill West Ward East Dorset District Council	CSO20625	Option WMC 9	Support		Particularly pleased to see the possibility of the Wimborne Market being moved to enhance trade in the town, and free up residential land. Also reinvigoration of the Allendale Centre.			705
360863	Mr David MITCHELL	Chairman Colehill Parish Plan Group	CSO14393	Option WMC 9	Object		I consider that Allenview should be maintained as central parking. Tourism is a large part of Wimborne's income.			705
360977	Mr Nick Solomon		CSO20689	Option WMC 9	Support					705
361015	Mr and Mrs M.S and C.E HACK		CSO8459	Option WMC 9	Support					705
361024	Mr & Mrs Kenny PEARCE		CSO22083	Option WMC 9		No Opinion				705
361037	Mr P STRATFORD		CSO11249	Option WMC 9	Object		I expect that my objection to everything is not very practical. However, I have lived in the area for most of the last fifty years. In that time there has been a constant cycle of the council saying we need more housing, followed by we need more industrial areas			705

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							to provide extra jobs for all the new homes. Then in turn the council says we require extra jobs for the new homes, then in turn the council says we require extra homes for the new workers. This process is never ending. During this time I've witnessed the creation and expansion of the industrial estates at Ferndown, Uddens, Ebblake and Wimborne. A whole new housing estate at Tricketts Cross, Glenmoor Rd Ferndown, the expansion of West Moors, Colehill, Verwood turned from sleepy village into a town. In this time I am not aware of any developed area being returned to its natural state from a developed one. Please let me know if you think differently. I hope you agree that my objection to development is rational and that the never ending cycle of expansion is stopped.			
361041	Mr & Mrs G K HAMPTON		CSO4014	Option WMC 9	Support		We applaud the emphasis on provision of adequate public transport.			705
361055	Mr David OAKLEY		CSO1003	Option WMC 9	Object					705
361099	Mrs Lynette PAYNE		CSO1248	Option WMC 9	Support		A good number of these options, especially in Wimborne and Parley, are on the edges of the urban areas. Building in these locations changes the whole ethos of the area. When you leave Wimborne you see fields, trees and rivers dotted with thatched cottages. Even along Leigh Road, there is a definite rural feel, with true separation between Wimborne and Colehill. Developing along here, or Cranborne Road will dramatically change the area, for the worst. This in turn reduces people's quality of life, as we see our area creep closer to urbanisation, field by field. Why can't some of the brownfield sites be used instead?			705
361105	Mr John GOOCH	Also member of Colehill Parish Council	CSO9904	Option WMC 9	Object		WMC 9 - Is it necessary? Why here rather than in Ferndown? or West Moors? Why do West Moors and Holt not get mentioned?			705

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361106	Mr and Mrs Robin and Janet WALL		CSO3668	Option WMC 9	Object		We object to WMC 9: 1. Facilities at present adequate. 2. Ratepayers should not be expected to support new facilities.			705
361111	Mr Raymond Brown		CSO2066	Option WMC 9		No Opinion				705
361113	Mr Alan Meade		CSO7178	Option WMC 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.			705
361121	Mrs Elizabeth JONES		CSO13966	Option WMC 9	Support					705
361123	Mr Iain STEVENSON		CSO8217	Option WMC 9	Object		Loss of car parking will adversely affect town centre, putt off potential visitors and cause congestion on local roads through parked vehicles. The existing Allendale Centre is more than adequate community centre. Once we lose the police station and Cowl House this would be an ideal location for the market, leaving car parking and existing facilities intact.			705
361124	Mrs M.E Brown		CSO16353	Option WMC 9	Support					705
361125	Mr KAY		CSO13503	Option WMC 9	Object		Opposed to development at the Allendale site because I cannot see that the expense would be justified. I would prefer to see the money spent on cycle and skating tracks. For example from Canford Bottom to Wimborne and round the town and in the parks.			705
361138	Mr Rod WHITHAM		CSO16880	Option WMC 9	Object		I'm not sure what is meant by a 'Public Service Hub' but it seems to me Wimborne has a Town Hall and the EDDC offices are only just about 1 mile away, so I do not know what additional facilities would be provided by this hub.			705

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							These four proposals (WMC1, 4, 9 and 10) taken together particularly in combination with the dreadful decision to allow Waitrose to build on the cricket pitch would completely destroy the character of Wimborne and it would become just another faceless little town like any other. It is already documented that the proximity of developments to the historic town centre are a concern and all four of these come into that category. The approach to Wimborne from Poole Road is already marred by the awful Waitrose building and adding this many houses to the outskirts of the town would only assist in the demise of Wimborne as a pleasant small town.			
361145	Mr D Stone		CSO16744	Option WMC 9	Object		EDDC moved away from town centre against public opinion that Furzehill was too remote. Now at vast expense they want to return. Plus the impractical usage of the site is not in the interest of the town, the financial implications of this scheme are frightening.	Abandon this scheme.		705
361147	Mrs Susan PHILLIPS		CSO2164	Option WMC 9	Support					705
361156	Mr John NEWMAN		CSO13597	Option WMC 9	Object		Car park at Waitrose has limited time parking not same as Allendale. No indication given of who funds, how much ideas will cost. We are in times of austerity. Do not waste money on grand schemes.			705
361170	Mr TR HARVEY		CSO2838	Option WMC 9	Support					705
361176	Mr and Mrs B.J HUNT		CSO9068	Option WMC 9	Object		Ref WMC 9 / 10 The loss of any car parking spaces is not acceptable as this would impinge on the viability of the Tivoli Theatre which requires many car parking spaces during matinee performances, especially as Westfield car park is nearly always full during the day!			705

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361184	Mr S MOON		CSO13324	Option WMC 9	Object		<p>In most situations I will object to the build of additional housing / business premises, as I do not believe that other options have first been considered or if not possible 'today' are being pursued for the longer term. For example,</p> <p>1) There are many properties, particularly in Dorset, which are second homes and for most of the year are empty. Action needs to be taken to make these available for renting / purchase as even today, let alone the future, houses are unoccupied, for whatever reason, is not an option. (I would support legislation.) Empty properties also need to be addressed.</p> <p>2) The development of "brownfield" sites, even if these may not be profitable as other options or as desirable to live or work.</p> <p>3) Thinking outside the box or in this case outside the areas of this Strategy Consultation. Dorset is not alone in having to address these issues and we need to have some "joined up thinking" with other authorities to see if there are joint opportunities. In this respect Hamworthy Engineering buildings have been empty for many years but do not appear to be in anyones options.</p>			705
361196	Mr J.M BULLIVANT		CSO16271	Option WMC 9	Support					705
361263	Mrs REVILL		CSO6222	Option WMC 9	Object					705
474462	Mrs Sheila Bourton		CSO438	Option WMC 9	Object		<p>I only object to using part of this area for new East District Council offices because this option does not apparently leave enough space for the relocation of Wimborne Market to this site. In my opinion as the market owners wish to downsize, it would be a great opportunity to move the popular market to the centre of Wimborne where both local residents and tourists can access it more easily but more importantly, by moving the Market it releases a large brownfield area for affordable housing (according to the</p>			705

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							SHLAA - 195 houses). This opportunity should not be lost and it would have the effect of reducing possible greenbelt loss. Would it not be possible to house some of the EDDC offices, maybe those departments who have face to face dealings with the public, within any new and rebuilt Allendale Centre? Why is it necessary at all to re locate the whole of the EDDC offices?			
474490	keep wimborne green	chairman keep wimborne green	CSO679	Option WMC 9	Object		We object to part of this plan to move East Dorset District Council to the updated Allendale area, only because by doing this it would seem to imply that there would then not be sufficient room to move Wimborne Market to part of this new town centre site. As we understand the owners of Wimborne Market want to downsize, it would be an ideal opportunity to move this popular reduced size market to the town centre which would be easier for public access but, more importantly, the vacated Market site would (as identified in SHLAA) allow a total of 195 affordable houses to be built on a brownfield site close to Wimborne town centre. This opportunity should not be lost as it allows for more affordable houses to be built and reduces the need to lose any more greenbelt land to development.			705
475541	Mr Phil Spencer		CSO17919	Option WMC 9	Object		I do not support the proposal to relocate the local authority offices from Furzehill unless there is a clearly identified new use for the current council facilities and the whole option is, at worst, "cost neutral". The issue of lack of public transport is well made, but this could be used as an opportunity to operate buses between Wimborne and Furzehill. One option for a suitable service is described in Appendix B. It is important to retain coach parking at Allenvie North or other suitable site near the town centre. SEE ATTACHMENT			705
476247	Mr Richard		CSO13117	Option WMC 9	Object					705

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	Pike									
476264	Mr David Reddaway		CSO15662	Option WMC 9	Object					705
476792	Mr and Mrs Lomas		CSO14525	Option WMC 9	Object					705
477822	Ms Susan Rayment		CSO6764	Option WMC 9		No Opinion				705
482494	Mrs Yvette Jones		CSO21871	Option WMC 9	Object		Large scale developments damage the environment for everyone, and it is for ever. The open green spaces are valued by so many who have paid a premium to live in a semi-rural area. Desecration of this is an assault to the residents' wellbeing; an unwarranted invasion causing a wholesale change of character to what is home to thousands of people who chose a neighbourhood because of its history of modest gradual development. Not convinced there is a housing shortage. Keep 'social' housing in more 'affordable' areas. What is there to aspire to and work towards otherwise? Don't patronise us re. 'housing for local people' - occupants become 'local' by living in a 'location'. Small developments can be assimilated to the character of an area without destroying people's enjoyment of their homes. They can be developed with consideration, gradually and as appropriate. They do not have to cause illness through acute distress of residents just to line the developers' pockets and gratify councillors.			705
482902	Mr KD Johnson		CSO3208	Option WMC 9	Object		Parking provision in Wimborne is already inadequate and the supposed new spaces at Waitrose are clearly part of that business, rather than general parking spaces. I see no reason to relocate the District Council offices and to do so would just increase congestion in Wimborne. Relocating Wimborne Market into the town centre would in all probability be its death knell - it has a			705

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							major advantage at the moment of not being subject to town centre congestion.			
483391	Mrs Eileen Mann		CSO14637	Option WMC 9	Support					705
484088	Mr David Price		CSO2502	Option WMC 9		No Opinion				705
485695	Mr John Cornish		CSO14339	Option WMC 9	Support					705
488253	Mr David Cartmale		CSO16019	Option WMC 9	Support					705
489765	Derek KEAREY		CSO19481	Option WMC 9	Support					705
490854	D MUTTON		CSO20143	Option WMC 9		No Opinion				705
491232	Mr Keith Barnett		CSO6969	Option WMC 9	Support					705
491252	Margaret Wareham		CSO16564	Option WMC 9		No Opinion				705
491311	Mr Kevin GILLING		CSO2704	Option WMC 9	Support					705
491361	Mr Barry SCAMMELL		CSO1216	Option WMC 9	Support		Not happy with any development at all. Light pollution would destroy the outstanding beauty of the area. If there has to be housing in the fields behind us then at least leave some greenery, at least, i.e. the field directly behind all the gardens of Leigh and Parmiter Road. The sports fields are a good move as long as they			705

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							are as near to the bypass as possible. I'm sure at the end of the day what will be will be and we don't have any choice.			
491378	Mrs A SCAMMELL		CSO1230	Option WMC 9	Support		I understand the need to move the football club for the hospital but I do object to housing on the back of Leigh Road. If you have to do something then please leave a field at the back of Leigh Road and side of Brookside Road as a buffer between the existing homes and any possible development. I would prefer not to see any development on this lovely small bit of green belt - our green belt system was introduced for a reason - we don't want to live in a concrete jungle. Traffic is also a big issue. There is already an increase in traffic congestion since restrictions on the use of which tip you can use (Brook Road and Millams) and even more so since Waitrose was built. Wimborne is a beautiful place, please don't spoil it!!!			705
491401	S Ost		CSO1267	Option WMC 9	Object		The local roads, schools, hospitals would be unable to cope with extra movements of traffic and people coming into the area.			705
495562	Mr MJ Banting		CSO1506	Option WMC 9	Support					705
495625	Mr Michael McMath		CSO1533	Option WMC 9		No Opinion				705
495971	T A Reith		CSO2137	Option WMC 9	Support					705
496188	Mr RE Vogel		CSO1611	Option WMC 9		No Opinion				705
496479	Charlotte Dixon		CSO1697	Option WMC 9	Support					705

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496503	Miss C Howard		CSO1716	Option WMC 9	Object		This smacks of infilling, again with no concerns re roads and poor infrastructure or taking away green space.	Keep Wimborne Wimborne! Do we need to change the character of the town?		705
496564	JH Lockwood		CSO1746	Option WMC 9	Support					705
496612	Mr and Mrs JP Lovell		CSO1796	Option WMC 9	Object					705
496637	Mr David Leadbetter		CSO1814	Option WMC 9	Object		Strongly object because of:- 1) Loss of green spaces, in this age of conservation and green issues. The allotment area will be a fraction of what it should be for population. 2) Where is the infrastructure for all the extra traffic? Also extra pollution. The town becomes grid locked at the best of times. 3) Where are the extra jobs for the amount of people. I assume they will all travel to Bournemouth / Poole conurbation and that would be a nightmare. 4) The whole character of the town would be lost forever.	Perhaps more building on Canford Heath and other areas where arsonists seem intent on destroying.		705
496659	Mr & Mrs Tony & Hilary Hendy		CSO11729	Option WMC 9		No Opinion				705
496958	Mrs J Beech		CSO1926	Option WMC 9	Support					705
497014	Mary Haw		CSO1966	Option WMC 9	Object					705
497026	Doreen Smith		CSO1981	Option WMC 9	Object		This amount of building will create extra traffic in Ferndown and Parley which already has a lot of road build up in the busy morning and evening travel. Also taking a lot of natural land for our wild life.			705

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497054	Mr RO Moore		CSO2033	Option WMC 9	Object		There should be no access on to Burts Hill and Allenvie Road must have some restriction on speed of traffic before any development takes place.			705
497060	Mrs Mary Tuffrey		CSO2051	Option WMC 9	Object					705
497089	Mr Frank A Soan		CSO2099	Option WMC 9		No Opinion				705
497184	Mr Hilling		CSO2181	Option WMC 9	Support					705
497239	Martine Lewis		CSO2244	Option WMC 9	Object					705
497343	Sharon Sutcliffe		CSO2270	Option WMC 9	Support					705
497773	R Johnstone		CSO2473	Option WMC 9		No Opinion				705
498044	Carolyne BANKS		CSO2642	Option WMC 9	Object					705
498047	CD Bradford		CSO2645	Option WMC 9	Support					705
498062	Mr Nick Crawford		CSO2708	Option WMC 9	Object		Although I live in Ferndown, I work and travel a lot in the local area so feel I can voice my opinion on developments around the area.			705
498084	Mr P HARTLEY		CSO2818	Option WMC 9		No Opinion				705
498125	Mr and Mrs P DASHWOOD		CSO2786	Option WMC 9		No Opinion				705
498169	Mrs		CSO2892	Option		No Opinion				705

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	D WEAVER			WMC 9						
498184	Mrs Angela BARKER		CSO2919	Option WMC 9	Support					705
498214	Mr and Mrs K Swash		CSO2947	Option WMC 9	Object		Further roads should be built and infrastructure put in place before any new homes are built.			705
498268	Mr and Mrs R Cullen		CSO3000	Option WMC 9	Object		The Allenview development would mean less car parking spaces which would be needed by the new housing in the area.			705
498271	Mandy CHEESEMAN		CSO3038	Option WMC 9	Object					705
498335	Mr and Mrs Lester		CSO3081	Option WMC 9	Object					705
498384	Mr A L Little		CSO3148	Option WMC 9	Object		<p>Although a central site for EDDC would be advantageous, the pressure on parking would be impossible.</p> <p>Fewer car parking spaces would mean more demand on local residential roads which are already heavily over-parked by local workers, with hazardous results, e.g. Allendale Road, Lacy Drive, Byron Road, Elizabeth Road and others. In addition there would be a lack of provision for coaches - essential for the local tourist industry, both inward and outward.</p> <p>Agreed a replacement for Allendale Centre long overdue.</p> <p>Sadly, enhanced public gardens are not really feasible.</p>			705
498402	Mrs T Hughes		CSO22217	Option WMC 9	Support					705
498490	Mr Michael		CSO3261	Option WMC 9	Object		The market is fine where it is. The Allendale area is good for parking and with social facilities in the			705

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	Bloxham						centre and the house.			
498495	Mr John Williams		CSO3268	Option WMC 9	Support					705
498581	Mr John Shave		CSO3348	Option WMC 9	Object		Moving the market and EDDC offices into the area is likely to require more parking space not less. Perhaps a park and ride could be introduced using some of the vacated market space and/or by retaining some of the current Furzehill plot.			705
498711	Mr T CHANT		CSO3380	Option WMC 9	Object					705
498775	Mrs P L Buckler		CSO10737	Option WMC 9	Support					705
498996	M E CLARKE		CSO3445	Option WMC 9	Support					705
499231	Mrs A Lathbury		CSO3517	Option WMC 9		No Opinion				705
499236	J PIPE		CSO3532	Option WMC 9		No Opinion				705
499245	Mr and Mrs N BUTLER		CSO3572	Option WMC 9	Object		The Allendale Centre could be improved but it is important NOT to reduce car parking spaces, as our roads around the town centre already have a problem with daily car parking by those employed here.			705
499261	Mrs Norma JACKSON		CSO3605	Option WMC 9	Object		Don't need a new community centre - just refurbish Allendale Centre. Don't need new garden. Retain existing parking spaces - there is always a need for these given the high incidence of car ownership in our area. Leave Council offices at Furzehill.			705
499290	Mrs		CSO3639	Option		No Opinion				705

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	Lisa TURNBULL			WMC 9						
499367	Mrs R M C COWARD		CSO3704	Option WMC 9	Object		Present car park is full when event in community centre.			705
499384	Mr A I ROSE		CSO3712	Option WMC 9	Support		Proposed population increase will need much better transport / shops/ services. Pensioners need mobility. Young families need jobs. Wimborne - real country towns should grow on their edges to preserve town centres.			705
499447	G Frampton		CSO3772	Option WMC 9	Support					705
499479	Mr and Mrs K Wisker		CSO3781	Option WMC 9	Object		What is wrong with the current Allenview facilities? Loss of car (and coach) parking is unacceptable. Waitrose will not make up for this, see also WMC10.			705
499492	Mrs A Pennell		CSO3815	Option WMC 9	Object		Why a new community centre - cannot the existing one be enlarged and improved and linked with Allendale House. No objection to public service hub but think this could be achieved within the existing structures. Extra car parking at Waitrose has not stopped increase in numbers parking for free in nearby streets so object to reduction in size of car park.			705
499596	R Palin		CSO3854	Option WMC 9	Support					705
499683	S Crotch-Harvey		CSO3877	Option WMC 9	Object		Surely we should be retaining parking spaces if all this new housing is planned as residents will not shop in Wimborne if parking is inadequate.			705
499748	Ms Soози Cooper		CSO9733	Option WMC 9	Support					705
499858	MJ and JC Palmer		CSO3967	Option WMC 9	Object		Car parking must be increased slightly in the town centre-not decreased- if people are discouraged from using their cars they will go elsewhere where			705

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							they can park reasonably close to shopping areas.			
499873	Mr Graham Holt		CSO3977	Option WMC 9	Object					705
500060	Mr Stuart PIDDOCK		CSO4070	Option WMC 9	Support					705
500070	Mr J W ELCOCK		CSO4100	Option WMC 9	Support					705
500080	Cllr Diann MARCH		CSO4131	Option WMC 9	Object	General Comment	How many empty properties are there in the district at the present time? How many properties are there in the district that are second homes Object most strongly as it would be too costly unless the whole of the EDDC could be moved there and Furzehill sold. The only advantage would be that Council staff would have to pay car parking charges. Disadvantage: there are not enough car parking spaces within the town so there is really no room for some extra cars.			705
500222	S Hartley		CSO4179	Option WMC 9	Object					705
500350	Mr P H BARTLETT		CSO4214	Option WMC 9	Support					705
500361	Mr and Miss N and A Middleton and Turner		CSO4250	Option WMC 9	Object		This is a ridiculous proposal and complete waste of resources, and to mention that 213 more spaces due to that supermarket have joined the car park space review is a folly, and the three public car parks identified should be kept at 323 spaces, because they are used. What comes to mind, is why has it taken all these years for the Council to realise that they want to be more accessible to the move public and move to Wimborne, especially with all the modern			705

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							technology we have at our disposal. If new properties are required, options WMC 1, 2, 3, 5 and 10 are the nearest proposals that may be suitable for the areas' of Wimborne/Colehill, that will not ruin the area.			
500382	Mrs S GRETTON		CSO7619	Option WMC 9	Object		Visitors come from miles to the market. To move it and reduce the size is economically unsound – less people will visit and all trade will suffer. The parking in Waitrose does not offset the loss of Allenvie. Moving council offices from their purpose built site to the town is a flagrant waste of taxpayer's money. Wimborne can easily be ruined and once green spaces go they cannot be reclaimed. Care and sensitivity are therefore required in any change. Unfortunately when money and profit is a driver often other issues are ignored.			705
500427	Mrs D J LYONS		CSO4305	Option WMC 9	Object		Wimborne is a beautiful town and should stay that way. It already has a market and Allendale Centre and Tivoli.			705
500454	Mr Stephen PROTHEROE		CSO4333	Option WMC 9	Object		WMC 9/10 - The proposed developments WMC 1 - WMC 5 will create 1005 new houses. To reduce town centre parking at the same time is illogical.			705
500558	A Baker		CSO4346	Option WMC 9		No Opinion				705
500693	Mrs NEWMAN		CSO4447	Option WMC 9	Object		How can you afford to pull down and rebuild Allendale Centre less than 40 years old?			705
500697	Mr Thomas SMITH		CSO4474	Option WMC 9		No Opinion				705
500706	R & J Jeans		CSO4489	Option WMC 9	Object					705
500720	Mrs VALLIER		CSO4516	Option WMC 9	Support					705

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500746	Mrs J Lothian		CSO14091	Option WMC 9	Object		Unnecessary expenses and at cost of parking.			705
500748	Mrs Lauren MATTHEWS		CSO4580	Option WMC 9		No Opinion				705
500802	J Hayward		CSO4663	Option WMC 9	Support					705
500817	Mr L Lothian		CSO13548	Option WMC 9	Object					705
500836	Mrs Sylvia Hines		CSO4713	Option WMC 9	Object					705
500903	Mr and Mrs S and R Harris		CSO4757	Option WMC 9	Support		Any developments must be preceded by improved road infrastructure.			705
501012	Louise ARNOLD		CSO4829	Option WMC 9	Support					705
501015	Mr & Mrs W McMillan		CSO4855	Option WMC 9		No Opinion				705
501107	Mr & Mrs E C Lacey		CSO4970	Option WMC 9		No Opinion				705
501118	Mr Ron Cook		CSO4991	Option WMC 9		No Opinion				705
501197	Mrs H Collop		CSO5104	Option WMC 9	Support		WMC9 and WMC10 are both a good idea especially moving the market which would bring more people into the town. This would also free another building site.			705

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501227	Mr John Collop		CSO5129	Option WMC 9	Support					705
501252	R and B Taylor		CSO5150	Option WMC 9	Object		Infrastructure is not in place to support the level of building projected. Schools, doctors, transport etc. would be under extreme pressure. Where is the capital coming from to support any proposals.			705
501279	Mrs F Smith		CSO5160	Option WMC 9		No Opinion				705
501324	Julie Light		CSO5180	Option WMC 9	Support		To keep our town of Wimborne we need to build around the outskirts of the town enabling people to use the facilities- the homes must be affordable and housing. Perhaps if the high rates that shops etc. have to pay were reduced then more shops would be available-it is so sad to see so many empty shops-reduce the rates - we don't want a ghost town.			705
501351	Mr and Mrs R D'Cruze		CSO5216	Option WMC 9		No Opinion				705
501357	Armstrong and Perry		CSO5235	Option WMC 9	Support					705
501364	Mr M Devetta		CSO5264	Option WMC 9	Support		When land in Wimborne (WMC1, WMC4 and WMC2) was part of the spatial strategy our MP and councils all seemed against development. Why are these now back as an option? Now that Waitrose is up and running-very nice too-what about our promised town square? Where is the money that was put aside for the project. We were told it would be done when Waitrose was finished. What is the hold up? Love the new riverside park next to Waitrose.			705
501485	Mrs J JACKSON		CSO5285	Option WMC 9	Object					705

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501488	Chris LAMB		CSO5312	Option WMC 9		No Opinion				705
501492	Mr Colin Tyler		CSO5323	Option WMC 9	Support		Support for options shown would keep any development within the boundaries of by-pass and rivers.			705
501497	Adrian Rafferty		CSO5366	Option WMC 9	Object					705
501502	Mr Michael WAREHAM		CSO5356	Option WMC 9		No Opinion				705
501520	Mrs Z MERRIFIELD		CSO5422	Option WMC 9		No Opinion				705
501523	Rita Gilbert		CSO5437	Option WMC 9		No Opinion				705
501542	Mr and Mrs STRACHAN		CSO5511	Option WMC 9		No Opinion	Please do not accept any community centre / halls or leisure centre as a corporate inducement from developers of housing developments. In my experience they hardly ever work and cost a great deal in subsidy for councils each and every year. i.e.. Verwood Hub; Lenham, Kent; Ditton, Nr Maidstone, Kent. My ref: 10 years as a Parish Councillor in Ditton, Kent.			705
501547	Mrs Helen Lessnoff		CSO5563	Option WMC 9	Object					705
501559	D R Harrocks		CSO5621	Option WMC 9	Object					705
501560	Mr Christopher CLARKE		CSO5566	Option WMC 9		No Opinion				705
501565	Mr P		CSO5617	Option WMC 9	Object		As the Allendale Centre needs to be re-built rather than repaired it needs to be enlarged by adding			705

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	Keeping						<p>another storey and have a larger hall for shows, conferences, pantos etc. The adjacent car parks need to be enlarged rather than reduced as Waitrose car park is primarily for shoppers in that store.</p> <p>Moving the market up from its present site will be disastrous for Wimborne because all roads around the current site are jam packed with parked cars and Riverside Park also the multi storey park in the market are packed with cars and coaches. Wimborne would become a no-go area for the shoppers who support the local shops year in - year out on the two busiest days of the week. The market "shoppers" do not normally come into town because market produce are cheaper, as the stall holders do not have the overheads as shopkeepers. This is unfair to our shop keepers who are already suffering. Most of market "shoppers" actually live near the market. DO NOT MOVE THE MARKET.</p>			
501569	Neil Pettefer		CSO5610	Option WMC 9	Support		<p>The increase in traffic loads will lead to road congestion and parking difficulties.</p> <p>The level of development proposed will change the character of Wimborne and bring with it an overwhelming number of young families, with large numbers of youths, and all the attendant problems for a town.</p> <p>Large estates are out of character with the existing housing provision in Wimborne.</p> <p>There are potentially more suitable development sites in the area such as the Grange area off the A31.</p> <p>Object to WMC1, WMC4, WMC5 and WMC10.</p>			705
501591	Mr & Mrs A Davies		CSO5663	Option WMC 9		No Opinion				705
501596	Mr and Mrs B & K O'Loughlin		CSO5701	Option WMC 9	Support					705

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501607	Dr Fairchild		CSO5700	Option WMC 9		No Opinion				705
501616	R J Joyce		CSO5735	Option WMC 9		No Opinion				705
501626	Mrs J A Russell		CSO5742	Option WMC 9	Object					705
501694	Mr R BRYAN		CSO5786	Option WMC 9	Support					705
501699	B THOMAS		CSO5813	Option WMC 9		No Opinion				705
501707	Mr Charles J R STREET		CSO5847	Option WMC 9		No Opinion				705
501720	Dr and Mrs D HARLOW		CSO5893	Option WMC 9	Support					705
501750	K G Holloway		CSO5954	Option WMC 9	Support		It is pointless to complain that Wimborne Minster is dying and traders are suffering - as many people do - and at the same time to object to every proposal that would bring more customers to the town and environs.			705
501751	Mr RG Birch		CSO5974	Option WMC 9	Support					705
501761	Mr D Curtis		CSO5996	Option WMC 9	Object					705
501804	Mr Glyn Davies		CSO6090	Option WMC 9		No Opinion				705

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501818	E J Read		CSO6128	Option WMC 9	Support					705
501823	Mr and Mrs E A Osgood		CSO6136	Option WMC 9	Object					705
501853	B G Young		CSO6177	Option WMC 9	Support					705
501867	Mrs I M Marks		CSO6161	Option WMC 9		No Opinion				705
501873	Mr and Mrs Harold A and D Joan Lilley		CSO6201	Option WMC 9	Object		All proposals of this nature have a number of basic needs. One of the most important is infrastructure. Subject to finance being available Canford Bottom Roundabout is to be drastically amended for the Olympic Games. The reference to "Improvements to Canford Bottom therefore appear to have been superseded. Since I cannot find any intention to improve the road network all these proposals will only add to our present problems and cannot be supported.			705
501876	J Long		CSO6187	Option WMC 9	Object					705
501881	B W Deverill		CSO6211	Option WMC 9		No Opinion				705
501940	Mr M J Godfrey		CSO6332	Option WMC 9		No Opinion				705
502022	Mr HWR Stevens		CSO6371	Option WMC 9	Object		Dorset's villages and small towns should be preserved as such. So called "developers" are only concerned with profits. There'll always be an England? Not when it has been built over and occupied by strangers.			705
502029	Mr J		CSO6413	Option WMC 9	Object	General Comment				705

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	MacArthur									
502032	Mr and Mrs Pitt		CSO6429	Option WMC 9	Support					705
502059	Mr R Seddon		CSO6489	Option WMC 9	Object		Development should be restricted to brownfield sites. Greenbelt must be preserved. Any development impacting on environmentally important areas such as Wimborne water meadows and River Allen must be avoided at all costs. Affordable homes should not be built on greenfield sites which have high environmental value to the community. These heritage sites must be preserved.			705
502076	Kay Stead		CSO6536	Option WMC 9	Support					705
502078	Mr R Marlow		CSO6527	Option WMC 9	Object		Why waste more tax payers money!!! Too much now!!! These proposals are ridiculous, as any further work prospects in this area are "zero". So why more homes and cars when the road/transport structure is obsolete for modern days need, let alone provision for the future 20/30 years. Just building more houses will not solve the long standing problems in Dorset i.e. jobs and road structures.			705
502099	Carolyn Lourens		CSO6573	Option WMC 9		No Opinion				705
502113	Mr A Garner		CSO6614	Option WMC 9	Support	General Comment	(Picture of Stocks drawn on sheet.) These should be placed in town centres to discourage yobs and vandals, to which they will be fastened.			705
502114	Mr P Foster		CSO6624	Option WMC 9	Support					705
502136	Mr and Mrs WA Forster		CSO6668	Option WMC 9		No Opinion				705
502138	Mrs		CSO6675	Option		No Opinion				705

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	E Mason			WMC 9						
502140	A Hannam		CSO6683	Option WMC 9	Object		The Waitrose car park does not influence the parking issue and the Allenvie Centre is already in operation as a service for community use.			705
502212	Mrs M Fuller		CSO6727	Option WMC 9	Object		Due to the new housing being built on the land of Flight Refuelling and with the proposed 50 homes at Leigh Park the amount of traffic coming through the estate will be too much for the roads to cope with. It will be dangerous for the local children and animals and the pollution from the vehicles will be too much for the locals to live with.			705
502224	Mr and Mrs Larcombe		CSO6734	Option WMC 9	Object					705
502253	Mrs Lesley Jane Franklin		CSO6750	Option WMC 9	Support		I support all options for Verwood, Wimborne and Colehill because I feel there is a great need for more affordable housing in these areas, especially for young families and vulnerable elderly people in rural areas.			705
502312	Mrs Sally Brierley		CSO6786	Option WMC 9	Support	General Comment	Support only with additional parking (in addition to Waitrose).			705
502317	Cllr Peter Lucas		CSO6818	Option WMC 9	Support					705
502326	Mr and Mrs T Bennett		CSO6861	Option WMC 9	Object		With more homes will need more employment, a vicious circle. Our roads are too busy now. We surely have enough community areas and centres.			705
502329	Mrs Rosemary Rooke		CSO6876	Option WMC 9	Object					705
502345	Mr and Mrs Ray and Irene Coulson		CSO6935	Option WMC 9		No Opinion				705

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502347	Sarah Cobb		CSO7023	Option WMC 9	Support					705
502381	Mr Cyril Josey		CSO7039	Option WMC 9	Support		Why is it necessary to include affordable homes (low value) in with others (of higher value), thus lowering the value of other properties in the area. Put low value homes of high density in low value areas. People are not going to accept paying high prices for property when other houses nearby are run by housing associations or the council renting to tenants. 50% affordable housing in any area is too much. Local infrastructure, road improvement, services etc. must be provided in all cases.			705
502387	Mr George Kilpatrick		CSO7021	Option WMC 9		No Opinion				705
502424	Mr and Mrs A V Messenger		CSO7113	Option WMC 9	Support					705
502441	Mrs Ingrid Wells		CSO7155	Option WMC 9	Support					705
502468	Robert Lambert		CSO7218	Option WMC 9	Object					705
502568	Sarah Morgan		CSO7270	Option WMC 9	Object					705
502569	Mr & Ms M & L Skinner & Jeffries		CSO7297	Option WMC 9	Support					705
502570	Mr Samways		CSO7326	Option WMC 9	Support					705
502579	Mr & Mrs		CSO7354	Option	Support					705

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	R L Thorne			WMC 9						
502595	Mr Colin House		CSO7410	Option WMC 9	Support		All these developments will cause an impact on the local heathland and the proposals in all areas will cause road chaos on the A31, Ferndown, Parley and Wimborne. A new road structure is required before any development takes place.			705
502596	A C Hayter		CSO7396	Option WMC 9	Object					705
502610	John Jackson		CSO7447	Option WMC 9		No Opinion				705
502612	Hugh and Joy Dickson		CSO7440	Option WMC 9		No Opinion				705
502673	Mrs A Powell		CSO7547	Option WMC 9	Object		The infrastructure in this area needs to be sorted out before anymore building goes ahead. There are times you cannot move on the roads. The area is being ruined with all this building works that are already going on.			705
502701	Mrs M Williams		CSO7585	Option WMC 9		No Opinion				705
502708	Ms Julia Owen		CSO7627	Option WMC 9	Object					705
502745	Mrs J.M Kenny		CSO7672	Option WMC 9	Object		No building on green sites (green belt).			705
502913	Mr & Mrs D Whitmarsh		CSO7870	Option WMC 9	Object		There should not be any more large scale house building in the East Dorset area as the roads cannot cope with any more traffic			705
502921	Mr and Mrs L Forinton		CSO7773	Option WMC 9		No Opinion				705

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502935	Mr Roger Parker		CSO7798	Option WMC 9	Support					705
502987	Anne Griffiths		CSO7846	Option WMC 9	Object					705
502999	Mrs Marion E Lock		CSO7867	Option WMC 9	Support					705
503024	Valerie Measey		CSO7930	Option WMC 9	Support					705
503085	Mr P.A. Scott		CSO7964	Option WMC 9	Support					705
503156	Richard and Jackie Blunderfield		CSO8019	Option WMC 9	Support					705
503171	Sally Cooke		CSO8063	Option WMC 9		No Opinion				705
503183	B Chissell		CSO8136	Option WMC 9		No Opinion				705
503233	F Parkes		CSO8198	Option WMC 9	Object					705
503250	Mrs Helen Poole		CSO8234	Option WMC 9		No Opinion				705
503303	Mr Anthony Roberts		CSO8302	Option WMC 9		No Opinion				705
503315	Mr Kenneth Wood		CSO8330	Option WMC 9	Object					705

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503347	Ms Hardwick		CSO8356	Option WMC 9	Object		I am concerned mainly about Wimborne and Colehill since this is the area I know best. Do we really want to turn a small country town into another sprawling conurbation? Whilst I accept that we need more affordable homes I think that the proposed 1000+ is serious over-development. 1000 homes = 3 - 4,000 people - 2000 cars. Do you really take any notice of us? The objections of the residents of Colehill to the traffic calming scheme have been ignored and we are not being consulted about changes to Canford Bottom roundabout.			705
503355	Mr Robert Griffiths		CSO8390	Option WMC 9		No Opinion				705
503358	H C Hoare		CSO8414	Option WMC 9	Object		It would appear that the current Wimborne Market site would be lost and replaced by a smaller covered market. The current market brings in a lot of trade to the town and the current site has excellent parking. The proposal under WMC 10 would be unpopular and cause major parking problems.			705
503368	Mr Nicholas J Long		CSO8450	Option WMC 9	Support		Whilst I accept the need for more houses in the Wimborne area, I am concerned about large clusters of affordable housing developing. As a resident of Leigh Park, I consider this particular area to have reached almost saturation point with regard to low-cost housing. PS. I found the Public Exhibition at Leigh Park very informative - Council staff very helpful.			705
503421	Mr Geof Haywood		CSO8536	Option WMC 9	Support					705
503444	R Hobbs		CSO8555	Option WMC 9	Object					705
503454	Mr & Mrs Tame		CSO8583	Option WMC 9	Support					705
503482	Mr		CSO8658	Option		No Opinion				705

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	Ron Hopkins			WMC 9						
503533	Mr N Payne		CSO8718	Option WMC 9	Support					705
503549	Mrs B Willis		CSO8733	Option WMC 9	Object		A new service hub or a new market will need parking spaces for access to either of them. But it is precisely these car parking spaces which will be sacrificed for the new project. It doesn't make sense. There are also problems with parking on the Allenvie Estate as people try to avoid the cost of parking in the car park. Why not make this car park free. You would soon find that the spaces are used and there won't be a need to use the land for new schemes.			705
503598	Mr John Turner		CSO8760	Option WMC 9	Support		Before ANY further development in the Leigh Road area is contemplated, attention should be given to traffic issues and , in particular, the concentration of traffic into the bottleneck already existing into and through the town (Wimborne). Public transport improvement is a necessity.			705
503603	Mrs DJ Morley		CSO8778	Option WMC 9		No Opinion				705
503621	A G Haines		CSO8822	Option WMC 9		No Opinion				705
503624	Mr RT Jackson		CSO8834	Option WMC 9	Support					705
503635	Mr J Gough		CSO8884	Option WMC 9	Support		Any development in the Wimborne area MUST include improvement to Canford Bottom Roundabout which is a nightmare to local residents and holiday traffic alike. There should also be a new section to the Castleman Trail which joins The Willet Arms to the section in Colehill Plantation. This could then be			705

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							used by people going to work in Poole from Wimborne and Colehill - it would also improve recreational activities and take cyclists off the road. The whole cycle lane system around Colehill and Wimborne should be reviewed so that children can cycle to school safely.			
503639	Mrs and Mr M Stevens		CSO8916	Option WMC 9		No Opinion				705
503640	N J and S A White		CSO9003	Option WMC 9	Support					705
503644	Mr J Riley		CSO8961	Option WMC 9	Object					705
503678	Kathryn Whitmore		CSO9022	Option WMC 9		No Opinion	Option Ref WMC 9 and WMC 10 - The Allenview Area. Hope to come to the exhibition at Allendale House on 19th November to see more of the plans and then may have an opinion!			705
503683	Mr and Mrs A Chester		CSO9040	Option WMC 9	Object		We have answered questions in our particular area. We have become angry residents of Wimborne, due to the parking of cars in residential roads. Our misery, when the proposed plans for yet more building plans, will increase this pushing us to move away from the area. Far from having plans for yet more housing some on greenbelt (but oh how these can be reversed today), we should have a policy of POPULATION CONTROL! We are a small island and if the population increases at the current rate, life will become intolerable. Our country where our families have lived for generations, is on a slippery slope. Stop now, implement a policy for population control, this should sort the problem. Don't spoil our county with more housing.			705
503687	Mr Nick Smith		CSO9049	Option WMC 9	Object					705

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503690	Ms Clare Parvin		CSO9098	Option WMC 9	Support					705
503725	G A Hughes		CSO9182	Option WMC 9	Support		Consideration should be given to improved car parking facilities at Redcotts Recreation Ground.			705
503759	Mr D.J. Middleton		CSO9217	Option WMC 9	Object					705
503761	Mr David Bourne		CSO9215	Option WMC 9	Support					705
503787	Mrs P A Dent		CSO9279	Option WMC 9		No Opinion				705
503846	Mr Anthony Hose		CSO9299	Option WMC 9		No Opinion				705
503861	Mr E Hawkins		CSO9331	Option WMC 9	Object		Loss of car parking would not benefit town.			705
503878	Mr Peter Smith		CSO9391	Option WMC 9		No Opinion				705
503879	Mr S Smithson		CSO9409	Option WMC 9		No Opinion				705
503943	Mr & Mrs Rumball		CSO9439	Option WMC 9	Support		Good to see more houses, affordable houses being built. The only objection I have is to the increase of traffic on the A31, Christchurch Road, Parley Crossroads. Why not make new roads, flyovers, underpasses where possible - Canford Bottom roundabout is one in question and make it a dual carriage way - too many accidents.			705

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504093	Mr & Mrs Vivian		CSO9473	Option WMC 9		No Opinion				705
504101	Mrs Mary Treviss-Bell		CSO9500	Option WMC 9	Object					705
504216	Mr Mark Rich		CSO9570	Option WMC 9	Object					705
504285	Mr P Miller		CSO9645	Option WMC 9		No Opinion				705
504314	Ms Selina Roper		CSO9709	Option WMC 9		No Opinion				705
505269	Mr H Stringer		CSO9809	Option WMC 9		No Opinion				705
505273	Mrs Lorraine Hubbard		CSO9842	Option WMC 9	Support	General Comment	Keep Waitrose, please don't let Dorset CC waste money on a public inquiry. KWG are talking rubbish! I have lived in Wimborne for 20 years and never has the green been used as a public open space - the grounds were locked unless open for cricket and Folk Festival car parking. Wimborne is busy once again since the opening of Waitrose.			705
505288	Mrs S Cramer		CSO9878	Option WMC 9	Support	General Comment	As a married mother of 3 children, 2 girls and 1 boy, living in a 2 bed Council flat (first floor), I welcome more housing to the Wimborne area for young families needing affordable housing / rented housing.			705
505315	Mr Frank W Myerscough		CSO9930	Option WMC 9		No Opinion				705
505354	Mr		CSO9950	Option		No Opinion				705

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	Tim Edwards			WMC 9						
505369	J Young		CSO9977	Option WMC 9	Support					705
505506	Mr Peter Hendra		CSO10053	Option WMC 9	Object	General Comment	Building more houses has NOTHING to do with meeting the needs of (existing) local residents. We do not need or want more houses in our area. Planning to build more houses is driven by the 'need' to meet externally imposed quotas based on false assumptions on the desirability of further population and economic growth. Instead of wasting resources on building more housing which is ecologically unsustainable, we should be using them to make a transition to a low energy sustainable future for our children. Please listen to local residents and reject further development.			705
505523	Mr & Mrs A Turner		CSO10080	Option WMC 9	Support					705
505561	Mr D. Calvert		CSO10103	Option WMC 9		No Opinion				705
505590	M Spalding		CSO10132	Option WMC 9	Support					705
505681	Mr Nick Lewis		CSO10170	Option WMC 9	Support					705
505742	L. J. Ashplant		CSO10195	Option WMC 9		No Opinion				705
505802	Mr RGH Chapman		CSO10245	Option WMC 9	Support					705
506161	Mr		CSO10320	Option	Object		Any more development within Dorset's existing built			705

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	RD Holyoake			WMC 9			up areas will end with a complete gridlock of traffic.			
506196	Mr & Mrs P Stout		CSO10349	Option WMC 9		No Opinion	One of the reasons given for being able to tolerate the loss of car parking spaces is the presence of additional space at Waitrose. This is a bit of a cheek really; 1) had it been proposed there would be no net gain in spaces in town when Waitrose plan went in, I expect that it would have been thrown out. 2) There are indeed adequate spaces in Wimborne most of the time – this encourages trade. If you squeeze the spaces so that it's an effort to find them, people from outlying villages who have a choice of shopping destination will go elsewhere. Finally, if you must do something on some of the spaces, the area over the river nearer to East Borough, behind the Allendale centre would be the best place.			705
506754	Mr Derek E Marsh		CSO10377	Option WMC 9		No Opinion				705
507026	Mr David Craig		CSO10429	Option WMC 9		No Opinion	I would like to see priority given to projects which have a higher concentration of social housing inclusion, and also include a higher green/renewable energy provision. Particular concentration on family areas, playgrounds and social/community facilities should be considered.			705
507032	Mr David Oliver		CSO10455	Option WMC 9	Object	General Comment	1. Are developers really going to subsidise public transport? 2. Why do we need a new community centre or indoor market? 3. Explain public service hub. 4. What happens to Waitrose car park if 'Town Green' upheld?			705
507033	A R Twaits		CSO10481	Option WMC 9	Support	General Comment	Despite improvements to public transport, cycling and walking, the reality is that the vast majority of journeys will continue to be made by car. Local roads are already congested and the extent of			705

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							development proposed is not acceptable without significant increases in the capacity of these roads for cars. In particular problems on the Ferndown and Wimborne bypasses need to be resolved, and the A31 to Poole link built. It is often difficult to find convenient short stay parking in Wimborne and additional housing will increase the need for additional short stay parking.			
507132	Ms L Joyce		CSO10527	Option WMC 9	Object					705
507170	Miss A K Jukes		CSO10573	Option WMC 9		No Opinion				705
507286	Mr N P Butler		CSO10687	Option WMC 9		No Opinion				705
507336	Mr John Page		CSO10747	Option WMC 9		No Opinion				705
507356	Mr and Mrs M Moody		CSO10807	Option WMC 9		No Opinion				705
507361	Mr Kenneth Archer		CSO20320	Option WMC 9		No Opinion				705
507363	Mr Kevin Sayer		CSO10833	Option WMC 9	Object	General Comment	The area alongside the A31 between St Leonards Hospital and Tricketts Cross is an area where many houses could be built. Currently this area is an eyesore and gives a bad impression to visitors as they cross into Dorset from Hampshire. Why are nearly all your proposals on greenbelt land? There are many areas in East Dorset on non-greenbelt land which could be built on. Your			705

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							proposal (FWP 4 and 5) will put more pressure on Parley Common as well as introduce more traffic on an already busy road system.			
507388	Mr David Huggins		CSO10892	Option WMC 9		No Opinion				705
507524	Mr C G Richardson		CSO11075	Option WMC 9		No Opinion				705
507555	Mr and Mrs C Lamond		CSO11102	Option WMC 9		No Opinion				705
507572	GJ Pettifer		CSO11131	Option WMC 9	Object					705
507659	Ms Victoria Johnstone		CSO11213	Option WMC 9		No Opinion				705
507693	Mrs P Carter		CSO11255	Option WMC 9		No Opinion				705
507737	Mrs S Philpot		CSO20185	Option WMC 9		No Opinion				705
507789	Mr CJ Barrett		CSO11434	Option WMC 9		No Opinion				705
507800	Mrs K M Platt		CSO11463	Option WMC 9		No Opinion				705
507908	Mr Philip H James		CSO11559	Option WMC 9	Support					705

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507980	Sylvia Allen		CSO11580	Option WMC 9	Support					705
508383	Ms Emma Hayter		CSO11697	Option WMC 9	Support					705
508413	Mrs S Best		CSO11757	Option WMC 9	Support					705
508605	J Ames		CSO14938	Option WMC 9	Object		I do not want the market moved to this small and inadequate area.			705
508735	Mr Peter Barham		CSO22262	Option WMC 9		No Opinion				705
508835	Mrs E.L. Stratford		CSO12180	Option WMC 9	Object		The Council is always after land for housing or business development. Whatever is granted is never enough and a few years later they want more. This process has been going on for over 50 years and it is time it came to a stop. Enough is enough as it is ruining the area.			705
508852	Mrs L.A. Chesshire		CSO12224	Option WMC 9		No Opinion				705
508887	Mr J.S. Kidd		CSO12298	Option WMC 9	Object					705
508928	Mr D.W. Lonsdale		CSO12356	Option WMC 9	Support		Although I have indicated support for development considerations for Wimborne, express surprise that such a document totally omits any mention of infrastructure to support these developments. You estimate the construction of over 1000 homes but make no mention of the need to construct roads to handle what would otherwise be crippling congestion. For instance the construction of 550 homes along the east and west side of the Cranborne Road and			705

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							170 homes at Cuthbury Allotments and the football ground with the accompanying 1000 or so extra cars means that a bypass to enable vehicles to pass towards Poole and Bournemouth without going through the centre of Wimborne is essential. If your answer is that road transport is a County matter then you must involve the County before finalising any thinking about further house building in the Wimborne area.			
508993	Mr A Samways		CSO14541	Option WMC 9	Support					705
509006	Mr S.R. Taylor		CSO12460	Option WMC 9		No Opinion				705
509065	Mrs B Burge		CSO12482	Option WMC 9	Object		Madness to decrease the number of parking spaces in town. Tourists / visitors won't use Waitrose (limited to 2 hours). Add in the spaces for staff at the relocated Council offices, more local housing and the only sensible option is to build new offices etc. over an underground car park. Town will die if all the extra residents / staff / tourists etc. cannot easily park for 4 hours or more.			705
510268	Ms Deborah McClure		CSO13045	Option WMC 9	Support					705
510292	Mr S Waddington		CSO13053	Option WMC 9	Support					705
510309	Suzanne Chapman		CSO13066	Option WMC 9	Support		I support affordable housing for all who need this, especially young people, but I am concerned about the impact this will make on transport up East Borough and down it.			705
510323	Mr and Mrs B Hallam		CSO13080	Option WMC 9		No Opinion				705

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510325	Mrs A Swain		CSO13079	Option WMC 9	Object		The riverside path along the Allen, adjacent to the Allenview car park is very much used and one of the loveliest paths in the town. It would be a great shame if this were to be spoilt by the building of a new market centre. There is still a need for more car parking space- not less in this area.			705
510350	Mr Alan Woodward		CSO13130	Option WMC 9	Support					705
510353	D M Parsonage		CSO13090	Option WMC 9	Object		Waitrose car park is not for general use. How ridiculous to expect people to park there when they are not going into the shop. Allenview car park must be kept. The Waitrose one, also is nowhere near large enough for the increasing number of cars. Is every bit of green land in area to be covered. You have already ruined Wimborne with the appalling Waitrose building (no objection to Waitrose coming but not there). Soon you will be going round gardens to see if you can put a house in them. We need green land and trees, so stop filling them with so called affordable housing. I have 2 adult children earning very good salaries and neither of them could afford your so called affordable housing.			705
510366	JK Lake		CSO13102	Option WMC 9	Object		Car park inadequate now even with Waitrose. Surrounding roads parking a problem NOW.			705
510368	R Honess		CSO13105	Option WMC 9	Support					705
510380	Kelvyn and Fiona Jones		CSO13120	Option WMC 9	Support					705
510411	Ms Julie Camsookai		CSO13140	Option WMC 9	Support					705
510420	Mr Peter Stevens		CSO13148	Option WMC 9	Object					705

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510439	EJ Cossins		CSO13185	Option WMC 9	Support					705
510446	Brooks		CSO13220	Option WMC 9	Support					705
510449	F W Voysey		CSO13196	Option WMC 9	Support					705
510459	Roger and Dorothy Cook		CSO13204	Option WMC 9	Support					705
510483	Mr and Mrs B Rogers		CSO13222	Option WMC 9		No Opinion				705
510490	Ms Helen Banfield		CSO13226	Option WMC 9	Support					705
510504	Chris Mercer		CSO13311	Option WMC 9	Object					705
510509	Christopher Joy		CSO13248	Option WMC 9	Object		Please leave the Wimborne area alone after the cricket ground farce.			705
510521	K G Burling		CSO13268	Option WMC 9	Object					705
510532	W.W. Chant		CSO13275	Option WMC 9	Support					705
510535	Vicky Wells		CSO13292	Option WMC 9	Support					705
510549	Mrs R Green		CSO13323	Option WMC 9		No Opinion				705
510552	Nigel and Pauline Allen		CSO13336	Option WMC 9		No Opinion				705

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510623	Mr Douglas Priest		CSO13348	Option WMC 9		No Opinion				705
510627	Mr J Elcock		CSO13360	Option WMC 9		No Opinion				705
510630	Mr A B Wood		CSO13357	Option WMC 9		No Opinion				705
510647	Mrs M E Elcock		CSO13380	Option WMC 9		No Opinion				705
510674	P Rhodes		CSO13401	Option WMC 9		No Opinion				705
510684	Angela Pullman		CSO13413	Option WMC 9	Object		Current EDDC are currently easily accessed during and out of hours and easy parking and present site not very old			705
510708	Mrs M M Bush		CSO13435	Option WMC 9	Object		In respect of the Allenview area, if development takes place there then surely car park spaces will still be required. It would surely be better to clear Allenview Road and side roads of daily heavy parking.			705
510709	D Williams		CSO13431	Option WMC 9	Object		We do not need any more development in the middle of Wimborne			705
510711	Ms Emma Haynes		CSO13470	Option WMC 9	Support					705
510722	J P Stallard		CSO13447	Option WMC 9	Object		Waitrose is supposed to bring shoppers into Wimborne but does not have sufficient parking for its own customers - Allenview car park must be retained.			705
510725	Mrs D		CSO13448	Option WMC 9	Object					705

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	Davidson									
510733	MK Clayson		CSO13457	Option WMC 9	Object		Too many vehicles for the road network			705
510747	Alison Francis		CSO13473	Option WMC 9	Support					705
510763	Dr and Mrs Dicker		CSO13481	Option WMC 9	Object		Market shopping is never department store comfort to customers and stall holders. Present hall is no worse than many British and continental ones, has parking. Public services and community centre should continue as at present. Human input is more important than buildings. All gardens would be enhanced by easy plants for growth and maintenance suggested by local horticultural societies. Reducing Allenview parking is ridiculous.			705
510794	Mrs S P Houghton		CSO13514	Option WMC 9	Object		Allendale house, police station and magistrate court underused. Move essential public bodies to these buildings with their existing car parking facilities.			705
510798	Mr F Sullivan		CSO13524	Option WMC 9	Support					705
510828	Mr G Williams		CSO13562	Option WMC 9	Object					705
510844	Mr Michael Guilmany-Cush		CSO13570	Option WMC 9	Support					705
510873	Mr & Mrs B.R. Mayes		CSO13619	Option WMC 9		No Opinion				705
510974	Mr Jim Cullumbine		CSO13646	Option WMC 9	Support					705
510993	R.A.		CSO13679	Option	Object					705

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	Cherrett			WMC 9						
511015	Mr Christopher White		CSO13717	Option WMC 9	Object		Present community facilities are adequate. Also, will impact on safety of local school children.			705
511057	Mr & Mrs J Bradford		CSO13789	Option WMC 9		No Opinion				705
511076	Mr Ian Burden		CSO13811	Option WMC 9		No Opinion				705
511176	B.M. Timpany		CSO13911	Option WMC 9	Support		Support with reservations. Could Allendale Centre be repaired at less cost? Concern at loss of parking in town centre.			705
511219	Ms Kathleen Smith		CSO13925	Option WMC 9	Support		I support those schemes which will have the most beneficial effect for Wimborne in the way of housing (and affordable housing in particular), schools, amenities and green open areas			705
511258	Helen Leavens		CSO13976	Option WMC 9	Object		WMC 9 /10 - Waitrose parking would not compensate for loss of spaces.			705
511320	Mrs C J Ballard		CSO13989	Option WMC 9	Object		Only if the same number of parking spaces can be maintained without including Waitrose spaces. Moving market good idea but only if parking is not affected. Perhaps a 2 -storey building.			705
511324	Mr M H Ballard		CSO13997	Option WMC 9		No Opinion				705
511328	David Griffin		CSO14005	Option WMC 9		No Opinion				705
511383	Mrs Jean Archer		CSO20379	Option WMC 9		No Opinion				705
511395	Mr		CSO14037	Option	Object					705

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	S M German			WMC 9						
511399	Mr & Mrs Michael and Diana Froud		CSO14052	Option WMC 9	Support					705
511406	G F Dival		CSO14045	Option WMC 9	Support					705
511413	Ben Rowe		CSO14073	Option WMC 9	Support					705
511429	Mr P Shenton		CSO14134	Option WMC 9	Support					705
511430	A.D. May		CSO14108	Option WMC 9		No Opinion				705
511433	R M Jones		CSO14107	Option WMC 9	Object					705
511441	Mr John Harris		CSO14124	Option WMC 9	Object		Did not move to Wimborne to see it grow out of hand. With more homes comes more money and more power and that inevitable capitalist growth. Small and green is good. Leave it alone.			705
511446	Daphne Archard		CSO14129	Option WMC 9	Support					705
511462	C Wedgery		CSO14148	Option WMC 9	Object		The area including Christchurch, Bournemouth and Poole is overpopulated. Over 50% of Dorset lives here.			705
511464	Mr M F Brown		CSO14153	Option WMC 9	Support					705
511467	Mrs H R Wood		CSO14160	Option WMC 9	Object		Allenvie Road has not benefited from extra parking spaces at Waitrose. The Waitrose staff use this road to park in whilst at work. Parking is horrendous for			705

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							the residents in this road due to town users using it as a free all day car park now. If car park is lost restrictions should be introduced in Allenview Road.			
511483	Mr and Mrs Richard and Elizabeth Wilson		CSO14298	Option WMC 9	Object		We object because in our view any significant housing will cause major problems on our already busy roads. The infrastructure is already inadequate and simply cannot cope with the volume of traffic in and around the town. Of particular concern is the impact of so many houses on the environment eg WMC4 and WMC1 causing extra pressure on local resources.			705
511489	Mr H G Holden		CSO14169	Option WMC 9	Support					705
511538	Anne Whittle		CSO14213	Option WMC 9	Object		I would like to see any building of extra homes kept down to the absolute minimum to comply with Government directives. Wimborne could so easily become swamped by suburbs like poor old Poole. Population growth inevitably drives housing growth but I would not like to see new people encouraged to come here by new housing. I do not think many developers are driven by altruism. I would not like to see development on the Allenview car park - even with the Waitrose car park, as cited. More people in more housing will need more parking space for the proposed new community centre and commercial centre etc. I would like to see the land adjoining the Recycling Centre in Brook Road bought back and incorporated into the existing Rec. Centre - for all the extra people brought in by extra housing !			705
511571	Colin Alborough		CSO14224	Option WMC 9		No Opinion				705
511613	Mr & Mrs W.C. Finlayson		CSO14251	Option WMC 9	Support					705
511618	Mrs		CSO14259	Option	Support					705

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	V Blunden			WMC 9						
511621	Ms Mary A Combe		CSO14270	Option WMC 9	Object					705
511639	Paul Hockey		CSO14316	Option WMC 9	Object		I believe the area is already developed to its limits, Wimborne has a unique character that needs safeguarding. As custodians of Wimborne it is your duty to prevent the further ... of the whole area and so protect its future. The population of this small country is too large and the continual building of new homes will not ease this over pressing problem.			705
511659	Mrs M.A. Bosworth		CSO14354	Option WMC 9	Object		I live in Lacy Drive and the parking is now becoming a major problem. Decreasing the space in Allenvie will exacerbate this. Burts Hill cannot support any more traffic, already over run with school traffic, especially reckless drivers needing to get to Dumpton in great speed. Extra spaces at Waitrose? Always full! Horse riders needing to access the bridleway are already having major problems off Burts Hill. The double decker buses doing school runs up Burts Hill have to straddle the middle of the road. Developments gone mad.			705
511668	Mr Philip Chissell		CSO14364	Option WMC 9	Support		WMC9/10 offers imaginative scope to redevelop a community centre but Wimborne does need to maintain car parking facilities to sustain its shops and town centre facilities (e.g. theatre, pubs). I think that an indoor market at this site would not be economic and would attract unwelcome traffic. Its current site is in the right locality in terms of clients and clearly the parking is existing and adequate.			705
511675	Mr and Mrs R G Fletcher		CSO14362	Option WMC 9	Support					705
511680	Mr Alan		CSO14366	Option WMC 9	Support					705

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	Mogg									
511685	Mr & Mrs B Todd		CSO14384	Option WMC 9	Support		I do not think that the views of people not living in the areas should be taken into account. After all it concerns the locals more than outsiders.			705
511687	Mr N Paton		CSO14385	Option WMC 9	Support					705
511692	Ms Ruth Blaug		CSO14403	Option WMC 9	Object		I don't think, with the increase of housing, we should lose car park space in Wimborne Minster			705
511704	Mr A M Nisbet		CSO14444	Option WMC 9	Object		The document does not indicate what range of public and community bodies might make up the public service hub which seems to be visualised here nor does it show how great the need for such a thing in this place or anywhere else in the town. Without this information it is not possible to balance the public gain from such a facility against its environments cost. The document also visualises a new community centre at this location without stating whether this would be an extension of the existing Allendale Centre or a replacement for it and the questions this raises are similar to those of the hub. Neither development could take place without loss of parking spaces on the Allenvue car park. The town has indeed recently benefitted from new spaces at Waitrose but I believe that the extent of new housing being considered would create demand for parking spaces exceeding that gain even in the short term. I object therefore both to the proposed developments at WMC9 and to all proposed housing developments unless a significant increase in town centre parking spaces is built into the plans.			705
511711	Coombes		CSO14427	Option WMC 9	Support					705
511740	Mr Grahame		CSO14461	Option WMC 9	Support					705

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	Austin									
511747	Mr T W Tonge		CSO14468	Option WMC 9	Support					705
511761	Mr G Burge		CSO14488	Option WMC 9	Object		WMC9/10 would be disastrous if car parking spaces were lost. Day visitors and long term parkers won't park at Waitrose. The market would cause massive traffic jams and not enough parking unless an ugly multi-storey car park was built - yuk! Leave market out of town!			705
511769	Catryn Holton		CSO14508	Option WMC 9	Support					705
511840	S Hicks		CSO14533	Option WMC 9	Object					705
511870	Margaret Waddicor		CSO14555	Option WMC 9		No Opinion				705
511883	Mr Anthony Houghton		CSO14568	Option WMC 9	Object					705
511888	Mr and Mrs M Hayter		CSO14586	Option WMC 9		No Opinion				705
511903	Gordon Macrae		CSO14612	Option WMC 9		No Opinion				705
511904	Sue Budd and Sue Pearson		CSO14623	Option WMC 9	Support	General Comment	Questions: 1. How many affordable homes are needed and will mortgages be available?			705
511932	Mrs J Beardsley		CSO14656	Option WMC 9	Object					705
511934	Mr and Mrs D A		CSO14655	Option WMC 9	Object		WMC 9/10 - Cannot support without more detail. Too many conflicting interests to make it feasible.			705

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	Wilkinson									
511938	Mr R Stoney		CSO14676	Option WMC 9		No Opinion				705
511940	A C and K G Sherman		CSO14677	Option WMC 9	Support					705
511951	Karen Main		CSO14697	Option WMC 9	Object					705
511960	Mr E I Pease		CSO14703	Option WMC 9	Object		RE WMC 9 and 10 - Allendale House and Allendale Centre provide excellent facilities for the town and should be the centre of support for the Council. Funds should not be wasted on a new community centre. Likewise moving the market would lose tourists/visitors. Car parking remains a major problem. For housing the 'old' Cobham buildings by the river should be included in plans. NO funding should be allocated to change the Town Square.			705
511979	Mrs Browning Smith		CSO14725	Option WMC 9		No Opinion				705
512014	R P Perrior		CSO14764	Option WMC 9	Object					705
512019	C Sargeant		CSO14783	Option WMC 9	Object					705
512030	Marg A Smith		CSO14796	Option WMC 9		No Opinion				705
512057	Mr Trevor Davies	Headteacher Pamphill First School	CSO14839	Option WMC 9		No Opinion				705
512095	Bennett		CSO14856	Option WMC 9	Object					705

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512099	Mrs P E Gaskin		CSO14860	Option WMC 9	Object		WMC 9 - Waitrose should not have to provide parking space for town centre.			705
512110	Mrs Felicity Prince		CSO14872	Option WMC 9	Object					705
512123	Mrs M Masterman		CSO14896	Option WMC 9	Object					705
512126	Mr and Mrs P Taylor		CSO14891	Option WMC 9		No Opinion				705
512131	Mr and Mrs S Turner		CSO14915	Option WMC 9	Object					705
512151	Mr S Adams		CSO14932	Option WMC 9	Support					705
512176	Adrian Newton		CSO14944	Option WMC 9	Object					705
512188	K North		CSO14952	Option WMC 9	Object		What is happening to present market site if moving to Allenvie area. If we are happy with extra housing surely Wimborne town would benefit from this car park with the extra cars coming into town and keeping the market at its present site. The more parking in Wimborne would be better.			705
512255	Mrs A K Horitz		CSO14960	Option WMC 9	Object					705
512277	Tristram and Sarah Hobson		CSO14980	Option WMC 9	Support					705
512281	Graham		CSO14971	Option	Support					705

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	Roberts			WMC 9						
512298	Rosemary Protheroe		CSO14988	Option WMC 9	Object		WMC 9/10 - The concern here is about the loss of car parking space especially if there are going to be many more homes built.			705
512306	B Gooch		CSO14990	Option WMC 9	Object		Inadequate justification for relocation of EDDC to Allenview. Located EDDC in Wimborne previously rejected and, given the priority evident in financial support of Wimborne compared to rest of East Dorset, will cause EDDC to become 'greater wimborne'. Huge cost, no history of EDDC adequately managing big contracts (viz Verwood Hub). Loss of car parking at Allenview will adversely impact on Wimborne's attempt to revive trade and commerce presence. Relocation of market means facility will be under-utilised most of week. No plans indicated for Furzehill space vacated. Affordable housing might be appropriate or recycling facility.			705
512316	Mr P Willgress		CSO15029	Option WMC 9	Support					705
512326	Mr Ian Willis		CSO15043	Option WMC 9	Object					705
512343	J Spink		CSO15078	Option WMC 9		No Opinion				705
512354	Mr David Little		CSO15115	Option WMC 9		No Opinion				705
512359	Mr J Robertson		CSO15105	Option WMC 9	Object					705
512360	Richard Acres		CSO15106	Option WMC 9	Support					705

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512373	Mr and Mrs J Lund		CSO15127	Option WMC 9		No Opinion				705
512586	Mr D.B Thwaites		CSO15203	Option WMC 9	Object					705
512599	R J Miles		CSO15211	Option WMC 9		No Opinion	Question these options mainly on extra traffic into the centre, and loss of vehicle parking (reference to Waitrose parking is irrelevant).			705
512613	Mr N F and Mrs J Burchell		CSO15219	Option WMC 9		No Opinion				705
512703	Rita Sweatland		CSO15232	Option WMC 9	Object		Update the Allendale Centre. I use it every week and the back car park is always full in the day.			705
513033	Mr Jonathan Hoyle		CSO15322	Option WMC 9		No Opinion				705
513499	Mrs D Thomas		CSO15381	Option WMC 9	Object					705
513639	Mr and Mrs D J A Kirby		CSO15431	Option WMC 9	Object					705
513692	Mrs A Willis		CSO15478	Option WMC 9	Support					705
513881	Mrs S Bagg		CSO15525	Option WMC 9	Object					705
513900	Mr P Wall		CSO15562	Option WMC 9	Object		Unfortunately more development more movement. A comprehensive transport policy should be developed eg. road improvement (A31), bus and trams, rail links (restored).			705

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513966	Mr and Mrs Howard		CSO15637	Option WMC 9	Support					705
513974	Mr A Moore		CSO15677	Option WMC 9	Object					705
514009	L Stock		CSO15695	Option WMC 9	Support					705
514039	Mrs R Doman		CSO15727	Option WMC 9		No Opinion				705
514049	Mrs E Hellier		CSO15736	Option WMC 9		No Opinion				705
514087	Joan Smithies		CSO15788	Option WMC 9	Support					705
514091	Mr RJ Potts		CSO15799	Option WMC 9	Support					705
514099	Mr and Mrs T C Blakeley		CSO15841	Option WMC 9		No Opinion				705
514111	Penelope Webiery		CSO15888	Option WMC 9	Object					705
514136	Mrs J Crumb		CSO15936	Option WMC 9	Support					705
514225	Mr Simon Dixon	Secretary West Moors Traders Association	CSO15951	Option WMC 9	Object					705
514246	Theresa Monahan &		CSO15988	Option WMC 9	Support					705

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	Jonathon Chaffey									
514450	Mr and Mrs P Webb		CSO16167	Option WMC 9	Object		WMC 9/10: Waitrose parking spaces are not conveniently situated for those who cannot walk far. Allenview spaces are much more central, Waitrose spaces are not always available at peak times.			705
514467	Mrs Lesley Cripps		CSO16185	Option WMC 9		No Opinion				705
514482	C E T Gilbert		CSO16221	Option WMC 9		No Opinion				705
514507	Mr and Mrs C Macy		CSO16250	Option WMC 9		No Opinion				705
514637	P C Dibben		CSO16298	Option WMC 9	Support					705
514649	Mrs June Sawyer		CSO16308	Option WMC 9	Object					705
514674	Mrs J Williams		CSO16336	Option WMC 9	Object					705
514752	Claire Richardson & Jamie Shirley		CSO16383	Option WMC 9	Support					705
514805	Mrs D Sadler		CSO16413	Option WMC 9	Object		Allenview area - new service area. Not needed.			705
514812	Mr C Sawyer		CSO16420	Option WMC 9	Object					705
514912	Mrs		CSO16452	Option	Support		Seeking the opinion of the general public on			705

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	Mary Carsbury			WMC 9			planning issues is all very commendable - but setting aside all political persuasion my feeling is that this is no more than a Public Relations exercise because in the end the final decisions are always to the advantage of the developers whoever they may be because of money, greed and looks good on paper. My general view is that density levels for new homes should be kept down, East Dorset has become so over developed that is its now just one big urban sprawl. Infact it has lost so much of all the natural character and charm that it used to enjoy it is hard to know where the so called green belt begins and ends.			
514913	Mr and Mrs M Clark		CSO16456	Option WMC 9		No Opinion				705
514939	D Porter		CSO16496	Option WMC 9	Object					705
514959	Mr and Mrs R Fisher		CSO16529	Option WMC 9		No Opinion				705
514993	Dr Peter J Hardwick		CSO16559	Option WMC 9	Support					705
515033	Mr T Crump		CSO16600	Option WMC 9		No Opinion				705
515287	Mr L Jackson		CSO16670	Option WMC 9	Support		The A31 trunk road from Ferndown by-pass should be widened to form a dual carriageway all the way through to Bere Regis.			705
515328	Mr and Mrs D Polden		CSO16702	Option WMC 9	Support		Upgrading the Allendale Centre with the Council Offices makes a lot of sense. Should have been located long ago.			705
515367	Mr & Mrs		CSO16782	Option		No Opinion				705

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	J Pottinger			WMC 9						
515704	Rev R McBain		CSO16763	Option WMC 9		General Comment	Future of Allendale centre. Continuing need for this or similar facility - mixture of large hall and small meeting rooms for a wide range of groups. Car Parks - Waitrose is already busy - continuing need for Allendale car park.			705
515793	Mr Frederick Isaacs		CSO16842	Option WMC 9	Support		This is a good suggestion and will enhance the town, easy access to council and public gardens will be very well received.			705
515837	Mrs Jill Isaacs		CSO16864	Option WMC 9	Support		This is a good idea to centralise everything. it should save money in the long run.			705
515864	Mr and Mrs Andrew Patrick		CSO16866	Option WMC 9		General Comment	We AGREE that: 1. In principle it would be desirable to re-locate either the Market or the District Council in the Town Centre - or ideally both. 2. The Core Strategy must discourage car usage and encourage walking, cycling and public transport over the plan period. 3. The Allendale area should be reviewed. However, within the immediately foreseeable future there must be very sound evidence indeed that it really is practicable to : 1. Move EDDC staff - many of whom need cars to do their work - into the town centre, OR 2. Draw into the town centre market customers, who come from a wide area by car (who currently have to be accommodated in a multi-storey car park) BUT 3. At the same time significantly reducing car parking. It is far from clear from Paragraph 8.121 that either WMC 9 or WMC 10 are soundly based on evidence in that respect.	1. Either incorporate a policy that as a general principle the Allendale Area will be reviewed and redeveloped during the plan period for appropriate town centre type uses, or 2. Undertake further studies and publish more evidence to support whichever Option gains the most support through the consultation process.		705
515938	Frank Stevens		CSO16914	Option WMC 9	Object		I view the proposal to shift the Council Offices to the car park with horror! The existing complex at Furzehill is vast and if shifted to Allenvue would absorb about half the car park. One only has to look			705

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							at the number of vehicles that park in Allenvie Road, at present, to realise what chaos would result from losing 50% of the present car parking space. The cost of such a move would be enormous and entirely unjustified.			
516320	Robin Langdown	President Wimborne St John Ambulance	CSO16931	Option WMC 9	Object		<p>I write on behalf of Wimborne St John Ambulance Brigade whose headquarters are in the far corner of the Allenvie long stay car park. This building belongs to East Dorset District Council and is rented by ourselves. This borders the area on the proposed plan WMC9/10. As President of the Division I wish to air my concerns:-</p> <ol style="list-style-type: none"> 1. Will our building remain? 2. Where would access be gained if the building did remain as we currently use the Car Park? 3. If the building is lost, where would we be housed as we have currently over 20 Cadets with a waiting list to join and an Adult Division of approximately 15 members? 4. If the plans for the Public Service hub are passed could we be given rooms in the new building, solely for our use? 			705
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17572	Option WMC 9		General Comment	<p>WMC 6 – WMC 10 Wimborne Town Centre is located within a SPZ2. Consideration and risk assessment will be required to show that the risk to controlled water in these areas from any new development will be low.</p> <p>Flood Risk WMC 9 and 10 – Allendale Area. This section deals with the Allendale Area, and identifies that much of the site lies within Flood Zones 2 & 3 (although the map could be better shaded to show more clearly the extent of the Flood Zones). A couple of options are presented but flood risk, as a significant constraint, is not really discussed in any detail. Demonstration of the Sequential Test, for example, should be highlighted early in the process to 'validate' the options presented. At first glance this site (outlined in red) does not lend itself to future</p>			705

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							<p>built development because of the known flood risk. Paragraph 3.46 states that development will be located in areas at lowest risk of flooding as required by PPS25. The options presented for this site appear to contradict this overarching statement.</p> <p>Foul Drainage All WMC Options. It should be ensured that there is capacity within Wimborne STW and associated infrastructure to accommodate the growth shown within the Core Strategy.</p> <p>Overall issues for consideration are: flood risk / surface water drainage; SUDS; foul drainage; water supply / water efficiency; groundwater and contaminated land; sustainable development (recommend at least Code for Sustainable Homes Level 3); waste management facilities; green infrastructure/ biodiversity issues; pollution prevention. Further information on these topics can be seen in the general section of our letter.</p>			
521118	Mr Alan Spencer		CSO17805	Option WMC 9	Object		<p>Parking One of my biggest criticisms of Wimborne is the amount of underutilised parking bays in car parks, compared to the incredible amount of free and permitted curb side parking tolerated in streets leading to the town centre. Clearly something is wrong here regarding car parking charges and the control of curb side parking, and incidentally nothing has changed since the addition of 213 parking spaces at Waitrose. I continue to be surprised that the residents in Allenvie Road have not grouped together and demanded council tax rebates, or at the least that some controls are placed on parking outside of their homes.</p> <p>I would like to address this subject with the options outlined for the Allenvie Area (WMC9 & 10), where I am sure an alternative car parking solution will be necessary.</p> <p>Firstly I am in favour of EDDC Council Offices moving into Wimborne3, but not to Allendale House. I think these should be sited in Westborough, at the old Conservative Club premises. Perhaps there will</p>			705

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							<p>be an opportunity to repurchase this from Wetherspoons, who seem to be having difficulty putting forward a satisfactory planning application for a public house, and which also seems to be attracting a great deal of protest from local people.9,10,16 As a consequence I am opposed to option WMC9.</p> <p>I like the idea of an undercover Wimborne Food Market selling local Dorset produce close to the Town Centre, can I suggest this might be set up along the lines of a traditional indoor market. I also recognise the attraction of creating a market for bric-a-brac in which local people can bring and buy. Thinking in terms of a thriving community centre much can be learnt from the way Sturminster Newton has created "The Exchange" on its old Cattle Market site14. I therefore believe there is great potential for moving the Market into the Allenview Area. As a result I am in favour of option WMC10 over that of WMC9. Clearly though parking space would be affected at Allenview and consequently be at a premium in the town. Obviously we need to consider out of town parking on a park-and-ride basis. This would probably be best situated towards the A31, I suggest near Julians Road Roundabout, which I am sure will attract tourists and visitors alike, to the town. It could be serviced by a more regular and extended Wimborne Circular bus route, or separate mini-buses could ferry passengers between the car park and town along the lines of those provided at Airports. Fees would need to be kept low (say 50%) compared with in town parking costs, which in turn could be increased substantially at peak times for durations greater than 2 hours.</p> <p>I am however convinced that this would drive those people that are averse to paying parking charges further into the suburbs to park outside someone's home. My suggestion for overcoming this problem is to make all streets "Priority" Parking for residents outside of their homes in Wimborne and Colehill. Residents could be issued with Free Parking</p>			

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							Permits for their address along with their Council Tax Bills. The scheme could be opened up to a fixed quantity of non-residents, who may work in the locality, for a fee discounted to daily long term parking. As a suggestion I would propose £20 per month. All other parking would then have to be off road in either public or private car parks. This would provide EDDC a further revenue stream. SEE ATTACHMENT			
521315	Janet & Kevin Healy Paul Timberlake		CSO17896	Option WMC 9	Object		This is a quite unacceptable option. If the EDDC is so wealthy it can afford to relocate their offices, then may we suggest they build more affordable houses with the surplus money and so there are less unwanted market houses all over our Green Belt.			705
522117	Mrs Hilary Chittenden		CSO22874	Option WMC 9	Object		Option WMC9 and WMC10 Object Reasons The provision of sustainable transport from Wimborne to the Council offices at Furzehill would result in lower carbon emissions than rebuilding office in the Town Centre and demolishing and rebuilding the present facilities for some other purpose. With increasing use of electronic communication and video conferencing this would not appear to be a forward looking proposal. I suggest that it is far too soon to be considering reducing the number of car parking spaces in Wimborne. The Waitrose development and Town Centre improvements should be allowed to settle first. If in time it is shown that parking space can be released, it should be used to re-create riverside habitat (not typical formal city gardens!) that reflects Wimborne's historic origins, can be linked to the educational role of the Priests House Museum and through here to the area at Crown Mead so providing a welcoming area of greenspace that is of both amenity and wildlife value. Please let us ensure that it is not only the economy of Wimborne but also its people, landscape and environment that are able to thrive as a result of the Core Strategy. Let us see			705

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							our land use planning at its best!			
522257	Mr Richard Beaman		CSO18097	Option WMC 9	Support					705
523300	Mr Trevor Abbott		CSO18282	Option WMC 9	Object					705
524495	Mr Stanley Jackson		CSO18624	Option WMC 9	Object		Regarding the options for the Allendale area, I would regard these as a waste of resources. The Allendale Centre could be refurbished at much lower cost, there is a premium on car parking spaces, the advent of Riverside park has reduced the need for a public garden and with only 12% of residents without a car, the case for moving EDDC from Furzehill is not conclusive. Further the existing Wimborne Market is flourishing and provides a commercial aspect to the Leigh Park area. Leigh Park has benefited from its new community centre and the more varied activities taking place in that section of Wimborne the better.			705
524723	Mr John Worth	Chair Wimborne Civic Society	CSO18740	Option WMC 9	Object		Regarding Options WMC9 & 10 (the Allendale Area), we would regard these as entirely unnecessary and a waste of resources. The Allendale Centre could be refurbished at much lower cost, there is a premium on car parking spaces, the advent of Riverside Park at Waitrose has reduced the need for a public garden and, with only 12% of residents without a car, the case for moving EDDC from Furzehill is not conclusive. Further, the existing Wimborne Market is flourishing and provides a commercial aspect to the Leigh Park area. Leigh Park has benefited from its new community centre and the more varied activities taking place in that section of Wimborne the better. The case made that the arrival of the car park at Waitrose has reduced demand for parking at the Allenvue Car Park is not convincing. The fall in demand at the short-stay part of Allenvue may well have been caused by the rise			705

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							in the charges, which has encouraged drivers to park on Allenvie Road almost as far as Burts Hill. There should be a review of parking policy, with the provision of more long-stay spaces and a time limit on parking in Allenvie Road similar to that operating in East Borough.			
527750	Mr Colin MacNee		CSO18907	Option WMC 9		No Opinion				705
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19033	Option WMC 9	Support		All the sites are generally supported at this early stage subject to further work through the masterplanning stages and future work with developers to reduce the traffic impacts of new development.			705
527908	Mrs J Coakes		CSO19096	Option WMC 9	Object					705
533834	Mr Tim Harris		CSO19199	Option WMC 9	Object					705
534820	Paul Batten		CSO19451	Option WMC 9		No Opinion				705
534837	Mrs P Martin		CSO19486	Option WMC 9	Support					705
534875	Brian Lane		CSO19530	Option WMC 9		No Opinion				705
534882	M Cuff		CSO19568	Option WMC 9	Object					705
534914	Mrs P Froud		CSO19647	Option WMC 9	Support					705
535070	Mr		CSO19621	Option	Object					705

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	Alan Reade			WMC 9						
535112	Mr Jack Tindall		CSO19693	Option WMC 9		No Opinion				705
535167	Lynda Lake		CSO19739	Option WMC 9	Support					705
535209	Mr P Webster		CSO19787	Option WMC 9	Object		Please liaise with NFDC and NPA, as the additional traffic generated by the extra housing and employment zones will increase the traffic problems at the already congested bottleneck at Ringwood and cause yet more problems for the people who live in New Forest hamlets such as Linwood, Brook and Burley as motorists try to find alternative routes. Can the New Forest take any more pressure from additional numbers of visitors? Has Dorset got enough sand and gravel in the land bank to meet the needs of the developers? Can you force Tarmac to start mining gravel by the Spur Road near Hurn? What will happen to the pollution levels close to the trunk roads eg at Ringwood, especially particulate pollution? Can Bournemouth Water meet the increased demands for water?			705
535349	P Thomas		CSO19815	Option WMC 9		No Opinion				705
535368	Mr Andrew Evans		CSO19864	Option WMC 9		No Opinion				705
535387	Mr Brian Cox		CSO19938	Option WMC 9		No Opinion				705
535393	Jeremy Berg		CSO19892	Option WMC 9	Support		ROADS, ROADS, ROADS, BEFORE YOU BUILD ANYWHERE & DESTROY EVERYONES WAY OF LIFE FOREVER, BUILD ROADS & BY PASSES.			705
535421	Mr		CSO20607	Option		No Opinion				705

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	Roland Andrews			WMC 9						
535457	Mr Matthew Newman		CSO19943	Option WMC 9	Support		As a lifelong resident of Wimborne I feel the need for a sizable housing development is greatly needed for families & young professionals as the town is seriously lacking in affordable private ownership family & starter homes. Family sized properties in the Wimborne area are very overpriced (as demand is high) and I am aware of many families living in inadequate sized dwellings that are unable to bridge the price gap to buy a home that is suitable for their needs. In recent years the majority of development that has taken place in the area has been small scale and is usually aimed at the executive high end market. A larger housing development would cater for a wider range of housing stock which is greatly needed by the residents of the town.			705
535500	David Veevers		CSO20003	Option WMC 9		No Opinion				705
535504	Mr Michael Beer		CSO20043	Option WMC 9	Support					705
535509	Mrs S Durant		CSO20063	Option WMC 9		No Opinion				705
535517	Roy Rich		CSO20084	Option WMC 9		No Opinion				705
535547	Mr M Folland		CSO20161	Option WMC 9	Support					705
535550	Mrs D Mogg		CSO20162	Option WMC 9	Support					705
535567	Ms Judy		CSO20219	Option WMC 9		No Opinion				705

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	McMath									
535574	Mr and Mrs Ralph Williams		CSO20235	Option WMC 9		No Opinion				705
535591	A Walker		CSO20282	Option WMC 9		No Opinion				705
535610	Mr Stewart Bullen		CSO20325	Option WMC 9	Support					705
535670	Dave Allen		CSO20403	Option WMC 9		No Opinion				705
535678	Andrew Bryant		CSO20431	Option WMC 9		No Opinion				705
535688	Susan Hobbs		CSO20463	Option WMC 9	Object		The proposed developments in Wimborne are highly undesirable. Their size will radically change the nature of this small market town and the pressures on the present infrastructure would be unsustainable. In particular, the road system is already overloaded and the number of extra cars having to come through the centre of Wimborne would lead to major congestion. It is no good planning developments BEFORE the infrastructure is upgraded to support the influx of more people and traffic. Three proposals in particular are highly undesirable : WMC4(Cranborne)This major development would require new schools, doctors and shops out on the Cranborne road if Allenvie road is not to become a major traffic bottleneck. Many of the people living out there would be heading for Poole and Bournemouth and the present Wimborne road system would not support the through traffic generated. WMC9 & WMC10. There is not sufficient land to support these proposed developments. All the existing car p g to provide the significant investment capital required - and local authorities are going to be severely constrained by Government spending cuts.			705

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535701	Mr Andy Skeats		CSO20479	Option WMC 9	Support					705
535815	Mrs C M Davies		CSO20548	Option WMC 9		No Opinion				705
535836	Peter Parsons		CSO20575	Option WMC 9	Support					705
535865	Darren Charles Bryson		CSO20638	Option WMC 9		No Opinion				705
535875	John Kitchenside		CSO20668	Option WMC 9		No Opinion				705
535907	Mr Christopher Baxendale		CSO20704	Option WMC 9		No Opinion				705
535935	Mr Peter J Medler		CSO20822	Option WMC 9	Support					705
535940	Mrs Linda Medler		CSO20770	Option WMC 9	Support					705
536014	Mrs Dawn Tindall		CSO20861	Option WMC 9		No Opinion				705
536046	L Appleton		CSO20882	Option WMC 9		No Opinion				705
536096	Katie Lacey		CSO20940	Option WMC 9	Object					705
536129	Mr Peter Houghton		CSO20959	Option WMC 9		No Opinion				705

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536169	Mr Tony Trewiss-Bell		CSO21005	Option WMC 9	Support					705
536267	Trish Wheeler		CSO21143	Option WMC 9		No Opinion				705
536271	Mrs D Holt		CSO21151	Option WMC 9	Object					705
536282	Mrs Doreen Kingaby		CSO21179	Option WMC 9	Support					705
536324	Paul Sumner		CSO21257	Option WMC 9	Support		Wimborne has the land and facilities to support more houses. The other areas do not. Especially Verwood, as it has been built upon to the point where it is second only to Dorchester, in terms of population. Verwood should be left alone and other areas play catch up. Verwood has no vibrant town centre no realistic extra employment opportunities. No infrastructure, no buses after 6pm or police for that matter. One nhs dentist with a waiting list as long as your arm. Same with the meagre doctors services. None of the houses are actually needed, only for the council to get social housing built. Not the attractive affordable homes it seems to like to label them as. Building on green belt land is supposed to be for exceptional circumstances, there are no homeless in verwood. Do not destroy green belt land just because of a loophole. There is no need for social housing in verwood, therefore no exceptional circumstances exist. I have looked at the proposed sights and they will all destroy habitat for local wildlife, VWM4 will also see ssi sites read beds ancient hedge rows etc. severely disrupted. Did you know that there is a flood plane? What about the scientific report on the river crane and fishing lakes down there?. Common sense please.			705
536341	Adrian Bowyer		CSO21296	Option WMC 9	Support					705

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536346	Mr Ben Richards		CSO21336	Option WMC 9	Support					705
536349	Mrs C Bowyer		CSO21356	Option WMC 9		No Opinion				705
536449	Dave Isaacs		CSO21439	Option WMC 9	Support					705
536543	Samantha Fysh		CSO21508	Option WMC 9	Support		NO MORE HOUSES IN VERWOOD.. ENOUGH IS ENOUGH!!!!			705
536572	Roger Fysh		CSO21567	Option WMC 9	Support		I strongly object to the proposal to increase the housing in and around Verwood. Verwood has been extensively developed over the years and there is inadequate services to support the extra cars and people. Also having seen the housing density of the Ebblake housing estate it is clear that agreeing to more housing will only create 'no go' areas in the very near future. I also note that in and around Wimborne there are huge areas of open land, which could easily be developed, especially between Ferndown and Wimborne which also has excellent road networks in place as it could immediately open onto the A31			705
536576	Mrs Valerie Green		CSO21574	Option WMC 9		No Opinion				705
536628	Mr C.A Wills		CSO21716	Option WMC 9	Support					705
536699	Ms Kathryn D'Arcy		CSO21763	Option WMC 9	Support		Ensure that all existing unoccupied homes are utilised. Look at infill in a positive way- Ensure that all infrastructure REALLY supports proposed development Do not build homes if the occupants are unable to find work locally. This leads to juvenile problems and a group of unemployed within the community. There is not enough employment in			705

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							Wimborne for the number of homes proposed.			
536771	B Lusher		CSO21838	Option WMC 9	Object		I object to any development that expands Wimborne and surrounding villages now and at any time in the future. Why is Wimborne such a beautiful town, could it be the Minster, old buildings, steeped in history? probably all of these and many other attributes. Take a good look at that stunning photograph 'Wimborne Minster and Stour In Winter' by Roger Holman, fields and the town centre, all in one picture. This view of the landscape, identified as a scene of merit by the artistic eye of the photographer, often passes the layman by, until pointed out so graphically. This photograph, like others, is a measure of what we could lose. I wonder if there were other equally stunning scenes in the hills northeast of Wimborne, Colehill, now completely covered in houses. Can you imagine the equivalent photograph of that time, the town, with a backdrop of fields and trees rising above horizon. Too late, that moment has passed. The town, in close proximity to countryside, is ye has realised this and is making an effort to preserve old Singapore. We, on the other hand, seem to be quite happy to knock down our countryside in the name of development. If we really want to preserve Wimborne for generations to come, so they can see the town, be part of its unique character, situated amongst, close at hand countryside, then we must make a conscious decision now to preserve the green belt and green areas in the town forever, before Wimborne eventually becomes a quaint little roundabout that travellers come across on the way from somewhere to somewhere.			705
536790	David Steadman		CSO21888	Option WMC 9	Support					705
536802	Anida Griffiths		CSO21938	Option WMC 9		No Opinion				705
536808	Ms		CSO21973	Option		No Opinion				705

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	Yvette Allen			WMC 9						
536812	R H Barker		CSO21976	Option WMC 9		No Opinion				705
536830	Mrs Janet Sutcliffe		CSO22045	Option WMC 9		No Opinion				705
536848	Ola Steadman		CSO22126	Option WMC 9		No Opinion				705
536850	Mr Michael Hird		CSO22113	Option WMC 9		No Opinion				705
536860	Mrs Sparks		CSO22179	Option WMC 9		No Opinion				705
536866	Emma Huns		CSO22204	Option WMC 9		No Opinion				705
536930	Mrs Susannah Spencer		CSO22298	Option WMC 9	Object		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.			705
536932	Paul Bason		CSO22294	Option WMC 9	Support					705
537050	Diane Fletcher		CSO22403	Option WMC 9		No Opinion				705
537064	Elizabeth Harvey		CSO22430	Option WMC 9	Object		I have lived in the centre of Wimborne for 17 years and have recently June 2010 got an allotment on the Cuthbury site. i have no back garden only a small paved patio area and walking to the allotment and spending my weekends and evenings in the lighter evenings is my escape. i look after adults with learning difficulties and mental health issues and as you can imagine this is a very stressful			705

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							occupation. the time that i spend up at the allotment and walking through there and mixing with the other people that have the allotments is relaxing, quiet, hard work but takes your mind off every day things. also i lost my mother to cancer in November and she spent from June to the end of September up there sitting in her wheelchair planning with me what we would grow for this year, i feel she is very much still with me up there and i would feel heartbroken and shattered if we were to lose this to housing. i appreciate that houses have to be built somewhere and everyone will have an opinion and opposition to wherever they are built but this is mine and i am very much against the idea. How can it be possible for Wimborne to have an extra 1000 homes built and not suffer, the sewage and drainage cannot cope with the houses we have now and i feel that this should be considered before new homes are built.			
537075	Mrs Elaine Holt		CSO22437	Option WMC 9	Support					705
537106	C Hebditch		CSO22469	Option WMC 9	Object		The more homes we build the more roads we need. The homes and roads get filled up then we're back to square one. When will it ever end. The notion expressed in some of the planning, about trying to get people out of their cars, off the roads, and into public transport, is a joke. For example, building on the Cuthbury allotments in Wimborne means that those who have one of the new allotments will have to get their cars out to drive to them, whereas at present there are many people in Wimborne who can walk to their allotments. Most of the areas designated as fit for development will mean even more chaos on our local roads because public transport is not going to improve to the state where those of us who are fortunate to have a job to go to will all be able to get to work on time using a bus. The size of the proposed developments, in my opinion, is too big and will put undue pressure on			705

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							local services for which we do not at present have funding to improve. I suppose though that these new homes will bring some new council tax payers to the area and therefore, maybe, help with the budget deficit ... until we have to build the new roads			
537126	Mrs Heather Nisbet		CSO22498	Option WMC 9	Object		Traffic in Wimborne is very heavy as it is and adding further congestion at peak times would be a great mistake. The river bridge close to Tice's garage is narrow and slows traffic coming into the town - a good thing - but if there were vehicles coming on to the Wimborne/Cranborne road from WMC4, it would make the Allenview Road exit on to that road impossible at the busiest times. The additional parking at Waitrose only serves the store and is usually pretty full, so thinking that it would take any surplus is a mistake, especially as it is not connected with the town. I do not think that Waitrose has brought much more business into the town because of the lack of "connection". People in general I think do their shopping and go. Perhaps a survey should be done on this. My last point is that if some building does go ahead please will you give preference to architects/builders who can build in a suitable "vernacular" style that will blend with the historical quality and variety of Wimborne. The new Waitrose building is a horror, a real slap in the eye when you approach Wimborne from the Poole direction and is built in very poor mock-aged brick. It is far larger and more dominant - more "in-your-face" than the "artist's impression" drawings on the original proposals and completely detracts from the charms of the older houses and small cottages on the east side of Rowlands Hill road. Buildings last for a very long time and we are training the eye of the young when we build so why not make their surroundings more attractive, not less.			705
537362	Peter Constable		CSO22526	Option WMC 9		No Opinion				705
537435	Ms		CSO22554	Option		No Opinion				705

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	Pauline Burton			WMC 9						
537529	Mrs C White		CSO22581	Option WMC 9	Object					705
537571	Nick and Marion Leatherdale		CSO22633	Option WMC 9	Object		WCM9: we already have a community centre at Allenvie, so why do we need to spend public money on a replacement?			705
538210	Mr and Mrs Peter Griffiths		CSO22711	Option WMC 9	Object		Object to the new Allenvie Centre - existing adequate - could be modernised and extended. Object to the loss of car parking at Allenvie and switch to Waitrose is a very poor option - too far for Allenvie Centre users especially at night; difficult access by foot for elderly, and cost of car parking too high.			705
359416	Mrs Tracy PAINE	Clerk Colehill Parish Council	CSO17704	Option WMC 10	Object	General Comment	No justification at all in the proposal to relocate EDDC and the Market to Allenvie area.			707
359461	Mrs Nicola BRUNT	Conservation Officer Dorset Wildlife Trust	CSO17490	Option WMC 10	Support		Options WMC 9 and WMC 10 (Allenvie) If the area of car parking can be reduced in this area, an opportunity arises to make enhancements to the River Allen, the corridor of which is a Strategic Nature Area based on its exceptional wildlife. The conservation of this river and its wildlife can be made a significant feature of the town and here rather than formal gardens could be an open space for people and wildlife if carefully planned. We therefore suggest the inclusion of a natural greenspace within these options, planned with habitat connectivity and enhancement in mind.			707
359546	Mrs K. BRADBURY	Clerk Vale of Allen Parish Council	CSO4614	Option WMC 10	Object		If the aim is to increase economic activity through tourism and other means, reducing the availability of parking would be a very short sighted measure.			707
359555	Mr L HEWITT	Town Clerk Wimborne Minster Town	CSO17907	Option WMC 10	Support		• It is recognised that the present location of the Wimborne Market does not enhance trade within the town, and that relocation nearer the centre could be			707

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		Council					beneficial. The suggested alternative site is currently a car park, and the loss of this would need to be compensated. Nevertheless, this option is very attractive because it provides potential for extra housing in an essentially residential area, and links along a river frontage with Leigh Park and Cobham Park.			
359568	Mr James MEADOWS	Rural Surveyor National Trust	CSO13500	Option WMC 10		No Opinion				707
359582	Mr Richard SCOTSON		CSO14597	Option WMC 10	Object					707
359598	Mr A KETCHLEY		CSO7992	Option WMC 10	Support		Unfortunately whatever is finally decided on the following well known saying will occur: 'You can please some of the people all the time, You can please all of the people some of the time, But you cannot please all of the people all of the time!' I wish you well in whatever is decided. Some will see it as inevitable due to the area's population increases, whereas others will see it as a necessary evil, and some will accept it without question			707
359841	Mrs Felicity Riley		CSO15024	Option WMC 10	Object					707
359872	Mr K ADSHEAD		CSO14743	Option WMC 10	Support		Existing car parking inadequate for proposed market area- need to avoid travelling across Wimborne town. Suggest leaving market where it is.			707
359873	Mrs M HUGHES		CSO8609	Option WMC 10	Support					707
359875	Dr Lesley HASKINS		CSO19188	Option WMC 10		General Comment	The River Allen is also of high nature conservation interest, notably for the exceptional survival of the native crayfish. Preferred options in the Core Strategy most obviously impinging on the River			707

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							<p>Allen and its corridor include WMC3, part of WMC 4 and WMC9 & 10.</p> <p>. Not that long ago this site was dominantly green space in the form of riverside meadows and the riverside gardens of Allendale House. The loss of this natural and designed riverside green infrastructure, largely for car parking, was a sorry loss indeed – both for public amenity and for wildlife. Wimborne has only a riverside walk – and much of that now encased in concrete. It is a regrettable reflection of past unenlightened policy. If the development of Waitrose has indeed created a surplus of car parking, the opportunity should be firmly taken to return that hard standing to green space for the benefit of public amenity and wildlife. Both these schemes are instead attempting to squeeze new forms of development onto the site leaving minimal scope for green anything - and limit the use thereof to public 'gardens'. These are unlikely to amount to more than the sorry gardened 'handkerchiefs' found elsewhere in the town. Additionally if the Council Offices were to move to Wimborne, Wayleaze Copse, the small but valued woodland at the Furzehill Offices, would be vulnerable to damage from any redevelopment. The Policy should be reworded to</p> <p>The Allenview area will be used as</p> <ul style="list-style-type: none"> *A replacement Community Centre *Reduced number of parking spaces *Green space for amenity and wildlife 			
359883	Mr R.W. ELCOCK		CSO5517	Option WMC 10		No Opinion				707
359889	Mr and Mrs P CLARK		CSO8474	Option WMC 10		No Opinion				707
359891	Mrs Susanne Parkin		CSO18374	Option WMC 10	Object		The market should not move. Options 9 -10 are in cloud cuckoo land regarding parking I calculate that at least 750 space would be lost, more would be			707

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							required to accommodate plan, and the extra at Waitrose is not even to be considered as it is farcical in the equation of requirement.			
359916	JB Cossins		CSO13172	Option WMC 10	Support					707
359920	S PARKER		CSO9533	Option WMC 10	Support					707
359927	Mrs Ann BISSEX		CSO6331	Option WMC 10	Support					707
359954	Mr Alan FLINT		CSO10004	Option WMC 10	Support		<ol style="list-style-type: none"> 1. I want to know the projected time scale for these options to start to become active. 2. It is most important that there is adequate employment to accommodate the houses to be built. 3. More attention must be made to supply of affordable housing. 4. The green belt must be respected where possible. 5. The estates around Wimborne must be consulted fully. 			707
359967	Mr John A CARPENTER		CSO14330	Option WMC 10	Support					707
359977	Miss M.G. EARP		CSO8042	Option WMC 10		No Opinion				707
360029	Mr David LANIGAN		CSO10277	Option WMC 10	Support		Thank you for the opportunity to comment on the Christchurch & East Dorset Core Strategy Document, Managing Growth and Development up to the year 2027. I agree with the preamble stating that we need to meet local housing needs, with the emphasis on growing the main settlements where we have good access to facilities that people require. Some development of smaller communities should continue however, especially the provision of low cost housing. The community as a whole, needs			707

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							<p>the services of teachers, nurses, firemen, postmen, and policemen who are poorly paid because they commit to a vocation rather than a high salary job. We also need the services of skilled people such as builders, electricians, plumbers, gas fitters, and motor mechanics, the essentially blue collar professionals. They must not be priced out of the market in terms of being able to buy a starter home, in the community that they serve.</p> <p>Having bought my first home in 1963, a two bedroom bungalow for £2,200 I am aware that locally such a property is currently one hundred times as much. This makes things difficult for young couples with the ratio of house prices to wages being the highest in the country. Many struggle with getting mortgages that now require typically a 25% deposit on an already expensive property.</p> <p>I moved to West Moors 15 years ago and appreciate the planning decisions that have taken place affecting this village. We now have a new build shopping centre on Station Road, complete with flats, good pavements, lighting, pelican crossing and trees. I am pleased to have seen built several small, three storey, blocks of retirement and two bed flats close to the village centre. I support the gradual expansion of the</p> <p>Village, current population around 7,500 as we have good schools, a large Memorial hall, Churches with halls, two public houses, doctors, dentists and good bus services to both Poole and Bournemouth. We have footpath access to open land such as Holt Heath, as well as being able to use the old railway line route through the village to Ringwood, - the Castleman Trail. Recently St Marys Church has had built a new Church Hall which will serve the community and thanks to the National Lottery grant we now have an excellent Bowling Club. I support the continued slow expansion of the village as currently we have many facilities for people of all ages to enjoy.</p> <p>My current house was built in the mid-70s, and has trebled in value since my wife and I moved here 15</p>			

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							<p>years ago. In the 1970s West Moors doubled in size and acquired new schools and since then other infrastructure improvements. In recent years the Library was refurbished. The facilities for retirees in West Moors, with access to Ferndown and Verwood, are very good, and coupled with excellent hospitals at Poole, Bournemouth and Wimborne, and I have felt no need to move from East Dorset area in the conceivable future.</p> <p>I therefore support the proposals for additional housing as outlined in the Core Strategy Consultation, as well as the proposals for business sites for employment. I also support provisions for new schools particularly a new Secondary School at Verwood, and recreation areas to cater for the population increase. I understand that net immigration into Dorset is running at two thousand people a year so clearly we need to plan for housing, jobs, education, recreation, road improvements especially at busy junctions, and off road car parking in town centres and on new housing estates.</p> <p>There are many reasons why East Dorset and Christchurch, are attractive places for people to live, work and retire to. Long term planning that caters for the needs of a steady population increase is sensible and is to be welcomed.</p>			
360037	Mr Dave BARNES		CSO4043	Option WMC 10	Support					707
360095	Mr & Mrs John & Barbara POLKINGHORN		CSO9817	Option WMC 10	Object		WMC 9 & 10 - What would be done with the redundant Council Offices at Furzehill? This exercise seems pointless and unnecessary.			707
360097	Mr John DOWLING		CSO14489	Option WMC 10	Object					707
360111	Mr K		CSO9593	Option WMC 10	Object					707

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	VIVIAN									
360145	Mr Nigel WARREN		CSO8155	Option WMC 10		No Opinion				707
360173	Mr C SHEW		CSO13735	Option WMC 10	Object		<p>- How does Waitrose feel about their car park being substituted for the lost spaces in the Allenview car park, due to your proposed new Community Centre etc.?</p> <p>- Is it really wise to reduce the size of Allenview car park?</p> <p>- If you were to restrict free all day parking, by workers, in the roads around the town, especially Allenview Road, you'd soon have all the parking places full now and at a profit to the Council too.</p> <p>- It is not difficult to work out that more car parks will be required to cope with all the extra cars generated by your proposed new housing developments, not less and where will these go?</p> <p>Much of Wimborne's charm is as a market town nestling in the Green Belt. This plan sets about making it a congested urban sprawl, thus destroying it for ever.</p> <p>We sincerely hope that you will reappraise this plan before it's too late.</p>			707
360289	Mr Kevin HODDER	Chief Executive East Boro Housing Trust	CSO14778	Option WMC 10	Object					707
360302	Mrs Hilary Chittenden	Chairperson Environment TAG (East Dorset)	CSO18157	Option WMC 10	Object		<p>ETAG objects to the proposals for new building in the Allenview Area other than replacement of the Allendale Centre.</p> <p>Every opportunity should be taken to enhance the attractiveness and ecosystem function of the River Allen both upstream of and through the Town. The development of Crown Mead in the 1990s was a missed opportunity for this and for the flood defences that could have been put in place at that time. Specific proposals for the River and corridor must be included in the Core Strategy otherwise</p>			707

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							<p>they will never be delivered. This chalk stream is one of the jewels in East Dorset's crown and it should be used as an asset for Wimborne, and for its tourism and biodiversity. The origins of the Allendale area as meadow land (functional floodplain) should be considered in the design. Core Strategy proposals are to put it into a built canyon that can deliver no ecosystem services and will inevitably become full of litter. Public green space would permit the creation of a more natural setting (not manicured town centre lawn and flower beds please) and enable habitat connectivity. The implications of any significant loss of parking should be considered very carefully.</p> <p>ETAG recommends that a management and enhancement plan is prepared for the River Allen and its corridor through Wimborne.</p> <p>The change of use of the EDDC site at Furzehill cannot be supported on grounds of sustainability. Change of use would inevitably lead to demolition and the likely loss of Wayleaze Copse.</p>			
360618	Mr David Chapman		CSO9238	Option WMC 10	Support		<p>We are dismayed at the prospect of a relatively HUGE expansion of housing in Wimborne and the Cranborne Road WMC 4 specifically. Living in East Borough we already endure a near intolerable level of traffic using the road as a rat run, in spite of signage, which ACHIEVES NOTHING, and a failed attempt to slow traffic by using parking bays. If research had been done properly there would be a revelation that traffic goes one way at certain times (i.e. they are not being slowed). What proposals are there for the impact of a further thousand cars??</p>			707
360626	Mr Frank Miller	Chair Person Sturminster Marshall Affordable Housing Self Build Homes Group	CSO14753	Option WMC 10	Object		<p>Developers should not buy their way into the planning system by contributions to transport or otherwise. You're not running a clear Planning Dept. Support to Self-Build - where has that been looked at? I have a plan ready to go.</p>			707

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360685	Mr M.P HOSE		CSO4624	Option WMC 10	Object		WMC 10 -The coach and adjacent car parks provides an essential facility to many local organisations as a picking up and setting down place for the numerous coach outings arranged by these organisations. The car parking facilities at Waitrose must be primarily for shoppers at that store. General Comment - East Dorset District Council should adopt a policy of increasing the annual community charge in line with the increase of pensions financed from the public sector. From the money raised, the first call must be for statutory obligations of the council, the remainder may be used for supporting sporting facilities and such like.			707
360714	Carol Morgan		CSO22757	Option WMC 10	Support		Moving businesses already on industrial estates in or near towns out of the town is counterproductive in terms of jobs and accessibility. 500+ houses and schools etc. is in effect another village and will not connect easily with the town of Wimborne. Take a look at Poundbury, good idea but now far too big.			707
360768	Cllr. Mr David Packer	Colehill West Ward East Dorset District Council	CSO20626	Option WMC 10	Support		Particularly pleased to see the possibility of the Wimborne Market being moved to enhance trade in the town, and free up residential land. Also reinvigoration of the Allendale Centre.			707
360863	Mr David MITCHELL	Chairman Colehill Parish Plan Group	CSO14394	Option WMC 10	Object		I consider that Allenview should be maintained as central parking. Tourism is a large part of Wimborne's income.			707
360977	Mr Nick Solomon		CSO20690	Option WMC 10	Support					707
361015	Mr and Mrs M.S and C.E HACK		CSO8462	Option WMC 10	Support					707
361024	Mr & Mrs Kenny PEARCE		CSO22088	Option WMC 10		No Opinion				707

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361037	Mr P STRATFORD		CSO11252	Option WMC 10	Object		I expect that my objection to everything is not very practical. However, I have lived in the area for most of the last fifty years. In that time there has been a constant cycle of the council saying we need more housing, followed by we need more industrial areas to provide extra jobs for all the new homes. Then in turn the council says we require extra jobs for the new homes, then in turn the council says we require extra homes for the new workers. This process is never ending. During this time I've witnessed the creation and expansion of the industrial estates at Ferndown, Uddens, Ebblake and Wimborne. A whole new housing estate at Tricketts Cross, Glenmoor Rd Ferndown, the expansion of West Moors, Colehill, Verwood turned from sleepy village into a town. In this time I am not aware of any developed area being returned to its natural state from a developed one. Please let me know if you think differently. I hope you agree that my objection to development is rational and that the never ending cycle of expansion is stopped.			707
361041	Mr & Mrs G K HAMPTON		CSO4015	Option WMC 10	Support		We applaud the emphasis on provision of adequate public transport.			707
361055	Mr David OAKLEY		CSO1004	Option WMC 10	Support					707
361099	Mrs Lynette PAYNE		CSO1250	Option WMC 10	Support		A good number of these options, especially in Wimborne and Parley, are on the edges of the urban areas. Building in these locations changes the whole ethos of the area. When you leave Wimborne you see fields, trees and rivers dotted with thatched cottages. Even along Leigh Road, there is a definite rural feel, with true separation between Wimborne and Colehill. Developing along here, or Cranborne Road will dramatically change the area, for the worst. This in turn reduces people's quality of life, as we see our area creep closer to urbanisation, field by field. Why can't some of the brownfield sites be			707

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							used instead?			
361105	Mr John GOOCH	Also member of Colehill Parish Council	CSO9905	Option WMC 10	Object		WMC 10 - Having kicked the market out of Wimborne, why bring it back when it seems reasonable accessible at present? Why do West Moors and Holt not get mentioned?			707
361106	Mr and Mrs Robin and Janet WALL		CSO3669	Option WMC 10	Object		We object to WMC 10: 1. Facilities at present adequate. 2. Ratepayers should not be expected to support new facilities.			707
361111	Mr Raymond Brown		CSO2067	Option WMC 10		No Opinion				707
361113	Mr Alan Meade		CSO7179	Option WMC 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.			707
361121	Mrs Elizabeth JONES		CSO13967	Option WMC 10	Support					707
361123	Mr Iain STEVENSON		CSO8218	Option WMC 10	Object		Loss of car parking will adversely affect town centre, putt off potential visitors and cause congestion on local roads through parked vehicles. The existing Allendale Centre is more than adequate community centre. Once we lose the police station and Cowl House this would be an ideal location for the market, leaving car parking and existing facilities intact.			707
361124	Mrs M.E Brown		CSO16354	Option WMC 10	Support					707
361125	Mr KAY		CSO13506	Option WMC 10	Object		Opposed to development at the Allendale site because I cannot see that the expense would be justified. I would prefer to see the money spent on cycle and skating tracks. For example from Canford Bottom to Wimborne and round the town and in the			707

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							parks.			
361138	Mr Rod WHITHAM		CSO16881	Option WMC 10	Object		<p>To bring the market hall to this location would in my view be nothing short of a disaster. The amount of traffic generated on top of everything else could only produce gridlock and danger to residents. Moreover in summer time when the market is visited by holidaymakers the coaches which virtually all approach the present market either from Poole or Bournemouth or other places via the A31 would all have to traverse Wimborne around the bottom of Rowland Hill which is already congested. There would then be the market on one side and Waitrose on the other, and all within the confines of Wimborne Town centre.</p> <p>These four proposals (WMC1, 4, 9 and 10) taken together particularly in combination with the dreadful decision to allow Waitrose to build on the cricket pitch would completely destroy the character of Wimborne and it would become just another faceless little town like any other. It is already documented that the proximity of developments to the historic town centre are a concern and all four of these come into that category.</p> <p>The approach to Wimborne from Poole Road is already marred by the awful Waitrose building and adding this many houses to the outskirts of the town would only assist in the demise of Wimborne as a pleasant small town.</p>			707
361145	Mr D Stone		CSO16745	Option WMC 10	Support		A better and more constructive use of the existing site being financially viable.			707
361147	Mrs Susan PHILLIPS		CSO2166	Option WMC 10	Support					707
361156	Mr John NEWMAN		CSO13598	Option WMC 10	Object		<p>Why do we need a community centre? Allendale is one.</p> <p>New market hall for whom?</p> <p>No need to enhance public gardens. Waitrose has</p>			707

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							done this. No indication given of who funds, how much ideas will cost, we are in times of austerity. Do not waste money on grand schemes.			
361170	Mr TR HARVEY		CSO2839	Option WMC 10	Support					707
361176	Mr and Mrs B.J HUNT		CSO9083	Option WMC 10	Object		Ref WMC 9 / 10 The loss of any car parking spaces is not acceptable as this would impinge on the viability of the Tivoli Theatre which requires many car parking spaces during matinee performances, especially as Westfield car park is nearly always full during the day!			707
361184	Mr S MOON		CSO13340	Option WMC 10	Support					707
361196	Mr J.M BULLIVANT		CSO16272	Option WMC 10	Object					707
361263	Mrs REVILL		CSO6229	Option WMC 10	Object					707
474462	Mrs Sheila Bourton		CSO439	Option WMC 10	Support		I support this option WMC10 as it facilitates the move of Wimborne Market to the centre of Wimborne Town making the market easier to access for all residents and tourists and, more importantly, by moving the Market, a brownfield site is made available for the development of Affordable Housing (195 houses according to the SHLAA) Building on a brownfield site close to the town centre would have the effect of minimizing the possible loss of irreplaceable greenbelt elsewhere and any new housing development would be close to the town centre. Could not consideration be given to a multi storey car park so that car parking spaces would not be lost?			707

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476247	Mr Richard Pike		CSO13118	Option WMC 10	Object					707
476264	Mr David Reddaway		CSO15663	Option WMC 10	Object					707
476792	Mr and Mrs Lomas		CSO14526	Option WMC 10	Object		New indoor market sited on WMC 5.			707
477822	Ms Susan Rayment		CSO6765	Option WMC 10		No Opinion				707
482494	Mrs Yvette Jones		CSO21872	Option WMC 10	Object		Large scale developments damage the environment for everyone, and it is for ever. The open green spaces are valued by so many who have paid a premium to live in a semi-rural area. Desecration of this is an assault to the residents' wellbeing; an unwarranted invasion causing a wholesale change of character to what is home to thousands of people who chose a neighbourhood because of its history of modest gradual development. Not convinced there is a housing shortage. Keep 'social' housing in more 'affordable' areas. What is there to aspire to and work towards otherwise? Don't patronise us re. 'housing for local people' - occupants become 'local' by living in a 'location'. Small developments can be assimilated to the character of an area without destroying people's enjoyment of their homes. They can be developed with consideration, gradually and as appropriate. They do not have to cause illness through acute distress of residents just to line the developers' pockets and gratify councillors.			707
482902	Mr KD Johnson		CSO21870	Option WMC 10	Object					707
483391	Mrs Eileen Mann		CSO14638	Option WMC 10	Support					707

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484088	Mr David Price		CSO2503	Option WMC 10		No Opinion				707
484232	Mr Bryan Tabrah		CSO548	Option WMC 10	Object		Allenvie Road is already an extremely busy area of town, with severe parking problems Monday to Saturday. It is misleading to say that Waitrose has provided extra parking- these are only short-term spaces and cannot be used by Waitrose staff, who use Allenvie Road, making the situation for residents much worse. Any plan to build a new Market hall in this area would be a disaster. The current market has a designated indoor car park - there is nowhere for visitors to park in the Allenvie area, as the existing car park is already very busy			707
485695	Mr John Cornish		CSO14340	Option WMC 10	Object					707
488253	Mr David Cartmale		CSO16022	Option WMC 10	Support					707
489765	Derek KEAREY		CSO19487	Option WMC 10	Support					707
490854	D MUTTON		CSO20142	Option WMC 10		No Opinion				707
491232	Mr Keith Barnett		CSO6970	Option WMC 10	Support					707
491252	Margaret Wareham		CSO16566	Option WMC 10		No Opinion				707
491311	Mr Kevin GILLING		CSO2705	Option WMC 10	Support					707
491361	Mr		CSO1217	Option	Support		Not happy with any development at all. Light			707

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	Barry SCAMMELL			WMC 10			<p>pollution would destroy the outstanding beauty of the area. If there has to be housing in the fields behind us then at least leave some greenery, at least, i.e. the field directly behind all the gardens of Leigh and Parmiter Road.</p> <p>The sports fields are a good move as long as they are as near to the bypass as possible. I'm sure at the end of the day what will be will be and we don't have any choice.</p>			
491378	Mrs A SCAMMELL		CSO1231	Option WMC 10	Support		<p>I understand the need to move the football club for the hospital but I do object to housing on the back of Leigh Road. If you have to do something then please leave a field at the back of Leigh Road and side of Brookside Road as a buffer between the existing homes and any possible development. I would prefer not to see any development on this lovely small bit of green belt - our green belt system was introduced for a reason - we don't want to live in a concrete jungle.</p> <p>Traffic is also a big issue. There is already an increase in traffic congestion since restrictions on the use of which tip you can use (Brook Road and Millams) and even more so since Waitrose was built.</p> <p>Wimborne is a beautiful place, please don't spoil it!!!</p>			707
491401	S Ost		CSO1268	Option WMC 10	Object		The local roads, schools, hospitals would be unable to cope with extra movements of traffic and people coming into the area.			707
495200	Mr and Mrs J M B Webber		CSO1375	Option WMC 10	Object		Canford Bottom Roundabout needs urgent improvements. A31 / Wimborne Road - pressures on these roads E / W. Reduction in industrial traffic through Ferndown.			707
495562	Mr MJ Banting		CSO1507	Option WMC 10	Support					707
495625	Mr Michael McMath		CSO1534	Option WMC 10		No Opinion				707

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495715	Mr Jeremy Belcher		CSO2982	Option WMC 10	Support		It would be a good idea to move the market closer to the town centre, providing the existing market was used for new homes in place of some of the other absurd proposals of using green belt land. I would however like to know how the loss of the parking, and extra parking required for the market will be addressed.			707
495971	T A Reith		CSO2138	Option WMC 10	Support					707
496188	Mr RE Vogel		CSO1612	Option WMC 10		No Opinion				707
496479	Charlotte Dixon		CSO1698	Option WMC 10	Support					707
496503	Miss C Howard		CSO1718	Option WMC 10	Object		This smacks of infilling, again with no concerns re roads and poor infrastructure or taking away green space.	Keep Wimborne Wimborne! Do we need to change the character of the town?		707
496564	JH Lockwood		CSO1747	Option WMC 10	Support					707
496612	Mr and Mrs JP Lovell		CSO1797	Option WMC 10	Support					707
496637	Mr David Leadbetter		CSO1815	Option WMC 10	Object		Strongly object because of:- 1) Loss of green spaces, in this age of conservation and green issues. The allotment area will be a fraction of what it should be for population. 2) Where is the infrastructure for all the extra traffic? Also extra pollution. The town becomes grid locked at the best of times. 3) Where are the extra jobs for the amount of people. I assume they will all travel to Bournemouth / Poole conurbation and that would be a nightmare. 4) The whole character of the town would be lost forever.	Perhaps more building on Canford Heath and other areas where arsonists seem intent on destroying.		707

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496659	Mr & Mrs Tony & Hilary Hendy		CSO11730	Option WMC 10		No Opinion				707
496958	Mrs J Beech		CSO1927	Option WMC 10	Support					707
497014	Mary Haw		CSO1967	Option WMC 10	Object					707
497026	Doreen Smith		CSO1982	Option WMC 10	Object		This amount of building will create extra traffic in Ferndown and Parley which already has a lot of road build up in the busy morning and evening travel. Also taking a lot of natural land for our wild life.			707
497054	Mr RO Moore		CSO2038	Option WMC 10	Object		There should be no access on to Burts Hill and Allenvie Road must have some restriction on speed of traffic before any development takes place.			707
497060	Mrs Mary Tuffrey		CSO2053	Option WMC 10	Object					707
497089	Mr Frank A Soan		CSO2100	Option WMC 10		No Opinion				707
497184	Mr Hilling		CSO2184	Option WMC 10	Support					707
497239	Martine Lewis		CSO2245	Option WMC 10		No Opinion				707
497343	Sharon Sutcliffe		CSO2271	Option WMC 10	Object					707
497773	R Johnstone		CSO2474	Option WMC 10		No Opinion				707
498044	Carolyne BANKS		CSO2644	Option WMC 10	Object					707

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498047	CD Bradford		CSO2646	Option WMC 10	Support					707
498062	Mr Nick Crawford		CSO2710	Option WMC 10	Object		Although I live in Ferndown, I work and travel a lot in the local area so feel I can voice my opinion on developments around the area.			707
498084	Mr P HARTLEY		CSO2746	Option WMC 10		No Opinion				707
498125	Mr and Mrs P DASHWOOD		CSO2787	Option WMC 10		No Opinion				707
498169	Mrs D WEAVER		CSO2893	Option WMC 10		No Opinion				707
498184	Mrs Angela BARKER		CSO2920	Option WMC 10	Support					707
498214	Mr and Mrs K Swash		CSO2948	Option WMC 10	Object		Further roads should be built and infrastructure put in place before any new homes are built.			707
498268	Mr and Mrs R Cullen		CSO3001	Option WMC 10	Object		The Allenview development would mean less car parking spaces which would be needed by the new housing in the area.			707
498271	Mandy CHEESEMAN		CSO3040	Option WMC 10	Object					707
498335	Mr and Mrs Lester		CSO3083	Option WMC 10	Object					707
498384	Mr A L Little		CSO3152	Option WMC 10	Object		For objections re pressure on parking, see Option WMC9 above. Both 9 and 10 stress the benefits of new parking spaces at Waitrose. However, this is a private development for short-term shoppers, allowing only 2 hours. The greater pressure on parking space			707

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							comes from workers, visitors to the Town and, most essentially the many volunteers working within Wimborne plus those attending classes. Although a centralised market would be useful, it too would generate even more demand on parking space, and the area needed to provide for all developments far exceeds the present space.			
498402	Mrs T Hughes		CSO22219	Option WMC 10	Object		Re: Employment Land Options Whilst employment is obviously needed in the area, before building new sites please take a look around the existing industrial estates and see just how many units are empty. For example on Cobham Road on the Ferndown Ind Estate there are currently lots of 'To Let' boards. The traffic problems of the A31 need to be addressed before numerous new homes/businesses are built, throughout the summer routes through Ringwood/Ferndown/Wimborne become totally gridlocked. Whilst we can hope and encourage local people to use buses or cycle to work or for shopping, many of the cars coming into and through the area are driven by holidaymakers. With more people taking their holidays in the UK this problem is likely to get worse.			707
498490	Mr Michael Bloxham		CSO3262	Option WMC 10	Object		The market is fine where it is. The Allendale area is good for parking and with social facilities in the centre and the house.			707
498495	Mr John Williams		CSO3269	Option WMC 10	Support					707
498711	Mr T CHANT		CSO3381	Option WMC 10	Object					707
498775	Mrs P L Buckler		CSO10739	Option WMC 10	Support					707
498996	M E CLARKE		CSO3446	Option WMC 10	Object		Leave the market where it is, and don't relocate to Allenview car park.			707

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499231	Mrs A Lathbury		CSO3518	Option WMC 10		No Opinion				707
499236	J PIPE		CSO3533	Option WMC 10		No Opinion				707
499245	Mr and Mrs N BUTLER		CSO3573	Option WMC 10	Object		The Allendale Centre could be improved but it is important NOT to reduce car parking spaces, as our roads around the town centre already have a problem with daily car parking by those employed here.			707
499261	Mrs Norma JACKSON		CSO3606	Option WMC 10	Object		Whilst it may seem sensible to move the market so that housing can be built in a predominantly housing area, it is simply daft to put it in the Allendale area. Parking/loading/unloading would be very congested and in any case, the strategy requires parking spaces to be removed for this to happen.			707
499290	Mrs Lisa TURNBULL		CSO3640	Option WMC 10		No Opinion				707
499367	Mrs R M C COWARD		CSO3705	Option WMC 10	Object		Present car park is full when event in community centre.			707
499384	Mr A I ROSE		CSO3713	Option WMC 10	Support		Proposed population increase will need much better transport / shops/ services. Pensioners need mobility. Young families need jobs. Wimborne - real country towns should grow on their edges to preserve town centres.			707
499447	G Frampton		CSO3771	Option WMC 10	Support					707
499479	Mr and Mrs K Wisker		CSO3782	Option WMC 10	Object		This further reduces the car parking area whilst increasing the parking requirements for the new inferior market.			707
499492	Mrs A		CSO3817	Option WMC 10	Object		Why a new community centre - cannot the existing one be enlarged and improved and linked with			707

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	Pennell						Allendale House. No objection to public service hub but think this could be achieved within the existing structures. Extra car parking at Waitrose has not stopped increase in numbers parking for free in nearby streets so object to reduction in size of car park.			
499596	R Palin		CSO3855	Option WMC 10		No Opinion				707
499683	S Crotch-Harvey		CSO3878	Option WMC 10	Object		Surely we should be retaining parking spaces if all this new housing is planned as residents will not shop in Wimborne if parking is inadequate.			707
499748	Ms Soozie Cooper		CSO9734	Option WMC 10	Support					707
499858	MJ and JC Palmer		CSO3968	Option WMC 10	Object		Car parking must be increased slightly in the town centre-not decreased- if people are discouraged from using their cars they will go elsewhere where they can park reasonably close to shopping areas.			707
499873	Mr Graham Holt		CSO3978	Option WMC 10	Object					707
500060	Mr Stuart PIDDOCK		CSO4071	Option WMC 10	Support					707
500070	Mr J W ELCOCK		CSO4102	Option WMC 10	Support					707
500080	Cllr Diann MARCH		CSO4132	Option WMC 10	Object	General Comment	How many empty properties are there in the district at the present time? How many properties are there in the district that are second homes Object most strongly that Council owned property be used to relocate a private person's business. This private market has run successfully for many years at its present premises so there is really no reason			707

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							to relocate into the town, which in turn would also have a great impact on our car parks.			
500222	S Hartley		CSO4180	Option WMC 10	Object					707
500350	Mr P H BARTLETT		CSO4215	Option WMC 10	Support					707
500361	Mr and Miss N and A Middleton and Turner		CSO4252	Option WMC 10	Support					707
500382	Mrs S GRETTON		CSO7621	Option WMC 10	Object		Visitors come from miles to the market. To move it and reduce the size is economically unsound – less people will visit and all trade will suffer. The parking in Waitrose does not offset the loss of Allenvie. Moving council offices from their purpose built site to the town is a flagrant waste of taxpayers money. Wimborne can easily be ruined and once green spaces go they cannot be reclaimed. Care and sensitivity are therefore required in any change. Unfortunately when money and profit is a driver often other issues are ignored.			707
500427	Mrs D J LYONS		CSO4306	Option WMC 10	Object		Wimborne is a beautiful town and should stay that way. It already has a market and Allendale Centre and Tivoli.			707
500454	Mr Stephen PROTHEROE		CSO4334	Option WMC 10	Object		WMC 9/10 - The proposed developments WMC 1 - WMC 5 will create 1005 new houses. To reduce town centre parking at the same time is illogical.			707
500558	A Baker		CSO4347	Option WMC 10		No Opinion				707
500693	Mrs NEWMAN		CSO4448	Option WMC 10	Object		There is already a large market in Wimborne. Think of the shop traders with their ever increasing rents etc. How can you afford to pull down and rebuild			707

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							Allendale Centre less than 40 years old?			
500697	Mr Thomas SMITH		CSO4475	Option WMC 10		No Opinion				707
500706	R & J Jeans		CSO4491	Option WMC 10	Object					707
500720	Mrs VALLIER		CSO4517	Option WMC 10	Support					707
500746	Mrs J Lothian		CSO14097	Option WMC 10	Object		Unnecessary expenses and at cost of parking.			707
500748	Mrs Lauren MATTHEWS		CSO4581	Option WMC 10		No Opinion				707
500802	J Hayward		CSO4672	Option WMC 10	Support					707
500817	Mr L Lothian		CSO13550	Option WMC 10	Object					707
500836	Mrs Sylvia Hines		CSO4714	Option WMC 10	Object					707
500903	Mr and Mrs S and R Harris		CSO4758	Option WMC 10	Support		Any developments must be preceded by improved road infrastructure.			707
501012	Louise ARNOLD		CSO4830	Option WMC 10	Object					707
501015	Mr & Mrs W McMillan		CSO4856	Option WMC 10		No Opinion				707
501107	Mr & Mrs		CSO4972	Option		No Opinion				707

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	E C Lacey			WMC 10						
501118	Mr Ron Cook		CSO4993	Option WMC 10	Support					707
501197	Mrs H Collop		CSO5105	Option WMC 10	Support		WMC9 and WMC10 are both a good idea especially moving the market which would bring more people into the town. This would also free another building site.			707
501227	Mr John Collop		CSO5130	Option WMC 10	Support					707
501252	R and B Taylor		CSO5151	Option WMC 10	Object		Infrastructure is not in place to support the level of building projected. Schools, doctors, transport etc. would be under extreme pressure. Where is the capital coming from to support any proposals.			707
501279	Mrs F Smith		CSO5163	Option WMC 10	Object					707
501324	Julie Light		CSO5183	Option WMC 10	Support		To keep our town of Wimborne we need to build around the outskirts of the town enabling people to use the facilities- the homes must be affordable and housing. Perhaps if the high rates that shops etc. have to pay were reduced then more shops would be available-it is so sad to see so many empty shops-reduce the rates - we don't want a ghost town.			707
501351	Mr and Mrs R D'Cruze		CSO5218	Option WMC 10		No Opinion				707
501357	Armstrong and Perry		CSO5237	Option WMC 10	Support					707
501364	Mr M		CSO5270	Option WMC 10	Support		When land in Wimborne (WMC1, WMC4 and WMC2) was part of the spatial strategy our MP and			707

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	Devetta						councils all seemed against development. Why are these now back as an option? Now that Waitrose is up and running-very nice too-what about our promised town square? Where is the money that was put aside for the project. We were told it would be done when Waitrose was finished. What is the hold up? Love the new riverside park next to Waitrose.			
501485	Mrs J JACKSON		CSO5286	Option WMC 10	Support					707
501488	Chris LAMB		CSO5313	Option WMC 10		No Opinion				707
501492	Mr Colin Tyler		CSO5326	Option WMC 10	Support		Support for options shown would keep any development within the boundaries of by-pass and rivers.			707
501497	Adrian Rafferty		CSO5370	Option WMC 10	Object					707
501502	Mr Michael WAREHAM		CSO5358	Option WMC 10		No Opinion				707
501520	Mrs Z MERRIFIELD		CSO5423	Option WMC 10		No Opinion				707
501523	Rita Gilbert		CSO5438	Option WMC 10		No Opinion				707
501542	Mr and Mrs STRACHAN		CSO5513	Option WMC 10		No Opinion	Please do not accept any community centre / halls or leisure centre as a corporate inducement from developers of housing developments. In my experience they hardly ever work and cost a great deal in subsidy for councils each and every year. i.e. Verwood Hub; Lenham, Kent; Ditton, Nr Maidstone, Kent. My ref: 10 years as a Parish Councillor in Ditton, Kent.			707

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501547	Mrs Helen Lessnoff		CSO5565	Option WMC 10	Object					707
501559	D R Harrocks		CSO5622	Option WMC 10	Object					707
501560	Mr Christopher CLARKE		CSO5567	Option WMC 10	Object					707
501565	Mr P Keeping		CSO5623	Option WMC 10	Object		<p>As the Allendale Centre needs to be re-built rather than repaired it needs to be enlarged by adding another storey and have a larger hall for shows, conferences, pantos etc. The adjacent car parks need to be enlarged rather than reduced as Waitrose car park is primarily for shoppers in that store.</p> <p>Moving the market up from its present site will be disastrous for Wimborne because all roads around the current site are jam packed with parked cars and Riverside Park also the multi storey park in the market are packed with cars and coaches.</p> <p>Wimborne would become a no-go area for the shoppers who support the local shops year in - year out on the two busiest days of the week. The market "shoppers" do not normally come into town because market produce are cheaper, as the stall holders do not have the overheads as shopkeepers. This is unfair to our shop keepers who are already suffering. Most of market "shoppers" actually live near the market. DO NOT MOVE THE MARKET.</p>			707
501569	Neil Pettefer		CSO5611	Option WMC 10	Object		<p>The increase in traffic loads will lead to road congestion and parking difficulties.</p> <p>The level of development proposed will change the character of Wimborne and bring with it an overwhelming number of young families, with large numbers of youths, and all the attendant problems for a town.</p> <p>Large estates are out of character with the existing housing provision in Wimborne.</p>			707

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							There are potentially more suitable development sites in the area such as the Grange area off the A31. Object to WMC1, WMC4, WMC5 and WMC10.			
501591	Mr & Mrs A Davies		CSO5665	Option WMC 10		No Opinion				707
501596	Mr and Mrs B & K O'Loughlin		CSO5702	Option WMC 10	Support					707
501607	Dr Fairchild		CSO5703	Option WMC 10		No Opinion				707
501616	R J Joyce		CSO5741	Option WMC 10		No Opinion				707
501626	Mrs J A Russell		CSO5744	Option WMC 10	Object					707
501694	Mr R BRYAN		CSO5787	Option WMC 10	Support					707
501699	B THOMAS		CSO5814	Option WMC 10		No Opinion				707
501707	Mr Charles J R STREET		CSO5849	Option WMC 10		No Opinion				707
501720	Dr and Mrs D HARLOW		CSO5894	Option WMC 10	Object					707
501750	K G Holloway		CSO5956	Option WMC 10	Support		It is pointless to complain that Wimborne Minster is dying and traders are suffering - as many people do - and at the same time to object to every proposal that would bring more customers to the town and environs.			707

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501751	Mr RG Birch		CSO5976	Option WMC 10		No Opinion				707
501761	Mr D Curtis		CSO5997	Option WMC 10	Object					707
501804	Mr Glyn Davies		CSO6093	Option WMC 10	Object	General Comment	Do not entertain any further 'traffic calming' measures such as the dangerous/expensive version in Colehill. Re-allocate money to the surface quality of minor roads. Sports facilities could always do with improvement which can often be achieved at fairly low cost.			707
501818	E J Read		CSO6129	Option WMC 10	Support					707
501823	Mr and Mrs E A Osgood		CSO6137	Option WMC 10	Object					707
501853	B G Young		CSO6179	Option WMC 10	Support					707
501867	Mrs I M Marks		CSO6164	Option WMC 10		No Opinion				707
501873	Mr and Mrs Harold A and D Joan Lilley		CSO6208	Option WMC 10	Object		All proposals of this nature have a number of basic needs. One of the most important is infrastructure. Subject to finance being available Canford Bottom Roundabout is to be drastically amended for the Olympic Games. The reference to "Improvements to Canford Bottom therefore appear to have been superseded. Since I cannot find any intention to improve the road network all these proposals will only add to our present problems and cannot be supported.			707
501876	J Long		CSO6189	Option WMC 10	Object					707

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501881	B W Deverill		CSO6213	Option WMC 10		No Opinion				707
501940	Mr M J Godfrey		CSO6336	Option WMC 10		No Opinion				707
502022	Mr HWR Stevens		CSO6373	Option WMC 10	Support					707
502029	Mr J MacArthur		CSO6414	Option WMC 10	Object					707
502032	Mr and Mrs Pitt		CSO6432	Option WMC 10	Support					707
502059	Mr R Seddon		CSO6490	Option WMC 10	Object		Development should be restricted to brownfield sites. Greenbelt must be preserved. Any development impacting on environmentally important areas such as Wimborne water meadows and River Allen must be avoided at all costs. Affordable homes should not be built on greenfield sites which have high environmental value to the community. These heritage sites must be preserved.			707
502076	Kay Stead		CSO6537	Option WMC 10	Support					707
502078	Mr R Marlow		CSO6528	Option WMC 10	Object		Why waste more tax payers money!!! Too much now!!! These proposals are ridiculous, as any further work prospects in this area are "zero". So why more homes and cars when the road/transport structure is obsolete for modern days need, let alone provision for the future 20/30 years. Just building more houses will not solve the long standing problems in Dorset i.e. jobs and road structures.			707
502099	Carolyn Lourens		CSO6575	Option WMC 10		No Opinion				707
502113	Mr		CSO6617	Option	Support	General	(Picture of Stocks drawn on sheet.)			707

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	A Garner			WMC 10		Comment	These should be placed in town centres to discourage yobs and vandals, to which they will be fastened.			
502114	Mr P Foster		CSO6626	Option WMC 10	Support					707
502136	Mr and Mrs WA Forster		CSO6669	Option WMC 10		No Opinion				707
502138	Mrs E Mason		CSO6676	Option WMC 10		No Opinion				707
502140	A Hannam		CSO6690	Option WMC 10	Object		New indoor market in this area will bring more traffic confusion to this area, people will not park at Waitrose to come to the market. Degrading the market will not enhance Wimborne. More cars, as can be seen at present will park in the side roads which will constitute more hazards to local residents.			707
502212	Mrs M Fuller		CSO6728	Option WMC 10	Object		Due to the new housing being built on the land of Flight Refuelling and with the proposed 50 homes at Leigh Park the amount of traffic coming through the estate will be too much for the roads to cope with. It will be dangerous for the local children and animals and the pollution from the vehicles will be too much for the locals to live with.			707
502224	Mr and Mrs Larcombe		CSO6735	Option WMC 10	Object					707
502253	Mrs Lesley Jane Franklin		CSO6751	Option WMC 10	Support		I support all options for Verwood, Wimborne and Colehill because I feel there is a great need for more affordable housing in these areas, especially for young families and vulnerable elderly people in rural areas.			707
502312	Mrs Sally Brierley		CSO6791	Option WMC 10	Support	General Comment	Support only with additional parking (in addition to Waitrose).			707

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502317	Cllr Peter Lucas		CSO6819	Option WMC 10		No Opinion				707
502326	Mr and Mrs T Bennett		CSO6862	Option WMC 10	Object		With more homes will need more employment, a vicious circle. Our roads are too busy now. We surely have enough community areas and centres.			707
502329	Mrs Rosemary Rooke		CSO6877	Option WMC 10	Object					707
502345	Mr and Mrs Ray and Irene Coulson		CSO6937	Option WMC 10		No Opinion				707
502347	Sarah Cobb		CSO7029	Option WMC 10	Support					707
502381	Mr Cyril Josey		CSO7040	Option WMC 10	Support		Why is it necessary to include affordable homes (low value) in with others (of higher value), thus lowering the value of other properties in the area. Put low value homes of high density in low value areas. People are not going to accept paying high prices for property when other houses nearby are run by housing associations or the council renting to tenants. 50% affordable housing in any area is too much. Local infrastructure, road improvement, services etc. must be provided in all cases.			707
502387	Mr George Kilpatrick		CSO7022	Option WMC 10		No Opinion				707
502424	Mr and Mrs A V Messenger		CSO7114	Option WMC 10	Support					707
502441	Mrs Ingrid Wells		CSO7156	Option WMC 10	Support					707

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502468	Robert Lambert		CSO7227	Option WMC 10	Object					707
502568	Sarah Morgan		CSO7271	Option WMC 10	Object					707
502569	Mr & Ms M & L Skinner & Jeffries		CSO7298	Option WMC 10	Object					707
502570	Mr Samways		CSO7327	Option WMC 10	Support					707
502579	Mr & Mrs R L Thorne		CSO7355	Option WMC 10	Object					707
502595	Mr Colin House		CSO7412	Option WMC 10	Support		All these developments will cause an impact on the local heathland and the proposals in all areas will cause road chaos on the A31, Ferndown, Parley and Wimborne. A new road structure is required before any development takes place.			707
502596	A C Hayter		CSO7397	Option WMC 10	Object					707
502610	John Jackson		CSO7451	Option WMC 10		No Opinion				707
502612	Hugh and Joy Dickson		CSO7442	Option WMC 10		No Opinion				707
502673	Mrs A Powell		CSO7548	Option WMC 10	Object		The infrastructure in this area needs to be sorted out before anymore building goes ahead. There are times you cannot move on the roads. The area is being ruined with all this building works that are already going on.			707
502701	Mrs M Williams		CSO7586	Option WMC 10		No Opinion				707

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502708	Ms Julia Owen		CSO7629	Option WMC 10	Support					707
502745	Mrs J.M Kenny		CSO7674	Option WMC 10	Object		No building on green sites (green belt). No increase of traffic along A31, A350 A35.			707
502913	Mr & Mrs D Whitmarsh		CSO7879	Option WMC 10	Object		There should not be any more large scale house building in the East Dorset area as the roads cannot cope with any more traffic			707
502921	Mr and Mrs L Forinton		CSO7774	Option WMC 10		No Opinion				707
502935	Mr Roger Parker		CSO7800	Option WMC 10	Support					707
502987	Anne Griffiths		CSO7847	Option WMC 10	Object					707
502999	Mrs Marion E Lock		CSO7868	Option WMC 10	Object					707
503024	Valerie Measey		CSO7943	Option WMC 10	Support					707
503085	Mr P.A. Scott		CSO7965	Option WMC 10	Object		More development - more people - more work - more cars - more roads - more noise - more pollution - more laws - more control - less quality of life. A sacrifice to the God of Economic Growth.			707
503156	Richard and Jackie Blunderfield		CSO8020	Option WMC 10	Object					707
503171	Sally Cooke		CSO8066	Option WMC 10		No Opinion				707
503183	B		CSO8138	Option		No Opinion				707

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	Chissell			WMC 10						
503233	F Parkes		CSO8199	Option WMC 10	Object					707
503250	Mrs Helen Poole		CSO8237	Option WMC 10		No Opinion				707
503303	Mr Anthony Roberts		CSO8303	Option WMC 10		No Opinion				707
503315	Mr Kenneth Wood		CSO8331	Option WMC 10	Object					707
503347	Ms Hardwick		CSO8357	Option WMC 10	Object		I am concerned mainly about Wimborne and Colehill since this is the area I know best. Do we really want to turn a small country town into another sprawling conurbation? Whilst I accept that we need more affordable homes I think that the proposed 1000+ is serious over-development. 1000 homes = 3 - 4,000 people - 2000 cars. Do you really take any notice of us? The objections of the residents of Colehill to the traffic calming scheme have been ignored and we are not being consulted about changes to Canford Bottom roundabout.			707
503355	Mr Robert Griffiths		CSO8391	Option WMC 10		No Opinion				707
503358	H C Hoare		CSO8416	Option WMC 10	Object		It would appear that the current Wimborne Market site would be lost and replaced by a smaller covered market. The current market brings in a lot of trade to the town and the current site has excellent parking. The proposal under WMC 10 would be unpopular and cause major parking problems.			707
503368	Mr Nicholas J Long		CSO8452	Option WMC 10	Support		Whilst I accept the need for more houses in the Wimborne area, I am concerned about large clusters of affordable housing developing.			707

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							As a resident of Leigh Park, I consider this particular area to have reached almost saturation point with regard to low-cost housing. PS. I found the Public Exhibition at Leigh Park very informative - Council staff very helpful.			
503421	Mr Geof Haywood		CSO8537	Option WMC 10	Support					707
503444	R Hobbs		CSO8556	Option WMC 10	Object					707
503454	Mr & Mrs Tame		CSO8585	Option WMC 10	Support					707
503482	Mr Ron Hopkins		CSO8659	Option WMC 10		No Opinion				707
503533	Mr N Payne		CSO8719	Option WMC 10	Support					707
503549	Mrs B Willis		CSO8734	Option WMC 10	Object		A new service hub or a new market will need parking spaces for access to either of them. But it is precisely these car parking spaces which will be sacrificed for the new project. It doesn't make sense. There are also problems with parking on the Allenvie Estate as people try to avoid the cost of parking in the car park. Why not make this car park free. You would soon find that the spaces are used and there won't be a need to use the land for new schemes.			707
503598	Mr John Turner		CSO8761	Option WMC 10	Support		Before ANY further development in the Leigh Road area is contemplated, attention should be given to traffic issues and , in particular, the concentration of traffic into the bottleneck already existing into and through the town (Wimborne). Public transport improvement is a necessity.			707
503603	Mrs		CSO8780	Option	Support					707

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	DJ Morley			WMC 10						
503621	A G Haines		CSO8823	Option WMC 10		No Opinion				707
503624	Mr RT Jackson		CSO8835	Option WMC 10	Support					707
503635	Mr J Gough		CSO8886	Option WMC 10	Support		Any development in the Wimborne area MUST include improvement to Canford Bottom Roundabout which is a nightmare to local residents and holiday traffic alike. There should also be a new section to the Castleman Trail which joins The Willet Arms to the section in Colehill Plantation. This could then be used by people going to work in Poole from Wimborne and Colehill - it would also improve recreational activities and take cyclists off the road. The whole cycle lane system around Colehill and Wimborne should be reviewed so that children can cycle to school safely.			707
503639	Mrs and Mr M Stevens		CSO8919	Option WMC 10		No Opinion				707
503640	N J and S A White		CSO9012	Option WMC 10	Object		Fewer parking spaces. We feel this will lead to considerable congestion, and a big increase in nuisance parking in local residential roads. (There is considerable congestion at the current market site at peak times).			707
503644	Mr J Riley		CSO8962	Option WMC 10	Object					707
503678	Kathryn Whitmore		CSO9023	Option WMC 10		No Opinion	Option Ref WMC 9 and WMC 10 - The Allenview Area. Hope to come to the exhibition at Allendale House on 19th November to see more of the plans and then may have an opinion!			707

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503683	Mr and Mrs A Chester		CSO9041	Option WMC 10	Object		We have answered questions in our particular area. We have become angry residents of Wimborne, due to the parking of cars in residential roads. Our misery, when the proposed plans for yet more building plans, will increase this pushing us to move away from the area. Far from having plans for yet more housing some on greenbelt (but oh how these can be reversed today), we should have a policy of POPULATION CONTROL! We are a small island and if the population increases at the current rate, life will become intolerable. Our country where our families have lived for generations, is on a slippery slope. Stop now, implement a policy for population control, this should sort the problem. Don't spoil our county with more housing.			707
503687	Mr Nick Smith		CSO9050	Option WMC 10	Object					707
503690	Ms Clare Parvin		CSO9070	Option WMC 10	Object		Some of these proposals will have to take place, but it is too much (in the case of Wimborne, my main concern) as the infrastructure will not support such a drastic building plan. Historically we are a market town which should be maintained as our local heritage.			707
503725	G A Hughes		CSO9183	Option WMC 10	Support		Consideration should be given to improved car parking facilities at Redcotts Recreation Ground.			707
503759	Mr D.J. Middleton		CSO9223	Option WMC 10	Support					707
503761	Mr David Bourne		CSO9216	Option WMC 10	Support					707
503787	Mrs P A Dent		CSO9264	Option WMC 10	Object		I am totally against the development of large housing estates as they are not popular with the public. Also the cost of providing infrastructure will be phenomenal and impact on existing communities detrimental. Far better to use small existing areas of			707

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							land rubber stamped as Green belt land but of no benefit to the community. These parcels are mainly within residential areas and give immediate access to facilities without overloading them. With a small number of houses built, people can get to know their neighbours better. I, of course, am part owner of such a piece of land.			
503846	Mr Anthony Hose		CSO9300	Option WMC 10		No Opinion				707
503861	Mr E Hawkins		CSO9332	Option WMC 10	Object		Loss of car parking would not benefit the town.			707
503878	Mr Peter Smith		CSO9390	Option WMC 10	Object		Generally most of the proposed housing developments do not seem to provide necessary improvements to local infrastructure.			707
503879	Mr S Smithson		CSO9411	Option WMC 10		No Opinion				707
503943	Mr & Mrs Rumball		CSO9441	Option WMC 10	Support		Good to see more houses, affordable houses being built. The only objection I have is to the increase of traffic on the A31, Christchurch Road, Parley Crossroads. Why not make new roads, flyovers, underpasses where possible - Canford Bottom roundabout is one in question and make it a dual carriage way - too many accidents.			707
504093	Mr & Mrs Vivian		CSO9474	Option WMC 10		No Opinion				707
504101	Mrs Mary Trewiss-Bell		CSO9501	Option WMC 10	Object					707
504216	Mr Mark Rich		CSO9571	Option WMC 10	Object					707

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504285	Mr P Miller		CSO9646	Option WMC 10		No Opinion				707
504314	Ms Selina Roper		CSO9710	Option WMC 10		No Opinion				707
505269	Mr H Stringer		CSO9810	Option WMC 10		No Opinion				707
505273	Mrs Lorraine Hubbard		CSO9843	Option WMC 10	Support	General Comment	Keep Waitrose, please don't let Dorset CC waste money on a public inquiry. KWG are talking rubbish! I have lived in Wimborne for 20 years and never has the green been used as a public open space - the grounds were locked unless open for cricket and Folk Festival car parking. Wimborne is busy once again since the opening of Waitrose.			707
505288	Mrs S Cramer		CSO9879	Option WMC 10	Support	General Comment	As a married mother of 3 children, 2 girls and 1 boy, living in a 2 bed Council flat (first floor), I welcome more housing to the Wimborne area for young families needing affordable housing / rented housing.			707
505315	Mr Frank W Myerscough		CSO9931	Option WMC 10		No Opinion				707
505354	Mr Tim Edwards		CSO9951	Option WMC 10	Object					707
505369	J Young		CSO9978	Option WMC 10	Support					707
505506	Mr Peter Hendra		CSO10054	Option WMC 10	Object	General Comment	Building more houses has NOTHING to do with meeting the needs of (existing) local residents. We do not need or want more houses in our area. Planning to build more houses is driven by the 'need' to meet externally imposed quotas based on			707

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							false assumptions on the desirability of further population and economic growth. Instead of wasting resources on building more housing which is ecologically unsustainable, we should be using them to make a transition to a low energy sustainable future for our children. Please listen to local residents and reject further development.			
505523	Mr & Mrs A Turner		CSO10081	Option WMC 10	Support					707
505561	Mr D. Calvert		CSO10104	Option WMC 10		No Opinion				707
505590	M Spalding		CSO10133	Option WMC 10		No Opinion				707
505681	Mr Nick Lewis		CSO10171	Option WMC 10	Support					707
505742	L. J. Ashplant		CSO10196	Option WMC 10		No Opinion				707
505802	Mr RGH Chapman		CSO10246	Option WMC 10	Support					707
506161	Mr RD Holyoake		CSO10321	Option WMC 10	Object		Any more development within Dorset's existing built up areas will end with a complete gridlock of traffic.			707
506196	Mr & Mrs P Stout		CSO10350	Option WMC 10	Object		One of the reasons given for being able to tolerate the loss of car parking spaces is the presence of additional space at Waitrose. This is a bit of a cheek really; 1) had it been proposed there would be no net gain in spaces in town when Waitrose plan went in, I expect that it would have been thrown out. 2) There are indeed adequate spaces in Wimborne most of the time – this encourages trade. If you			707

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							squeeze the spaces so that it's an effort to find them, people from outlying villages who have a choice of shopping destination will go elsewhere. Finally, if you must do something on some of the spaces, the area over the river nearer to East Borough, behind the Allendale centre would be the best place.			
506754	Mr Derek E Marsh		CSO10378	Option WMC 10		No Opinion				707
507026	Mr David Craig		CSO10430	Option WMC 10		No Opinion	I would like to see priority given to projects which have a higher concentration of social housing inclusion, and also include a higher green/renewable energy provision. Particular concentration on family areas, playgrounds and social/community facilities should be considered.			707
507032	Mr David Oliver		CSO10456	Option WMC 10	Object	General Comment	<ol style="list-style-type: none"> 1. Are developers really going to subsidise public transport? 2. Why do we need a new community centre or indoor market? 3. Explain public service hub. 4. What happens to Waitrose car park if 'Town Green' upheld? 			707
507033	A R Twaits		CSO10482	Option WMC 10	Object	General Comment	<p>Despite improvements to public transport, cycling and walking, the reality is that the vast majority of journeys will continue to be made by car. Local roads are already congested and the extent of development proposed is not acceptable without significant increases in the capacity of these roads for cars.</p> <p>In particular problems on the Ferndown and Wimborne bypasses need to be resolved, and the A31 to Poole link built.</p> <p>It is often difficult to find convenient short stay parking in Wimborne and additional housing will increase the need for additional short stay parking.</p>			707
507132	Ms		CSO10528	Option	Object					707

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	L Joyce			WMC 10						
507170	Miss A K Jukes		CSO10574	Option WMC 10		No Opinion				707
507218	Mr and Mrs J Smith		CSO10613	Option WMC 10	Object					707
507286	Mr N P Butler		CSO10689	Option WMC 10		No Opinion				707
507336	Mr John Page		CSO10749	Option WMC 10		No Opinion				707
507356	Mr and Mrs M Moody		CSO10817	Option WMC 10		No Opinion				707
507361	Mr Kenneth Archer		CSO20326	Option WMC 10		No Opinion				707
507363	Mr Kevin Sayer		CSO10834	Option WMC 10	Object	General Comment	The area alongside the A31 between St Leonards Hospital and Tricketts Cross is an area where many houses could be built. Currently this area is an eyesore and gives a bad impression to visitors as they cross into Dorset from Hampshire. Why are nearly all your proposals on greenbelt land? There are many areas in East Dorset on non-greenbelt land which could be built on. Your proposal (FWP 4 and 5) will put more pressure on Parley Common as well as introduce more traffic on an already busy road system.			707
507388	Mr David Huggins		CSO10895	Option WMC 10		No Opinion				707

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507474	Mark and Jean Cording		CSO11028	Option WMC 10	Object		<p>1) We are still due a correctment in housing prices, housing benefits have artificially underpinned the bubble. The so called shortage of housing is also caused by breaking up of the family unit (teenagers and young people do not need their own homes)</p> <p>2) The Green Belt must be protected, a temporary supposed need would and could not be reversed. There are hundreds of brown sites which could be utilised, without the need for more disruptive and expensive infrastructures.</p> <p>3) Green Belt land was created to protect open land between and around developments. We anticipated development and councils saying they need more land, it was and is vital so please do not change the policy. Times change, needs change, populations (immigration and emigration) demands disappear but green land cannot be replaced.</p>			707
507524	Mr C G Richardson		CSO11076	Option WMC 10		No Opinion				707
507555	Mr and Mrs C Lamond		CSO11103	Option WMC 10		No Opinion				707
507572	GJ Pettifer		CSO11132	Option WMC 10	Object					707
507659	Ms Victoria Johnstone		CSO11214	Option WMC 10		No Opinion				707
507693	Mrs P Carter		CSO11258	Option WMC 10		No Opinion				707
507737	Mrs S Philpot		CSO20189	Option WMC 10		No Opinion				707
507789	Mr CJ		CSO11437	Option WMC 10	Support					707

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	Barrett									
507800	Mrs K M Platt		CSO11465	Option WMC 10		No Opinion				707
507980	Sylvia Allen		CSO11582	Option WMC 10	Support					707
508383	Ms Emma Hayter		CSO11698	Option WMC 10	Object					707
508413	Mrs S Best		CSO11758	Option WMC 10	Object					707
508735	Mr Peter Barham		CSO22263	Option WMC 10		No Opinion				707
508835	Mrs E.L. Stratford		CSO12181	Option WMC 10	Object		The Council is always after land for housing or business development. Whatever is granted is never enough and a few years later they want more. This process has been going on for over 50 years and it is time it came to a stop. Enough is enough as it is ruining the area.			707
508852	Mrs L.A. Cheshire		CSO12225	Option WMC 10		No Opinion				707
508887	Mr J.S. Kidd		CSO12300	Option WMC 10	Object					707
508928	Mr D.W. Lonsdale		CSO12357	Option WMC 10	Support		Although I have indicated support for development considerations for Wimborne, express surprise that such a document totally omits any mention of infrastructure to support these developments. You estimate the construction of over 1000 homes but make no mention of the need to construct roads to handle what would otherwise be crippling			707

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							congestion. For instance the construction of 550 homes along the east and west side of the Cranborne Road and 170 homes at Cuthbury Allotments and the football ground with the accompanying 1000 or so extra cars means that a bypass to enable vehicles to pass towards Poole and Bournemouth without going through the centre of Wimborne is essential. If your answer is that road transport is a County matter then you must involve the County before finalising any thinking about further house building in the Wimborne area.			
508993	Mr A Samways		CSO14542	Option WMC 10	Support					707
509006	Mr S.R. Taylor		CSO12461	Option WMC 10	Object					707
509065	Mrs B Burge		CSO12488	Option WMC 10	Object		Madness to decrease the number of parking spaces in town. Tourists / visitors won't use Waitrose (limited to 2 hours). Add in the spaces for staff at the relocated Council offices, more local housing and the only sensible option is to build new offices etc. over an underground car park. Town will die if all the extra residents / staff / tourists etc. cannot easily park for 4 hours or more.			707
510268	Ms Deborah McClure		CSO13048	Option WMC 10		No Opinion				707
510292	Mr S Waddington		CSO13055	Option WMC 10	Support					707
510308	Mrs J Stokes		CSO13057	Option WMC 10	Object		1 Re market. Visitors from surrounding areas will not come as there was plenty of parking spaces for the old market a cot free. 2 Parking areas designated used by healthy walkers and activities in the Allendale house.			707

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510309	Suzanne Chapman		CSO13067	Option WMC 10	Support		I support affordable housing for all who need this, especially young people, but I am concerned about the impact this will make on transport up East Borough and down it.			707
510323	Mr and Mrs B Hallam		CSO13082	Option WMC 10		No Opinion				707
510325	Mrs A Swain		CSO13081	Option WMC 10	Object		The riverside path along the Allen, adjacent to the Allenview car park is very much used and one of the loveliest paths in the town. It would be a great shame if this were to be spoilt by the building of a new market centre. There is still a need for more car parking space- not less in this area.			707
510350	Mr Alan Woodward		CSO13131	Option WMC 10	Support					707
510353	D M Parsonage		CSO13091	Option WMC 10	Object		Waitrose car park is not for general use. How ridiculous to expect people to park there when they are not going into the shop. Allenview car park must be kept. The Waitrose one, also is nowhere near large enough for the increasing number of cars. Is every bit of green land in area to be covered. You have already ruined Wimborne with the appalling Waitrose building (no objection to Waitrose coming but not there). Soon you will be going round gardens to see if you can put a house in them. We need green land and trees, so stop filling them with so called affordable housing. I have 2 adult children earning very good salaries and neither of them could afford your so called affordable housing.			707
510366	JK Lake		CSO13103	Option WMC 10	Object		Car park inadequate now even with Waitrose. Surrounding roads parking a problem NOW.			707
510368	R Honess		CSO13107	Option WMC 10	Object					707
510380	Kelvyn and Fiona		CSO13122	Option WMC 10	Support					707

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	Jones									
510411	Ms Julie Camsookai		CSO13141	Option WMC 10	Support					707
510420	Mr Peter Stevens		CSO13149	Option WMC 10	Object					707
510439	EJ Cossins		CSO13186	Option WMC 10	Support					707
510446	Brooks		CSO13225	Option WMC 10	Object					707
510449	F W Voysey		CSO13197	Option WMC 10	Support					707
510459	Roger and Dorothy Cook		CSO13205	Option WMC 10	Object					707
510483	Mr and Mrs B Rogers		CSO13227	Option WMC 10	Object					707
510490	Ms Helen Banfield		CSO13228	Option WMC 10	Support					707
510504	Chris Mercer		CSO13312	Option WMC 10	Object					707
510509	Christopher Joy		CSO13250	Option WMC 10	Object		Please leave the Wimborne area alone after the cricket ground farce.			707
510521	K G Burling		CSO13269	Option WMC 10		No Opinion				707
510532	W.W. Chant		CSO13276	Option WMC 10	Support					707

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510535	Vicky Wells		CSO13293	Option WMC 10	Support					707
510549	Mrs R Green		CSO13325	Option WMC 10		No Opinion				707
510552	Nigel and Pauline Allen		CSO13338	Option WMC 10		No Opinion				707
510623	Mr Douglas Priest		CSO13381	Option WMC 10		No Opinion				707
510627	Mr J Elcock		CSO13362	Option WMC 10	Object		A new road to a roundabout near to QE school (to relieve traffic and reduce traffic lights) from along Cranborne Road.			707
510630	Mr A B Wood		CSO13359	Option WMC 10		No Opinion				707
510647	Mrs M E Elcock		CSO13382	Option WMC 10	Object					707
510674	P Rhodes		CSO13402	Option WMC 10		No Opinion				707
510684	Angela Pullman		CSO13417	Option WMC 10	Support		Could make way for affordable housing on current market site			707
510708	Mrs M M Bush		CSO13436	Option WMC 10	Object		In respect of the Allenvie area, if development takes place there then surely car park spaces will still be required. It would surely be better to clear Allenvie Road and side roads of daily heavy parking.			707
510709	D Williams		CSO13432	Option WMC 10	Object		We do not need any more development in the middle of Wimborne			707
510711	Ms		CSO13471	Option	Support					707

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	Emma Haynes			WMC 10						
510722	J P Stallard		CSO13449	Option WMC 10	Object		Waitrose is supposed to bring shoppers into Wimborne but does not have sufficient parking for its own customers - Allenview car park must be retained.			707
510725	Mrs D Davidson		CSO13450	Option WMC 10	Object					707
510733	MK Clayson		CSO13458	Option WMC 10	Object		Too many vehicles for the road network			707
510747	Alison Francis		CSO13474	Option WMC 10	Support					707
510763	Dr and Mrs Dicker		CSO13483	Option WMC 10	Object		Market shopping is never department store comfort to customers and stall holders. Present hall is no worse than many British and continental ones, has parking. Public services and community centre should continue as at present. Human input is more important than buildings. All gardens would be enhanced by easy plants for growth and maintenance suggested by local horticultural societies. Reducing Allenview parking is ridiculous			707
510794	Mrs S P Houghton		CSO13522	Option WMC 10	Object		1) What's wrong with the existing community centre? 2) Why another indoor market when only 3/4 of the present covered market is used? 3) More development in the town centre will have a negative effect on the environment for residents and visitors alike.			707
510798	Mr F Sullivan		CSO13525	Option WMC 10	Support					707
510828	Mr G Williams		CSO13563	Option WMC 10	Object					707

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510844	Mr Michael Guilmany-Cush		CSO13571	Option WMC 10	Support					707
510873	Mr & Mrs B.R. Mayes		CSO13615	Option WMC 10	Support					707
510974	Mr Jim Cullumbine		CSO13647	Option WMC 10	Object					707
510993	R.A. Cherrett		CSO13680	Option WMC 10	Object					707
511015	Mr Christopher White		CSO13718	Option WMC 10	Object		Present community facilities are adequate. Also, will impact on safety of local school children.			707
511057	Mr & Mrs J Bradford		CSO13792	Option WMC 10	Object					707
511076	Mr Ian Burden		CSO13812	Option WMC 10		No Opinion				707
511176	B.M. Timpany		CSO13912	Option WMC 10	Support		Support with reservations. Could Allendale Centre be repaired at less cost? Concern at loss of parking in town centre.			707
511219	Ms Kathleen Smith		CSO13926	Option WMC 10	Object					707
511258	Helen Leavens		CSO13977	Option WMC 10	Object		WMC 9/10 - Waitrose parking would not compensate for loss of spaces.			707
511320	Mrs C J Ballard		CSO13990	Option WMC 10	Object		Only if the same number of parking spaces can be maintained without including Waitrose spaces. Moving market good idea but only if parking is not affected. Perhaps a 2 -storey building.			707

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511324	Mr M H Ballard		CSO13998	Option WMC 10	Object		Main concern is being able to park the car near enough to pick up a sack of potatoes or plants. Aged 80.			707
511328	David Griffin		CSO14006	Option WMC 10		No Opinion				707
511383	Mrs Jean Archer		CSO20380	Option WMC 10		No Opinion				707
511395	Mr S M German		CSO14038	Option WMC 10	Object					707
511399	Mr & Mrs Michael and Diana Froud		CSO14053	Option WMC 10	Support					707
511406	G F Dival		CSO14047	Option WMC 10	Support					707
511413	Ben Rowe		CSO14076	Option WMC 10	Support					707
511429	Mr P Shenton		CSO14136	Option WMC 10	Support					707
511430	A.D. May		CSO14110	Option WMC 10		No Opinion				707
511433	R M Jones		CSO14109	Option WMC 10	Support					707
511441	Mr John Harris		CSO14133	Option WMC 10	Object		Did not move to Wimborne to see it grow out of hand. With more homes comes more money and more power and that inevitable capitalist growth. Small and green is good. Leave it alone.			707
511446	Daphne Archard		CSO14130	Option WMC 10	Object		My opinion is that the area will not lend itself to such a large increase in population. Roads are already			707

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							extremely busy. If there are to be new homes please make them affordable and first homes.			
511462	C Wedgery		CSO14150	Option WMC 10	Object		The area including Christchurch, Bournemouth and Poole is overpopulated. Over 50% of Dorset lives here.			707
511464	Mr M F Brown		CSO14155	Option WMC 10	Object					707
511467	Mrs H R Wood		CSO14162	Option WMC 10	Object		Allenview Road has not benefited from extra parking spaces at Waitrose. The Waitrose staff use this road to park in whilst at work. Parking is horrendous for the residents in this road due to town users using it as a free all day car park now. If car park is lost restrictions should be introduced in Allenview Road.			707
511483	Mr and Mrs Richard and Elizabeth Wilson		CSO14301	Option WMC 10	Object		We object because in our view any significant housing will cause major problems on our already busy roads. The infrastructure is already inadequate and simply cannot cope with the volume of traffic in and around the town. Of particular concern is the impact of so many houses on the environment eg WMC4 and WMC1 causing extra pressure on local resources.			707
511489	Mr H G Holden		CSO14170	Option WMC 10	Support					707
511538	Anne Whittle		CSO14214	Option WMC 10	Object		I would like to see any building of extra homes kept down to the absolute minimum to comply with Government directives. Wimborne could so easily become swamped by suburbs like poor old Poole. Population growth inevitably drives housing growth but I would not like to see new people encouraged to come here by new housing. I do not think many developers are driven by altruism. I would not like to see development on the Allenview car park - even with the Waitrose car park, as cited. More people in more housing will need more parking space for the proposed new community centre and commercial			707

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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
							centre etc. I would like to see the land adjoining the Recycling Centre in Brook Road bought back and incorporated into the existing Rec. Centre - for all the extra people brought in by extra housing !			
511571	Colin Alborough		CSO14225	Option WMC 10		No Opinion				707
511613	Mr & Mrs W.C. Finlayson		CSO14253	Option WMC 10	Object		The Allendale car park must remain as car parking for workers and visitors. Do not support a market in any of the area. Markets will become a thing of the past in 20 years. Any out of town shopping areas will kill the town centre.			707
511618	Mrs V Blunden		CSO14260	Option WMC 10	Support					707
511621	Ms Mary A Combe		CSO14271	Option WMC 10	Object					707
511639	Paul Hockey		CSO14318	Option WMC 10	Object		I believe the area is already developed to its limits, Wimborne has a unique character that needs safeguarding. As custodians of Wimborne it is your duty to prevent the further ... of the whole area and so protect its future. The population of this small country is too large and the continual building of new homes will not ease this over pressing problem.			707
511659	Mrs M.A. Bosworth		CSO14359	Option WMC 10	Object		I live in Lacy Drive and the parking is now becoming a major problem. Decreasing the space in Allenvie will exacerbate this. Extra spaces at Waitrose? Always full! Burts Hill cannot support any more traffic, already over run with school traffic, especially reckless drivers needing to get to Dumpton in great speed. Horse riders needing to access the bridleway are already having major problems off Burts Hill. The double decker buses doing school runs up Burts Hill have to straddle the middle of the road. Developments gone mad.			707

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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
511668	Mr Philip Chissell		CSO14369	Option WMC 10	Object	General Comment	WMC9/10 offers imaginative scope to redevelop a community centre but Wimborne does need to maintain car parking facilities to sustain its shops and town centre facilities (e.g. theatre, pubs). I think that an indoor market at this site would not be economic and would attract unwelcome traffic. Its current site is in the right locality in terms of clients and clearly the parking is existing and adequate			707
511675	Mr and Mrs R G Fletcher		CSO14365	Option WMC 10	Support					707
511680	Mr Alan Mogg		CSO14368	Option WMC 10	Support					707
511685	Mr & Mrs B Todd		CSO14387	Option WMC 10	Object		I do not think that the views of people not living in the areas should be taken into account. After all it concerns the locals more than outsiders.			707
511687	Mr N Paton		CSO14388	Option WMC 10	Support					707
511692	Ms Ruth Blaug		CSO14404	Option WMC 10	Object		I don't think, with the increase of housing, we should lose car park space in Wimborne Minster			707
511704	Mr A M Nisbet		CSO14447	Option WMC 10	Object		Objection to WMC 4 and WMC 10 on grounds of traffic volume and congestion they would cause on B3078 Wimborne - Cranborne Road. My comments on the idea of a new Indoor Market hall at this location are similar to those on WMC9 only more so (e-mailed comment)			707
511711	Coombes		CSO14428	Option WMC 10	Support					707
511740	Mr Grahame Austin		CSO14462	Option WMC 10	Support					707

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511747	Mr T W Tonge		CSO14469	Option WMC 10	Support					707
511761	Mr G Burge		CSO14491	Option WMC 10	Object		WMC9/10 would be disastrous if car parking spaces were lost. Day visitors and long term parkers won't park at Waitrose. The market would cause massive traffic jams and not enough parking unless an ugly multi-storey car park was built - yuk! Leave market out of town!			707
511769	Catryn Holton		CSO14510	Option WMC 10	Support					707
511840	S Hicks		CSO14534	Option WMC 10	Object					707
511870	Margaret Waddicor		CSO14557	Option WMC 10		No Opinion				707
511883	Mr Anthony Houghton		CSO14569	Option WMC 10	Object					707
511888	Mr and Mrs M Hayter		CSO14587	Option WMC 10		No Opinion				707
511903	Gordon Macrae		CSO14614	Option WMC 10	Support					707
511904	Sue Budd and Sue Pearson		CSO14624	Option WMC 10	Support	General Comment	Questions: 1. How many affordable homes are needed and will mortgages be available?			707
511932	Mrs J Beardsley		CSO14659	Option WMC 10	Object					707
511934	Mr and Mrs D A Wilkinson		CSO14658	Option WMC 10	Object		WMC 9/10 - Cannot support without more detail. Too many conflicting interests to make it feasible.			707

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511938	Mr R Stoney		CSO14678	Option WMC 10		No Opinion				707
511940	A C and K G Sherman		CSO14681	Option WMC 10	Support					707
511951	Karen Main		CSO14700	Option WMC 10	Object					707
511960	Mr E I Pease		CSO14708	Option WMC 10	Object		RE WMC 9 and 10 - Allendale House and Allendale Centre provide excellent facilities for the town and should be the centre of support for the Council. Funds should not be wasted on a new community centre. Likewise moving the market would lose tourists/visitors. Car parking remains a major problem. For housing the 'old' Cobham buildings by the river should be included in plans. NO funding should be allocated to change the Town Square.			707
511979	Mrs Browning Smith		CSO14726	Option WMC 10		No Opinion				707
512014	R P Perrior		CSO14766	Option WMC 10	Object					707
512019	C Sargeant		CSO14785	Option WMC 10	Object					707
512030	Marg A Smith		CSO14797	Option WMC 10		No Opinion				707
512057	Mr Trevor Davies	Headteacher Pamphill First School	CSO14842	Option WMC 10		No Opinion				707
512095	Bennett		CSO14858	Option WMC 10	Object					707
512099	Mrs		CSO14863	Option	Object					707

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	P E Gaskin			WMC 10						
512110	Mrs Felicity Prince		CSO14873	Option WMC 10	Object		No justification to relocate market and hence reduce size.			707
512123	Mrs M Masterman		CSO14899	Option WMC 10	Object					707
512126	Mr and Mrs P Taylor		CSO14894	Option WMC 10	Support					707
512131	Mr and Mrs S Turner		CSO14916	Option WMC 10	Object					707
512151	Mr S Adams		CSO14934	Option WMC 10	Support					707
512176	Adrian Newton		CSO14945	Option WMC 10	Object					707
512188	K North		CSO14953	Option WMC 10	Object		What is happening to present market site if moving to Allenvie area. If we are happy with extra housing surely Wimborne town would benefit from this car park with the extra cars coming into town and keeping the market at its present site. The more parking in Wimborne would be better.			707
512255	Mrs A K Horitz		CSO14963	Option WMC 10	Object					707
512277	Tristram and Sarah Hobson		CSO14981	Option WMC 10	Support					707
512281	Graham Roberts		CSO14972	Option WMC 10	Support					707

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512298	Rosemary Protheroe		CSO14989	Option WMC 10	Object		WMC 9/10 - The concern here is about the loss of car parking space especially if there are going to be many more homes built.			707
512306	B Gooch		CSO14992	Option WMC 10	Object		Inadequate justification for relocation of EDDC to Allenviv. Located EDDC in Wimborne previously rejected and, given the priority evident in financial support of Wimborne compared to rest of East Dorset, will cause EDDC to become 'greater wimborne'. Huge cost, no history of EDDC adequately managing big contracts (viz Verwood Hub). Loss of car parking at Allenviv will adversely impact on Wimborne's attempt to revive trade and commerce presence. Relocation of market means facility will be under-utilised most of week. No plans indicated for Furzehill space vacated. Affordable housing might be appropriate or recycling facility.			707
512316	Mr P Willgress		CSO15030	Option WMC 10	Support					707
512326	Mr Ian Willis		CSO15044	Option WMC 10	Object		I note the proposal to site the market on the Allendale Car Park. Why after a particularly good market which brings people and tourists into the town. Suggestion, a bus depot at Allendale and keep all buses out of the town square. People walk back there from the town to their cars, why not to the bus.			707
512343	J Spink		CSO15079	Option WMC 10	Object					707
512354	Mr David Little		CSO15116	Option WMC 10		No Opinion				707
512359	Mr J Robertson		CSO15110	Option WMC 10	Object					707
512360	Richard		CSO15109	Option	Support					707

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	Acres			WMC 10						
512373	Mr and Mrs J Lund		CSO15128	Option WMC 10		No Opinion				707
512586	Mr D.B Thwaites		CSO15204	Option WMC 10	Object					707
512599	R J Miles		CSO15212	Option WMC 10	Object		Question these options mainly on extra traffic into the centre, and loss of vehicle parking (reference to Waitrose parking is irrelevant).			707
512613	Mr N F and Mrs J Burchell		CSO15220	Option WMC 10	Object		The town is generally very short of parking another 500/1000 cars in town would only exacerbate the situation. The present market is in the ideal position. It does not need to be moved into the town centre. This idea is stupid.			707
512703	Rita Sweatland		CSO15233	Option WMC 10	Object		Update the Allendale Centre. I use it every week and the back car park is always full in the day.			707
513033	Mr Jonathan Hoyle		CSO15324	Option WMC 10	Support					707
513499	Mrs D Thomas		CSO15382	Option WMC 10	Object					707
513639	Mr and Mrs D J A Kirby		CSO15432	Option WMC 10	Object					707
513692	Mrs A Willis		CSO15480	Option WMC 10	Object					707
513881	Mrs S Bagg		CSO15528	Option WMC 10	Object					707

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513900	Mr P Wall		CSO15563	Option WMC 10	Object		Unfortunately more development more movement. A comprehensive transport policy should be developed eg. road improvement (A31), bus and trams, rail links (restored).			707
513966	Mr and Mrs Howard		CSO15638	Option WMC 10	Support					707
513974	Mr A Moore		CSO15678	Option WMC 10	Object					707
514009	L Stock		CSO15698	Option WMC 10	Support					707
514039	Mrs R Doman		CSO15728	Option WMC 10	Support					707
514049	Mrs E Hellier		CSO15738	Option WMC 10		No Opinion				707
514087	Joan Smithies		CSO15790	Option WMC 10		No Opinion				707
514091	Mr RJ Potts		CSO15800	Option WMC 10		No Opinion				707
514099	Mr and Mrs T C Blakeley		CSO15843	Option WMC 10		No Opinion				707
514111	Penelope Webiery		CSO15889	Option WMC 10	Object					707
514136	Mrs J Crumb		CSO15939	Option WMC 10	Support					707
514225	Mr Simon	Secretary West Moors	CSO15954	Option WMC 10	Object					707

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	Dixon	Traders Association								
514246	Theresa Monahan & Jonathon Chaffey		CSO15989	Option WMC 10	Support					707
514274	Mr Showell		CSO16039	Option WMC 10	Support		Instead of new housing there should be a new strategy of providing more public open space. The lessons of the Edwardians/Victorians should be learnt. New public parks like Poole Park, Queens Park and Kings Park save an area from urban crowding. Perhaps all the land proposed for housing could be reallocated to public parks.			707
514450	Mr and Mrs P Webb		CSO16170	Option WMC 10	Support		WMC 9/10: Waitrose parking spaces are not conveniently situated for those who cannot walk far. Allenvie spaces are much more central, Waitrose spaces are not always available at peak times.			707
514467	Mrs Lesley Cripps		CSO16188	Option WMC 10	Support					707
514482	C E T Gilbert		CSO16222	Option WMC 10		No Opinion				707
514507	Mr and Mrs C Macy		CSO16253	Option WMC 10		No Opinion				707
514637	P C Dibben		CSO16299	Option WMC 10	Support					707
514649	Mrs June Sawyer		CSO16309	Option WMC 10	Object					707
514674	Mrs J Williams		CSO16337	Option WMC 10	Object					707

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514752	Claire Richardson & Jamie Shirley		CSO16384	Option WMC 10	Support					707
514805	Mrs D Sadler		CSO16414	Option WMC 10	Object		Allenview area - Market - the roads around would not cope with extra traffic. Car use will increase yearly so do not remove any parking spaces - it is only just adequate with extra Waitrose. Do not waste our money on fancy schemes.			707
514812	Mr C Sawyer		CSO16421	Option WMC 10	Object					707
514912	Mrs Mary Carsbury		CSO16455	Option WMC 10	Support		Seeking the opinion of the general public on planning issues is all very commendable - but setting aside all political persuasion my feeling is that this is no more than a Public Relations exercise because in the end the final decisions are always to the advantage of the developers whoever they may be because of money, greed and looks good on paper. My general view is that density levels for new homes should be kept down, East Dorset has become so over developed that is its now just one big urban sprawl. Infact it has lost so much of all the natural character and charm that it used to enjoy it is hard to know where the so called green belt begins and ends.			707
514913	Mr and Mrs M Clark		CSO16457	Option WMC 10		No Opinion				707
514939	D Porter		CSO16497	Option WMC 10	Support					707
514959	Mr and Mrs R Fisher		CSO16530	Option WMC 10		No Opinion				707
514993	Dr Peter J		CSO16561	Option WMC 10	Support					707

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	Hardwick									
515033	Mr T Crump		CSO16601	Option WMC 10	Support					707
515287	Mr L Jackson		CSO16671	Option WMC 10	Support		The A31 trunk road from Ferndown by-pass should be widened to form a dual carriageway all the way through to Bere Regis.			707
515367	Mr & Mrs J Pottinger		CSO16783	Option WMC 10		No Opinion				707
515704	Rev R McBain		CSO16764	Option WMC 10		General Comment	Future of Allendale centre. Continuing need for this or similar facility - mixture of large hall and small meeting rooms for a wide range of groups. Car Parks - Waitrose is already busy - continuing need for Allendale car park.			707
515793	Mr Frederick Isaacs		CSO16843	Option WMC 10	Support		Good location enough space, parking an central for town.	When market relocated use existing site for housing access in place and utilities.		707
515837	Mrs Jill Isaacs		CSO16865	Option WMC 10	Support		I approve of the market moving here closer to parking and town centre.	Use the old market site for housing. Close to town, good access and amenities.		707
515864	Mr and Mrs Andrew Patrick		CSO16878	Option WMC 10		General Comment	We AGREE that: 1. In principle it would be desirable to re-locate either the Market or the District Council in the Town Centre - or ideally both. 2. The Core Strategy must discourage car usage and encourage walking, cycling and public transport over the plan period. 3. The Allendale area should be reviewed. However, within the immediately foreseeable future there must be very sound evidence indeed that it really is practicable to :	1. Either incorporate a policy that as a general principle the Allendale Area will be reviewed and redeveloped during the plan period for appropriate town centre type uses, or 2. Undertake further studies and publish		707

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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>1. Move EDDC staff - many of whom need cars to do their work - into the town centre, OR</p> <p>2. Draw into the town centre market customers, who come from a wide area by car (who currently have to be accommodated in a multi-storey car park) BUT</p> <p>3. At the same time significantly reducing car parking.</p> <p>It is far from clear from Paragraph 8.121 that either WMC 9 or WMC 10 are soundly based on evidence in that respect.</p>	more evidence to support whichever Option gains the most support through the consultation process.		
516320	Robin Langdown	President Wimborne St John Ambulance	CSO16934	Option WMC 10	Object		<p>I write on behalf of Wimborne St John Ambulance Brigade whose headquarters are in the far corner of the Allenvie long stay car park. This building belongs to East Dorset District Council and is rented by ourselves. This borders the area on the proposed plan WMC9/10. As President of the Division I wish to air my concerns:-</p> <ol style="list-style-type: none"> 1. Will our building remain? 2. Where would access be gained if the building did remain as we currently use the Car Park? 3. If the building is lost, where would we be housed as we have currently over 20 Cadets with a waiting list to join and an Adult Division of approximately 15 members? 4. If the plans for the Public Service hub are passed could we be given rooms in the new building, solely for our use? 			707
519991	Ms Claire Aldridge	Planning Liaison Officer Environment Agency	CSO17573	Option WMC 10		General Comment	<p>WMC 6 – WMC 10 Wimborne Town Centre is located within a SPZ2. Consideration and risk assessment will be required to show that the risk to controlled water in these areas from any new development will be low.</p> <p>Flood Risk</p> <p>WMC 9 and 10 – Allendale Area. This section deals with the Allendale Area, and identifies that much of the site lies within Flood Zones 2 & 3 (although the map could be better shaded to show more clearly the extent of the Flood Zones). A couple of options are presented but flood risk, as a significant</p>			707

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							<p>constraint, is not really discussed in any detail. Demonstration of the Sequential Test, for example, should be highlighted early in the process to 'validate' the options presented. At first glance this site (outlined in red) does not lend itself to future built development because of the known flood risk. Paragraph 3.46 states that development will be located in areas at lowest risk of flooding as required by PPS25. The options presented for this site appear to contradict this overarching statement.</p> <p>Foul Drainage All WMC Options. It should be ensured that there is capacity within Wimborne STW and associated infrastructure to accommodate the growth shown within the Core Strategy.</p> <p>Overall issues for consideration are: flood risk / surface water drainage; SUDS; foul drainage; water supply / water efficiency; groundwater and contaminated land; sustainable development (recommend at least Code for Sustainable Homes Level 3); waste management facilities; green infrastructure/ biodiversity issues; pollution prevention. Further information on these topics can be seen in the general section of our letter.</p>			
521118	Mr Alan Spencer		CSO17806	Option WMC 10	Support		<p>Parking One of my biggest criticisms of Wimborne is the amount of underutilised parking bays in car parks, compared to the incredible amount of free and permitted curb side parking tolerated in streets leading to the town centre. Clearly something is wrong here regarding car parking charges and the control of curb side parking, and incidentally nothing has changed since the addition of 213 parking spaces at Waitrose. I continue to be surprised that the residents in Allenvie Road have not grouped together and demanded council tax rebates, or at the least that some controls are placed on parking outside of their homes.</p> <p>I would like to address this subject with the options outlined for the Allenvie Area (WMC9 & 10), where I am sure an alternative car parking solution will be</p>			707

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							<p>necessary.</p> <p>Firstly I am in favour of EDDC Council Offices moving into Wimborne3, but not to Allendale House. I think these should be sited in Westborough, at the old Conservative Club premises. Perhaps there will be an opportunity to repurchase this from Wetherspoons, who seem to be having difficulty putting forward a satisfactory planning application for a public house, and which also seems to be attracting a great deal of protest from local people.9,10,16 As a consequence I am opposed to option WMC9.</p> <p>I like the idea of an undercover Wimborne Food Market selling local Dorset produce close to the Town Centre, can I suggest this might be set up along the lines of a traditional indoor market. I also recognise the attraction of creating a market for bric-a-brac in which local people can bring and buy. Thinking in terms of a thriving community centre much can be learnt from the way Sturminster Newton has created "The Exchange" on its old Cattle Market site14. I therefore believe there is great potential for moving the Market into the Allenvie Area. As a result I am in favour of option WMC10 over that of WMC9. Clearly though parking space would be affected at Allenvie and consequently be at a premium in the town.</p> <p>Obviously we need to consider out of town parking on a park-and-ride basis. This would probably be best situated towards the A31, I suggest near Julians Road Roundabout, which I am sure will attract tourists and visitors alike, to the town. It could be serviced by a more regular and extended Wimborne Circular bus route, or separate mini-buses could ferry passengers between the car park and town along the lines of those provided at Airports. Fees would need to be kept low (say 50%) compared with in town parking costs, which in turn could be increased substantially at peak times for durations greater than 2 hours.</p> <p>I am however convinced that this would drive those people that are averse to paying parking charges</p>			

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							further into the suburbs to park outside someone's home. My suggestion for overcoming this problem is to make all streets "Priority" Parking for residents outside of their homes in Wimborne and Colehill. Residents could be issued with Free Parking Permits for their address along with their Council Tax Bills. The scheme could be opened up to a fixed quantity of non-residents, who may work in the locality, for a fee discounted to daily long term parking. As a suggestion I would propose £20 per month. All other parking would then have to be off road in either public or private car parks. This would provide EDDC a further revenue stream. SEE ATTACHMENT			
521315	Janet & Kevin Healy Paul Timberlake		CSO17910	Option WMC 10	Support		<p>We do NOT OBJECT to a new Community Centre if the old one is in such a state of disrepair. We do hope the new one will not be so poorly built that it only lasts for forty years. Most of us cannot afford to replace our own property after such a short time and we do not see why the council should support such a throw away policy.</p> <p>The relocation of the market to central Wimborne. This would be a brilliant idea if there were the space. The Waitrose site would have been ideal. We OBJECT because the market operates over a Friday, Saturday and Sunday and is very, very popular. A reduced size may not attract so many visitors as the current one. When you counted the total car parking spaces between this site and Waitrose (536) and decided it could be reduced, had you counted the loss of car parking at the existing market site? Have you also factored in for each market stall being accompanied by a large van or small lorry? The parking at Waitrose is mainly meant for their shoppers so that should be discounted. If you reduce the number of parking spaces to the extent that regular shoppers cannot park, they will vote with their feet and go elsewhere that does have sufficient parking. If this happens, then Wimborne's retail outlets will suffer and decline. We would hate to see that happen. Already Allenview Road has</p>			707

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							<p>parking down its entire length, so shoppers cannot find parking elsewhere.</p> <p>To use public transport when you are going to Wimborne to potter and shop for leisure is fine. When a weekly shop is required or a visit to the butcher then a car is the best and only option. These weekly shopping activities generally take place on a Friday and Saturday when the market would operate and would fill the central Wimborne parking places. The Allendale car park is also used by parents collecting children from the Middle School, it is completely chaotic. It could be that this practice has been stopped, we do not know as we avoid visiting Wimborne when the schools are turning out.</p> <p>We agree that relocating the market would release a good site for potential house building. We accept that relocating the market to central Wimborne would be ideal. You have, however, to think through the parking situation and provide as many spaces as exist now in its current location so Wimborne does not lose spaces, visitors and customers.</p> <p>If the market operated on a Saturday and Sunday only, (or a very reduced one on a Friday), perhaps the middle school could be used on a Saturday for additional parking. There should not be a problem on Sundays as many people will have completed their basic weekly shopping by then.</p>			
522117	Mrs Hilary Chittenden		CSO22875	Option WMC 10	Object		<p>Option WMC9 and WMC10 Object Reasons The provision of sustainable transport from Wimborne to the Council offices at Furzehill would result in lower carbon emissions than rebuilding office in the Town Centre and demolishing and rebuilding the present facilities for some other purpose. With increasing use of electronic communication and video conferencing this would not appear to be a forward looking proposal. I suggest that it is far too soon to be considering reducing the number of car parking spaces in</p>			707

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							Wimborne. The Waitrose development and Town Centre improvements should be allowed to settle first. If in time it is shown that parking space can be released, it should be used to re-create riverside habitat (not typical formal city gardens!) that reflects Wimborne's historic origins, can be linked to the educational role of the Priests House Museum and through here to the area at Crown Mead so providing a welcoming area of greenspace that is of both amenity and wildlife value. Please let us ensure that it is not only the economy of Wimborne but also its people, landscape and environment that are able to thrive as a result of the Core Strategy. Let us see our land use planning at its best!			
522257	Mr Richard Beaman		CSO18099	Option WMC 10	Support					707
523300	Mr Trevor Abbott		CSO18283	Option WMC 10	Object					707
524495	Mr Stanley Jackson		CSO18625	Option WMC 10	Object		Regarding the options for the Allendale area, I would regard these as a waste of resources. The Allendale Centre could be refurbished at much lower cost, there is a premium on car parking spaces, the advent of Riverside park has reduced the need for a public garden and with only 12% of residents without a car, the case for moving EDDC from Furzehill is not conclusive. Further the existing Wimborne Market is flourishing and provides a commercial aspect to the Leigh Park area. Leigh Park has benefited from its new community centre and the more varied activities taking place in that section of Wimborne the better.			707
524723	Mr John Worth	Chair Wimborne Civic Society	CSO18746	Option WMC 10	Object		Regarding Options WMC9 & 10 (the Allendale Area), we would regard these as entirely unnecessary and a waste of resources. The Allendale Centre could be refurbished at much lower cost, there is a premium on car parking spaces, the			707

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							advent of Riverside Park at Waitrose has reduced the need for a public garden and, with only 12% of residents without a car, the case for moving EDDC from Furzehill is not conclusive. Further, the existing Wimborne Market is flourishing and provides a commercial aspect to the Leigh Park area. Leigh Park has benefited from its new community centre and the more varied activities taking place in that section of Wimborne the better. The case made that the arrival of the car park at Waitrose has reduced demand for parking at the Allenvie Car Park is not convincing. The fall in demand at the short-stay part of Allenvie may well have been caused by the rise in the charges, which has encouraged drivers to park on Allenvie Road almost as far as Burts Hill. There should be a review of parking policy, with the provision of more long-stay spaces and a time limit on parking in Allenvie Road similar to that operating in East Borough.			
527750	Mr Colin MacNee		CSO18908	Option WMC 10		No Opinion				707
527849	Miss Kate Tunks	Transport Planning Officer Dorset County Council	CSO19034	Option WMC 10	Support		All the sites are generally supported at this early stage subject to further work through the masterplanning stages and future work with developers to reduce the traffic impacts of new development.			707
527908	Mrs J Coakes		CSO19097	Option WMC 10	Support					707
533834	Mr Tim Harris		CSO19200	Option WMC 10	Object					707
534820	Paul Batten		CSO19452	Option WMC 10		No Opinion				707
534837	Mrs P		CSO19488	Option WMC 10	Support					707

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	Martin									
534875	Brian Lane		CSO19531	Option WMC 10		No Opinion				707
534882	M Cuff		CSO19570	Option WMC 10	Object					707
534914	Mrs P Froud		CSO19648	Option WMC 10	Support					707
535070	Mr Alan Reade		CSO19622	Option WMC 10	Object					707
535112	Mr Jack Tindall		CSO19694	Option WMC 10		No Opinion				707
535167	Lynda Lake		CSO19740	Option WMC 10		No Opinion				707
535209	Mr P Webster		CSO19788	Option WMC 10	Object		Please liaise with NFDC and NPA, as the additional traffic generated by the extra housing and employment zones will increase the traffic problems at the already congested bottleneck at Ringwood and cause yet more problems for the people who live in New Forest hamlets such as Linwood, Brook and Burley as motorists try to find alternative routes. Can the New Forest take any more pressure from additional numbers of visitors? Has Dorset got enough sand and gravel in the land bank to meet the needs of the developers? Can you force Tarmac to start mining gravel by the Spur Road near Hurn? What will happen to the pollution levels close to the trunk roads eg at Ringwood, especially particulate pollution? Can Bournemouth Water meet the increased demands for water?			707
535349	P Thomas		CSO19816	Option WMC 10		No Opinion				707

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535368	Mr Andrew Evans		CSO19867	Option WMC 10		No Opinion				707
535387	Mr Brian Cox		CSO19939	Option WMC 10	Support					707
535393	Jeremy Berg		CSO19894	Option WMC 10	Support		ROADS, ROADS, ROADS, BEFORE YOU BUILD ANYWHERE & DESTROY EVERYONES WAY OF LIFE FOREVER, BUILD ROADS & BY PASSES.			707
535421	Mr Roland Andrews		CSO20608	Option WMC 10		No Opinion				707
535457	Mr Matthew Newman		CSO19945	Option WMC 10		No Opinion				707
535500	David Veevers		CSO20004	Option WMC 10		No Opinion				707
535504	Mr Michael Beer		CSO20050	Option WMC 10	Support					707
535509	Mrs S Durant		CSO20068	Option WMC 10		No Opinion				707
535517	Roy Rich		CSO20085	Option WMC 10		No Opinion				707
535547	Mr M Folland		CSO20164	Option WMC 10	Support					707
535550	Mrs D Mogg		CSO20163	Option WMC 10	Object		I do not think the full impact of a vast increase in traffic has been properly considered in WMC 4 and WMC10 Wimborne Town Centre is already very congested and the increase in market traffic and from 550 homes on the North of Wimborne would			707

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							have a disastrous effect on Wimborne. Development would be better placed where there is more direct access to the A31			
535567	Ms Judy McMath		CSO20221	Option WMC 10		No Opinion				707
535574	Mr and Mrs Ralph Williams		CSO20236	Option WMC 10		No Opinion				707
535591	A Walker		CSO20284	Option WMC 10		No Opinion				707
535610	Mr Stewart Bullen		CSO20327	Option WMC 10	Object					707
535670	Dave Allen		CSO20404	Option WMC 10		No Opinion				707
535678	Andrew Bryant		CSO20432	Option WMC 10		No Opinion				707
535688	Susan Hobbs		CSO20464	Option WMC 10	Object		The proposed developments in Wimborne are highly undesirable. Their size will radically change the nature of this small market town and the pressures on the present infrastructure would be unsustainable. In particular, the road system is already overloaded and the number of extra cars having to come through the centre of Wimborne would lead to major congestion. It is no good planning developments BEFORE the infrastructure is upgraded to support the influx of more people and traffic. Three proposals in particular are highly undesirable : WMC4(Cranborne)This major development would require new schools, doctors and shops out on the Cranborne road if Allenvie road is not to become a major traffic bottleneck. Many of the people living out there would be heading for Poole and Bournemouth and the present Wimborne road system would not support			707

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							the through traffic generated. WMC9 & WMC10. There is not sufficient land to support these proposed developments. All the existing car p g to provide the significant investment capital required - and local authorities are going to be severely constrained by Government spending cuts.			
535815	Mrs C M Davies		CSO20549	Option WMC 10		No Opinion				707
535836	Peter Parsons		CSO20576	Option WMC 10	Support					707
535865	Darren Charles Bryson		CSO20639	Option WMC 10		No Opinion				707
535875	John Kitchenside		CSO20669	Option WMC 10		No Opinion				707
535907	Mr Christopher Baxendale		CSO20705	Option WMC 10		No Opinion				707
535935	Mr Peter J Medler		CSO20823	Option WMC 10	Support					707
535940	Mrs Linda Medler		CSO20771	Option WMC 10	Support					707
536014	Mrs Dawn Tindall		CSO20863	Option WMC 10		No Opinion				707
536046	L Appleton		CSO20883	Option WMC 10		No Opinion				707
536096	Katie Lacey		CSO20941	Option WMC 10	Object					707
536129	Mr		CSO20960	Option		No Opinion				707

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	Peter Houghton			WMC 10						
536169	Mr Tony Trewiss-Bell		CSO21006	Option WMC 10		No Opinion				707
536267	Trish Wheeler		CSO21145	Option WMC 10		No Opinion				707
536271	Mrs D Holt		CSO21159	Option WMC 10	Support					707
536282	Mrs Doreen Kingaby		CSO21180	Option WMC 10	Support					707
536324	Paul Sumner		CSO21260	Option WMC 10	Support		Wimborne has the land and facilities to support more houses. The other areas do not. Especially Verwood,as it has been built upon to the point where it is second only to Dorchester, in terms of population.Verwood should be left alone and other areas play catch up.Verwood has no vibrant town centre no realistic extra employment opportunities. No infrastructure, no buses after 6pm or police for that matter. One nhs dentist with a waiting list as long as your arm.Same with the meagre doctors services. None of the houses are actually needed, only for the council to get social housing built. Not the attractive affordable homes it seems to like to label them as.Building on green belt land is supposed to be for exceptional circumstances, there are no homeless in verwood.Do no destroy green belt land just because of a loophole. There is no need for social housing in verwood,therefore no exceptional circumstances exist.I have looked at the proposed sights and they will all destroy habitat for local wildlife,VWM4 will also see ssi sites read beds ancient hedge rows etc severely disrupted. Did you know that there is a flood plane? What about the scientific report on the river crane and fishing lakes down there?. Common sense please.			707

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536341	Adrian Bowyer		CSO21299	Option WMC 10	Support					707
536346	Mr Ben Richards		CSO21339	Option WMC 10	Support					707
536349	Mrs C Bowyer		CSO21358	Option WMC 10		No Opinion				707
536449	Dave Isaacs		CSO21441	Option WMC 10	Support					707
536543	Samantha Fysh		CSO21511	Option WMC 10	Support		NO MORE HOUSES IN VERWOOD.. ENOUGH IS ENOUGH!!!!			707
536572	Roger Fysh		CSO21571	Option WMC 10	Support		I strongly object to the proposal to increase the housing in and around Verwood. Verwood has been extensively developed over the years and there is inadequate services to support the extra cars and people. Also having seen the housing density of the Ebblake housing estate it is clear that agreeing to more housing will only create 'no go' areas in the very near future. I also note that in and around Wimborne there are huge areas of open land, which could easily be developed, especially between Ferndown and Wimborne which also has excellent road networks in place as it could immediately open onto the A31			707
536576	Mrs Valerie Green		CSO21576	Option WMC 10		No Opinion				707
536628	Mr C.A Wills		CSO21717	Option WMC 10	Support					707
536699	Ms Kathryn D'Arcy		CSO21767	Option WMC 10	Support		Ensure that all existing unoccupied homes are utilised. Look at infill in a positive way- Ensure that all infrastructure REALLY supports proposed development Do not build homes if the occupants			707

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							are unable to find work locally. This leads to juvenile problems and a group of unemployed within the community. There is not enough employment in Wimborne for the number of homes proposed.			
536771	B Lusher		CSO21839	Option WMC 10	Object		I object to any development that expands Wimborne and surrounding villages now and at any time in the future. Why is Wimborne such a beautiful town, could it be the Minster, old buildings, steeped in history? probably all of these and many other attributes. Take a good look at that stunning photograph 'Wimborne Minster and Stour In Winter' by Roger Holman, fields and the town centre, all in one picture. This view of the landscape, identified as a scene of merit by the artistic eye of the photographer, often passes the layman by, until pointed out so graphically. This photograph, like others, is a measure of what we could lose. I wonder if there were other equally stunning scenes in the hills northeast of Wimborne, Colehill, now completely covered in houses. Can you imagine the equivalent photograph of that time, the town, with a backdrop of fields and trees rising above horizon. Too late, that moment has passed. The town, in close proximity to countryside, is ye has realised this and is making an effort to preserve old Singapore. We, on the other hand, seem to be quite happy to knock down our countryside in the name of development. If we really want to preserve Wimborne for generations to come, so they can see the town, be part of its unique character, situated amongst, close at hand countryside, then we must make a conscious decision now to preserve the green belt and green areas in the town forever, before Wimborne eventually becomes a quaint little roundabout that travellers come across on the way from somewhere to somewhere.			707
536790	David Steadman		CSO21891	Option WMC 10	Object					707
536802	Anida		CSO21941	Option		No Opinion				707

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	Griffiths			WMC 10						
536808	Ms Yvette Allen		CSO21978	Option WMC 10		No Opinion				707
536812	R H Barker		CSO21977	Option WMC 10		No Opinion				707
536830	Mrs Janet Sutcliffe		CSO22047	Option WMC 10		No Opinion				707
536848	Ola Steadman		CSO22128	Option WMC 10	Object					707
536850	Mr Michael Hird		CSO22116	Option WMC 10		No Opinion				707
536860	Mrs Sparks		CSO22180	Option WMC 10	Support					707
536866	Emma Huns		CSO22205	Option WMC 10		No Opinion				707
536930	Mrs Susannah Spencer		CSO22301	Option WMC 10	Object		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.			707
536932	Paul Bason		CSO22295	Option WMC 10	Support					707
537050	Diane Fletcher		CSO22404	Option WMC 10		No Opinion				707
537064	Elizabeth Harvey		CSO22431	Option WMC 10	Object		I have lived in the centre of Wimborne for 17 years and have recently June 2010 got an allotment on the Cuthbury site. i have no back garden only a small paved patio area and walking to the allotment and spending my weekends and evenings in the			707

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							lighter evenings is my escape. i look after adults with learning difficulties and mental health issues and as you can imagine this is a very stressful occupation. the time that i spend up at the allotment and walking through there and mixing with the other people that have the allotments is relaxing, quiet, hard work but takes your mind off every day things. also i lost my mother to cancer in November and she spent from June to the end of September up there sitting in her wheelchair planning with me what we would grow for this year, i feel she is very much still with me up there and i would feel heartbroken and shattered if we were to lose this to housing. i appreciate that houses have to be built somewhere and everyone will have an opinion and opposition to wherever they are built but this is mine and i am very much against the idea. How can it be possible for Wimborne to have an extra 1000 homes built and not suffer, the sewage and drainage cannot cope with the houses we have now and i feel that this should be considered before new homes are built.			
537075	Mrs Elaine Holt		CSO22438	Option WMC 10	Support					707
537126	Mrs Heather Nisbet		CSO22499	Option WMC 10	Object		Traffic in Wimborne is very heavy as it is and adding further congestion at peak times would be a great mistake. The river bridge close to Tice's garage is narrow and slows traffic coming into the town - a good thing - but if there were vehicles coming on to the Wimborne/Cranborne road from WMC4, it would make the Allenvie Road exit on to that road impossible at the busiest times. The additional parking at Waitrose only serves the store and is usually pretty full, so thinking that it would take any surplus is a mistake, especially as it is not connected with the town. I do not think that Waitrose has brought much more business into the town because of the lack of "connection". People in general I think do their shopping and go. Perhaps a			707

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							survey should be done on this. My last point is that if some building does go ahead please will you give preference to architects/builders who can build in a suitable "vernacular" style that will blend with the historical quality and variety of Wimborne. The new Waitrose building is a horror, a real slap in the eye when you approach Wimborne from the Poole direction and is built in very poor mock-aged brick. It is far larger and more dominant - more "in-your-face" than the "artist's impression" drawings on the original proposals and completely detracts from the charms of the older houses and small cottages on the east side of Rowlands Hill road. Buildings last for a very long time and we are training the eye of the young when we build so why not make their surroundings more attractive, not less.			
537362	Peter Constable		CSO22527	Option WMC 10		No Opinion				707
537435	Ms Pauline Burton		CSO22555	Option WMC 10		No Opinion				707
537529	Mrs C White		CSO22582	Option WMC 10	Object					707
537571	Nick and Marion Leatherdale		CSO22634	Option WMC 10	Object		WCM10: we already have an indoor market in Wimborne, which has only recently been refurbished, so again, why do we need a replacement? This seems a waste of taxpayers' money in our current financial situation.			707
538210	Mr and Mrs Peter Griffiths		CSO22712	Option WMC 10	Object		Object to the new Allenvie Centre - existing adequate - could be modernised and extended. Object to the loss of car parking at Allenvie and switch to Waitrose is a very poor option - too far for Allenvie Centre users especially at night; difficult access by foot for elderly, and cost of car parking too high.			707